ode Comm	ent 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
$1 \\ 2 \\ 3 \\ 4 \\ 5 \\ 5 \\ 3 \\ 4 \\ 5 \\ 5 \\ 5 \\ 5 \\ 1 \\ 2 \\ 2 \\ 3 \\ 4 \\ 5 \\ 5 \\ 1 \\ 2 \\ 2 \\ 2 \\ 2 \\ 2 \\ 2 \\ 2 \\ 2 \\ 2$	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
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Neighborhoods/ Communities	Prospective home buyers and conceived, according to Stat facility. (Sellers are obligated material facts about a prope
3	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
4	Noise	
5	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its ex between crime rates and free sidebar on page 4-21.

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

nd members of the church built after the freeway was ate law, should have been informed of the proposed ad by Arizona common law to disclose all known perty to the buyer.)

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

olice Department reported in 2005 that it did not to crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

#### **B3418** • Comment Response Appendix

		Code	lssue	Response
To: P Subject: " Date: V > Regarding oppos River Indian Comm Ahwatukee Foothill > Community (AFC "solution". But > the number of c can find many of tl > However, a few	c) don't want pollution on their land, uniting the two groups behind a No-Build ommuters from the Southeast Valley to the West Valley continues to increase. One hem adding to the fun on the I-10. of them are using the Beltway Road across GRIC land leading from Riggs Road to	1	Alternatives	A Riggs Road Alternative v its connection to Interstat would then replace approx At the Riggs Road/State R approximately 3 miles of F Freeway) (see Final Enviro of any alternative using Rij land. While the Riggs Roa particularly of those living not address specific plann network. The <i>Regional Tran</i> Freeway as a critical link in Road Alternative would no as part of State Route 202 for motorists. Therefore, t purpose and need criteria
51st Avenue and I- > slows for the fin. > Now, ADOT coul > cheaper than bu boundary.	-10. It's smooth cruising until they reach 51st Av, where it	2	Air Quality	The Arizona Department of identified several issues ar Responses to these issues <i>Public Comments</i> beginning
> Beltway? Or, fro	smoothly flowing traffic downwind on an 202? Or tear the heart out of Sacred	3	Cultural Resources	

e was considered. It would replace 51st Avenue south of ate 10 (Papago Freeway) for approximately 21 miles. It roximately 4 miles of Beltline Road in an easterly direction. Route 347 intersection, the alternative would replace f Riggs Road before connecting to Interstate 10 (Maricopa ronmental Impact Statement page 3-9). Nearly two-thirds Riggs Road would be on Gila River Indian Community bad Alternative would serve regional mobility needs, ng in the Maricopa area, meeting this travel demand would nning goals for an integrated regional transportation ransportation Plan identifies the proposed South Mountain in the Regional Freeway and Highway System. The Riggs not complete the Phoenix metropolitan area's loop system 02L, thereby causing substantial out-of-direction travel , the Riggs Road Alternative would not meet the project's ia and was eliminated from further study.

It of Transportation and Federal Highway Administration and concerns that were frequently noted by commenters. es can be found in the *Responses to Frequently Submitted* ng on page B733 of this appendix.

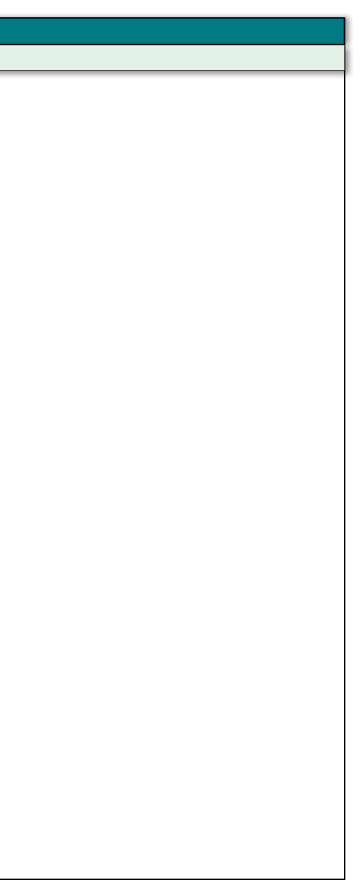
Code	Comment Document	Code	Issue	Response
	From:       Phil Wagoner         To:       Projects         Subject:       Fwd: "No Build" yields to more traffic on Beltway Road.         Date:       Wednesday, July 24, 2013 4:48:21 PM         >> Regarding opposition to building AZ Loop 202 South Mountain 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 the number of commuters from the Southeast Valley to the West Valley continues to increase. One can find many of them adding to the mix on the I-10.         >         >> 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	1	Alternatives	A Riggs Road Alternative of its connection to Inters then replace approximate At the Riggs Road/State F approximately 3 miles of I Freeway) (see Final Enviro of any alternative using Ri land. While the Riggs Roa particularly of those living not address specific plann network. The <i>Regional Trai</i> Freeway as a critical link in Road Alternative would n as part of State Route 202 for motorists. Therefore, purpose and need criteria
	<ul> <li>&gt;&gt; slows for the final few miles.</li> <li>&gt;&gt; Now, if ADOT improved the flow along 51st Av., it would be much</li> <li>&gt;&gt; cheaper than completing the 202 and it would move pollution well away from the AFC southern and the GRIC northern boundaries.</li> </ul>	2	Air Quality	The Arizona Department identified several issues an Responses to these issues <i>Public Comments</i> beginning
$\left  \begin{array}{c} 1 \end{array} \right $	>> GRIC has a chance to make an important decision: Pollution from stop-and-start traffic through the heart of the GRIC on Beltway Road? (It will only get worse.)	3	Cultural Resources	
$\begin{vmatrix} 2 \\ 3 \end{vmatrix}$	>> Or, from smoothly flowing traffic downwind on the economic bonanza Loop 202, built upon GRIC- controlled land?			
	>> Or tear the heart out of Sacred Mountain? AFC: GRIC; "No-Build" means no control and is a very bad solution.			
	> Phillip Wagoner > mobile: 480-220-0606			

was considered. It would replace 51st Avenue south state 10 (Papago Freeway) for approximately. It would ly 4 miles of Beltline Road in an easterly direction. Route 347 intersection, the alternative would replace Riggs Road before connecting to Interstate 10 (Maricopa onmental Impact Statement page 3-9). Nearly two-thirds iggs Road would be on Gila River Indian Community d Alternative would serve regional mobility needs, in the Maricopa area, meeting this travel demand would ing goals for an integrated regional transportation nsportation Plan identifies the proposed South Mountain n the Regional Freeway and Highway System. The Riggs ot complete the Phoenix metropolitan area's loop system 2L, thereby causing substantial out-of-direction travel the Riggs Road Alternative would not meet the project's and was eliminated from further study.

of Transportation and Federal Highway Administration nd concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* g on page B733 of this appendix.

Comment Document
LOOP 202 South Mountain Freeway Study 2013
Draft Environmental Impact Statement COMMENT FORM
<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>Comments must be received or postmarked by July 24, 2013.</li> <li>The main Ammute, Surawite Surawite Africa Ammute Africa Ammute A</li></ul>
Crucial perce 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. By concerns are more in the event that the freeway is not constructed. I am very concerne with the fact that the casino on the south side of the reservation bounday and 51stave is growing (adding hotel and night clubs) yet there is not currently access to this casino she other than driving through my community on Surfice Streets.
Optional Name_Jarrod Wakeford Email Jarrodmw3@aol.com Address 4636 W. Magdalena Lane City Laveen state Arizona zip 85339
Phone Fax Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007
ADGT TRACS No.: 2021, MA 054 H5764 011, • Federal-aid Project No.: NIH-202-D(ADY) 12-136
ADDT OF Federal Highway azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.



Code	Comment Document	Code	lssue	Response
		1	Purpose and Need	The Arizona Depart identified several iss Responses to these <i>Public Comments</i> begi
	From:ProjectsTo:ADOTSubject:FW: Opposition to the South Mountain 202Date:Monday, May 20, 2013 8:49:49 AM			
	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 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.			
	HUITT-ZOLLARS Gregory A. Walker, AICP Vice President   Transit/Transportation Planning 425.877.0385 Mobile   602.952.9123 Desk   www.huitt-zollars.com			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code Commer	nt Document
	From:     Projects       To:     ADOT       Subject:     FW: Input to proposed 202 South Mountain Loop       Date:     Friday, June 28, 2013 10:23:32 AM       Attachments:     image001.png
	Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov
	From: Houle, Sabina J [mailto:sabina.j.houle@intel.com] Sent: Friday, June 28, 2013 10:21 AM To: 'projects@azdot.gov' Subject: Input to proposed 202 South Mountain Loop
1)2 3)4(5)	I am a resident of the ahwatukee foothills and am opposed the long standing alignment of the 202 south mountain loop. I was told the mountain behind my house was preserve and would remain if the 202 south mountain loop was constructed. The latest alignment shows the mountain removed and my fence as the wall of the freeway This design and proximity to our community will have multiple impacts in noise and air pollution. Additionally, the freeway is exceptionally close to 2 grades schools, a middle school and high school. This is not a healthy environment for our children. I am fully supportive of exploring options that would move the freeway further away from the population centers and eliminate the need to destroy portions of south mountain. As stewards of the land and our future generations I believe we should aggressively pursue options that will be mutually beneficial to the impacted community, as well as, the greater metropolitan area.
	Rgds,
	Maria Walker
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is ac Foothills Village (to the north for many years (see Draft Env 4-21). Where existing residen noise mitigation would be im Transportation policy (see Fi
2	Section 4(f) and Section 6(f)	The Arizona Department of T identified several issues and o Responses to these issues can <i>Public Comments</i> beginning on
3	Noise	
4	Air Quality	
5	Health Effects	

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

# Code Comment Document

 From:
 Projects

 To:
 ADOT

 Subject:
 FW: Input to proposed 202 South Mountain Loop

 Date:
 Friday, June 28, 2013 10:00:08 AM

 Attachments:
 image001.png

Thank you, Matthew Eberhart Community Relations Officer

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

From: Walker, Maria F [mailto:maria.f.walker@intel.com] Sent: Friday, June 28, 2013 9:50 AM To: Projects Subject: Input to proposed 202 South Mountain Loop

 $\begin{array}{c}
1\\
2\\
4\\
5
\end{array}$ 

I am a resident of the ahwatukee foothills and am opposed the long standing alignment of the 202 south mountain loop. As I understand it, key intersections will be elevated and the freeway does not have funding for sound barriers. This design and proximity to our community will have multiple impacts in noise and air pollution. Additionally, the freeway is exceptionally close to 2 grades schools, a middle school and high school. This is not a healthy environment for our children. I am fully supportive of exploring options that would move the freeway further away from the population centers and eliminate the need to destroy portions of south mountain. As stewards of the land and our future generations I believe we should aggressively pursue options that will be mutually beneficial to the impacted community, as well as, the greater metropolitan area.

Rgds,

Maria Walker

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Code	lssue	Response
1	Noise	Noise mitigation, such as so Final Environmental Impact
2	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
3	Air Quality	
4	Health Effects	
5	Section 4(f) and Section 6(f)	

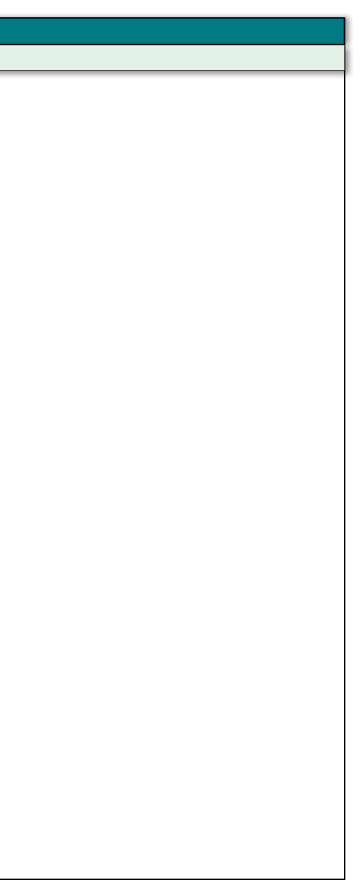
ound barriers, is included in the proposed project (see at Statement page 4-91).

of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

## **B3424** · Comment Response Appendix

Comment Document		
TELEPHONE CONVERSATION F SOUTH MOUNTAIN FREEWAY		
INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 1:46 PM	
CALLER: GEORGE WALKER	CALLER ADDRESS:	
PHONE: 602-971-6447	EMAIL:	
CALLER REMARKS/QUESTION And build the freeway but No toll r		
And build the freeway but no ton f		

Code	lssue	Response
1		Comment noted.



Code	Comment	t Document
		From: <u>Projects</u>
		To:         ADOT           Subject:         FW: Draft EIS Comments
		Date:         Monday, July 15, 2013 8:04:48 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
		Communications
		From: Gary Walker [mailto:ga.mf.walker@gmail.com]
		Sent: Saturday, July 13, 2013 9:13 PM
		To: Projects Subject: Draft EIS Comments
		Hi,
		I am responding with comments on Draft EIS.
		I live in Ahwatukee. The new freeway will be going by four schools around where I live (Pecos and 24th street). I do not think that is acceptable.
2	3 4	In addition, I think the freeway will bring much more crime, pollution and noise to this area. I plan on moving if the freeway goes in.
		If you have any questions, please contact me at 480-227-6262.
		Gary Walker
		2513 E Glenhaven Dr
		Phoenix, AZ 85048
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the
		person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	lssue	Response
1	Health Effects	The Arizona Department of T identified several issues and o Responses to these issues can <i>Public Comments</i> beginning on
2	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its ex between crime rates and free sidebar on page 4-21.
3	Air Quality	The Arizona Department of identified several issues and o Responses to these issues can <i>Public Comments</i> beginning on
4	Noise	

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

olice Department reported in 2005 that it did not to crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code Comme	ent Document	
	From: Cosmic Rat To: Projects	
	Subject:     Proposed 202 Freeway extension       Date:     Wednesday, July 24, 2013 4:18:34 AM	
	To whom it may concern:	
$ \begin{array}{c} 1 \\ 2 \\ 3 \\ 4 \end{array} $	This extension should absolutely NOT be built. Not only will the freeway itself bring more air, noise, and visual pollution into the area of its route, but, even worse, it will encourage commercial and real estate development, further despoiling the area.	
5	We should respect the wishes of the native tribes who consider South Mountain sacred. Too often we have callously disregarded their respect for nature to our own detriment, needlessly offending their spiritual beliefs because of greed.	
6	Let us instead use the funds to improve and maintain the highways we already have.	
	Michael Walker, 5315 W. State Ave., Glendale AZ 85301.	
	~~Cosmic Rat	
	Peace, Freedom, and Equal Justice for All http://www.cosmicrat.com http://www.myfriendlyuniverse.com twitter ID @cosmicrat	

Code	lssue	Response			
1	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or			
2	Noise				
3	Visual Resources	Because Pecos Road is alrea the same location as the pro- phenomena they do not alre page 4-169). The proposed f more vehicles, but what parl substantively different from in the Final Environmental In avoid, reduce, or mitigate as and large shrubs that would would help in visually sensiti			
4	Neighborhoods/ Communities	Unplanned growth is often t the context of rapid and unc land—usually on the outskirt freeway are often identified a are often cited as making lar more attractive for developm population and land use bet projects like the proposed fr Environmental Impact Staten freeway would be implement noticeably in the Western Se recession which began in 200 Area, the proposed freeway and a near-fully developed an induced growth would be co area planned for urban grow for at least the last 25 years.			
5	Cultural Resources	Larger saguaro cacti, mature the transplanting and sitting roadway areas.			
6	Purpose and Need	The proposed project is part Association of Governments approved the <i>Regional Transpo</i> to fund its projects. The fund of the proposed project wou Highway Performance Progra Regional Area Road Funds) s proposed freeway would not would not constructing this f statewide projects.			

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the Responses to Frequently Submitted on page B733 of this appendix.

ady a four-lane arterial street and is in approximately oposed E1 Alternative, viewers would not be seeing any eady see (see Final Environmental Impact Statement freeway would have eight lanes of traffic and carry k users and residents would see would not be what they already see along Pecos Road. Page 4-170 mpact Statement lists measures that should help to esthetic impacts. Larger saguaro cacti, mature trees, likely survive the transplanting and sitting-in period ive or critical roadway areas.

termed "urban sprawl." Generally, this term is used in controlled urban growth onto previously undeveloped ts of an existing urban area. Projects like the proposed as contributors to urban sprawl. Freeway projects nd at the urban fringe more accessible and, therefore, ment. However, examination of data comparing tween 1975 and 2000 suggests major transportation reeway do not induce growth in the region (see Final ement pages 4-170 through 4-174). The proposed ited in a historically quickly urbanizing area (most ection of the Study Area, although the nationwide 007 slowed growth). In the Eastern Section of the Study would abut public parkland, Native American land, area—therefore, any contribution to accelerated or onstrained. The proposed freeway would be built in an wth as established in local jurisdictions' land use plans

e trees, and large shrubs that would likely survive g-in period would help in visually sensitive or critical

t of the Regional Transportation Plan for the Maricopa s region. In 2004, the voters of Maricopa County bortation Plan and the extension of a half-cent sales tax nding for the right-of-way acquisition and construction uld come from a combination of federal (National ram) and County (half-cent sales tax, also known as sources. Use of these funds for construction of the t affect available funds for statewide projects nor facility make available additional funds for other

Code	Comment Document	
	TELEPHONE CONVERSATION R SOUTH MOUNTAIN FREEWAY I	
	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	

Code Issue

1

Response

Comment noted.

## Comment Response Appendix • **B3427**

1

# Code Comment Document

 $\left(1\right)$ 

Document Created: 5/12/2013 3:45:05 PM by Web Comment Form

David Wallak Document Created: 5/12/2013 3:45:05 PM by Web Comment For 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.

Code	lssue	Response
1	Traffic	Traffic interchanges (on- and Buckeye Road, Lower Buckey Road, Dobbins Road, Elliot Parkway, 24th Street, and 40 the crossroads would be wid the City of Phoenix General I widening would be the respo

d off-ramps) would be located at Van Buren Street, eye Road, Broadway Road, Southern Avenue, Baseline Road, 51st Avenue, 17th Avenue, Desert Foothills Oth Street. In the immediate area of the interchanges, dened to their ultimate lane configuration based on Plan. Adjacent improvements such as signals and road onsibility of the City of Phoenix.

# Code Comment Document

(1)

Document Created: 6/30/2013 2:48:03 AM by Web Comment Form

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

Code	lssue	Response
1	Traffic	Traffic interchanges (on- and Buckeye Road, Lower Buckey Road, Dobbins Road, Elliot F Parkway, 24th Street, and 40 the crossroads would be wid the City of Phoenix General F widening would be the respo

d off-ramps) would be located at Van Buren Street, eye Road, Broadway Road, Southern Avenue, Baseline Road, 51st Avenue, 17th Avenue, Desert Foothills 40th Street. In the immediate area of the interchanges, dened to their ultimate lane configuration based on Plan. Adjacent improvements such as signals and road ponsibility of the City of Phoenix.

Code	Comment Document	
	From: Projects To: ADOT	
	Subject:FW: Widen Lower Buckeye Rd. Between 59 & 63 Ave.Date:Monday, July 01, 2013 8:45:21 AM	
	Attachments: image001.png	
	Thank you,	
	Matthew Eberhart	
	Community Relations Officer	
	1655 W Jackson St. MD 126F Phoenix, AZ 85007	
	602-712-2060	
	Communications	
	From: David Wallak [mailto:dwallak@cox.net]	
	Sent: Sunday, June 30, 2013 12:56 AM To: Projects	
	Subject: Widen Lower Buckeye Rd. Between 59 & 63 Ave.	
$\overline{1}$	Please widen road between 59 and 63 Ave's. On Lower Buckeye Rd, where the 202 will cross	
$\cdot$	over. This road goes from one lane to two lanes at 63rd Ave and has caused many accidents. Please re-Design. Thank you,	
	David Wallak	
	2205 S 63rd Dr Phoenix, AZ 85043	
	623-297-0600	
	 Sent from my Android phone with K-9 Mail. Please excuse my brevity.	
	Sent from my finalore phone with R 9 main. Thease excluse my browny.	
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the	
	person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1	Traffic	Traffic interchanges (on- and Buckeye Road, Lower Buckey Road, Dobbins Road, Elliot F Parkway, 24th Street, and 40 the crossroads would be wide the City of Phoenix General F widening would be the respon

nd off-ramps) would be located at Van Buren Street, keye Road, Broadway Road, Southern Avenue, Baseline t Road, 51st Avenue, 17th Avenue, Desert Foothills 40th Street. In the immediate area of the interchanges, idened to their ultimate lane configuration based on I Plan. Adjacent improvements such as signals and road ponsibility of the City of Phoenix.

Code Comment Document LOOP 202 South Mountain 2013 Freeway Study **Draft Environmental Impact Statement COMMENT FORM** Thank you for participating in the South Mountain Freeway Draft It is helpful to ADOT to receive comments on: Environmental Impact Statement public comment process. A particular alternative, environmental impact assessment, and/or draft mitigation. 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 Any information you feel is incomplete or incorrect. ADOT's final recommendation. How the proposed action would affect you When submitting comments, please be as specific as possible and substantiate your concerns and recommendations. Comments must be received or postmarked by July 24, 2013. The Carles discussed the good toget mad be (1) 2 Alens and tte 6 atester a 7 8 wer None Tela Zip XSD49 City -0130 Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007 ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) FOR MORE INFORMATION: U.S. Department of Ticrusportation Federal Highway ADD1 azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Alternatives	The study considered an alter Grande to State Route 85 fro of the Draft Environmental In reconstructed as a four-lane, Interstate 8 is a four-lane, div Existing signs at each termine metropolitan Phoenix area. The and inter-regional travel, but need as part of a regional travel from further consideration.
2	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
3	Air Quality	
4	Health Effects	
5	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its ex between crime rates and free sidebar on page 4-21.
6	Economics, Socioeconomics	There is no evidence that the area. The regions' benefits w businesses would make them
7	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and o Responses to these issues ca <i>Public Comments</i> beginning or
8	Cultural Resources	

ernative that would run along Interstate 8 in Casa rom Gila Bend to Interstate 10 (see text on page 3-9 Impact Statement). State Route 85 is currently being e, divided highway with limited-access control, and ivided Interstate freeway with full access control. nus designate the route as a truck bypass of the This route would continue to be available for interstate it it would not meet the proposed action purpose and ransportation network and, therefore, it was eliminated

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

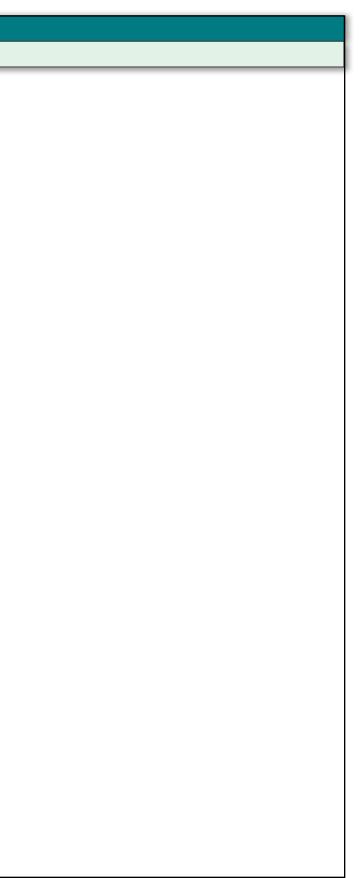
olice Department reported in 2005 that it did not o crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

e proposed facility would cause people to leave the would remain, and improved access to residences and n more desirable.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

## **B3432** · Comment Response Appendix

Code	Comment Document	Code	lssue	Response
_		1		Comment noted.
	From: Projects To: ADOT			
	Subject:         FW: Loop 202           Date:         Monday, May 20, 2013 8:45:14 AM			
	Original Message From: kward Ward [ <u>mailto:ksherer15@hotmail.com]</u> Sent: Friday, May 17, 2013 5:37 PM			
	To: Projects Subject: Loop 202			
	Please begin construction on the south mountain loop 202. We need this freeway to cut down on			
$\left  \begin{array}{c} 1 \end{array} \right $	Please begin construction on the south mountain loop 202. We need this freeway to cut down on congestion and bring jobs and business to the Laveen area. One of our elementary schools was the #1 elementary school in the state last year. We need this with the growth of our community.			
	Thank you for your time.			
	Kathleen Ward			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			
	please contact the sender by email, and delete or destroy all copies plus attachments.			

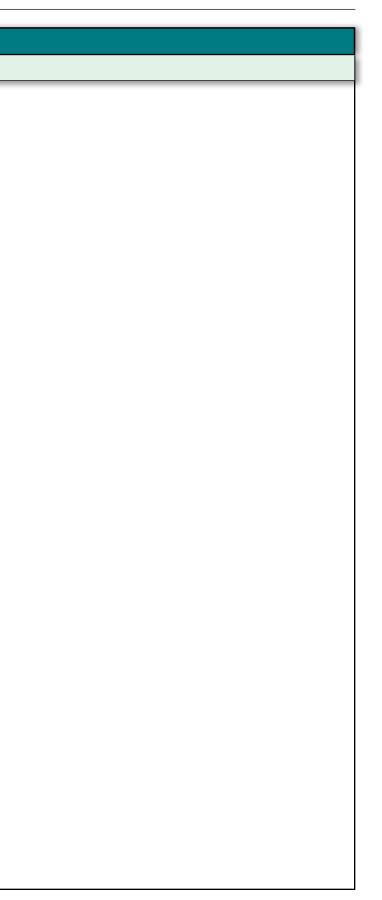


Code	Comment Document	
	From:     Projects       To:     ADOT       Subject:     FW: South Mountain Loop	
	Date:         Wednesday, May 22, 2013 3:35:16 PM	
	From: Roadarmel E W (Ward) [mailto:Ward.Roadarmel@srpnet.com]	
	Sent: Wednesday, May 22, 2013 3:11 PM To: Projects Subject: South Mountain Loop	
	Get it built! Why allow a small group of home owners to hold this up any longer? Why keep sending	
1	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!	
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1		Comment noted.
_		

## Comment Response Appendix • **B3433**

Code	Comment Document
	From: Projects To: ADOT
	Subject:       FW: 202 SanTan extension         Date:       Wednesday, May 22, 2013 10:50:49 AM
	From: Ken Ward [mailto:recvken@yahoo.com] Sent: Tuesday, May 21, 2013 12:50 PM To: Projects Subject: 202 SanTan extension
1	Good Afternoon, My wife originally puchased the home we reside in back in 1987, making her an original owner in the Mountainside subdivision. In 1985 as I recall, we supported for and subsequently voted for the plan to build the loop freeway system circumnavigating the valley while we were living in another neighborhood. To date the only portion of that freeway not built, much to our dismay, is the portion that now ultimately affects us the most. I feel that it is high time that that last section of the 202 SanTan freeway around the back side of South Mountain be built without delay. The people spoke on this issue long ago, and it is unconscionable that all of our votes be ignored , regardless of how long ago it was. We tire of having to deal with living in what has become known as "The World's Largest Cul-De-Sac". I would further suggest that it not be built on reservation land as many have suggested. The fewer entanglements we engage in with that delightful "Sovereign Nation" the better off we will be. When Greg Stanton was a city council member representing the area he stated that this section of the freeway "Would never be built on HIS watch" ! I never voted for him because of that statement, and it is unfortunate that he is now our Mayor, because he won't support what needs to be done. FINISH THE FREEWAY PLEASE ! Sincerely, Ken Ward
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.



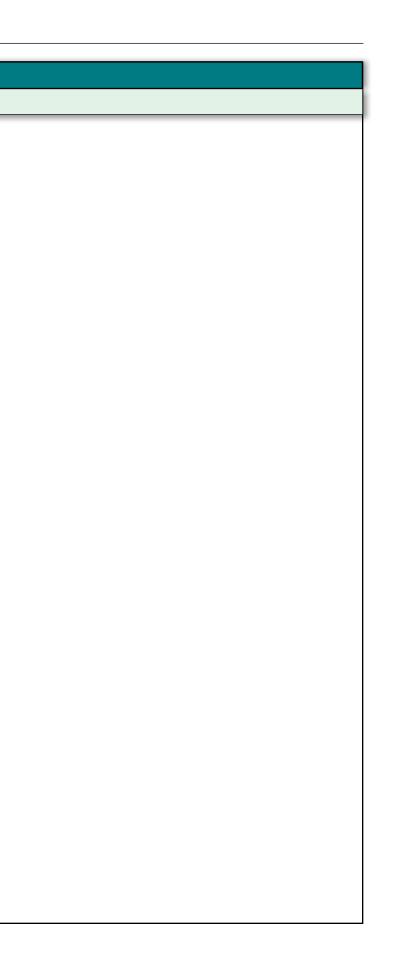
de Com	iment Document	Code	lssue	R
		1		C
	From: <u>Projects</u>			
	To:         ADOT           Subject:         FW:           Date:         Monday, May 20, 2013 8:47:10 AM			
	From: Betty Ware [mailto:bettya_ware@vahoo.com]			
	From: Betty Ware [mailto:bettya_ware@yahoo.com] Sent: Friday, May 17, 2013 5:25 PM To: Projects			
	Subject: We need the 202 freeway to be build, population in the South Mtn area has increased			
リ	at a large rate our MAIN STREETS ARE FULL.			
	Thank You Betty Ware			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus			
	is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			

## Comment Response Appendix • **B3435**

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## **B3436** · Comment Response Appendix

e Co	omment Document			Code	lss
			r	1	
	TELEPHONE CONVERSATION R				
	SOUTH MOUNTAIN FREEWAY I				
	INCOMING CALL DATE:	INCOMING CALL TIME:			
	5/18/13 CALLER:	4:30 PM CALLER ADDRESS:			
	CAROLYN WARNARD PHONE:	1719 E. GELDING DRIVE, PHOENIX, AZ 85022 Email:			
	CALLER REMARKS/QUESTIONS				
	I am in support of that freeway con needed.	struction. I strongly support construction of this freeway it is greatly			



Response

Comment noted.

#### Code Comment Document Code Issue Response **Visual Resources** 1 From Rich Warren To: Projects Cc: Rich Warren Subject South Mountain Freeway Tuesday, June 04, 2013 1:50:05 PM Date: COMMENT RE: SOUTH MOUNTAIN FREEWAY National Highway System.) I would like to urge that there be a stipulation that commercial billboards (1)(including electronic) are not allowed anywhere along the entire length of the proposed South Mountain Freeway. We live in a beautiful state where magnificent scenery surrounds our roadways; the South Mountain Freeway will be no exception. These same roadways shouldn't subject us to the seemingly endless stream of advertising that pervades the rest of our lives. An Arizona Court of Appeals decision found that billboards (including electronic) were illegal in relation to the Arizona Highways Beautification Act. Visitors provide vital economic activity for Arizona and an unmarred landscape helps promote tourism. We are blessed to live in the gorgeous State of Arizona where it's not unlikely to be rewarded with a scenic view at every turn. Let's take action to make sure it stays that way. Rich Warren 6723 E. Paradise Lane Scottsdale, AZ 85254 (480) 678-7071 richwarren13@yahoo.com

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

While the Arizona Court of Appeals did decide in November 2011 that electronic billboards violate the 1970 Arizona Highway Beautification Act, a new law was passed by the State Legislature that banned such billboards in much of the state but allowed them in most of Maricopa County and parts of Pinal, Yuma, and La Paz counties. Weeks later, the Phoenix City Council created a zoning ordinance to regulate such billboards on city streets and highways. Chapter 7, Section 705, of the Zoning Ordinance of the City of Phoenix does not permit billboards to occupy public property or to extend across a property line where such property line borders a public highway. Electronic messages are permitted only on land zoned as commercial or industrial or zoned as a nonresidential use in Residential Districts. Under current zoning, this eliminates most, if not all, of the land along the E1 Alternative. Such signs might be permissible along portions of the W59 Alternative. Such signs may not be illuminated between 11 p.m. and sunrise "when (1) located within one hundred fifty (150) feet of Single Family Residential zoned property and (2) visible from such development or property."

Erection and operation of any billboards on Gila River Indian Community land would be subject to regulation by the Gila River Indian Community.

Code	Comment Document		Code	lssue	Response
		·	1	Alternatives, No- Action (No-Build) Alternative	The Arizona Dep identified severa Responses to the Public Comments
	From:       Sierra Club on behalf of Craig Warren.         To:       Projects         Subject:       Comments in opposition to South Mountain Freeway.         Date:       Monday, May 27, 2013 12:45:09 PM         May 27, 2013       Arizona Department of Transportation South Mountain Study Team         1655 W Jackson St, MD 126F         Phoenix, AZ 85007         Dear South Mountain Study Team,		2	Purpose and Need	Although the reg conditions in 203 more congested a Environmental In Congestion relief reductions of del would result in Ic toxics occurring to the No-Action Environmental In
1 2 3 4 5 6	I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative. The proposed freeway would cause more problems than it would solve 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. 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. 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.		3	Alternatives	Federal regulatio "rigorously explo Federal Regulatio All alternatives were 3-3 through 3-6) existing freeways travel demand, a the potential imp nothing, the No- of Governments, Freeway and Hig transit and local considered durin Final Environmen provide opportun
1	Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you. Sincerely, Mr. Craig Warren		4	Section 4(f) and Section 6(f)	The Arizona Dep identified severa Responses to the Public Comments
	7857 W Crocus Dr Peoria, AZ 85381-8526 (623) 878-3189		5	Biology, Plants, and Wildlife	

epartment of Transportation and Federal Highway Administration ral issues and concerns that were frequently noted by commenters. hese issues can be found in the Responses to Frequently Submitted s beginning on page B733 of this appendix.

egion's freeways are now congested during the peak travel period, 035 without the proposed freeway would be substantially worse with d areas and congested conditions for longer periods of time (see Final Impact Statement pages 1-21 and 1-22).

ef resulting from the proposed freeway would provide localized lelays on arterial streets and at interchanges. Reduced travel times lower exposure to elevated concentrations of mobile source air g in traffic. Other benefits of the proposed freeway in comparison on Alternative are presented in Table 3-9 on page 3-38 of the Final Impact Statement.

ions stipulate that an environmental impact statement shall lore and objectively evaluate all reasonable alternatives" (40 Code of tions § 1502.14; see Final Environmental Impact Statement page 3-1). were screened using a multidisciplinary set of criteria. Nonfreeway re considered (see Final Environmental Impact Statement pages 6). Among other things, the study took into account improving ys, improving or expanding other travel modes, strategies to reduce and various roadway configurations. This study examined not only npacts from improvements, but also the consequences of building o-Action Alternative. As proposed by the Maricopa Association s, the South Mountain Freeway would be part of the Regional ighway System. Other transportation improvements such as mass al roads are specified in the *Regional Transportation Plan* and were ing the evaluation of this proposed new freeway. As noted in the ental Impact Statement (see page 3-60), the proposed freeway would cunities to enhance operation of future mass transit improvements.

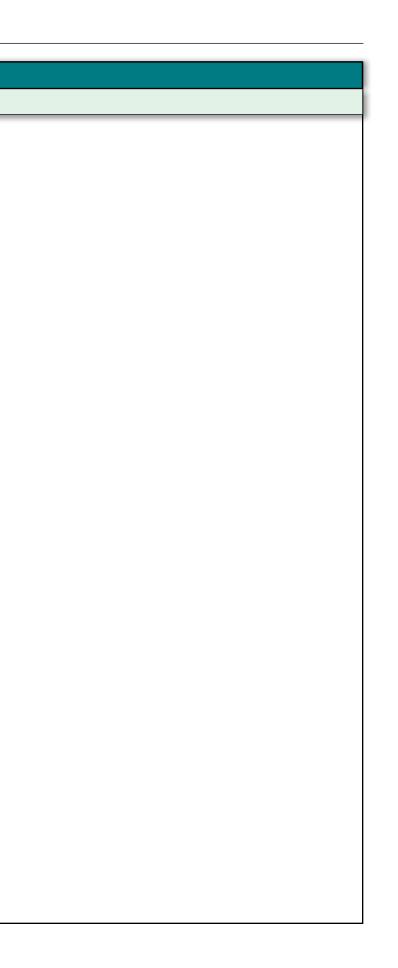
epartment of Transportation and Federal Highway Administration ral issues and concerns that were frequently noted by commenters. hese issues can be found in the Responses to Frequently Submitted s beginning on page B733 of this appendix.

ode Comment Document	Code	lssue	Response
	6	Neighborhoods/ Communities	Unplanned growth is often terme the context of rapid and uncontro- land—usually on the outskirts of a freeway are often identified as con are often cited as making land at more attractive for development. population and land use between projects like the proposed freeway Environmental Impact Statement action would be implemented in a noticeably in the Western Section recession which began in 2007 slo Area, the proposed freeway would and a near-fully developed area—t induced growth would be constra area planned for urban growth as for at least the last 25 years.
			for at least the last 25 years.

termed "urban sprawl." Generally, this term is used in controlled urban growth onto previously undeveloped rts of an existing urban area. Projects like the proposed as contributors to urban sprawl. Freeway projects and at the urban fringe more accessible and, therefore, ment. However, examination of data comparing tween 1975 and 2000 suggests major transportation reeway do not induce growth in the region (see Final ement pages 4-170 through 4-174). The proposed ed in a historically quickly urbanizing area (most ection of the Study Area, although the nationwide 007 slowed growth). In the Eastern Section of the Study would abut public parkland, Native American land, area—therefore, any contribution to accelerated or onstrained. The proposed freeway would be built in an wth as established in local jurisdictions' land use plans a.

## **B3440** · Comment Response Appendix

	omment Document		Code	lssue	Respon
			1		Commer
	TELEPHONE CONVERSATION RE	CORD			
	SOUTH MOUNTAIN FREEWAY IN				
	INCOMING CALL DATE:	INCOMING CALL TIME:			
	7/24/13	3:43 PM			
	CALLER: ROSE MARIE WARREN	CALLER ADDRESS: 4037 WEST BLUEFIELD AVENUE, GLENDALE, ARIZONA			
	PHONE:	EMAIL:			
	CALLER REMARKS/QUESTIONS:				
)	I am for the expansion of the South	Mountain freeway. We need the relief from the traffic congestion			
/	and we also need the jobs that that t	type of construction will bring to the valley. Thank you.			



Code Comm	nent Document	
	From:       swaters5@cox.net         To:       Projects         Subject:       Public input regarding Loop 202 South Mountain Freeway         Date:       Tuesday, July 23, 2013 5:32:19 PM	
$\frac{1}{3}$	I am writing to express my opposition to the Loop 202 South Mountain Freeway. My home will be very close to the freeway and my biggest concern is the increase in air pollution that will result from the freeway traffic. I also believe it is wrong to cut roadways through the ridges of South Mountain Park/Preserve. I understand the need for new freeways but I do not think we should destroy any part of the South Mountain Park/Preserve in order to build a freeway. South Mountain Park is a natural treasure and should be protected from this kind destruction. Thank you,	
	Susan Waters Ahwatukee Resident	

Code	lssue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is ac Foothills Village (to the north years (see Draft Environment existing residential uses are a be implemented according to Environmental Impact Stater
2	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
3	Section 4(f) and Section 6(f)	

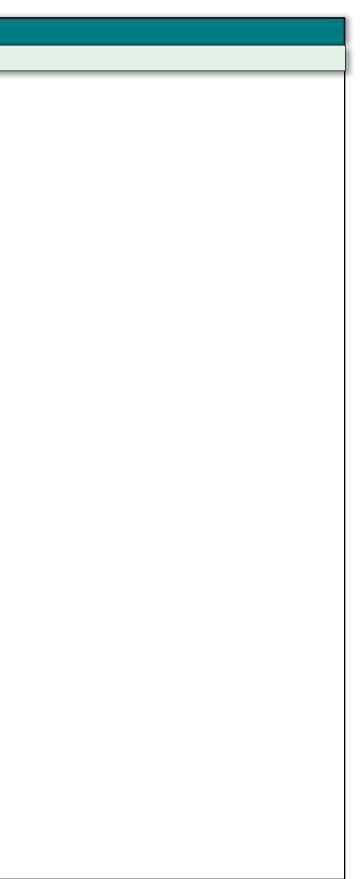
adjacent to the largely residential areas of Ahwatukee rth), a freeway has been planned in this location for many ental Impact Statement pages 4-16 and 4-21). Where e adjacent to the proposed freeway, noise mitigation would to Arizona Department of Transportation policy (see Final tement page 4-91).

of Transportation and Federal Highway Administration and concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* con page B733 of this appendix.

## **B3442** · Comment Response Appendix

Comment Document		
TELEPHONE CONVERSATION RECO SOUTH MOUNTAIN FREEWAY INFO		
INCOMING CALL	INCOMING CALL	
DATE: 5/18/13	TIME: 2:10 PM	
CALLER: WYNONA WATKINS	CALLER ADDRESS: 11417 N. 20 <sup>TH</sup> AVENUE, PHOENIX, AZ	
PHONE:	EMAIL:	
CALLER REMARKS/QUESTIONS:		
Yes, and I support the South Mountain	Freeway. Bye.	

# CodeIssueResponse1Comment noted.



Code	Comment Document	
	From:     Projects       To:     ADOT       Subject:     FW: Support	
	Date: Monday, May 20, 2013 8:36:26 AM	
	Original Message	
	From: Sheila Watowa [ <u>mailto:osheilafreedom2010@me.com]</u> Sent: Friday, May 17, 2013 8:55 PM To: Projects	
$\bigcirc$	Subject: Support	
$\bigcup$	Yes	
	OSheila Watowa@ gmail.com	
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient,	
	-	

CodeIssueResponse1Comment noted.

## Comment Response Appendix • **B3443**

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## **B3444** • Comment Response Appendix

Code	Comment Document	Code	Issue	Response
		1	Section 4(f) and Section 6(f)	The Arizona Department of T identified several issues and c Responses to these issues car <i>Public Comments</i> beginning on
	From: Ravi Watts	2	Purpose and Need	
1	<text><text><text><section-header><text><text><text><text><text></text></text></text></text></text></section-header></text></text></text>			

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

de	Comment Document
	From:ProjectsTo:ADOT
	Subject:         FW: 202 Highway           Date:         Monday, May 20, 2013 8:32:12 AM
	From: Weatherford Crystal [mailto:Crystal Weatherford@SRPMIC-nsn.gov]
	From: Weatherford,Crystal [mailto:Crystal.Weatherford@SRPMIC-nsn.gov] Sent: Saturday, May 18, 2013 7:47 AM To: Projects Subject: 202 Highway
$\frown$	
$\begin{pmatrix} 1 \end{pmatrix}$	I support the building of the South Mountain 202 Highway. The traffic is too congested in Phoenix. This would be a way to get the traffic away from down town. Thank You
	Crystal Weatherford
	Sun City, Arizona
	Confidentiality and Nandiselacura Natios: This amail transmission and any attachments are intended for use by the
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)-lontity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

## Comment Response Appendix • **B3445**

Code	Comment Document	[	Code	lssue	Response
			1	Alternatives, No-Action (No- Build) Alternative	The Arizona Department identified several issues a Responses to these issues Public Comments beginn
	From:Rusty CrerandTo:ADOTSubject:Loop 202 comment S. Mt. #1315562770Date:Wednesday, June 05, 2013 7:28:58 AMAttachments: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 misswvr@aoi.com				
	Rusty Crerand Constituent Services Officer 206 S. 17 <sup>th</sup> Ave. MD 118A Room 101 Phoenix, AZ 85007 602.712.7856				
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.				

t of Transportation and Federal Highway Administration and concerns that were frequently noted by commenters. es can be found in the Responses to Frequently Submitted ning on page B733 of this appendix.

# Code Comment Document

From: webmaster@azmag.gov [mailto:webmaster@azmag.gov] Sent: Tuesday, June 04, 2013 5:25 PM To: MAG General Mailbox Subject: South Mountain

Subject: South Mountain

To: Maricopa Association of Governments

Name of Sender: Melissa Weaver Email Address: <u>mlsswvr@aol.com</u> Organization: Self City/State: phoenix, AZ Phone: 6029430180

Sent: 6/4/2013 5:25:01 PM

PLEASE DON'T do this freeway "fiasco" - it will do so much harm and it's a waste of \$'s!!!

This email has been sent to you from the MAG Website.

Code	lssue	Response
1	Alternatives, No-Action (No- Build) Alternative	The Arizona Department of identified several issues and Responses to these issues ca Public Comments beginning

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the Responses to Frequently Submitted g on page B733 of this appendix.

427	1
1	THE FACILITATOR: Thank you. Jim Vaaler.
2	MR. VAALER: Yeah, thank you for the
3	opportunity to speak, just got basically two words
4	for you, no-build. I think the purpose and need for
5	this freeway is outdated. I think you could improve
6	existing infrastructure and use mass transit in place
7	of this freeway.
8	My other concern is the intrusion this
9	potential freeway would have on South Mountain Park.
10	I think you set a very bad precedent by proposing to
11	build it in the park. Any deletion from the park, I
12	mean, 30 acres is unacceptable. Those are the two
13	points I'd like to make.
14	Thank you.
15	THE FACILITATOR: Thank you.
16	Anybody who would like to speak, please go
17	out and register at the registration table. We'd be
18	happy to hear you.
19	Larry Weeks. Larry, could I ask you to go
20	to this microphone, please. Trying to do it equally
21	for the court reporter.
22	MR. WEEKS: Good afternoon, my name is
23	Larry Weeks. I'm in the 85048 zip code, specifically
24	in the Lakewood and Ahwatukee area. And my concerns
25	are the increase in noise and increase in pollutants

Code	lssue	Response
1	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Air Quality	

of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

# Code Comment Document

3

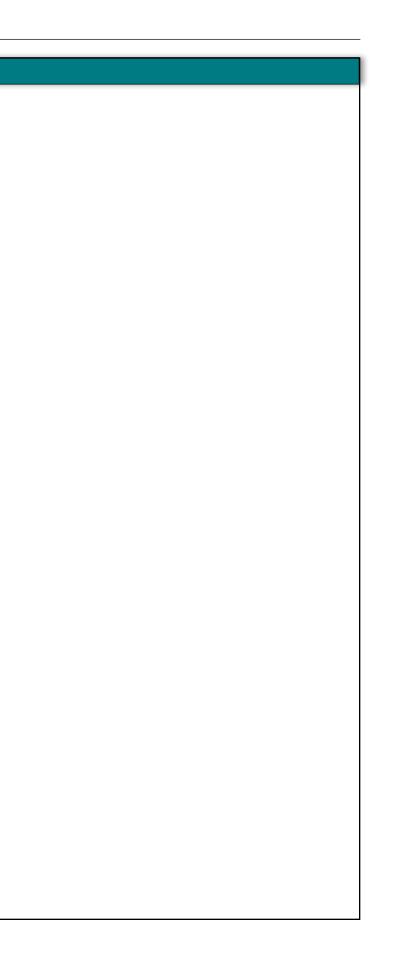
1	that are expected by vehicles that will traverse in
2	that area. Also, as a resident of the Lakewood area
3	I'm concerned about the elementary school in the
4	Lakewood area, and the high school in that area,
	-
5	although we've capped at 32nd Street. What will
6	happen, then, is the folks from 24th Street through
7	40th Street will head east to 40th down Chandler
8	Boulevard, increasing traffic flow.
9	Also, the parents that drop off at Desert
10	Vista will begin to use the Lakewood community more
11	frequently to short-cut their way past the elementary
12	school to 40th Street, so I project a bottleneck
13	happening at 40th Street and Chandler Boulevard. I
14	see an increase in traffic, local traffic, coming
15	from the 24th Street, 32nd Street areas up to 40th
16	Street backing up to Chandler Boulevard. And
17	Chandler Boulevard, the morning commute is backed up
18	now, and as folks make decisions whether or not to
19	take the 48th Street arterial routes or try to make
20	their way to the 10. So if the 202 is an alternative
21	for the folks going downtown, I don't really see
22	them, you know, they're going to have to make some
23	decisions as to whether or not to go all the way down
24	to 59th or 51st, and then cut back to downtown.
25	so but my main concern is the increased traffic in
	- 10

Code	lssue	Response
3	Traffic	The determination to not inc coordination with the City of displacement of over 100 ho school. The City recommend removed from the study. At the study to evaluate the impact 32nd Street) on the local street the local street system from Environmental Impact States

Page 101

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com nclude an interchange at 32nd Street was made in of Phoenix. The interchange would have required the omes and would have been located near an existing high ided that, based on these impacts, the interchange be t the same time, the City conducted a traffic circulation its of the freeway (and the removal of an access point at reet system. The City study found no adverse effects on in the proposed freeway (see Appendix 3-1 in the Final ement).

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



# Code Comment Document

 $\left(1\right)$ 

4272	
1	the Lakewood community area.
2	That's it.
3	THE FACILITATOR: Thank you.
4	Patricia Weeks.
5	MS. WEEKS: All right. Actually, I just
6	wanted to expound upon what my husband said. And
7	concern is the fact that you're closing off 32nd
8	Street off of Pecos, off the 202. The concern, ju
9	to elaborate a little further, is specifically off
10	Fry Road and Liberty, and the amount of traffic th
11	will be going through that Lakewood area. Right r
12	we have concerns where there is an elementary scho
13	in that area, and there is police officers there t
14	try and slow down traffic.
15	And the quantity of traffic is what my
16	concern is, because it's just a complete loop in t
17	Lakewood area. Like to just kind of make sure that
18	maybe there's some type of provisions that are made
19	maybe, to eliminate some of that traffic. Please
20	consider that. Thank you.
21	THE FACILITATOR: Thank you.
22	If anybody out here would like to speak,
23	please go out and register at the front desk here
24	then come on back in.
25	Your attention, please. This is the fir

CodeIssueResponse1TrafficThe determination to not include an interchange at 32nd Street was made in<br/>coordination with the City of Phoenix. The interchange would have required the<br/>displacement of over 100 homes and would have been located near an existing high<br/>school. The City recommended that, based on these impacts, the interchange be<br/>removed from the study. At the same time, the City conducted a traffic circulation<br/>study to evaluate the impacts of the freeway (and the removal of an access point at<br/>32nd Street) on the local street system. The City study found no adverse effects on<br/>the local street system from the proposed freeway (see Appendix 3-1 in the Final<br/>Environmental Impact Statement).

Page 102

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

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

www.drivernix.com

Code	lssue	Response
1	Design	The determination to not incl coordination with the City of have resulted in the displacen have been located near an exi available from Chandler Boul the City of Phoenix conducter of the freeway (and the remov street system. The City study from the proposed freeway (s Statement). The traffic project page 3-29 of the Final Environ proposed freeway when com

Include an interchange at 32nd Street was made in of Phoenix. Construction of the interchange would ement of over 100 homes and the interchange would existing high school. Access to 32nd Street is to remain ulevard and other east-west local streets. In 2006, and a traffic circulation study to evaluate the impacts oval of an access point at 32nd Street) on the local ly found no adverse effects on the local street system (see Appendix 3-1 in the Final Environmental Impact ections for Chandler Boulevard (see Figure 3-12, on onmental Impact Statement) show a reduction with the npared with conditions without the proposed freeway.

#### Code Comment Document

3

4 5

	Code	lssue	Response

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

\* \* \* \*

1 an elementary school in the Lakewood subdivision

police officers there to make sure people are

slowing down just with the roads open right now.

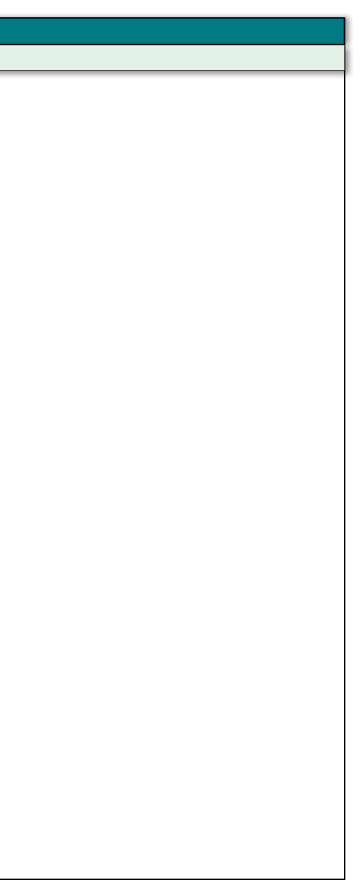
PATRICIA WEEKS: And currently there are

2 and we will see an increase in traffic.

Page 7

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?

CodeIssueResponse1Comment noted.



# Code Comment Document

1 2

 Ruth Claire Weintraub
 Document Created: 7/17/2013 8:47:12 AM by Web Comment Form

 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?

Code	lssue	Response
1	Alternatives, Nonfreeway Alternatives	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
2	Purpose and Need, Lack of Support	

of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code Comm	nent Document	Code	lssue	Response
	From:       Steve Weiss         To:       Projects         Subject:       I oppose Loop 202 extension         Date:       Wednesday, July 24, 2013 12:10:12 PM         To whom it may concern,       I want to be put on record as being opposed to the Loop 202 extension as currently proposed.         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.         Stave Weiss	1	Neighborhoods/ Communities	Unplanned growth is often term the context of rapid and uncontr land—usually on the outskirts of freeway are often identified as co often cited as making land at the attractive for development. How and land use between 1975 and the proposed freeway do not inc Impact Statement pages 4-170 to be implemented in a historically Western Section of the Study Ar in 2007 slowed growth). In the E freeway would abut public parkl developed area—therefore, any co would be constrained. The prop urban growth as established in la 25 years.
	Steve Weiss 2938 North 15th Drive Phoenix AZ 85015  Steve Weiss Candid Landscapes Photography-Arizona and the Southwest	2	Cultural Resources	The Arizona Department of Tran identified several issues and con Responses to these issues can b <i>Public Comments</i> beginning on pa
	602-265-9524 <u>http://www.candidlandscapes.com</u> Fine Art Portfolio <u>http://www.candidlandscapes.carbonmade.com</u>	3	Section 4(f) and Section 6(f)	

med "urban sprawl." Generally, this term is used in ntrolled urban growth onto previously undeveloped of an existing urban area. Projects like the proposed contributors to urban sprawl. Freeway projects are the urban fringe more accessible and, therefore, more owever, examination of data comparing population nd 2000 suggests major transportation projects like nduce growth in the region (see Final Environmental through 4-174). The proposed freeway would ly quickly urbanizing area (most noticeably in the Area, although the nationwide recession which began Eastern Section of the Study Area, the proposed kland, Native American land, and a near-fully contribution to accelerated or induced growth posed freeway would be built in an area planned for local jurisdictions' land use plans for at least the last

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code Comm	nent Document	Code	lssue	Response
		1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department identified several issues ar Responses to these issues <i>Public Comments</i> beginning
	From:     Projects       To:     ADOT       Subject:     FW: NO on Loop 202 Extension       Date:     Monday, July 22, 2013 8:51:42 AM	2	Alternatives, Gila River Indian Community Alignment	
	Original Message From: Van Welborn [ <u>mailto:vwelborn@gmail.com]</u> Sent: Sunday, July 21, 2013 10:32 PM			
	To: Projects Subject: NO on Loop 202 Extension			
1 2	Hello. I would like to give my input on the Loop 202 extension. Either it needs to be farther South so as not to encroach on the existing developments, or it needs to be scrapped! The money spent on buying the homes in the path could be used to facilitate a deal with the Tribe to use their land.			
	Thank you!			
	Van Welborn HomeSmart 623.363.6731 Sent from my iPad			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			
	·			

nt of Transportation and Federal Highway Administration s and concerns that were frequently noted by commenters. ues can be found in the *Responses to Frequently Submitted* ing on page B733 of this appendix.

# **B3458** · Comment Response Appendix

Code	Comment Document	Code	lssue
		1	Alter Actio Alter
	From:ProjectsTo:ADOTSubject:FW: 202Date:Monday, May 20, 2013 8:23:51 AM		
	From: Brittany Welch [mailto:brittany.welch24@gmail.com] Sent: Sunday, May 19, 2013 1:45 PM To: Projects Subject: 202		
1	NO they should not build on to the 202 South Mountain there is enough freeways where people can commute or just take the streets people are always complaining that we are in debt so why waste money on a freeway that's not needed.		
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of T identified several issues and o Responses to these issues can <i>Public Comments</i> beginning on

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code C	omment Document			Code	Issue	Response
				1		Comment noted.
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY					
	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:	_			
1	<b>CALLER REMARKS/QUESTIO</b> I support the South Mountain fre					

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ľ

Code	Comment Document	Code	Issue	Response
		1	Alternatives, No- Action (No-Build) Alternative	The Arizona D identified seven Responses to t Public Comment
	From:       Sterra Club on behalf of Mary Wellington         To:       Projects         Subject:       Comments in opposition to South Mountain Freeway         Date:       Wednesday, July 24, 2013 7:35:53 AM    Jul 24, 2013         Jul 24, 2013    Jul 24, 2013        Arizona Department of Transportation South Mountain Study Team         1655 W Jackson St, MD 126F         Phoenix, AZ 85007         Dear South Mountain Study Team,         I am writing to express my opposition to the proposed South Mountain         Freeway and to urge ADOT to select the No-Build Alternative.         What is this madness in our state to create ever more and ever wider         roadways for cars? STOP!         We need to put transportation dollars into rail, bus, bicycle parkways	2	Alternatives	Federal regulat "rigorously exp Federal Regula All alternatives alternatives we 3-3 through 3- existing freewa travel demand, the potential ir nothing, the No of Government Freeway and H transit and loca considered dur Final Environm provide opport
3	and pedestrian paths. Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you. Sincerely,	3	Alternatives, Nonfreeway Alternatives	The Arizona D identified sever Responses to t Public Comment
	Mrs. Mary Wellington 8682 N Morning View Dr Tucson, AZ 85704-4726			

Department of Transportation and Federal Highway Administration veral issues and concerns that were frequently noted by commenters. o these issues can be found in the Responses to Frequently Submitted ents beginning on page B733 of this appendix.

ations stipulate that an environmental impact statement shall xplore and objectively evaluate all reasonable alternatives" (40 Code of lations § 1502.14; see Final Environmental Impact Statement page 3-1). es were screened using a multidisciplinary set of criteria. Nonfreeway vere considered (see Final Environmental Impact Statement pages 3-6). Among other things, the study took into account improving vays, improving or expanding other travel modes, strategies to reduce d, and various roadway configurations. This study examined not only impacts from improvements, but also the consequences of building No-Action Alternative. As proposed by the Maricopa Association nts, the South Mountain Freeway would be part of the Regional Highway System. Other transportation improvements such as mass ocal roads are specified in the *Regional Transportation Plan* and were uring the evaluation of this proposed new freeway. As noted in the mental Impact Statement (see page 3-60), the proposed freeway would ortunities to enhance operation of future mass transit improvements.

Department of Transportation and Federal Highway Administration veral issues and concerns that were frequently noted by commenters. o these issues can be found in the Responses to Frequently Submitted nts beginning on page B733 of this appendix.

Code	Comment Document	Code	lssue	Response
	From:ProjectsTo:ADOT			
	Subject:     FW: DEIS South Mountain Freeway       Date:     Wednesday, May 22, 2013 10:52:19 AM       Attachments:     South Mountain 202.doc			
	From: Yahoo!! [mailto:welshfj@yahoo.com] Sent: Tuesday, May 21, 2013 12:18 PM To: Projects			
	<b>Subject:</b> DEIS South Mountain Freeway Attached are my comments regarding the public hearing May 21, 2012. I sent comments			
	earlier, but these are my corrected comments. Please ignor the earlier message.			
	Frank Welsh, PE JD 7654 S. 41st Place Phoenix, AZ 85042			
	602-595-5088			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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 Comment Document

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(4)

(5)

(6)

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.

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.

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 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!

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.

Frank Welsh Phoenix .AZ

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning of
2	Section 4(f) and Section 6(f)	
3	Alternatives, E1 Alternative	
4	Alternatives	Many alternatives were cons These are discussed in the Fi and 5. South Mountains Avo these discussions begin. Tab using Ray Road, extending L and bridging the South Mou 3-17 and in text that begins of were eliminated are made clo
5	Alternatives	Federal regulations stipulate "rigorously explore and object Federal Regulations § 1502.1 All alternatives were screened alternatives were considered 3-3 through 3-6). Among oth existing freeways, improving travel demand, and various r the potential impacts from in nothing, the No-Action Alter of Governments, the South M Freeway and Highway System transit and local roads are sp considered during the evalua Final Environmental Impact S
6	Purpose and Need, Lack of Support	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning of

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

sidered to avoid having to alter the South Mountains. Final Environmental Impact Statement in Chapters 3 oidance Options is the subheading on page 3-13 where ole 3-5, on page 3-12, summarizes alternatives such as U.S. Route 60, tunneling through the South Mountains, untains. The latter two are described on pages 3-16 and on pages 3-13 and 5-20. The reasons these alternatives lear.

that an environmental impact statement shall ctively evaluate all reasonable alternatives" (40 Code of 14; see Final Environmental Impact Statement page 3-1). d using a multidisciplinary set of criteria. Nonfreeway (see Final Environmental Impact Statement pages her things, the study took into account improving or expanding other travel modes, strategies to reduce roadway configurations. This study examined not only mprovements, but also the consequences of building rnative. As proposed by the Maricopa Association Mountain Freeway would be part of the Regional n. Other transportation improvements such as mass pecified in the *Regional Transportation Plan* and were ation of this proposed new freeway. As noted in the Statement (see page 3-60), the proposed freeway would nance operation of future mass transit improvements.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

# Code Comment Document

 $\left(1\right)$ 

#### Juanita Welsh

Document Created: 7/16/2013 12:28:34 PM by Web Comment Form

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.

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code Co	mment Document
	Estudio de la Autopista South Mountain
	Reporte Del Impacto Ambiental Formulario de comentarios
1	Comentarios Adicionales: I WOULD APPRECIATE YOUR RECONSIDERATION OF THE PLANTO BUILD THE SOUTH MONOTHING FREENAY. WE HAVE SPECIFICALLY CHOGEN TO LIVE IN ANWATURE BECAUSE OF ITS RELATIVE REMOTENESS AND QUIET LIFESTYLE. I FEAR THAT THE PROPOSED FREEWAY WILL DO MORE HARM THAN GOOD OURDALL.
$\begin{array}{c} 2 \\ 4 \\ 5 \end{array}$	-ENVIRONMENTAL HERE: THE NOUSE two DESTRUCTION OF A PORTION OF South MOUNTAIN PARK, THE DISPLACEMENT OF WILDLIFE, AND THE ADDED POLUTION ARE ALL TERRIBLE EFFECTS OF THIS PLAN.
67	- SAFETY HAMM: THE PLACEMENT OF THE FREWHY IS CLOSE TO EXISTING HOMES AS WELL AS THE KEYSTONE MONTESSON SCHOOL. THE USE OF TRUCKS (WHICH WILL UNDOUBTEDLY OCCUR) ALONG THIS RATE TO BYPASS I-10 POSES ANOTHER GRAVE DANGER CONSIDERING MANY OF THOSE TRUCKS CHRMY HAZARDOUS MATERIALS.
1 8 5	QUALITY OF LIFE HARM: MANY PEOPLE SPECIFICALLY MOVE TO AttuditukEE TO LIVE APANT FROM THE HUNKLED AND CROWDED ATMOSPHERE OF THE CITY AND NEARBY INDUSTRIAL AREAS. THE NOISE POLLUTION FROM GREATLY INCREASED TRAFFIC, THE VISUAL POLLUTION FROM THE UNSIGHTLINESS OF & FREEWAY (CLEARLY VISIBLE FROM THE BEAUTIFUL SOUTH MOUNTAIN TRAILS), AND THE CONCENTRATION OF FXHAUST POLLUTION WILL ALL AREA DELETERIOUS EFFECTS ON THE OUTHALL WALLITY OF LIFE IN THE AREA.
9 1	I VILLE YOU TO NOT BUILD THE SOUTH MOUNTAIN FREEWAY, THIS LOT WILL BUIN THE QUALITY OF LIFE WE HAVE ALL SOUGHT OUT IN THIS COMMUNITY.
	ADDT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 19-160 PARA MÁS INFORMACÓN: azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort years (see Draft Environmen existing residential uses are a would be implemented accor (see Final Environmental Im
2	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
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 alrea the same location as the pro phenomena they do not alre page 4-169). The proposed f more vehicles, but what par substantively different from in the Final Environmental I avoid, reduce, or mitigate are and large shrubs that would would help in visually sensit
9	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location for many ntal Impact Statement pages 4-16 and 4-21). Where adjacent to the proposed freeway, noise mitigation ording to Arizona Department of Transportation policy spact Statement page 4-91).

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ady a four-lane arterial street and is in approximately roposed E1 Alternative, viewers would not be seeing any ready see (see Final Environmental Impact Statement I freeway would have eight lanes of traffic and carry rk users and residents would see would not be n what they already see along Pecos Road. Page 4-170 Impact Statement lists measures that should help to aesthetic impacts. Larger saguaro cacti, mature trees, d likely survive the transplanting and sitting-in period tive or critical roadway areas.

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

C	omment Document		
	Estudio de la Autopista South Mountain		
	LOOP 202	2013	
	Reporte Del Impacto Ambiental Formulario de comentarios		
	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	<ul> <li>Para ADOT es muy útil recibir comentarios sobre:</li> <li>Alguna alternativa en particular, cúal sería su impacto ambiental y las medidas propuestas para reducir dicho impacto.</li> <li>Cualquier información que usted sienta que está incompleta o incorrecta.</li> <li>Cómo le afectará a usted la acción propuesta.</li> </ul>	
	Los comentarios deben ser recibidos o tener el sello postal con fecha límit	e del 24 de julio de 2013	
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		an it was the same	
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	WHEN WE BY TANK YOR ATTRE STREET WAL	But the first first damage of	
	COMPUTS ON 2	rater SIDE ->	
	승규는 영상 방송 것을 가장 이 가지 않는 것이 같아.		
	Nombre DIVIS WENGER Correo Electrónia	o dwenger \$1@goncil.con	
	Dirección 730 E. MOUNTAIN SALE DRIVE	alle second	
	Ciudad PLOENK Estado	Código Postal 85048	
	Teléfono Fax		
	Los comentarios deben ser recibidos o tener el sello postal con fecha límite ser depositados en la reunión de hoy, enviados por correo electrónico a pr ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD	ojects@azdot.gov o por correo regular a :	
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)	15-15	0
	ADOT OF Federal Highway	PARA MÁS INFORMACÓN azdot.gov/SouthMountainFreeway	
	Administration	and the off board and and the off a	,

#### **B3466** · Comment Response Appendix

de Comm	ent Documer		
	From: To: Subject: Date:	Projects ADOT FW: Comments in opposition to South Mountain Freeway Wednesday, May 29, 2013 8:26:08 AM	
	Original I		
	Sent: Tuesda To: Projects	Club [ <u>mailto:information@sierraclub.org</u> ] On Behalf Of Sam Wercinski y, May 28, 2013 5:00 PM ments in opposition to South Mountain Freeway	
	May 28, 2013		
		rtment of Transportation South Mountain Study Team son St, MD 126F 35007	
	Dear South M	Iountain Study Team,	
)		to express my opposition to the proposed South Mountain Freeway and to urge ADOT to -Build Alternative.	
	More commit	ments by politicians broken.	
3	to benefit our be destroyed,	ain Park is the largest city park in our nation and it was set aside to protect resources and r communities. By blasting a freeway through a portion of this park, wildlife and habitat will , movement corridors will be cut off, valuable public spaces will be lost, and more. This errible precedent by demolishing what should remain a protected area.	
)	Taxpayers flip	o the bill for urban sprawl and developers' profits.	
)	developers ar	reeway will force residents to remain vehicle-dependent while we pay for roads that Id home builders can use to gain more profit through more construction. Residents are er and farther from a city center.	
	Building more	e roads is not the answer.	
)	and other ma	to focus on planning for and investing in long-term transportation solutions, especially rail ass transit. The only way to effectively reduce congestion and mobilize people is by number of vehicles utilizing our roads, not by encouraging more to use them.	
$\tilde{)}$	Alternative. U	rotect our communities, our health, and our environment by selecting the No Action lse the tax dollars that would be spent on this project to expand light rail in the metro area ed rail between PHX and Tucson. Thank you.	
	Sincerely,		
	Mr. Sam Were 5937 E Chene Paradise Valle		
	<u> </u>		

Code	lssue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Section 4(f) and Section 6(f)	
3	Biology, Plants, and Wildlife	
4	Neighborhoods/ Communities	Unplanned growth is often t the context of rapid and unc land—usually on the outskirt freeway are often identified a are often cited as making lar more attractive for developm population and land use bet projects like the proposed fr Environmental Impact States action would be implemente noticeably in the Western Se recession which began in 200 Area, the proposed freeway of and a near-fully developed an induced growth would be co area planned for urban grow for at least the last 25 years.
5	Purpose and Need, Lack of Support	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
6	Alternatives	Federal regulations stipulate "rigorously explore and object Federal Regulations § 1502.1 All alternatives were screened alternatives were considered 3-3 through 3-6). Among oth existing freeways, improving travel demand, and various r the potential impacts from in nothing, the No-Action Alter of Governments, the South M Freeway and Highway System transit and local roads are sp considered during the evalua Final Environmental Impact S

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

termed "urban sprawl." Generally, this term is used in controlled urban growth onto previously undeveloped ts of an existing urban area. Projects like the proposed as contributors to urban sprawl. Freeway projects nd at the urban fringe more accessible and, therefore, ment. However, examination of data comparing tween 1975 and 2000 suggests major transportation reeway do not induce growth in the region (see Final ement pages 4-170 through 4-174). The proposed ed in a historically quickly urbanizing area (most ection of the Study Area, although the nationwide 007 slowed growth). In the Eastern Section of the Study would abut public parkland, Native American land, area—therefore, any contribution to accelerated or onstrained. The proposed freeway would be built in an wth as established in local jurisdictions' land use plans

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

that an environmental impact statement shall ctively evaluate all reasonable alternatives" (40 Code of 14; see Final Environmental Impact Statement page 3-1). d using a multidisciplinary set of criteria. Nonfreeway l (see Final Environmental Impact Statement pages her things, the study took into account improving or expanding other travel modes, strategies to reduce roadway configurations. This study examined not only mprovements, but also the consequences of building rnative. As proposed by the Maricopa Association Mountain Freeway would be part of the Regional n. Other transportation improvements such as mass pecified in the *Regional Transportation Plan* and were ation of this proposed new freeway. As noted in the Statement (see page 3-60), the proposed freeway would nance operation of future mass transit improvements.

comment Document	Cod	e Issue	Response
	7	Alternatives, Nonfreeway Alternatives	The Arizona Department of Tra- identified several issues and con Responses to these issues can b <i>Public Comments</i> beginning on pa

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code Commen	t Document	Code	lssue	Response
	From:       Projects         To:       ADOT         Subject:       FW: South Mountain Freeway comments         Date:       Friday, June 21, 2013 10:23:44 AM         Attachments:       john.vcf	1	Noise	The Arizona Department of identified several issues an Responses to these issues <i>Public Comments</i> beginning As discussed in the Noise Environmental Impact Sta modeled in the latest versi three-dimensional model t x, y, and z coordinates. Th nearby homes, which may barriers between the home model used for other free
123 (4) (5)	<ul> <li>Felicia Beltran</li> <li>Senior Community Relations Officer</li> <li>1655 W Jackson St. MD 126F</li> <li>Phoenix, AZ 85007</li> <li>602-319-7709</li> <li>azdot.gov</li> <li>azdot.gov</li> <li>azdot.gov</li> <li>From: John H. Werner [mailto:john@kwinkmedia.com]</li> <li>Sent: Friday, June 21, 2013 9:44 AM</li> <li>To: Projects</li> <li>Subject: South Mountain Freeway comments</li> <li>Please add the following to the discussion:</li> <li>1. We live near Desert Foothills Parkway (DFP) and I understand that this is where noise and air quality impacts would be worst, given the road's slope approaching the hill. What is to be done to mitigate this? Can the grade be reduced?</li> <li>2. Has anyone considered how construction will, I'd guess, drive every snake and scorpion, of which we all have plenty already, right through our neighborhoods?</li> <li>3. Will funding be provided to assist schools with improvements to air filtration systems?</li> <li>4. Has growth inducement potential on the reservation and the secondary effects of that</li> </ul>	2	Air Quality	The Arizona Department of identified several issues an Responses to these issues <i>Public Comments</i> beginning According to the Arizona I Assessment South Mountain Gila River Indian Commur the morning hours and ass atmospheric conditions, w River channel to the north the east to the lower eleva improved mixing, flows typ and northwest. Likewise, of (November 20, 2006, thro and a second 1-month-low streets (April 19, 2007, thr typically were from the no mixing, winds typically we
6 (7) 8 9	growth been fully considered? 5. Sorry for my ignorance, but how is DFP to be connected, via a bridge? I am not opposed necessarily, and part of me likes the idea of <i>some</i> <u>good</u> commercial development on the reservation and our better integration into the metropolitan area, but, of course, I think a better alignment would be 1/2-1 mile south of Pecos, if that can be worked out. John Werner Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.	3	Noise	Noise walls would range in Foothills area. Noise barri noise levels along freeways into nearby neighborhood noise barriers are ineffecti Arizona Department of Tr Highway Administration re for some distance from th Noise modeling is used to for noise barriers.
		4	Design	The current level of engine and construction impacts of the freeway are evaluate the design level would pro industry standard for dete Statement sidebar on page

t of Transportation and Federal Highway Administration and concerns that were frequently noted by commenters. es can be found in the *Responses to Frequently Submitted* ng on page B733 of this appendix.

The Analysis Technical Report prepared for the Final tatement, the proposed South Mountain Freeway was rsion of the Traffic Noise Model (version 2.5). This is a el that factors in elements of the proposed freeway using The model did account for the elevations of the freeway, ay be elevated above the roadway, and any recommended mes and freeway. This is the same procedure and same seway projects in the Valley and across the country.

It of Transportation and Federal Highway Administration and concerns that were frequently noted by commenters. es can be found in the *Responses to Frequently Submitted* ng on page B733 of this appendix.

a Department of Transportation, 2013, *Air Quality* in Freeway 202L Draft Report, review of wind data from the unity monitoring site at St. Johns suggests that during associated with mountain-drainage air flows and stable , wind flows are from the southeast and follow the Gila th. Locations to the east of St. Johns tend to flow from vations along the Gila River. During the warmer hours' typically follow the river channel and come from the north e, during a 1-month-long meteorological monitoring period rough December 21, 2006) at Pecos Road and 40th Street ong monitoring period at Pecos Road and 24th and 40th hrough May 21, 2007), winds during the morning hours northeast. During the warmer hours, and with improved were from the west.

in height from 8 feet to 20 feet tall in the Ahwatukee rriers are designed to provide a substantial reduction in ays, but do not and cannot eliminate noise from passing ods. Just because noise can be heard does not mean that ctive. Even at the levels considered "acceptable" by the Transportation Noise Abatement Policy and Federal a regulations, noise is still readily audible and can be heard the freeway.

to determine the most appropriate and effective location

neering is used to determine the limits of environmental ts due to the proposed freeway. The location and profile ated to minimize potential changes to the freeway as rogress. The current level of engineering is an accepted etermining impacts. (See Final Environmental Impact age 3-40 for more discussion.)

omment Document	Code	lssue	Response
	5	Construction	Issues with pests are not asses Temporary construction impac Statement page 4-173.
	6	Air Quality	At this time, the mitigation me improvements to air filtration
	7	Secondary and Cumulative	Unplanned growth is often ter the context of rapid and uncor land—usually on the outskirts freeway are often identified as are often cited as making land more attractive for developme population and land use betwe projects like the proposed free Environmental Impact Stateme freeway would be implemented noticeably in the Western Sect recession which began in 2007 Area, the proposed freeway we and a near-fully developed area induced growth would be cons area planned for urban growth for at least the last 25 years.
	8	Design	No bridges are proposed to co Parkway. Embankment materia at Desert Foothills Parkway.
	9	Alternatives, E1 Alternative	The Arizona Department of Tr identified several issues and co Responses to these issues can <i>Public Comments</i> beginning on p

sessed in the Draft Environmental Impact Statement. pacts are discussed on Draft Environmental Impact

measures do not include funding to assist schools with on systems.

termed "urban sprawl." Generally, this term is used in controlled urban growth onto previously undeveloped ts of an existing urban area. Projects like the proposed as contributors to urban sprawl. Freeway projects nd at the urban fringe more accessible and, therefore, ment. However, examination of data comparing ween 1975 and 2000 suggests major transportation reeway do not induce growth in the region (see Final ement pages 4-170 through 4-174). The proposed ited in a historically quickly urbanizing area (most ection of the Study Area, although the nationwide 007 slowed growth). In the Eastern Section of the Study would abut public parkland, Native American land, rea—therefore, any contribution to accelerated or onstrained. The proposed freeway would be built in an vth as established in local jurisdictions' land use plans

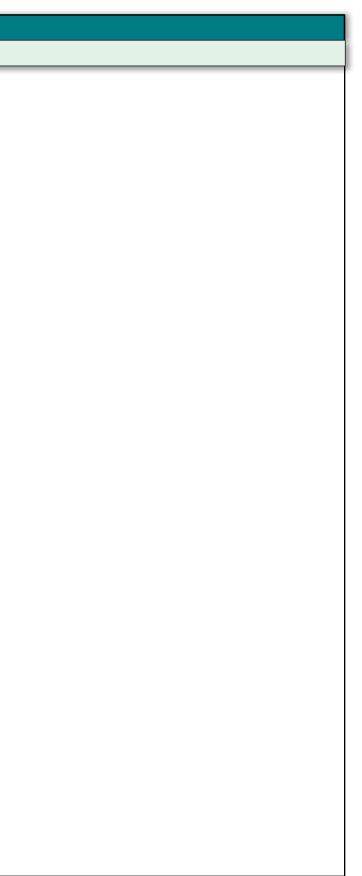
connect the proposed freeway to Desert Foothills erial would be used to construct the on- and off-ramps .

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

# **B3470** · Comment Response Appendix

e	Comment Document		
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY	RECORD / INFORMATION LINE	
	INCOMING CALL	INCOMING CALL	
	date: 5/18/13	тіме: 4:14 PM	
	CALLER: MARY WEST	CALLER ADDRESS:	
	PHONE: 602-944-0010	EMAIL:	
	CALLER REMARKS/QUESTIO	NS:	
)		be put in South Mountain. Thank you.	
/			

Code	lssue	Response
1		Comment noted.



		Code	lssue	Response
		1		Comment noted.
TION RECORD				

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

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

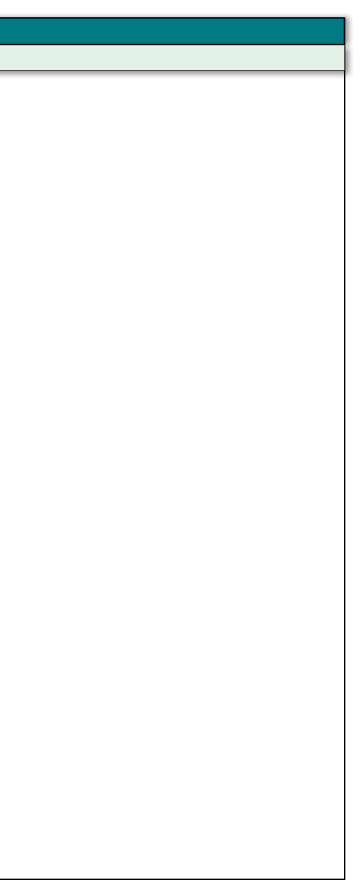
Code Comment Document

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# **B3472** · Comment Response Appendix

Code	Comment Document		Code	lssue
			1	
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE			
	INCOMING CALL INCOMING CALL DATE: TIME:			
	5/15/135:42 PMCALLER:CALLER ADDRESS:JEAN WHEELER3573 S. SOVEREIGN LANE, CHANDLER, AZ 8528	6		
	PHONE: EMAIL:			
	<b>CALLER REMARKS/QUESTIONS:</b> I am in support of putting the 202 South Mountain Freeway through to the west side. Thank you.			

CodeIssueResponse1Comment noted.



#### Code Comment Document Code Issue Alternatives, No-1 Action (No-Build) Alternative 2 Purpose and Need From: Sierra Club on behalf of Terry Whitaker To: Projects Comments in opposition to South Mountain Freeway Subject: Monday, May 27, 2013 6:14:18 PM Date: May 27, 2013 Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007 Dear South Mountain Study Team, 3 Alternatives I am writing to express my opposition to the proposed South Mountain 1 Freeway and to urge ADOT to select the No-Build Alternative. The proposed freeway would cause more problems than it would solve. In 2 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 3 people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them. South Mountain Freeway would have incredible negative impacts on our 4 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 5 temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases. The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside 6 to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be Air Quality 4 destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area. The freeway will also exacerbate urban sprawl and further burden 8 Arizona's taxpayers. Its construction would continue ADOT's trend of Health Effects 5 forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city Section 4(f) and center. 6 Section 6(f) Please help protect our communities, our health, and our environment by 1 selecting the No Action Alternative. Thank you. 7 **Biology**, Plants, Sincerely, and Wildlife Mr. Terry Whitaker 2678 E Lines Ln Gilbert, AZ 85297-8136

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

Response

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

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

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

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

Code	Comment Document		Code	lssue	Response
			8	Neighborhoods/ Communities	Unplanned growth is often term the context of rapid and uncom- land—usually on the outskirts of freeway are often identified as of are often cited as making land a more attractive for developmen population and land use betwee projects like the proposed freew Environmental Impact Stateme action would be implemented in noticeably in the Western Section recession which began in 2007 Area, the proposed freeway wo and a near-fully developed area induced growth would be const area planned for urban growth for at least the last 25 years.
		-	_		

rmed "urban sprawl." Generally, this term is used in ontrolled urban growth onto previously undeveloped s of an existing urban area. Projects like the proposed s contributors to urban sprawl. Freeway projects d at the urban fringe more accessible and, therefore, ent. However, examination of data comparing veen 1975 and 2000 suggests major transportation eway do not induce growth in the region (see Final nent pages 4-170 through 4-174). The proposed l in a historically quickly urbanizing area (most tion of the Study Area, although the nationwide 7 slowed growth). In the Eastern Section of the Study vould abut public parkland, Native American land, ea—therefore, any contribution to accelerated or nstrained. The proposed freeway would be built in an th as established in local jurisdictions' land use plans

#### Code Comment Document

Caleb Whitaker Document Created: 7/22/2013 10:34:55 AM by Web Comment Form I understand that the "carrot orange" coloring on the tail of the male Desert Chuckwalla (Sauromalus ater) 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 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.

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 backyard of tens of thousands of people. There are other and better options.

Code	ode Issue	Response
1	1 Biology, Plants, and Wildlife	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o The coloring of the male cor however, it is one of two col (see Arizona Game and Fish The color pattern for the co Environmental Impact State
2	2 Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
3	3 Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft Er 4-21). Where existing reside noise mitigation would be ir Transportation policy (see F
4	4 Alternatives, Gila River Indian Community Alignment	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o Alternatives even farther sou would run along Interstate & Interstate 10 (see text on pa State Route 85 is currently b with limited-access control, freeway with full access com as a truck bypass of the met to be available for interstate purpose and need fro the pr network and, therefore, it w

 $\begin{pmatrix} 1 \end{pmatrix}$ 

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ommon chuckwalla is unique to the South Mountains; olor patterns and is not a separate species or subspecies h Department's abstract for the common chuckwalla). ommon chuckwalla was not mentioned in the Draft cement because that was not relevant to the study.

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

adjacent to the largely residential areas of Ahwatukee rth), a freeway has been planned in this location Environmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, implemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

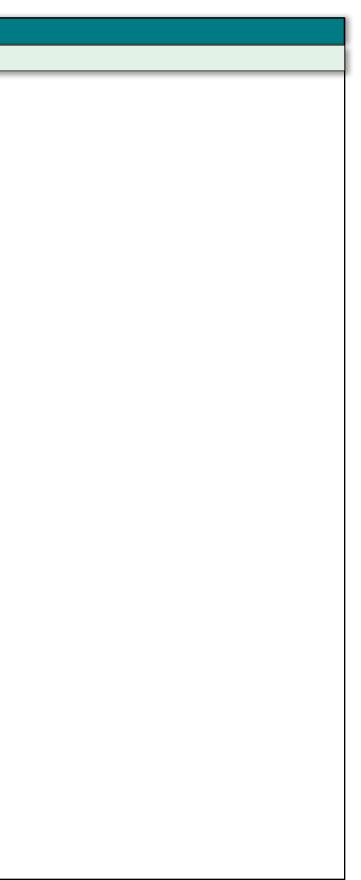
buth have been considered, such as an alternative that 8 in Casa Grande to State Route 85 from Gila Bend to age 3-9 of the Draft Environmental Impact Statement). being reconstructed as a four-lane, divided highway , and Interstate 8 is a four-lane, divided Interstate ntrol. Existing signs at each terminus designate the route etropolitan Phoenix area. This route would continue te and interregional travel, but it would not meet the proposed action as part of a regional transportation was eliminated from further consideration.

# **B3476** · Comment Response Appendix

Code	Comment Document	Code	lssue	
		1		
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE			
	INCOMING CALL INCOMING CALL DATE: TIME:			
	7/23/13         12:19 PM           CALLER:         CALLER ADDRESS:			
	CARL WHITE 1723 SOUTH ROSEDA STREET, GILBERT, ARIZONA 85295			
	PHONE: EMAIL:			
$\frown$	CALLER REMARKS/QUESTIONS:			
1	I would like to express my support for the South Mountain freeway. Thank you very much.			

 Code
 Issue
 Response

 1
 Comment noted.



Code Comme	ent Document	Code	Issue	Response
		1	Alternatives, E1 Alternative	The Arizona Departmen identified several issues Responses to these issu <i>Public Comments</i> beginn
	WESLEY & MEREDITH WHITELEY 1644. E. Briarwood Terr.			
	Phoenix, AZ 85048 480 460 0749 July 18, 2013			
	ADOT Loop 202, South Mountain Freeway Study 1655 W. Jackson Street MD 126F Phoenix, AZ 85007			
1	Please register our strong opposition to the Loop 202 plan along Pecos Rd. We are long-tiime 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.			
	Sincerely, Mundet Whiteley Meredith Whiteley			

ent of Transportation and Federal Highway Administration as and concerns that were frequently noted by commenters. Sues can be found in the *Responses to Frequently Submitted* hing on page B733 of this appendix.

#### **B3478** • Comment Response Appendix

Code	Comment Document
	From: Projects
	To:     ADOT       Subject:     FW: South Mountain Freeway Comment
	Date: 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
	communications
	From: Doug Whitfield [mailto:dougwhitfield@teamtechinc.net] Sent: Wednesday, July 24, 2013 10:13 AM To: Projects
	Subject: South Mountain Freeway Comment
	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
(1)	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?
$\bigcirc$	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
$\frown$	situation will improve with a major highway added into the mix? This pollution tends to sit in the
$\binom{2}{2}$	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.
	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
(3)	be restricted to alternative fuel vehicles, much like the HOV lane is today on existing highways. This
$\bigcirc$	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. 8 <sup>th</sup> Street
	Phoenix, AZ 85048

Code	lssue	Response				
1	Air Quality	The Arizona Department of identified several issues and o Responses to these issues ca <i>Public Comments</i> beginning on				
2	Air Quality	According to the Arizona De Assessment South Mountain Fre Gila River Indian Community the morning hours and assoc atmospheric conditions, wind River channel to the north. L the east to the lower elevatio improved mixing, flows typic and northwest. Likewise, dur (November 20, 2006, throug and a second 1-month-long r streets (April 19, 2007, throu typically were from the north mixing, winds typically were f				
3	Purpose and Need, Lack of Support	The Arizona Department of identified several issues and o Responses to these issues ca <i>Public Comments</i> beginning or				

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

epartment of Transportation, 2013, *Air Quality* reeway 202L Draft Report, review of wind data from the cy monitoring site at St. Johns suggests that during boated with mountain-drainage air flows and stable and flows are from the southeast and follow the Gila Locations to the east of St. Johns tend to flow from ons along the Gila River. During the warmer hours' cally follow the river channel and come from the north uring a 1-month-long meteorological monitoring period gh December 21, 2006) at Pecos Road and 40th Street monitoring period at Pecos Road and 24th and 40th ugh May 21, 2007), winds during the morning hours cheast. During the warmer hours, and with improved e from the west.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code	Comment Document	
-		_
	480-460-1845 © 480-263-0643	
	Dougwhitfield@teamtechinc.net	
	www.dentacareusa.com	
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.	
	is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.	

# **B3480** · Comment Response Appendix

Code	Comment Docum	ent
	5047	
	1 2	MR. WHITMAN: I'm just against it. I've been 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
$\left(1\right)$	6	other historic places, in different towns and stuff, but little
$\bigcirc$	7	interest in ours and did whatever they wanted. So that's
	8	basically it. That's basically it.
	9	
	10	
	11	
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	18	
	19	
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	21	
	22	
	23	
	24	
	25	
		Page 2 Driver and Nix Court Reporters - (602) 266-6525
l		www.drivernix.com

Code	lssue	Response
1	Cultural Resources	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning of The Preferred Alternative for buildings determined eligible thus, none would be destroy Statement page 4-132 [Table

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

for the proposed freeway was designed to avoid historic ole for listing in the National Register of Historic Places; oyed by the project. (See Draft Environmental Impact ole 4-47] and pages 3-25 and 3-26.)

#### Code Comment Document

2

Cyndi Whitmore Document Created: 7/12/2013 2:47:14 PM by Web Comment Form 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.

Code	lssue	Response
1	Purpose and Need	Although the region's freewa conditions in 2035 without t more congested areas and co Environmental Impact Stater By 2035, east- and westbour 101L (Agua Fria Freeway) an experience stop-and-go driv nearly 30 miles. A new freew an additional freeway facilit the region's freeways would
2	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
3	Alternatives	Federal regulations stipulate "rigorously explore and obje Federal Regulations § 1502.1 All alternatives were screene alternatives were considered 3-3 through 3-6). Among otl existing freeways, improving travel demand, and various r the potential impacts from in nothing, the No-Action Alter of Governments, the South N Freeway and Highway System transit and local roads are sp considered during the evalua Final Environmental Impact provide opportunities to enh
4	Biology, Plants, and Wildlife	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o

ays are now congested during the peak travel period, the proposed freeway would be substantially worse with ongested conditions for longer periods of time (see Final ment pages 1-21 and 1-22).

nd motorists on Interstate 10 between State Route nd State Route 202L (Santan Freeway) are expected to ving for over 3 hours every day. This is for a distance of vay in the Study Area would distribute commuters over ty. As a result, the duration of stop-and-go traffic on be reduced.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

that an environmental impact statement shall ctively evaluate all reasonable alternatives" (40 Code of 14; see Final Environmental Impact Statement page 3-1). d using a multidisciplinary set of criteria. Nonfreeway l (see Final Environmental Impact Statement pages her things, the study took into account improving or expanding other travel modes, strategies to reduce roadway configurations. This study examined not only mprovements, but also the consequences of building rnative. As proposed by the Maricopa Association Mountain Freeway would be part of the Regional n. Other transportation improvements such as mass pecified in the *Regional Transportation Plan* and were ation of this proposed new freeway. As noted in the Statement (see page 3-60), the proposed freeway would nance operation of future mass transit improvements.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ode Com	nment Document
	From:       Projects         To:       ADOT         Subject:       FW: 202 Expansion         Date:       Tuesday, July 02, 2013 11:36:02 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         Communications
	From: Whyte, Colleen [mailto:Colleen_Whyte@FMI.com] Sent: Tuesday, July 02, 2013 11:22 AM To: Projects Subject: 202 Expansion As a resident of Laveen, I am glad to see that after "30 years" the 202 expansion will finally happen at some point in the future. Having viewed the material, it's disappointing that we may not have a true loop around the downtown area unlike other metropolitan areas in which I have lived. If long range planning had been in place – the build up around the Loop 101 could have been avoided. Many of our visitors are surprised that all traffic must travel through the downtown area. The preferred access from 59 <sup>th</sup> Ave is obviously the cheapest and least intrusive but I fail to see how this alternative will relieve Interstate 10 of the congestion that builds everyday between 91 <sup>st</sup> Ave and 7 Ave. In addition, this route does not provide much of an improvement for access to the west valley from the Laveen area where much of the anticipated growth will occur.
	Obviously, my family would prefer that the 202 loop connect at the 101 and failing that, further out at the 71 <sup>st</sup> interchange. 59 <sup>th</sup> Avenue seems like a short-sited solution to the current problem. Colleen M Whyte
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or

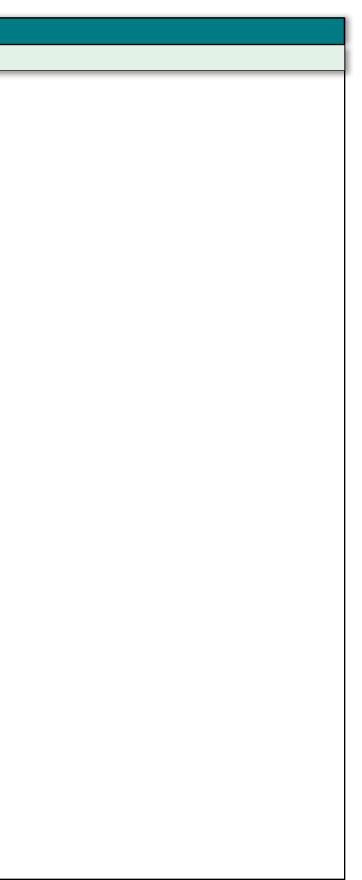
of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Coder			da	lssue	De
Code	Comment Document			Issue	Res
		1			(
	From: John Wiegand				
	To: <u>Projects</u> Subject: South Mountain Study Team - Loop 202 Extension				
_	Date: Wednesday, June 05, 2013 1:34:42 PM				
	I support construction of the Loop 202 South Mountain Freeway as soon as possible. I believe the extension is vital for resolution of future transportation issues facing the Phoenix Metropolitan Area.				
	Thanks,				
	John Wiegand 9336 E Hobart St				
	9336 E Hobart St Mesa AZ 85207				

# **B3484** · Comment Response Appendix

Code	Comment Document	Code	lssue
_		1	
	TELEPHONE CONVERSATION RECORD		
	INCOMING CALL INCOMING CALL DATE: TIME: 5/16/13 6:55 PM		
	CALLER: CALLER ADDRESS: JERRY WILCOX 143 S. HOBSON, MESA, AZ 85204		
	PHONE: EMAIL:		
	CALLER REMARKS/QUESTIONS:		
	I am in favor of the South Mountain Freeway. Thank you.		

Code	Issue	Response
1		Comment noted.

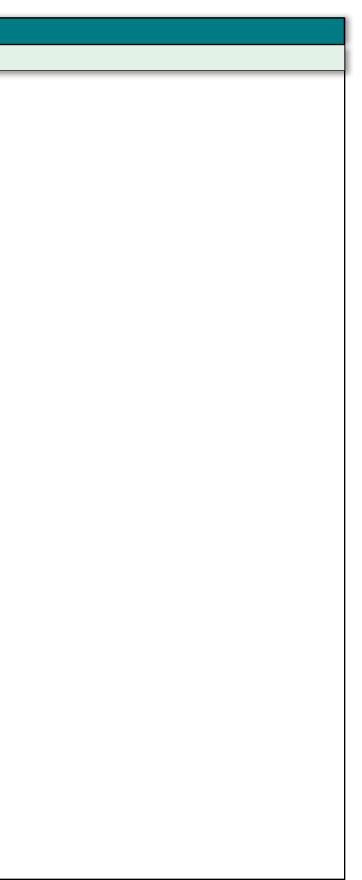


de Com	nment Document	Code	lssue	Re
		1		Co
	From:ProjectsTo:ADOT			
	Subject:         FW: Build 202           Date:         Wednesday, May 22, 2013 10:56:30 AM			
	From: Irene Wiley [mailto:wileyirene@yahoo.com] Sent: Monday, May 20, 2013 7:41 PM To: Projects Subject: Build 202			
<b>\</b>				
)	We need the 202 built. Some of my family work in Awtookie (mspl), That would really help that part of town in many ways. Irene B. Wiley <u>wileyirene@yahoo.com</u>			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			
	is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			

# **B3486** · Comment Response Appendix

Code	Comment Document	Code	lssue
		1	
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE		
	INCOMING CALL INCOMING CALL DATE: TIME: 5/17/13 4:51 PM		
	CALLER: CALLER ADDRESS: STEVEN WILGERT 10635 N. 34 <sup>TH</sup> PLACE, PHOENIX, AZ 850028 PHONE: EMAIL:		
	CALLER REMARKS/QUESTIONS:		
	I support the South Mountain Freeway. Thank you. Please build the freeway.		

# Code Issue Response 1 Comment noted.



Code	Comment Document	Cod	le Issue	Response
		1		Comment noted
	From:ProjectsTo:ADOTSubject:FW: South Mountain 202Date:Monday, May 20, 2013 8:22:56 AM			
	From: Clark Wilkerson [mailto:c_wilkerson@yahoo.com] Sent: Sunday, May 19, 2013 6:21 PM To: Projects Subject: South Mountain 202			
1	I am not sure of the cost but I think that building the South Mountain 202 is a great idea for Phoenix. The freeways help traffic and encourage business. Please move forward with this project at the rate you feel is prudent. Clark Wilkerson			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity/ties) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus			
	is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			

#### **B3488** • Comment Response Appendix

# Code Comment Document Cliff Wilkinson Document Created: 5/28/2013 6:18:58 AM by Web Comment Form I support the "No Build" option. The cost is just too high and Sierra club lists this as the worst project for transportation 1 2 The cost is just too high and Sierra club lists this as the worst project for transportation 3 4 environmentally and essentially relocates Indigenous peoples and destroys their sacred sites.

Code	Issue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Sierra Club Report	The Arizona Department of Administration respectfully As noted in the Final Enviror the No-Action Alternative, th consumption (page 4-172), r would be expected to produ regional traffic congestion (p regional long-range planning
3	Acquisitions and Relocations	No residences on Gila River relocations of people living c
4	Cultural Resources	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

F Transportation and the Federal Highway disagree with the referenced Sierra Club Report. onmental Impact Statement, when compared with the Preferred Alternative would result in less energy regional improvements to air quality (page 4-74) that uce health benefits, and economic benefits of reducing (page 4-65), and would be consistent with local and g efforts (page 4-18).

Indian Community land would be acquired and no on Gila River Indian Community land would occur.

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

	1	Alternatives, No- Action (No-Build)	The Arizon identified s
		Alternative	Responses Public Com
ADOT to select the No-Build Alternative. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the	2	Purpose and Need	Although t conditions more cong Environme Congestion reductions would resu toxics occu to the No-/ Environme
solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them. South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases. The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area. The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Please help protect our communities, our health, and our environment by selecting the No	3	Alternatives	Federal reg "rigorously Federal Reg All alternatives 3-3 throug existing fre travel dema the potenti nothing, th of Governn Freeway an transit and considered Final Enviro provide op
Sincerely, Cliff Wilkinson	4	Air Quality	The Arizon identified s Responses <i>Public Com</i>
	5	Health Effects	
	6	Section 4(f) and Section 6(f)	
Rusty Crerand	7	Biology, Plants,	
	To:       A001         Subject:       No S. Mountain Freeway #1315503651         Date:       Tiesday, June 04, 2013 8:04:16 AM         Attachments:       Image001_ang         6/4/2013 12:46:09 AM       I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.         The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.         South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DES claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.         The freeway would also negatively affect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and hobitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a trrible precedent by demolishing what should remain a protected area.         The freewa	To:       A021         Subject:       Tussion, June 04, 2013 8:04:16.64         Attachment:       Immediation of the proposed South Mountain Freeway and to urge         6/4/2013 12:46:09 AM       Immediation of the proposed South Mountain Freeway and to urge         ADO To select the No-Build Atternative.       Immediation of the source of 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. ADO To 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.       3         South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles filt the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.       4         The freeway would also negatively affect our environment. South Mountain Park is the largest by blasting a 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.       4         Sincerely, cliff Uklinson currentive. Thank you.       4         Sincerely, cliff Uklinson       Giff Ja	Te:       A007         Subject:       Treaded, him 64, 2013 60/416 649         Additional for every with 64 (2013 61/416 649         Addition for express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Atemative.         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 building more transportation and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.         South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the 'uncongested' areas this freeway would tareas this freeway would as negatively affect our environment. South Mountain Park is the largest right and habitat will be olest; and more. This would set a terrible precedent by denolishing what should remain a protected area.         The freeway would asso negatively affect our environment. South Mountain Park is the largest right and habitat will be olest; and more. This would set a terrible precedent by demolishing what should remain a protected area.         The freeway would asso negatively affect our environment by selecting the No Action Alternative.         Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.         Sincerely, Ciff Mikinson Cyahoo.com         Sincerely, Ciff Mikinson Cyahoo.com         Sincerely, Ciff Mi

ona Department of Transportation and Federal Highway Administration d several issues and concerns that were frequently noted by commenters. es to these issues can be found in the *Responses to Frequently Submitted mments* beginning on page B733 of this appendix.

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

ion relief resulting from the proposed freeway would provide localized ns of delays on arterial streets and at interchanges. Reduced travel times esult in lower exposure to elevated concentrations of mobile source air ccurring in traffic. Other benefits of the proposed freeway in comparison o-Action Alternative are presented in Table 3-9 on page 3-38 of the Final nental Impact Statement.

egulations stipulate that an environmental impact statement shall ly explore and objectively evaluate all reasonable alternatives" (40 Code of Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). natives were screened using a multidisciplinary set of criteria. Nonfreeway ves were considered (see Final Environmental Impact Statement pages igh 3-6). Among other things, the study took into account improving reeways, improving or expanding other travel modes, strategies to reduce mand, and various roadway configurations. This study examined not only ntial impacts from improvements, but also the consequences of building the No-Action Alternative. As proposed by the Maricopa Association nments, the South Mountain Freeway would be part of the Regional and Highway System. Other transportation improvements such as mass nd local roads are specified in the *Regional Transportation Plan* and were ed during the evaluation of this proposed new freeway. As noted in the vironmental Impact Statement (see page 3-60), the proposed freeway would opportunities to enhance operation of future mass transit improvements.

ona Department of Transportation and Federal Highway Administration d several issues and concerns that were frequently noted by commenters. es to these issues can be found in the *Responses to Frequently Submitted mments* beginning on page B733 of this appendix.

#### **B3490** • Comment Response Appendix

Code	Comment Document	Code	lssue
		8	Neighborhoods/ Communities
	Communications		
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Response 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.

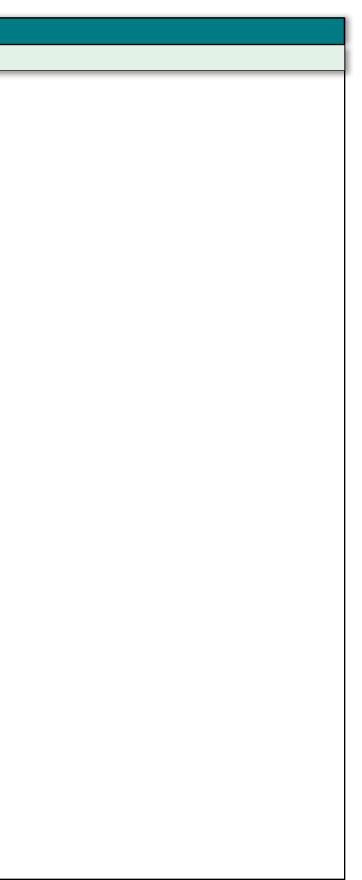
Code C	Comment Document			Code	ls
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY				
	INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 3:29 PM			
	CALLER: MARK WILLEY	CALLER ADDRESS: 16397 W. PEARCE STREET, GOODYEAR, ARIZONA 85338			
	PHONE: CALLER REMARKS/QUESTION	EMAIL:			
1	I support the South Mountain free				

Response

Comment noted.

#### **B3492** • Comment Response Appendix

Code	Comment Document	Code	Issue	Response
		1		Comment noted.
	From: <u>Projects</u> To: <u>ADOT</u>			
	Subject:FW: ADOT Loop 202 South Mountain FreewayDate:Tuesday, May 14, 2013 9:48:43 AM			
	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			
	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.			
	Thank you,			
	Christian Williams 10370 W Sands Dr			
	Peoria, AZ 85383			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	Comment Document	Code	lssue	Response
-		1		Comment noted.
	From:       Projects         To:       ADOT         Subject:       FW: Loop 202 thru Laveen!         Date:       Monday, May 20, 2013 8:30:07 AM			
1	Original Message From: Amy Williams [mailto:kennyandamy@q.com] Sent: Saturday, May 18, 2013 10:22 AM To: Projects Subject: Loop 202 thru Laveen! YES!!!! We are Laveen residents and want that freeway! Please speak for us in Laveen and make this happen!!!! Thank you!! Amy 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.			

#### **B3494** · Comment Response Appendix

Code	Comment Document	Code	lssue	Response
		1	Alternatives, Nonfreeway Alternatives	The Arizona Department of Tr identified several issues and co Responses to these issues can <i>Public Comments</i> beginning on
	From:       Doug         To:       Projects         Subject:       South mountain freeway alternative         Date:       Tuesday, June 04, 2013 6:20:10 PM         I am a resident of Ahwatukee area and would love to see our commuter trains expand to this area.         This would eliminate the need for more freeways and added pollution.         I voted for the trains years ago but they never came to our neighborhood.         I believe the train could be elevated above the interstate 10 with ease , like that of the Denver lines.			
	I believe the train could be elevated above the interstate 10 with ease, like that of the Denver lines. Why can't we utilize what we have more effectively and thus eliminate the need for more freeways that would only serve the community more. THE city of Phoenix should spend our tax dollars with the future in mind, let's campaign for alternatives which would make our city more livable. LONGTIME RESIDENT			
	VICKIE WILLIAMS Sent from my iPhone			

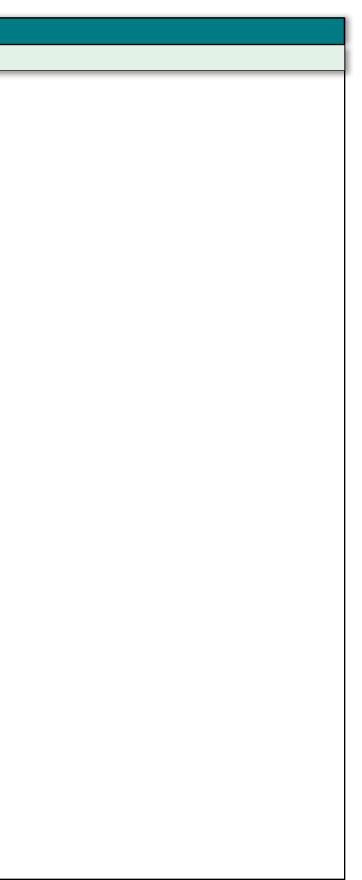
Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

e	Comment Document
	LOOP 202 South Mountain Freeway Study 2013
	Draft Environmental Impact Statement
	Additional Comments: LET'S BUILD THIS FREEHAY. CONSIDE THIS A VOTE DE SUPPORT
	- CHIRIS WILLIAMS
	85045
	ADDT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)
	FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	Issue	Response	
1		Comment noted.	ĺ

•	Comment Document
	South Mountain
	Draft Environmental Impact Statement COMMENT FORM
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> </ul>
	Comments must be received or postmarked by July 24, 2013. I SUPPORT THE PROJECT. IT WILL GREATLY ASSIST PRECONAL TRAFFIC AND REAVLE CONCESTION THROUGH CENTRA METRO PHOENIX
	Optional
	Name ELISAH WILLIAMS Email
	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 H5764 01L + Federal-aid Project No.: NH-202-D(ADY)

Code	lssue	Response
1		Comment noted.



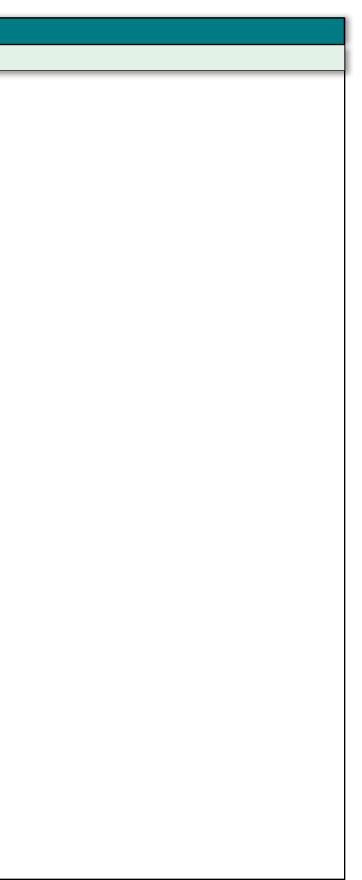
Code	Comment Document			Code	lssue
				1	
	TELEPHONE CONVERSATION RE	CORD			
	SOUTH MOUNTAIN FREEWAY IN				
	INCOMING CALL DATE:	INCOMING CALL TIME:			
	5/20/13	2:31 PM			
	CALLER:	CALLER ADDRESS:			
	CAROLEE WILLIAMS	5202 E. PARADISE LANE, SCOTTSDALE, ARIZONA 85254			
	PHONE:	EMAIL:	-		
	CALLER REMARKS/QUESTIONS: I do support the addition of the new freeway, South Mountain Freeway.		-		
$\left( 1 \right)$					

Response

Comment noted.

Code	Comment D	ocume	nt
		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.
	<b>—</b>	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

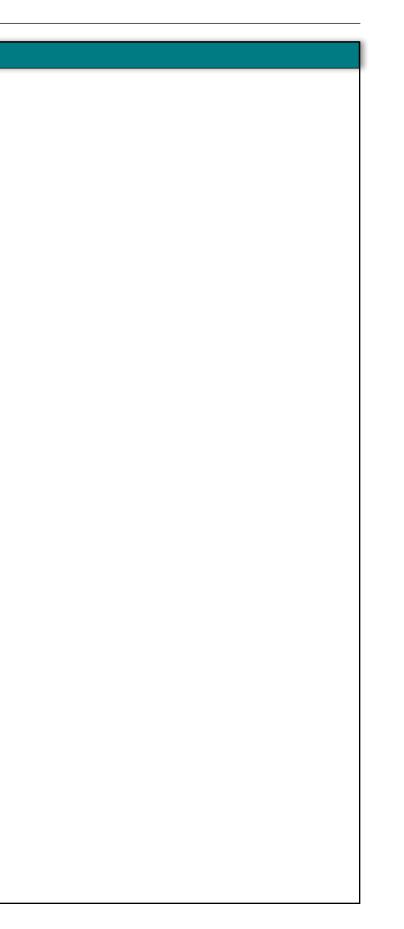
Code	lssue	Response
1		Comment noted.



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

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ent Docum		Со	de Issue	Respoi
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			
D	river and Nix Court Reporters - (602) 266-6525			



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

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

## CodeIssueResponse1Comment noted.

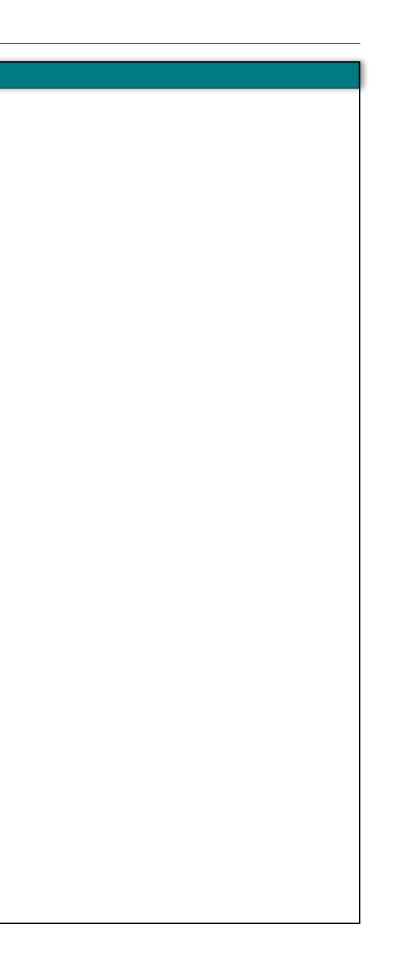
l

1	We do have a light at 67th, which makes it a
2	lot better for us. We didn't have the light for a long
3	time. But they did put a light in, I guess, about a
4	year or year and a half ago. Which I knew if they did
5	that at the place where we exit from her home, it would
6	make it a lot better too. They don't have a light
7	there. They have one four blocks down the street. And
8	we can sit there forever trying to get out of there.
9	And I guess that's about it for now. That's
10	all I can think about right now.
11	Oh, except for the infrastructure. They did
12	promise us we were going to have shopping centers and
13	other things to make it convenient for us to live in
14	that area. And they have never materialized.
15	My comments are certainly my own, and they
16	may not be many of the other people's.
17	DIANNE BARKER: I am a resident, citizen
18	resident here in Phoenix and have lived in the Valley
19	for over 25 years.
20	I was raised in Ohio, The Buckeye State. And
21	I do want to thank you for this opportunity to be heard
22	and believe I will be considered by ADOT.
23	I am favoring no-build scenario. 40 CFR
24	1502.4 that's federal regulations stipulates that
25	the Environmental Impact Statement, this EIS, be

Code Issue

Response

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



# Code Comment Document TELEPHONE CONVERSATION RECORD<br/>SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:51 PM
CALLER:	CALLER ADDRESS:
	88 W. MYRTLE AVENUE, PHOENIX, AZ 85021
PHONE:	EMAIL:

#### CALLER REMARKS/QUESTIONS:

 $\left(1\right)$ 

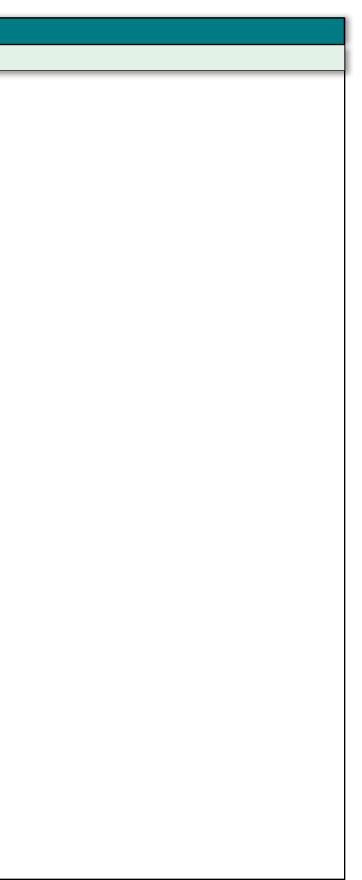
Yes, calling to show my support of the South Mountain Freeway. Thank you.

## CodeIssueResponse1Comment noted.

ľ

#### **B3504** · Comment Response Appendix

Code	Comm	nent Document					Code	lssue	Response
							1		Comment noted.
			ERSATION RECORD	ON LINE					
		INCOMING CALL DATE:		INCOMING CALL TIME:					
		5/15/13 CALLER NAME:		9:21 AM					
		LELA WILLIAMS		CALLER ADDRESS: 3302 N. 87 <sup>TH</sup> AVENUE, PHOENIX, AZ 85037					
		PHONE:		EMAIL:					
		CALLER REMARKS	<b>OUESTIONS:</b> build that freeway around	South Mountain. You need to stop wasting money	on				
		these bullshit studies	and get to business. Than	South Mountain. You need to stop wasting money k you.					
		RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:					
						-			



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

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 5:29 PM
CALLER:	CALLER ADDRESS:
PATTY WILLIAMS	1306 W. 11 <sup>™</sup> STREET, TEMPE, AZ 85281
PHONE:	EMAIL:



#### CALLER REMARKS/QUESTIONS:

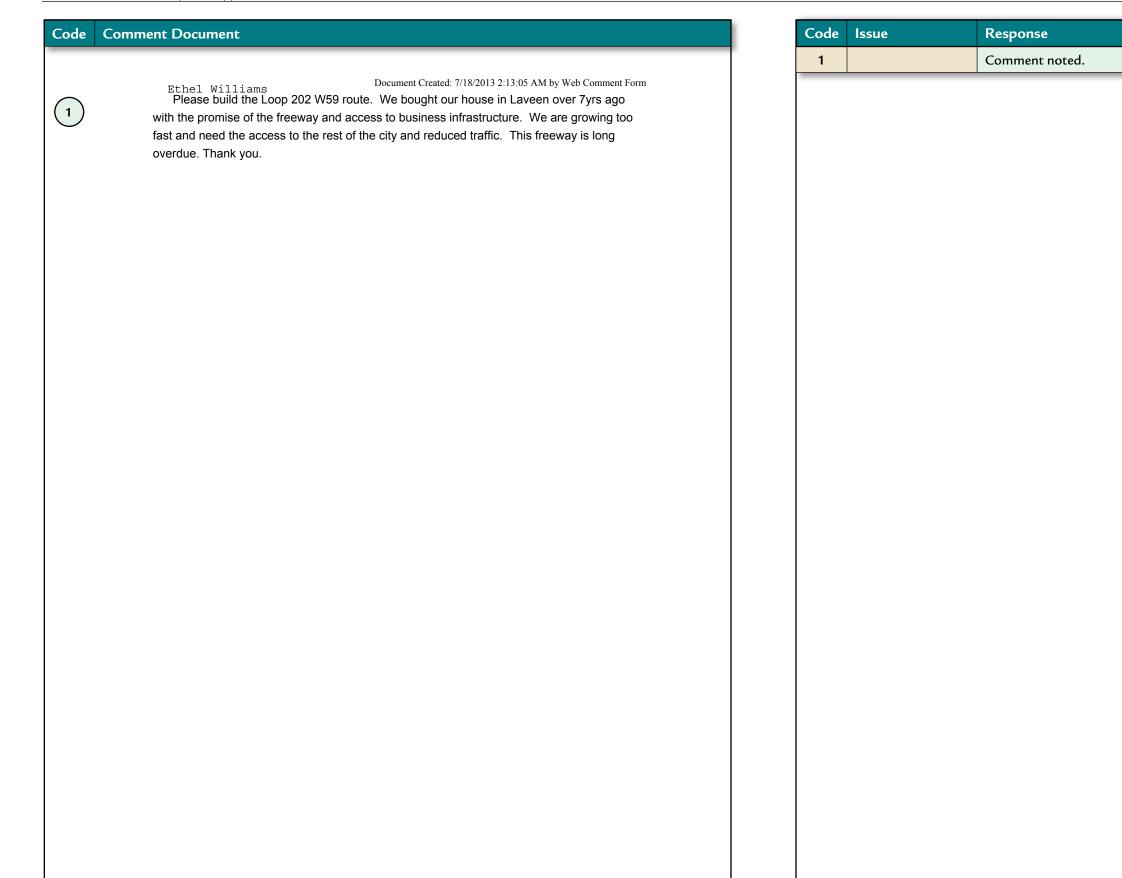
I do agree with running that freeway through, but I think you should go around that neighborhood out there and around the outskirts of South Mountain so that the sacred area with the Indians is not upset and those houses are not upset and we're not paying millions of dollars to people to move to a different location so we can destroy their homes.

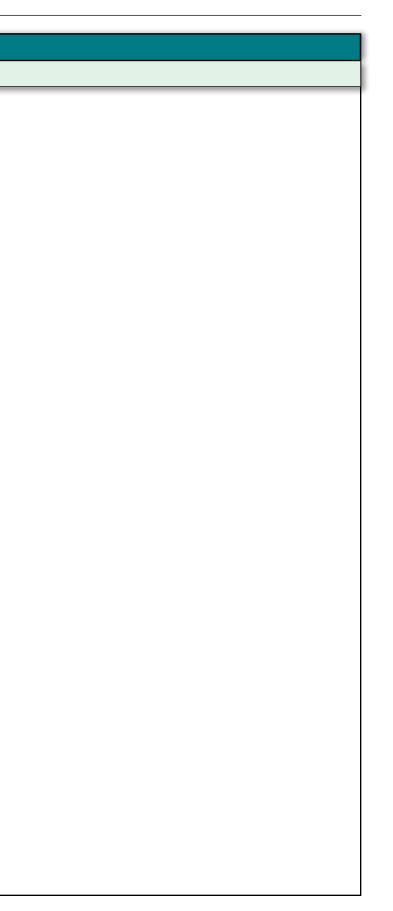
Code	lssue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
2	Neighborhoods/ Communities	Prospective home buyers an conceived, according to Stat facility. (Sellers are obligated material facts about a prope
3	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
4	Cultural Resources	

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

nd members of the church built after the freeway was ate law, should have been informed of the proposed ed by Arizona common law to disclose all known perty to the buyer.)

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.





 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

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 59<sup>th</sup> 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,

(1)

Nathan Williams

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Code	lssue	Response
1	Alternatives	Federal law prohibits the dem interchanges would be locate Indian Community (see Draft Roadway connections on Gil interchanges would be the re coordination with appropriat

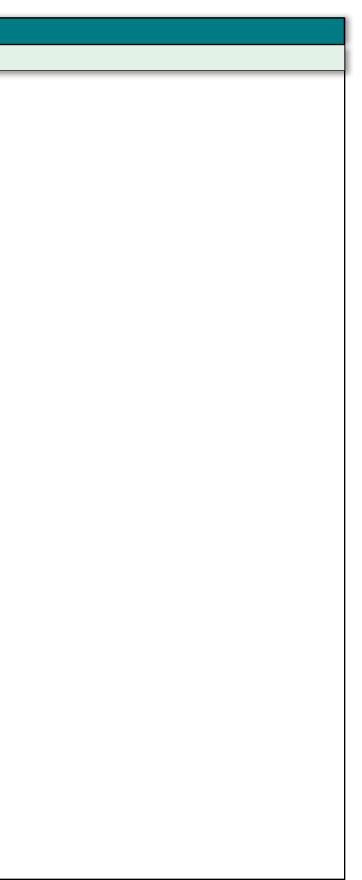
enial of access to any community. Thus, traffic ted along the freeway where it borders the Gila River ift Environmental Impact Statement page 3-51). ila River Indian Community land to the traffic responsibility of the Gila River Indian Community, in ate jurisdictions.

#### **B3508** · Comment Response Appendix

ode	Comment Document		
	TELEPHONE CONVERSATION RE SOUTH MOUNTAIN FREEWAY IN		
	INCOMING CALL	INCOMING CALL	
	DATE: 7/23/13	TIME: 11:51 AM	
	CALLER: CASSANDRA WILLIAMS	CALLER ADDRESS: 2026 WEST LOBO CIRCLE, MESA, ARIZONA 85202	
	PHONE:	EMAIL:	
	CALLER REMARKS/QUESTIONS:		
)		202 freeway to alleviate some of the traffic. Thanks, bye.	
/			

 Code
 Issue
 Response

 1
 Comment noted.



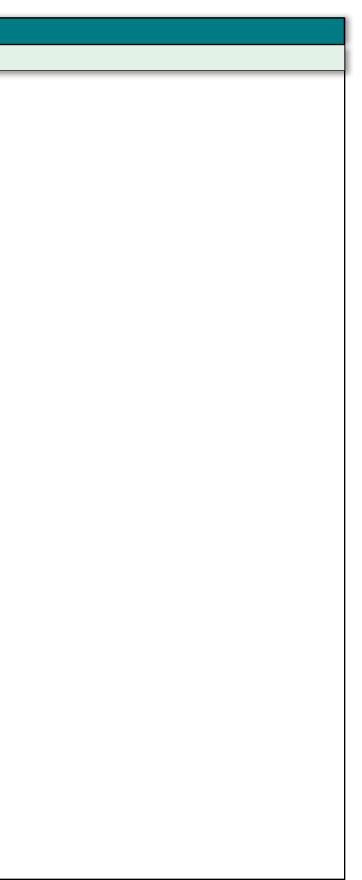
Code	Comment Document			Code	Issue	Response
_				1		Comment noted
	TELEPHONE CONVERSATION R					
	SOUTH MOUNTAIN FREEWAY I		_			
	INCOMING CALL DATE:	INCOMING CALL TIME:				
	7/23/13	3:19 PM				
	CALLER:	CALLER ADDRESS:				
	NANCY WILLIAMS	513 EAST CAROL AVENUE, PHOENIX, ARIZONA 85020				
	PHONE:	EMAIL:				
	CALLER REMARKS/QUESTIONS	S:				
(1)	Yes, I support the South Mountain	freeway being built. Thank you.				

#### **B3510** · Comment Response Appendix

Code	Comment Document		Code	
			1	
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION	I LINE		
	INCOMING CALL DATE:	INCOMING CALL TIME:		
	5/18/13 CALLER:	4:23 PM CALLER ADDRESS:		
	KAREN WILLIAMSON	27 [UNCLEAR] PHOENIX AZ		
	PHONE:	EMAIL:		
_	CALLER REMARKS/QUESTIONS:			
(1)	Hi, yes I do support the new freeway expansion.			
$\bigcirc$				

 Code
 Issue
 Response

 1
 Comment noted.



 $\left(1\right)$ 

## CodeIssueResponse1Comment noted.

#### 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:

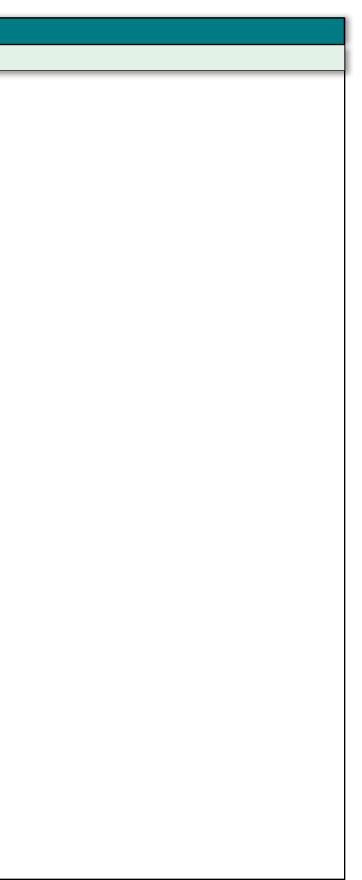
#### CALLER REMARKS/QUESTIONS:

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.

#### **B3512** · Comment Response Appendix

Code	Comment Document	Code	ls
		1	
	From: Projects To: ADOT		
	Subject:         FW:           Date:         Monday, May 20, 2013 8:43:47 AM		
	From: Kenneth Wilson [mailto:bigpeach35@yahoo.com] Sent: Friday, May 17, 2013 6:02 PM		
	Sent: Friday, May 17, 2013 6:02 PM To: Projects Subject:		
1	sure BUILD IT no more big truck accidents on the 10 downtown		
	Peace, love, and all that good stuff.		
	All we need is love.		
	Kenneth Russell Wilson		
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1		Comment noted.



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

#### **B3514** · Comment Response Appendix

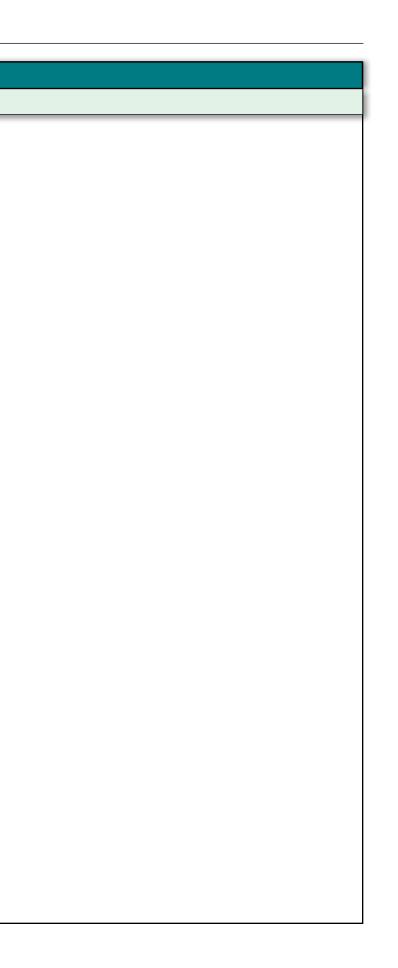
TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL DATE:       INCOMING CALL         DATE:       TIME:         5/18/13       4:23 PM         CALLER:       CALLER ADDRESS:         ALICE WILSON       EMAIL:         PHONE:       EMAIL:         CALLER REMARKS/QUESTIONS:       EMAIL:         Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes, go ahead and build that freeway. Thank you.	SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         5/18/13       4:23 PM         CALLER:       CALLER ADDRESS:         ALICE WILSON       EMAIL:         PHONE:       EMAIL:         CALLER REMARKS/QUESTIONS:       Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,	SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         5/18/13       4:23 PM         CALLER:       CALLER ADDRESS:         ALICE WILSON       EMAIL:         PHONE:       EMAIL:         CALLER REMARKS/QUESTIONS:       Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,	ode	Comment Document	
DATE:       TIME:         5/18/13       4:23 PM         CALLER:       CALLER ADDRESS:         ALICE WILSON       CALLER ADDRESS:         PHONE:       EMAIL:         CALLER REMARKS/QUESTIONS:         Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,	DATE:       TIME:         5/18/13       4:23 PM         CALLER:       CALLER ADDRESS:         ALICE WILSON       EMAIL:         PHONE:       EMAIL:         CALLER REMARKS/QUESTIONS:       EMAIL:         Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,	DATE:       TIME:         5/18/13       4:23 PM         CALLER:       CALLER ADDRESS:         ALICE WILSON       EMAIL:         PHONE:       EMAIL:         CALLER REMARKS/QUESTIONS:       EMAIL:         Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,			
ALICE WILSON PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,	ALICE WILSON PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,	ALICE WILSON PHONE: EMAIL: CALLER REMARKS/QUESTIONS: Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,		DATE: 5/18/13	TIME: 4:23 PM
<b>CALLER REMARKS/QUESTIONS:</b> Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,	<ul> <li>CALLER REMARKS/QUESTIONS:</li> <li>Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,</li> </ul>	CALLER REMARKS/QUESTIONS:         Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,			CALLER ADDRESS:
Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,	Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,	Hi, I really don't understand why there would be negative thoughts about having this freeway if it's going to create jobs and reduce traffic around Phoenix, that would surely be a positive. So I say Yes,		PHONE:	EMAIL:
			1	Hi, I really don't understand why going to create jobs and reduce	there would be negative thoughts about having this freeway if it's traffic around Phoenix, that would surely be a positive. So I say Yes,

Code Issue

1

Response

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	Comment Document
	LOOP 202 South Mountain Freeway Study
	Draft Environmental Impact Statement
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>It is helpful to ADOT to receive comments on: A particular alternative, environmental impact assessment, and/or draft mitigation.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul>
	Comments must be received or postmarked by July 24, 2013. The alignment along fecos road Our concerns are Air Pollution!! Is unacceptable due to the following.
$\binom{2}{3}$	) e Added community traffic
4	· negrative visual impacts
$\overbrace{5}$	- ugly noise walls impeding views
	- commercial signage. - electronic bill boards : hideous, glaring.
6	visible Plashing obnoxiously for
(7)	We need foces road for what it currenty is. Easy access out of club west and the toothills communifies.
	Limited traffic stops and easy access the Desert Vista High Sud with out having to cross over a feedway or more lares.
8	If there is damage during construction to adjacent properties such Optional as windows of walls what is the nectorise.
	Name Carol Wilson Email dettuitson @ ool. com
	Address 1144 E. Thunderhill fl.
	City <u>Philenity</u>
	Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed 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) 18-150
	ADDT         Operation         FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Alternatives, E1 Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Air Quality	
3	Noise	
4	Traffic	The determination to not inc coordination with the City o have resulted in the displace have been located near an ex available from Chandler Bou the City of Phoenix conductor of the freeway (and the remo- street system. The City study from the proposed freeway ( Statement). The traffic proje page 3-29 of the Final Enviro proposed freeway when com
5	Visual Resources	Because Pecos Road is alrea the same location as the pro- phenomena they do not alre page 4-169). The proposed f more vehicles, but what parl substantively different from in the Final Environmental In avoid, reduce, or mitigate ae and large shrubs that would would help in visually sensiti
6	Visual Resources	Decorative or aesthetic treat other freeway structures to h with the tone of the commun Roadside Development Sect standard treatment applicat barriers and other structures constructed would work close to decide on a theme for the the Arizona Department of Department of Transportation treatments to include thema

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the Responses to Frequently Submitted on page B733 of this appendix.

clude an interchange at 32nd Street was made in of Phoenix. Construction of the interchange would ement of over 100 homes and the interchange would existing high school. Access to 32nd Street is to remain ulevard and other east -west local streets. In 2006, ed a traffic circulation study to evaluate the impacts oval of an access point at 32nd Street) on the local ly found no adverse effects on the local street system (see Appendix 3-1 in the Final Environmental Impact ections for Chandler Boulevard (see Figure 3-12, on onmental Impact Statement) show a reduction with the npared with conditions without the proposed freeway.

ady a four-lane arterial street and is in approximately oposed E1 Alternative, viewers would not be seeing any eady see (see Final Environmental Impact Statement freeway would have eight lanes of traffic and carry k users and residents would see would not be what they already see along Pecos Road. Page 4-170 mpact Statement lists measures that should help to esthetic impacts. Larger saguaro cacti, mature trees, likely survive the transplanting and sitting-in period ive or critical roadway areas.

tments are sometimes applied to noise barriers and help them blend into the surroundings and/or fit in inity. The Arizona Department of Transportation tion is responsible for assigning a wide range of tions and wall materials, including color, to noise es. Typically the community where the wall will be osely with its City Architect or planning department wall. Usually, this can be accomplished by using Transportation's standard applications. The Arizona ion has expanded its selection of acceptable wall atic emblems or symbols and, in some cases, more than

Comment Document	Code	lssue	Response
	6 (cont.)		As an example, for State Rou Scottsdale chose to add publ above and beyond the Arizon reasonable aesthetic treatmen Transportation did not fund to Department of Transportation intergovernmental agreement to design and construct artist Transportation-supplied nois provided the funds for constr of Scottsdale provided the fu Pages 4-158 and 4-159 in the process municipalities might noise barriers or other struct
	7	Visual Resources	The State of Arizona (through administers an Outdoor Adve Beautification Act. Arizona's placement, and maintenance highways as well as State high Revised Statutes §§ 28-7901 and R17-3-701.01) provide the regulate any sign that is withi from the main traveled way o highway that is part of the Na- routes. The South Mountain National Highway System.) While the Arizona Court of A billboards violate the 1970 Ar passed by the State Legislatur but allowed them in most of I La Paz counties. Weeks later, to regulate such billboards or of the Zoning Ordinance of th occupy public property or to line borders a public highway zoned as commercial or indus Districts. Under current zonin the E1 Alternative. Such signs Alternative. Such signs may n (1) located within one hundred property and (2) visible from Erection and operation of any would be subject to regulation
	8	Construction	Provisions would be taken to during construction.

oute 101L (Pima Freeway) in Scottsdale, the City of ablic art to the noise barriers. The City's intent went ona Department of Transportation's guidelines of ment and, therefore, the Arizona Department of ad the aesthetic portion of the project. The Arizona tion and the City of Scottsdale entered into an ent for the purposes of allowing Scottsdale rights tistic embellishment on the Arizona Department of oise barrier. The Arizona Department of Transportation struction of the noise barriers themselves, but the City funds to cover the aesthetic portion of the walls.

he Draft Environmental Impact Statement explain the ht take to achieve the desired aesthetic treatment for actures.

ugh the Arizona Department of Transportation) dvertising Program as mandated by the Federal Highway t's program provides regulations for the permitting, ce of outdoor advertising signs along Interstate ighways within Arizona. The State statutes (Arizona 01 through 28-7915) and the State rules (R17-3-701 that the Arizona Department of Transportation must thin view of, directed at, and intended to be read y of a controlled highway. (A controlled highway is any National Highway System along with specific State in Freeway would be both a State route and part of the

f Appeals did decide in November 2011 that electronic Arizona Highway Beautification Act, a new law was ture that banned such billboards in much of the state of Maricopa County and parts of Pinal, Yuma, and er, the Phoenix City Council created a zoning ordinance on city streets and highways. Chapter 7, Section 705, f the City of Phoenix does not permit billboards to to extend across a property line where such property ray. Electronic messages are permitted only on land dustrial or zoned as a nonresidential use in Residential ning, this eliminates most, if not all, of the land along gns might be permissible along portions of the W59 y not be illuminated between 11 p.m. and sunrise "when dred fifty (150) feet of Single Family Residential zoned om such development or property."

any billboards on Gila River Indian Community land tion by the Gila River Indian Community.

to ensure adjacent properties would not be damaged

 $\begin{array}{c}
1\\
2\\
3\\
4\\
5
\end{array}$ 

Mark Wilson

Document Created: 7/20/2013 6:14:04 PM by Web Comment Form

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.

Code	lssue	Response
1	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Neighborhoods/ Communities	Prospective home buyers and conceived, according to Stat facility. (Sellers are obligated material facts about a prope
3	Health Effects	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
4	Purpose and Need, Old Plan or Use of Old Data	
5	Purpose and Need, Lack of Support	

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

nd members of the church built after the freeway was ate law, should have been informed of the proposed ad by Arizona common law to disclose all known perty to the buyer.)

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

#### Code Comment Document From: Projects ADOT To: FW: Loop 202 South Mountain Freeway Subject: Monday, July 15, 2013 10:47:25 AM Date: Attachments: image001.png Thank you, **Matthew Eberhart Community Relations Officer** 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov ADOT 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 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.). The 'existing' interchange at Pecos Road and 40<sup>th</sup> Street could remain with the Park and Ride $\left(1\right)$ 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. Traffic flows on this portion of the Loop 202 should benefit from having fewer points where vehicles are merging too. Regards, Tom Wilson Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ites) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1	Design	The locations of the planned with the City of Phoenix. The on the adjacent community w the region's transportation sy approximately 1.5 to 2 miles,

d traffic interchanges were determined in coordination ne current plan balances the need to minimize impacts with the need to provide acceptable access to system. The spacing of the interchanges would be s, which would provide acceptable weaving conditions.

Code Comr	nent Document	Code
		1
	From:     Projects       To:     ADOT       Subject:     FW: Loop 202 South Mountain Freeway       Date:     Friday, July 19, 2013 9:19:50 AM	
	Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov	
	Original Message From: Dena Wiltsie [ <u>mailto:wiltsie@earthlink.net</u> ] Sent: Friday, July 19, 2013 9:16 AM To: Projects Subject: Loop 202 South Mountain Freeway First I will admit I am not happy with the W59 option because I live	
1	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. 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.	
	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.	
	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	

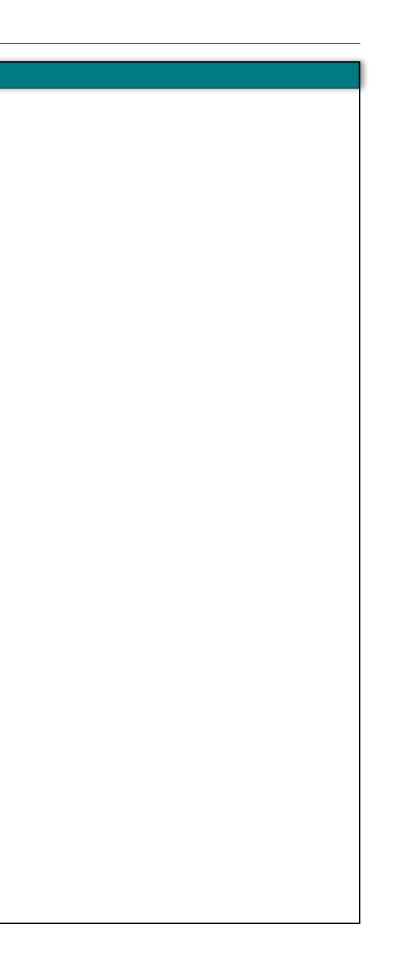
Code	lssue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of identified several issues and o Responses to these issues can <i>Public Comments</i> beginning on

of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* 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.       It is helpful to ADOT to receive comments on: A particular alternative, environmental impact assessment, and/or draft mitigation.         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.       It is helpful to ADOT to receive comments on: A particular alternative, environmental impact assessment, and/or draft mitigation.         When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.       How the proposed action would affect you.
1	Comments must be received or postmarked by July 24, 2013. Tem in Sour of the Sah Mountain Freeway for these reasons: - It will complete the phix Metra freeway system - It will help fessens traffice on the I-10
	- If we die to have afterway system, No one area is exempt just because they don't wast a freeway in their looks youd - No one does - that didn't stop it elsewhere - The Awhortokee residents don't think about or care
	that they produce massive traffic in Some body alse's Neighbor hoods
	Optional Name Morti Winkler Email MortiphoeNix Dool.com Address Monos R& # 12445f. City Phoenix state AZ zip85006
	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, A2 85007
	ADCIT TRACS No.: 202L MA 054 H5764 03L • Federal-ald Project No.: NH-202-D(ADY) FOR MORE INFORMATION:
	ADDT CFederal Highway Administration azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

### Code Issue Code Comment Document Response 4306 MS. WINKLER: I think I am in favor of this. I 17 18 think this is a good idea. I live in the central city area, and I know that a lot of people in the Ahwatukee area may be in 19 opposition to this. 20 But I particularly look at this as an issue of 21 equality, that if the rest of the city all has to have freeways 22 that border or come into their areas, that no one single area 23 should be exempt. I think it will complete the grid system for 24 25 the freeway if -- the freeway grid system. Page 18 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com



 $\left(1\right)$ 

1	And, actually, I I was talking to one of the
2	one of the planners or engineers, and I think the best route
3	would be to go through Tolleson and connect to the 101. But he
4	was saying that there is a lot of issues regarding that. So he
5	said it'll probably be 53rd Avenue or somewhere around there.
6	But I personally think that the logical route would
7	be to connect to the 101 and, you know, that, that far-most
8	route. So, no, but, overall, I just think it's a good idea. I
9	think it's, like I said, a matter of equality, that no one area
10	should be singled out that's not just because they don't
11	want it coming into their neighbor around their
12	neighborhoods.
13	And, although, I am not in favor of it prompting
14	more people to move here. I was looking at the information,
15	and it was saying that supposedly 3 million, close to 3 million
16	more people, are going to be moving here within the next 20 to
17	30 years. And I certainly don't think believe we need
18	3 million more people in a land of finite resources.
19	But that's not for Yeah. I don't understand
20	this constant push for more tourists, more households, more
21	homes, more whatever. It's like no other city in this country
22	is so more about pushing, pushing more and more and more and
23	more people into an area as the Phoenix area. And I just
24	don't I just don't get that because I think it's making the
25	Phoenix metropolitan area just unlivable.

CodeIssueResponse1Alternatives, W59<br/>Alternative Versus<br/>W101 AlternativeThe Arizona Department of Transportation and Federal Highway Administration<br/>identified several issues and concerns that were frequently noted by commenters.<br/>Responses to these issues can be found in the Responses to Frequently Submitted<br/>Public Comments beginning on page B733 of this appendix.

Page 19

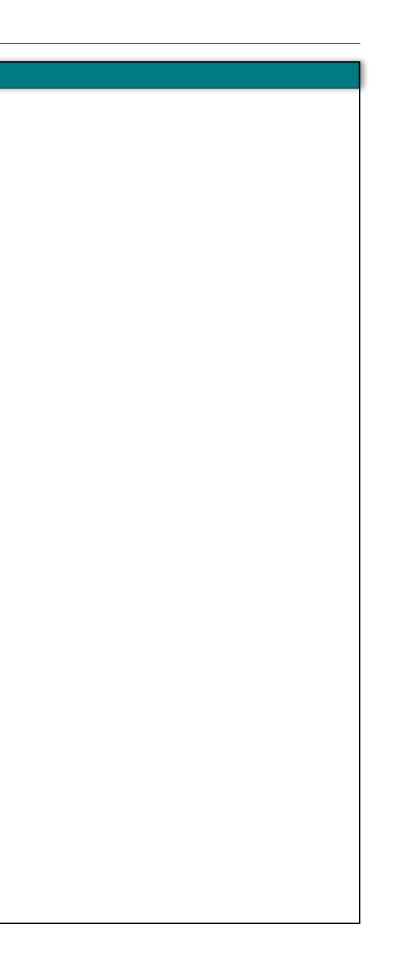
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1	And that's why I was actually just talking with one
2	of the planners and was saying about how, when it starts to get
	hot, that people just, all of us, starting to get start to
3	
4	get angry. Just all of a sudden. It's just within a couple of
5	weeks. And And I said it's because people are You know,
6	it's already congested. You know, now it's hot, on top of it.
7	And so, anyway, regarding this issue of making more
8	freeways, so then we bring more people into the area; we don't
9	need more people.
10	And, you know, and it's Unfortunately, I've
11	worked for land developers and builders and land developers,
12	and that type. And it's It's all about money, power, and
13	greed, unfortunately. And that's what we'll never change about
14	this town, because it's all about those three things.
15	So, but, as far as the freeway, I think it's a good
16	thing. So thank you.
17	MR. ROYER: All right. Well, first off, I am
18	strongly opposed to this for very simple reasons. First, I
19	care about the environment, and I care about people. And I
20	think, no matter how you look at this, it negatively affects
21	environment, without a doubt. And it would negatively affect a
22	lot of people, without a doubt.
23	Now, there's other reasons to oppose this. So I
24	feel like a lot of this is of an elaborate, almost, scheme to
	justify more freeways.

Code Issue

Response

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



1

4370	
1	Store Winn
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.

 Code
 Issue
 Response

 1
 Comment noted.

Page 27

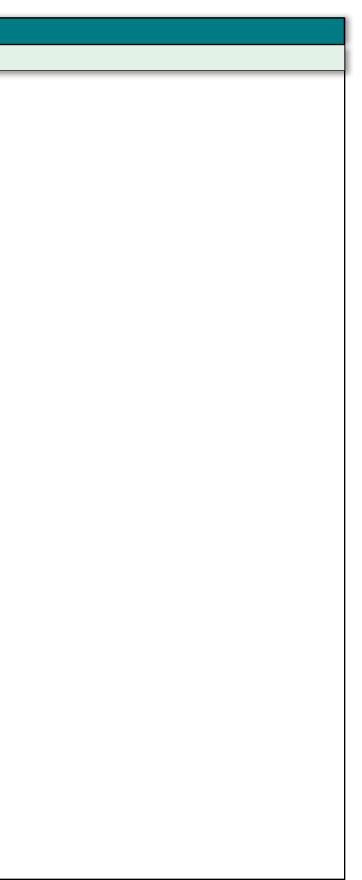
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1

## Code Comment Document 4187 13 MR. WINNER: I live at 47th Avenue and 14 Baseline roughly. I support the freeway coming through. (1)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 care is at Central and Baseline. The closest hospital is 18 obviously in downtown. There's nothing -- west there's 19 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. Page 8

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Code	Issue	Response
1		Comment noted.



### Code Comment Document Code Issue 1 From: Projects ADOT To: FW: In support of 202 W59 Alternative Subject: Wednesday, May 22, 2013 10:48:01 AM Date: From: Amy and Scott Winter [mailto:aesw5277@msn.com] Sent: Tuesday, May 21, 2013 7:22 PM To: Projects Subject: In support of 202 W59 Alternative Greetings, My name is Amy Winter, I reside at 2920 W Shumway Farm Rd in Phoenix. I support the 202 going in near 59th Avenue. While no $\left(1\right)$ one wants a freeway in our back yard, the growth in this area (including the new enlarged casino) has created significant safety issues regarding traffic. While I am in support of the 202 being completed in that location, I hope that the planners are mindful of wildlife habitat and safety, noise reduction for the residents, and safe options for pedestrians and bicyclists. Warm Regards, ~Amy Winter Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

### Comment Response Appendix • **B3527**

Response

Comment noted.

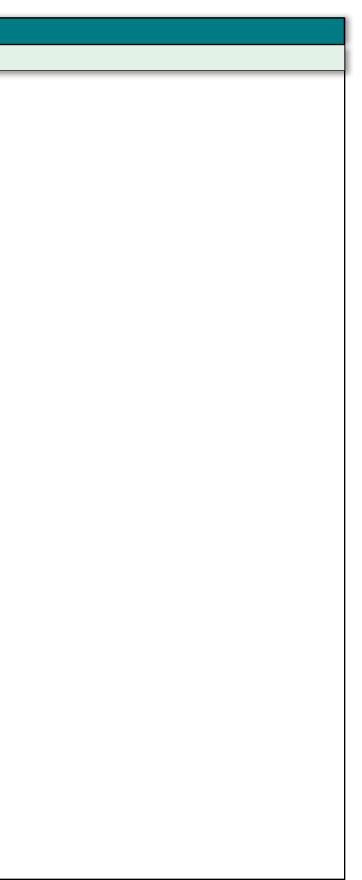
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### **B3528** · Comment Response Appendix

Code	Comment Document		Code	lssue	Resp
			1		Com
	TELEPHONE CONVERSATION RECORD				
	SOUTH MOUNTAIN FREEWAY INFORMATIC	ON LINE			
	INCOMING CALL DATE:	INCOMING CALL TIME:			
	5/17/13	4:51 PM			
	CALLER: SANDRA WINTERS	CALLER ADDRESS: 750 E. NORTHERN AVENUE, UNIT 1040, PHOENIX, AZ 85020			
	PHONE:	EMAIL:			
	CALLER REMARKS/QUESTIONS:				
$\left(1\right)$	Hi, I support the South Mountain Freeway. Get b	busy you guys.			
$\bigcirc$					
			1		

 Code
 Issue
 Response

 1
 Comment noted.

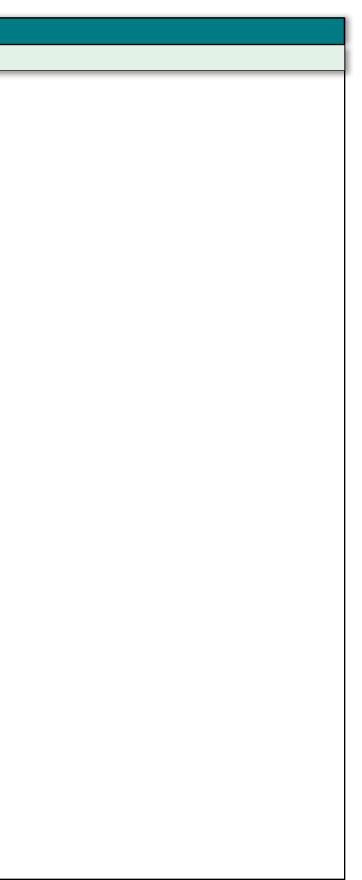


ode	Comment Document	Code	lssue	Respon
		1		Comme
	From: Projects To: ADOT			
	Subject:       FW: Proposed South Mountain freeway, westen extension         Date:       Monday, May 20, 2013 1:07:00 PM			
	From: Wirta, Morgan T. [mailto:Wirta.Morgan@mayo.edu] Sent: Monday, May 20, 2013 12:47 PM To: Projects			
	Subject: Proposed South Mountain freeway, westen extension			
	I support the Sierra Club's opposition to this proposal and for the reasons stated by the Sierra Club. Thank you Morgan Wirta			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus			
	is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			

### **B3530** · Comment Response Appendix

Code	Comment Document		
			_
	TELEPHONE CONVERSATION	RECORD	
	SOUTH MOUNTAIN FREEWAY	INFORMATION LINE	
	INCOMING CALL	INCOMING CALL	
	DATE: 5/16/13	TIME: 4:55 PM	
	CALLER:	CALLER ADDRESS:	
	SUSAN WISHEAR	1804 E. AUBURN DRIVE, TEMPE, AZ 85283	
	PHONE:	EMAIL:	
	CALLER REMARKS/QUESTION	IS:	
	_	t of the new freeway and hope that it can be accomplished. Thank	
IJ	you.		
-			

Code	lssue	Response
1		Comment noted.



1

1	is overlooked in the decision-making.
2	And that's all I want to say. Okay? We a:
3	definitely not in favor of it for so many reasons.
4	MR. WITHERS: My name is Thelbert Withers,
5	T-h-e-l-b-e-r-t, last name Withers, W-i-t-h-e-r-s.
6	I'm in support of the freeway just for the
7	simple fact that Laveen is a growing area now. We need
8	more hospitals and more advanced things in this area and
9	that community, not to mention that it's going to bring a
10	lot more jobs and building the freeway and everything.
11	But I just want to put I'm in support of th
12	freeway. I you know, let me think.
13	Just for entertainment purposes, you know,
14	movies, you know, out evenings out, there's not reall
15	nothing too much in the Laveen area to choose from. I
16	just think with this freeway, it will bring more of those
17	type of restaurants, type of entertainment
18	activities.
19	And like I said, more importantly, a freewa
20	will bring a hospital, which is something that we really
21	need in Laveen.
22	So I just want to put my support down for
23	it. And if there's anything I can do to support it to $\mathfrak{g}\mathfrak{e}$
24	there, I'm on board with it.
25	So thank you. I appreciate your time.

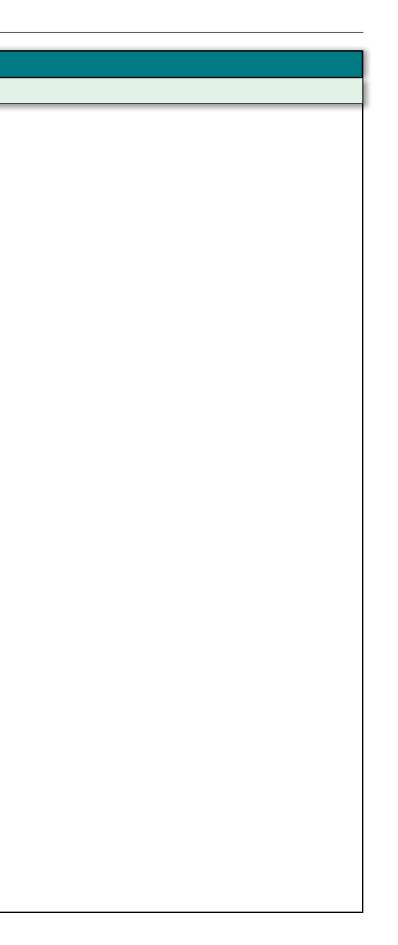
CodeIssueResponse1Comment noted.

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### **B3532** · Comment Response Appendix

Code	Comment Document			Code	lssue	Response
				1		Comment noted.
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATIC	DN LINE				
	INCOMING CALL DATE:	INCOMING CALL TIME:				
	7/24/13 CALLER:	11:56 AM CALLER ADDRESS:	_			
	KEN WIXON	4556 WEST EL CAMINITO DRIVE, GLENDALE, ARIZONA 85302				
	PHONE:	EMAIL:				
	<b>CALLER REMARKS/QUESTIONS:</b> I support the South Mountain freeway.					
	i support the south Floundain freeway.					



Code Commen	nt Document	Code	lssue	Response
		1	Alternatives, E1 Alternative	The Arizona Departmer identified several issues Responses to these issu <i>Comments</i> beginning on
	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	2	Acquisitions and Relocations	The Arizona Departmer identified several issues Responses to these issu <i>Comments</i> beginning on Agencies may acquire of project right-of-way limit
	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 Thank you.	3	Public Involvement	No public vote was held review process. Member their comments on the comment period. The proposed Loop 202 Maricopa Association o it was first included in fu also part of the <i>Regional</i> voters in 2004 through
	Patricia A. Talcott         Program Project Specialist II         206 S. 17th Avenue, Room 101, MD118A         Phoenix, AZ 85007         602.712.7610         www.azdot.gov         Procense         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 in error, please immediately notify the person named above by reply e-mail, and then delete the original e-mail. Thank you.	4	Public Involvement	Public comments are a v comments have been so in the environmental im public, along with all ot must be fully analyzed a Statements. Comments Impact Statement have changes—all within the comments received on t addressed in the Final E on the Final Environment as appropriate. More in publication of the Draft <i>Comments and Coordinati</i>
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is stricity prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.	5	Neighborhoods/ Communities	While the E1 Alternative Foothills Village (to the many years (see Draft E evidence exists that man of the literature reveals between the transporta (Transportation Resear No. 2174, Transportatio D.C., 2010, pp. 138-47; Superstition Freeway Co Transportation conclud prices in residential area visibility of the freeway As a result, the research freeway is reduced, the area.

nent of Transportation and Federal Highway Administration es and concerns that were frequently noted by commenters. sues can be found in the *Responses to Frequently Submitted Public* on page B733 of this appendix.

nent of Transportation and Federal Highway Administration es and concerns that were frequently noted by commenters. sues can be found in the *Responses to Frequently Submitted Public* on page B733 of this appendix.

only those properties located entirely or partly within the mits (see Draft Environmental Impact Statement page 4-45).

eld as part of the Draft Environmental Impact Statement bers of the public were encouraged to participate and submit e Draft Environmental Impact Statement during the 90-day

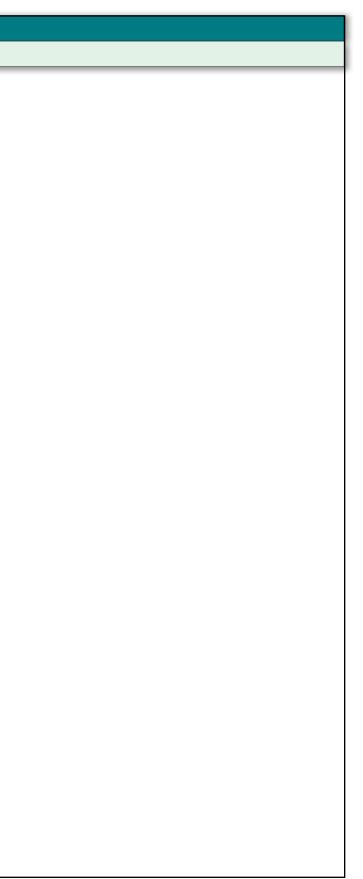
02 South Mountain Freeway has been a critical part of the of Governments' Regional Freeway and Highway System since of funding approved by Maricopa County voters in 1985. It was *nal Transportation Plan* funding passed by Maricopa County of Proposition 400.

a vital component in the decision-making process. Public solicited from project inception and through key milestones impact statement process. The interests and needs of the other social, economic, and environmental issues and impacts, d and included in the Draft and Final Environmental Impact its made during development of the Draft Environmental ve been used to adjust plans, explore new questions, or make e scope of the National Environmental Policy Act. Public in the Draft Environmental Impact Statement was reviewed and I Environmental Impact Statement. Public comments received nental Impact Statement will also be considered and addressed information about the entire public involvement process up to aft Environmental Impact Statement is available in Chapter 6, *ation*, of the Draft Environmental Impact Statement.

ive is adjacent to the largely residential areas of Ahwatukee ne north), a freeway has been planned in this location for Environmental Impact Statement pages 4-16 and 4-21). No nany people would relocate because of the freeway. A review Is few detailed and comprehensive analyses of the relationship tation infrastructure and residential property values arch Record: Journal of the Transportation Research Board, tion Research Board of the National Academies, Washington, 7; "Impact of Highways on Property Values: Case Study of the Corridor"). A recent study by the California Department of uded that freeway facilities did not substantially affect sales reas adjacent to the facility. The study concluded that it is the sy that may influence selling price and not distance or noise. rchers generally concluded that the more the visibility of a new ne less it would determine the sales price of homes sold in the

### **B3534** · Comment Response Appendix

Code	Comment Document		Code	lssue	Response
			1		Comment noted.
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION	N LINE			
	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 4:23 PM			
	CALLER: DAVID WOKER	CALLER ADDRESS: 3232 W. STANFORD DRIVE, PARADISE VALLEY, ARIZONA			
	PHONE: 602-617-4631	EMAIL:			
	CALLER REMARKS/QUESTIONS:				
	I am in support of the South Mountain Freeway. T	hank you.			

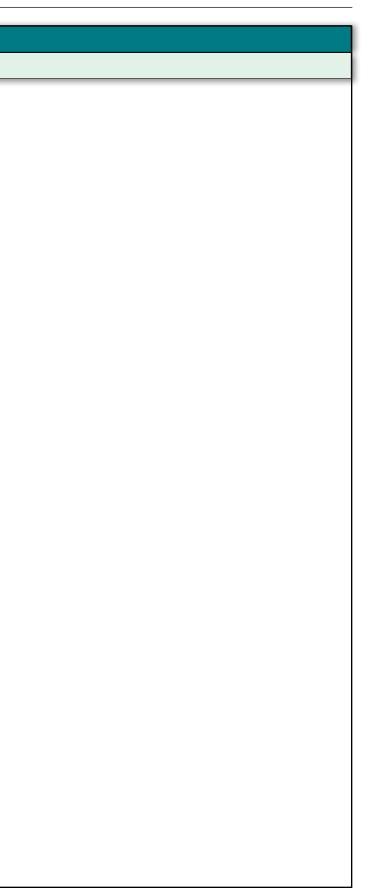


Code	Comment Document	Code	lssue	Response
		1		Comment noted.
	From:       Projects         To:       ADOT         Subject:       FW:         Date:       Thursday, May 16, 2013 8:10:24 AM			
	From: Mr woldew kibru [mailto:woldew@yahoo.com] Sent: Wednesday, May 15, 2013 8:48 PM To: Projects Subject: I am very exiting to see this projuct done soon. It will help and reduce our area trafice . Please allow this freeway to be build sooner than latter			
	Thank you. wudma wolde			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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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### **B3536** · Comment Response Appendix

Code	Comment	Document		Code	lssue	Response
				1		Comment noted.
		From: To:	Projects ADOT			
		Subject: Date:	FW: Build the South Mountain Freeway Wednesday, May 22, 2013 2:06:58 PM			
		From: Wolde, V	Vudma Kibru [mailto:Wudma.Wolde@ehi.com]			
		Sent: Wednesda To: Projects	ay, May 22, 2013 2:06 PM			
		Cc: info@buildth Subject: Build t	ne202.com the South Mountain Freeway			
		I support build t	the 202 free way that can reduce heavy traffic on rash hours and can reduce the area			
		pollution as wel	И.			
		Thank you for b	being top of this projects			
		Wudma wolde				
		CONFIDENTIAL	ITY NOTICE: This e-mail and any files transmitted with it are intended solely for the dual or entity to whom they are addressed and may contain confidential and privileged			
		information prote	ected by law. If you received this e-mail in error, any review, use, dissemination, opying of the e-mail is strictly prohibited. Please notify the sender immediately by return			
		e-mail and delet	te all copies from your system.			
		Confidentiality and N	ondisclosure Notice: This email transmission and any attachments are intended for use by the			
		person(s)/entity(ies) is strictly prohibited. attachments.	ondisclosure Notice: This email transmission and any attachments are intended for use by the named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus			



de	Comment Docur	ment	
	From: To:		Projects ADOT
	Subject: Date:		FW: Build the 202!!! Monday, May 20, 2013 8:43:00 AM
			······
	Orig From: El	jinal Mess lissa Wolf	age [ <u>mailto:elissawolf@yahoo.com</u> ]
	Sent: Fri To: Proje	iday, May ects	[ <u>mailto:elissawolf@yahoo.com</u> ] 17, 2013 6:22 PM
_	Subject:	Build the	202!!!
$\left(1\right)$	Never in	n my life h	have I seen a state that takes such a ridiculous amount of time to build a freeway. one, already!
$\bigcirc$	Let's just	si yet it u	טורב, מוויפמעץ:
	Sent from	m my iPa	d
	Confiden	ntiality an	d Nondisclosure Notice: This email transmission and any attachments are intended for
	use by th unauthor	he persor	d Nondisclosure Notice: This email transmission and any attachments are intended for n(s)/entity(ies) named above and may contain confidential/privileged information. Any disclosure or distribution is strictly prohibited. If you are not the intended recipient, e sender by email, and delete or destroy all copies plus attachments.
	please co	contact the	e sender by email, and delete or destroy all copies plus attachments.
	•		

Code	Comment	Document
		From:         Projects           To:         ADOT           Subject:         FW: South Moutain Freeway, Loop 202
		Date:     Monday, July 15, 2013 8:04:12 AM       Attachments:     image001.png
		Thank you,
		Matthew Eberhart
		Community Relations Officer 1655 W Jackson St. MD 126F
		Phoenix, AZ 85007
		602-712-2060 <u>azdot.gov</u>
		From: larabwolf@aol.com [mailto:larabwolf@aol.com] Sent: Friday, July 12, 2013 5:23 PM
		To: Projects Subject: South Moutain Freeway, Loop 202
		Hello,
	2 3	My husband and I reside in the Ahwatukee Foothills community and have since 2005. We moved here from California and fell in love with the area, it was the deciding factor for us moving to Arizona. We love the remote, quiet location & community feel. We were looking for a place to live and settle our family down and due to the beautiful peaceful rural area of Ahwatukee we decided to make it home. We are extremely opposed to the loop 202 freeway expansion for this area due to noise, property value decreasing(I am a real estate agent and I know this would make it alot harder to sell our home in the future and definitely bring down the value), pollution and many other personal reasons.
4		My husband is an umpire for major league baseball and that is part of the reason we moved to Arizona, finding a community that was close to the airport but felt remote and removed from all the hustle bustle of every day life was key and extremely important to us as he travels alot and when he comes home peace and quiet is a priority. We do not feel we can maintain that remote, quiet, quaint community feel with the proposed frwy.
		Thank you for taking our comments to oppose the frwy into consideration.
		Lara and Jim Wolf
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1	Noise	The Arizona Department of T identified several issues and c Responses to these issues car <i>Public Comments</i> beginning on
2	Economics, Socioeconomics	A review of the literature reverent relationship between the transvalues (Transportation Resea Board, No. 2174, Transportat Washington, D.C., 2010, pp. Case Study of the Superstitio California Department of Transubstantially affect sales price study concluded that it is the price and not distance or noise that the more the visibility of the sales price of homes sold
3	Air Quality	The Arizona Department of T identified several issues and c Responses to these issues car <i>Public Comments</i> beginning on
4	Neighborhoods/ Communities	While the E1 Alternative is ad Foothills Village (to the north for many years (see Draft Env 4-21). Where existing residen noise mitigation would be im Transportation policy (see Fir

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

veals few detailed and comprehensive analyses of the ansportation infrastructure and residential property earch Record: Journal of the Transportation Research ation Research Board of the National Academies, b. 138–47; "Impact of Highways on Property Values: fon Freeway Corridor"). A recent study by the ransportation concluded that freeway facilities did not ices in residential areas adjacent to the facility. The ne visibility of the freeway that may influence selling bise. As a result, the researchers generally concluded of a new freeway is reduced, the less it would determine d in the area.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

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# CodeIssueResponse1Comment noted.

### TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE

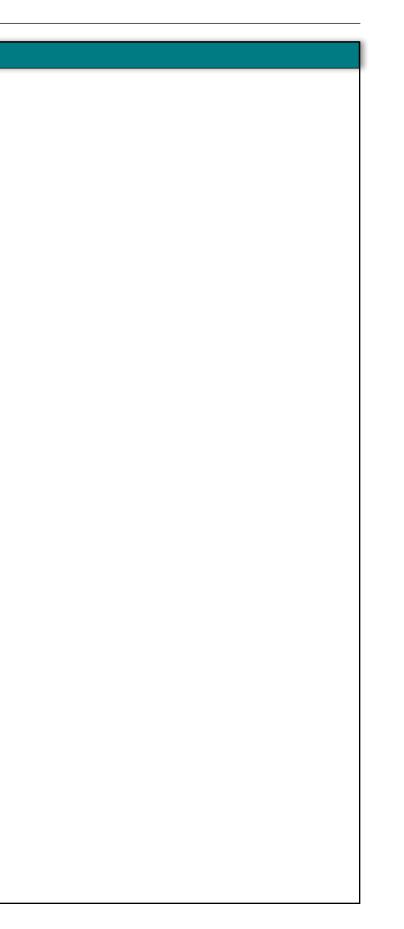
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:30 PM
CALLER:	CALLER ADDRESS:
REGINA WOMPASS	[UNCLEAR]
PHONE:	EMAIL:

### 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.

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e	Comment Document
	LOOP 202 South Mountain Freeway Study 2013
	Draft Environmental Impact Statement
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>It is helpful to ADOT to receive comments on: A particular alternative, environmental impact assessment, and/or draft mitigation.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul>
	Comments must be received or postmarked by July 24, 2013.
	Optional, Name Victoria Wong Email Windowscapes@ yahou.com Address 16049 S. 10th Pl
	city Phoenix state AZ Zip 85048
	Phone Fax Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150
	ADDT V <sup>LS. Dprovimment of Nonscontinent</sup> Federal Highway Administration FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway



Code C	Comment Document	
	LOOP 202	
	South Mountain	
	Freeway Study 2013	
	Draft Environmental Impact Statement COMMENT FORM	
$\frown$	Additional Comments:	
$\begin{pmatrix} 1 \\ 2 \end{pmatrix}$	- Pecos alignment serves no useful purpose for most Ahwatukee pesicients. Little use for most residents to get to 59th Ave & to Hwy 10 on a	
$\smile$	daily basis	
3 4	- Will have adverse offect on air quality since pollution will be trapped by South Mountain	
$\frown$	- ADOT has not shown good faith effort to study more southern route for this alignment.	
5	How about Riggs Road? or the Hwy 85 to Hwyl	
6 7	) alignment? All actions have been to shove	
00	this alignment down our throats.	
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)	50
	ADD THACS NOT COLOR TO	J:

Code	lssue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
2	Purpose and Need	Information related to origin the proposed freeway is pres Environmental Impact State those motorists who travel to begin their trips in Ahwatuk (Maricopa Freeway) or moto to Interstate 10 (Papago Free of origins and destinations so in trips beginning or ending it. Seven percent of the trips Maricopa Association of Go end in Pinal County.
3	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
4	Air Quality	According to the Arizona De Assessment South Mountain Fr Gila River Indian Communit the morning hours and asso atmospheric conditions, wir River channel to the north. I the east to the lower elevatio improved mixing, flows typic and northwest. Likewise, du (November 20, 2006, throug and a second 1-month-long streets (April 19, 2007, throu typically were from the nort mixing, winds typically were
5	Alternatives, Gila River Indian Community Alignment	The Arizona Department of identified several issues and Responses to these issues ca Public Comments beginning o

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ns and destinations of motorists that would use sented in Figure 3-18 on page 3-36 of the Draft ement. The definition of freeway users considers only through the South Mountains; so, motorists who see Foothills Village and travel east to Interstate 10 orists who begin in Laveen Village and travel north eeway) are not counted in the analysis. The analysis shows that 73 percent of travelers would be involved in the Study Area or areas immediately surrounding s would begin, end, or begin and end outside of the overnments region; ten percent would either begin or

<sup>7</sup>Transportation and Federal Highway Administration l concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

epartment of Transportation, 2013, *Air Quality* reeway 202L Draft Report, review of wind data from the ty monitoring site at St. Johns suggests that during boated with mountain-drainage air flows and stable and flows are from the southeast and follow the Gila Locations to the east of St. Johns tend to flow from ons along the Gila River. During the warmer hours' cally follow the river channel and come from the north uring a 1-month-long meteorological monitoring period gh December 21, 2006) at Pecos Road and 40th Street monitoring period at Pecos Road and 24th and 40th ugh May 21, 2007), winds during the morning hours cheast. During the warmer hours, and with improved e from the west.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

•	Code	Comment Document	Coo	de	lssue	Response
			6		Alternatives	The study did evaluate the Rig Interstate 8 Alternative. A tho outlined in the alternatives de and, based on the results of th further study (see page 3-9 of details). The Gila River Indian Commu authorizing a referendum of C construction of the proposed or to support a no-build optic February 2012, and Commun This has meant and still mean Mountain Freeway cannot be Final Environmental Impact S Alignment was not carried for carried forward as the only ac
			7		Alternatives	The study considered an alter Grande to State Route 85 from of the Draft Environmental Im reconstructed as a four-lane, of Interstate 8 is a four-lane, divi Existing signs at each terminu metropolitan Phoenix area. Th and interregional travel, but it need as part of a regional tran from further consideration.

ne Riggs Road Alternative and the State Route 85/ A thorough evaluation using the multidisciplinary criteria es development and screening process was performed s of this evaluation, the alternatives were eliminated from -9 of the Final Environmental Impact Statement for more

mmunity Council approved Resolution GR-164-11 n of Community members to favor or oppose the osed South Mountain Freeway on Community land option. The coordinated referendum occurred in munity members voted in favor of the no-build option. means that, moving forward, an alignment(s) of the South ot be located on the Gila River Indian Community (see act Statement page 3-25). Therefore, the Community ed forward for further study and the E1 Alternative was nly action alternative in the Eastern Section.

alternative that would run along Interstate 8 in Casa 5 from Gila Bend to Interstate 10 (see text on page 3-9 tal Impact Statement). State Route 85 is currently being lane, divided highway with limited-access control, and e, divided Interstate freeway with full access control. rminus designate the route as a truck bypass of the rea. This route would continue to be available for interstate but it would not meet the proposed action purpose and al transportation network and, therefore, was eliminated

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## CodeIssueResponse1Comment noted.

### TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL	INCOMING CALL
DATE:	TIME:
5/15/13	3:44 PM
CALLER:	CALLER ADDRESS:
CATHY WOOD	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.

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 Abigail Wool-Biringer
 Document Created: 6/22/2013 6:05:14 PM by Web Comment Form

 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.

Code	lssue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Purpose and Need, Lack of Support	
3	Neighborhoods/ Communities	Prospective home buyers an conceived, according to Stat facility. (Sellers are obligated material facts about a prope
4	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft En 4-21). Where existing resider noise mitigation would be in Transportation policy (see F

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

nd members of the church built after the freeway was ate law, should have been informed of the proposed and by Arizona common law to disclose all known perty to the buyer.)

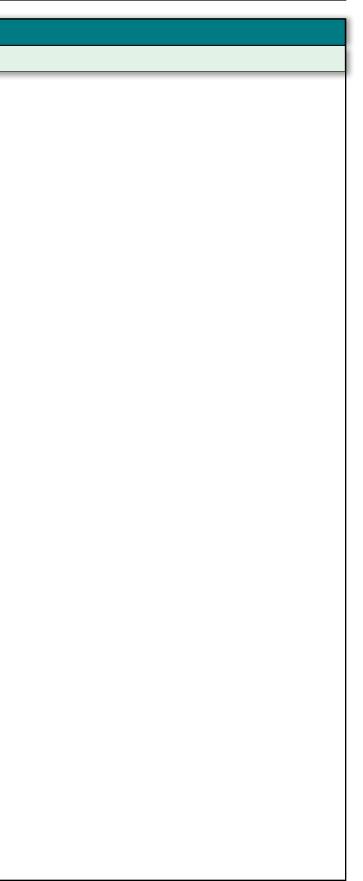
adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

Code	Comment Document	Code	Issue	Response	
		1		Comment noted.	
1	Nate Woolfenden       Document Created: 5/18/2013 6:29:54 PM by Web Comment Form         Would like to see the South Mtn freeway built. It has been too long already. No more         delays.				

### **B3546** · Comment Response Appendix

TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL DATE:       INCOMING CALL TIME:         6/13/13       5:31 PM         CALLER       CALLER ADDRESS:         JEANETTE WORKER       7342 W. GREER AVENUE         PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.         Thank you. I guess I'm done. Ok, I'm done, bye.	SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         6/13/13       5:31 PM         CALLER       CALLER ADDRESS:         JEANETTE WORKER       7342 W. GREER AVENUE         PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         6/13/13       5:31 PM         CALLER       CALLER ADDRESS:         JEANETTE WORKER       7342 W. GREER AVENUE         PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         6/13/13       5:31 PM         CALLER       CALLER ADDRESS:         JEANETTE WORKER       7342 W. GREER AVENUE         PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         6/13/13       5:31 PM         CALLER       CALLER ADDRESS:         JEANETTE WORKER       7342 W. GREER AVENUE         PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         6/13/13       5:31 PM         CALLER       CALLER ADDRESS:         JEANETTE WORKER       7342 W. GREER AVENUE         PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         6/13/13       5:31 PM         CALLER       CALLER ADDRESS:         JEANETTE WORKER       7342 W. GREER AVENUE         PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         6/13/13       5:31 PM         CALLER       CALLER ADDRESS:         JEANETTE WORKER       7342 W. GREER AVENUE         PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         6/13/13       5:31 PM         CALLER       CALLER ADDRESS:         JEANETTE WORKER       7342 W. GREER AVENUE         PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	Comment Document		
PHONE: 623-878-1910  CALLER REMARKS/QUESTIONS: My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:       My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:       Email is to put the 202 in. I definitely approve of the 202.	PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:       Email is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	PHONE:       EMAIL:         623-878-1910       EMAIL:         CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	PHONE:       EMAIL:         623-878-1910       CALLER REMARKS/QUESTIONS:         My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	SOUTH MOUNTAIN FREEWA INCOMING CALL DATE: 6/13/13 CALLER	INCOMING CALL TIME: 5:31 PM CALLER ADDRESS:	
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My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	My message is that I definitely think it's about time to put the 202 in. I definitely approve of the 202.	623-878-1910		
									Thank you. I guess I'm done.	Ok, I'm done, bye.	2.
									Thank you. I guess I'm done. (	Ok, I'm done, bye.	

Code	Issue	Response
1		Comment noted.



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 From:
 David Wright

 To:
 Projects

 Subject:
 Comment on Proposed Loop 202 (South Mountain Freeway)

 Date:
 Wednesday, July 24, 2013 10:28:39 AM

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.

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

Additional traffic on a major freeway to our south and west would inevitably increase traffic in our neighborhoods – quite simply, there would be more cars in the area if a freeway is wrapped around us. Traffic here is bad enough as it is. Cut-through drivers would be speeding down our streets when they realize that speed limits are not enforced in our residential neighborhoods.

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

Ahwatukee does not need or want increased air pollution and traffic. Yes, these will increase with time anyway, but they would increase to a greater degree (and sooner) with the 202 extension in our backyard. South Mountain Park would be degraded by having a major freeway truncating its western boundary. NO BUILD is the best option.

David Wright, PhD Ahwatukee, Phoenix, AZ

Code	lssue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft Er 4-21). Where existing reside noise mitigation would be in Transportation policy (see F
2	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
3	Air Quality	
4	Economics, Socioeconomics	A review of the literature rev relationship between the tra values (Transportation Rese Board, No. 2174, Transporta Washington, D.C., 2010, pp Case Study of the Superstiti California Department of Tr substantially affect sales pri study concluded that it is th price and not distance or no that the more the visibility of the sales price of homes solo
5	Traffic	In 2006, the City of Phoenix impacts of the proposed fre no adverse effects on the lo the Final Environmental Imp
6	Purpose and Need, Lack of Support	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o

adjacent to the largely residential areas of Ahwatukee rth), a freeway has been planned in this location invironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, implemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

eveals few detailed and comprehensive analyses of the ransportation infrastructure and residential property search Record: Journal of the Transportation Research tation Research Board of the National Academies, p. 138-47; "Impact of Highways on Property Values: cion Freeway Corridor"). A recent study by the Transportation concluded that freeway facilities did not rices in residential areas adjacent to the facility. The he visibility of the freeway that may influence selling oise. As a result, the researchers generally concluded of a new freeway is reduced, the less it would determine Id in the area.

x conducted a traffic circulation study to evaluate the eeway on the local street system. The City study found ocal street system from the freeway (see Appendix 3-1 in pact Statement).

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix. Code

7Neighborhoods/ CommunitiesUnplanned growth is often terme the context of rapid and uncontrol land—usually on the outskirts of a freeway are often identified as con are often cited as making land at more attractive for development. population and land use between projects like the proposed freeway Environmental Impact Statement action would be implemented in a noticeably in the Western Section recession which began in 2007 slc Area, the proposed freeway would and a near-fully developed area—t induced growth would be constra area planned for urban growth as for at least the last 25 years.8Alternatives, No- Action (No-Build) AlternativeThe Arizona Department of Trans identified assess on condition Responses to these issues can be	ment Document	Code	lssue	Response
Action (No-Build) identified several issues and conce Alternative Responses to these issues can be		7		the context of rapid and uncontrol land—usually on the outskirts of a freeway are often identified as con- are often cited as making land at more attractive for development. population and land use between projects like the proposed freeway Environmental Impact Statement action would be implemented in a noticeably in the Western Section recession which began in 2007 slo Area, the proposed freeway would and a near-fully developed area—t induced growth would be constra area planned for urban growth as
Public Comments beginning on pag		8	Action (No-Build)	identified several issues and conce

med "urban sprawl." Generally, this term is used in trolled urban growth onto previously undeveloped of an existing urban area. Projects like the proposed contributors to urban sprawl. Freeway projects at the urban fringe more accessible and, therefore, nt. However, examination of data comparing en 1975 and 2000 suggests major transportation way do not induce growth in the region (see Final nt pages 4-170 through 4-174). The proposed n a historically quickly urbanizing area (most on of the Study Area, although the nationwide slowed growth). In the Eastern Section of the Study uld abut public parkland, Native American land, —therefore, any contribution to accelerated or trained. The proposed freeway would be built in an as established in local jurisdictions' land use plans

<sup>7</sup>Transportation and Federal Highway Administration l concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

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## CodeIssueResponse1Comment noted.

### TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:39 PM
CALLER:	CALLER ADDRESS:
JAMES WRZESIEN	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.

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### **B3550** · Comment Response Appendix

Code	Comment Document			Code	lssue	Response
			_	1		Comment noted.
	From: To:	Projects ADOT				
	Subject: Date:	FW: Build the South Mountain Freeway Tuesday, May 14, 2013 9:37:20 AM				
	Original Me From: jameswu	009.az@gmail.com [ <u>mailto:jameswu009.az@gmail.com</u> ]				
	To: Proiects	May 12, 2013 7:46 PM				
	Subject: Build t	he202.com; Jian Wu he South Mountain Freeway				
	Voter' voice					
$\left( \begin{array}{c} 1 \end{array} \right)$	I am a long tim possible to redu	e Phoenix resident. I strongly support to build the Southmountain 202 as soon as ice every day's traffic congestion, air pollution, time wasting and energy wasting. To mountain 202 is Arizona voters' decision. We have approved twice already. Please take				
	actions without	further delay!				
	Jian Wu					
	Confidentiality	and Nandiselecture Nation. This amplitumentician and any attachments are intended for				
	use by the pers unauthorized us	and Nondisclosure Notice: This email transmission and any attachments are intended for on(s)/entity(ies) named above and may contain confidential/privileged information. Any se, disclosure or distribution is strictly prohibited. If you are not the intended recipient,				
	please contact t	he sender by email, and delete or destroy all copies plus attachments.				



Code	Comment Document		Code	lssu
			1	
	TELEPHONE CONVERSATIO SOUTH MOUNTAIN FREEWA			
	INCOMING CALL DATE:	INCOMING CALL TIME:		
	05/13/13	2:55 PM		

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## te SC

INCOMING CALL TIME: 2:55 PM
CALLER ADDRESS: 8817 S. 18 <sup>TH</sup> WAY, PHOENIX, AZ 85042
email: RAYKWU@GMAIL.COM

### CALLER REMARKS/QUESTIONS:

I support the Loop 202 South Mountain Freeway. Thanks.

### Comment Response Appendix • **B3551**

Response

Comment noted.

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### **B3552** · Comment Response Appendix

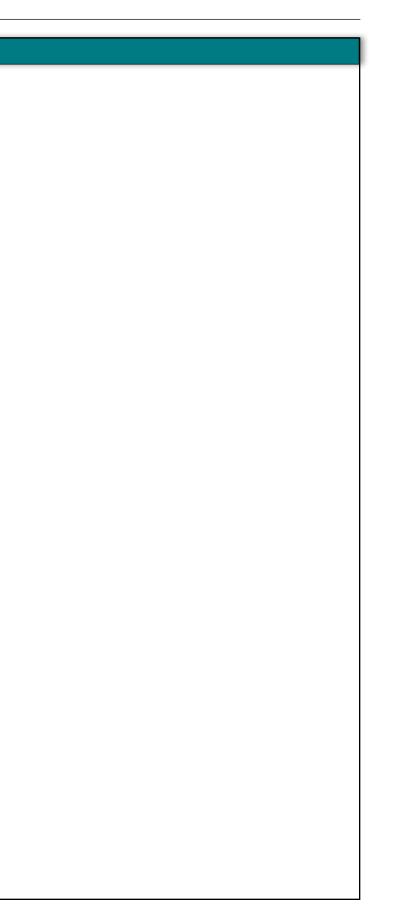
From:       Projects         To:       ADOI         Subject:       FW: Support South Mountain Loop 202 Freeway         Date:       Monday, May 20, 2013 8:47:08 AM         Attachments:       EVPAZASSOC 535. South Mountain Freeway Study 5-2013.zip         EVPAZASSOC. 536. South Mountain Freeway Talking Points 5-2013.doc
To:     ADOT       Subject:     FW: Support South Mountain Loop 202 Freeway       Date:     Monday, May 20, 2013 8:47:08 AM       Attachments:     EVPAZASSOC 535 South Mountain Freeway Study 5-2013.zip
To:         ADOT           Subject:         FW: Support South Mountain Loop 202 Freeway           Date:         Monday, May 20, 2013 8:47:08 AM           Attachments:         EVPAZASSOC 535 South Mountain Freeway Study 5-2013.zip
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Attachments:       EVPAZASSOC 535 South Mountain Freeway Study 5-2013.zip         EVPAZASSOC 536 South Mountain Freeway Talking Points 5-2013.doc
From Wurth Dhilip [mailte:Dhilip Wurth@colligns.com]
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
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.
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
Colliers International
14080 N. Northsight Blvd. Scottsdale, AZ 85260   United States
www.colliers.com
Colliers
INTERNATIONAL
Learn more at <u>www.colliersevoffices.com</u>
From: Carol Schmitz on behalf of Roc Arnett [mailto:cschmitz@evp-az.org] Sent: Friday, May 17, 2013 2:38 PM
To: Wurth, Philip Support South Mountain Loop 202 Freeway
Dear Colleagues,
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



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Document		Cod	Code Issue
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attached is a fact sheet from ADOT.			
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:			
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.			
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.			
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.			
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.			
Thanks for your help and participation.			
Roc			
Roc Arnett President & CEO East Valley Partnership Office: 480-834-8335 Ext. 202 Cell: 602-999-3444			

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the

Code	Comment Document	Code	Issue	Response
	South Mountain Freeway Talking Points			
	<ul> <li>It is time to build the South Mountain Freeway. Valley commuters have waited in traffic jams long enough.</li> </ul>			
	<ul> <li>The freeway will cut traffic congestion across the metro area, reduce air pollution, and save drivers time and money.</li> </ul>			
	<ul> <li>64.3% of likely voters in Maricopa County support construction of the freeway according to the results of a new poll commissioned by We Build Arizona. Just 19.6 percent said they were either opposed or likely to oppose the project.</li> </ul>			
	<ul> <li>In a separate survey, also commissioned by We Build Arizona, 59 percent of likely voters living in Ahwatukee and Laveen support the freeway as well.</li> </ul>			
	<ul> <li>If we don't build the South Mountain freeway, traffic in the region will get much worse over the next two decades. According to ADOT's own study:</li> </ul>			
	<ul> <li>Traffic on I-10 between Ahwatukee and Goodyear will grow 28%</li> <li>Another 103,000 cars will use the Broadway Curve each day</li> <li>Another 38,000 cars will jam the Tunnel every day</li> <li>Morning and evening commute times will increase 39% to 82%</li> <li>Traffic congestion on city streets will increase 46%</li> </ul>			
	<ul> <li>The same report indicates the project also will reduce air pollution by reducing the time vehicles spend stuck in traffic.</li> </ul>			
	<ul> <li>The project will create 30,000 jobs during the five to six year construction period and result in a \$2 billion investment in the Phoenix-area economy.</li> </ul>			
	<ul> <li>The money to build the freeway is in the budget. It was approved by voters twice, first in 1985 and again in 2004.</li> </ul>			
	<ul> <li>There is no more important project to the area's commuters and workers than the South Mountain Freeway project. We must build it now.</li> </ul>			



## Fact Sheet



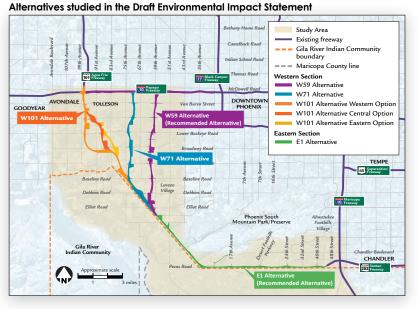
### Introduction

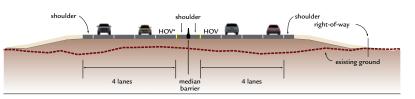
The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' (MAG) Regional Freeway Program since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the *Regional Transportation Plan* funding passed by Maricopa County voters in 2004 through

Proposition 400. The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system. Additionally, the Loop 202 South Mountain Freeway provides an important link between the southeast and southwest areas of the Valley and an alternative route to Interstate 10. Traffic volumes for the proposed freeway are expected to be in the range of 137,000 to 142,000 vehicles per day by 2030, which is comparable to current use on the Loop 101 and existing segments of Loop 202. The analysis of travel patterns shows the demand for the freeway consists of mostly regional traffic, not traffic moving through metro Phoenix.

## Where will the Freeway be Located?

The proposed freeway is broken up into two segments, an eastern section and a western section. The eastern section connects to I-10 adjacent to the current Loop 202 Santan Freeway, and the western section veers north to connect the freeway loop to I-10. For the eastern section, the proposed alignment follows Pecos Road. This alignment was first proposed in 1985 and affirmed in the 1988





The configuration of the freeway is anticipated to be eight lanes (three general-purpose lanes and one high occupancy vehicle lane in each direction).

Environmental Assessment. For the western section, the proposed freeway alignment is called the "W59 Alternative," which provides a north-south connection of the South Mountain to I-10 near 59th Avenue. A "no build" option also is being evaluated, as required by federal law.

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

### Code Issue

Response

## 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.

### **L**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.



**PUBLIC HEARING** 

Tuesday, May 21, 2013

100 N. 3rd St., Phoenix, AZ 85004

Phoenix Convention Center, North Ballroom

Validated parking and transit vouchers will be provided.

**Public Comment** 

**Needed Here!** 

2013 2014

Members of the public are encouraged to provide comments or

DRAFT EIS

90-day Public Review

10:00 a.m. – 8:00 p.m.

FINAL REVIEWS

ADOT FHWA

Cooperating Agencies Legal Review

2013

the Draft and Final EIS.

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

**FINAL EIS** 

60-day Public Review RECORD

OF DECISION

2014

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

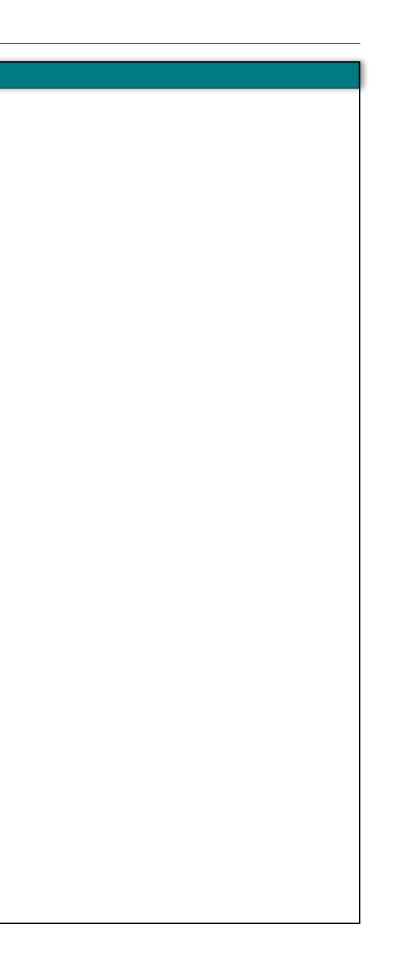
When Would the Freeway be Built?

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

Code Issue

Response



Code	Comment Document	Code	lssue	Response
-		1	•	Comment noted.
	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			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	Comment Document	:	Code	lssue	Response
			1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department identified several issues ar Responses to these issues <i>Public Comments</i> beginning
	1655 W Jackso Phoenix, AZ 85		2	Purpose and Need	Although the region's free conditions in 2035 withou more congested areas and Environmental Impact Sta Congestion relief resulting reductions of delays on art would result in lower expo toxics occurring in traffic. to the No-Action Alternati Environmental Impact Sta
$ \begin{array}{c} 1\\ 2\\ 3\\ 4\\ 5\\ \end{array} $	I am writing to Freeway and to As an Arizona a travels there, I than it would s congestion relia freeways, main more roads is a for and investir transit. The on people is by re by encouraging South Mountair communities. I would worsen vehicles fill the temporarily pro exacerbating as The freeway w	express my opposition to the proposed South Mountain o urge ADOT to select the No-Build Alternative. esident, one who has lived in Phoenix and frequently assert the proposed freeway would cause more problems olve. In addition, it would only provide short-term of As is evident by our numerous clogged roads and or of which have recently been built or widened, building to the answer. ADOT needs to instead focus on planning g in long-term transportation solutions, including mass y way to effectively reduce congestion and mobilize ducing the number of vehicles utilizing our roads, not more to use them. In Freeway would have incredible negative impacts on our bespite what the DEIS claims, air quality in the region over time, increasing public health risks. As more "uncongested" areas this freeway would vide, more pollution will be spewed into the air, sthma, cancer, and other diseases.	3	Alternatives	Federal regulations stipula "rigorously explore and ob Federal Regulations § 150. All alternatives were screet alternatives were consider through 3-6). Among othe freeways, improving or exp demand, and various road potential impacts from im nothing, the No-Action Al of Governments, the South Freeway and Highway Syst transit and local roads are considered during the eval Final Environmental Impace provide opportunities to e
6 7	to protect reso freeway throug destroyed, mov will be lost, and	is the largest city park in our nation. It was set aside urces and to benefit our communities. By blasting a h a portion of this park, wildlife and habitat will be rement corridors will be cut off, valuable public spaces d more. This would set a terrible precedent by lat should remain a protected area.	4	Air Quality	The Arizona Department identified several issues ar Responses to these issues <i>Public Comments</i> beginning
		II also exacerbate urban sprawl and further burden yers. Its construction would continue ADOT's trend of	5	Health Effects	
8		is to remain vehicle-dependent while paying for o that others can live farther and farther from a city	6	Section 4(f) and Section 6(f)	
	and realize tha I am mistaken,	punding crass, I have long known the culture of ADOT project is likely a foregone conclusion. However, if please help protect our communities, our health, and our selecting the No Action Alternative. Thank you.	7	Biology, Plants, and Wildlife	
	Sincerely,				
	Mr. Judson Wy 661 Kiowa	ine			

t of Transportation and Federal Highway Administration and concerns that were frequently noted by commenters. es can be found in the *Responses to Frequently Submitted* ng on page B733 of this appendix.

neways are now congested during the peak travel period, but the proposed freeway would be substantially worse with and congested conditions for longer periods of time (see Final tatement pages 1-21 and 1-22).

ng from the proposed freeway would provide localized arterial streets and at interchanges. Reduced travel times posure to elevated concentrations of mobile source air c. Other benefits of the proposed freeway in comparison ative are presented in Table 3-9 on page 3-38 of the Final tatement.

late that an environmental impact statement shall objectively evaluate all reasonable alternatives" (40 Code of 02.14; see Final Environmental Impact Statement page 3-1). ened using a multidisciplinary set of criteria. Nonfreeway ered (see Final Environmental Impact Statement pages 3-3 her things, the study took into account improving existing xpanding other travel modes, strategies to reduce travel adway configurations. This study examined not only the mprovements, but also the consequences of building Alternative. As proposed by the Maricopa Association th Mountain Freeway would be part of the Regional stem. Other transportation improvements such as mass re specified in the *Regional Transportation Plan* and were aluation of this proposed new freeway. As noted in the act Statement (see page 3-60), the proposed freeway would enhance operation of future mass transit improvements.

It of Transportation and Federal Highway Administration and concerns that were frequently noted by commenters. es can be found in the *Responses to Frequently Submitted* ng on page B733 of this appendix.

ode Comment Document	Code	lssue	Response
Flagstaff, AZ 86001-9549 (928) 863-8628	8	Neighborhoods/ Communities	Unplanned growth is often term the context of rapid and uncont land—usually on the outskirts of freeway are often identified as c are often cited as making land a more attractive for development population and land use betwee projects like the proposed freew Environmental Impact Statement action would be implemented in noticeably in the Western Section recession which began in 2007 s Area, the proposed freeway wou and a near-fully developed area- induced growth would be constru- area planned for urban growth a for at least the last 25 years.
			area planned for urban growth a

med "urban sprawl." Generally, this term is used in trolled urban growth onto previously undeveloped of an existing urban area. Projects like the proposed contributors to urban sprawl. Freeway projects at the urban fringe more accessible and, therefore, nt. However, examination of data comparing en 1975 and 2000 suggests major transportation way do not induce growth in the region (see Final ent pages 4-170 through 4-174). The proposed n a historically quickly urbanizing area (most on of the Study Area, although the nationwide slowed growth). In the Eastern Section of the Study uld abut public parkland, Native American land, -therefore, any contribution to accelerated or trained. The proposed freeway would be built in an as established in local jurisdictions' land use plans

### **B3560** • Comment Response Appendix

Code	Comment	t Document	
		From: Mingming Xu To: Projects	
		Subject:         Comments on Loop 202 South Mountain Freeway (SMF) Study           Date:         Tuesday, June 18, 2013 8:53:47 PM	
		I am against the loop 202 extension	
(1)		I am against the loop 202 extension. a. It would be environmentally irresponsible for the region! The SMF	
U/	2)	would become a truck by-pass, introducing much more truck traffic into the region and increasing pollution.	
3		b. It would be an irresponsible destruction of natural resources identified for preservation!	
$\sim$		c. It would be fiscally irresponsible! It would require a disproportionate amount of tax dollars to build the SMF, money that	
(4)	5	could be much more effectively used for other regional transportation projects.	
		Mingming Xu	
		16404 S 23rd Way, Phoenix, AZ, 85048	
		602-565-4784	

Code	lssue	Response			
1	Purpose and Need, Truck Bypass	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or			
2	Air Quality				
3	Section 4(f) and Section 6(f)				
4	Alternatives	The proposed project is part Association of Governments approved the <i>Regional Transpo</i> to fund its projects. The fund of the proposed project wou Highway Performance Progra Regional Area Road Funds) s proposed freeway would not would not constructing this f statewide projects.			
5	Purpose and Need, Nonfreeway Alternatives	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or			

F Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

rt of the *Regional Transportation Plan* for the Maricopa es region. In 2004, the voters of Maricopa County *portation Plan* and the extension of a half-cent sales tax nding for the right-of-way acquisition and construction uld come from a combination of federal (National gram) and County (half-cent sales tax, also known as sources. Use of these funds for construction of the ot affect available funds for statewide projects nor is facility make available additional funds for other

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code	Comment Document	C	ode	lssue
			1	Alternatives, No- Action (No-Build) Alternative
	From:Sierra Club on behalf of Peggy Yeargain-WilliamsTo:ProjectsSubject:Comments in opposition to South Mountain FreewayDate:Monday, May 27, 2013 9:14:05 AM		2	Purpose and Need
	May 27, 2013 Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007			
	Dear South Mountain Study Team, I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.		3	Alternatives
2	Please choose the no- build alternative! The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.			
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.			
6           7	The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.		4	Air Quality
	The freeway will also exacerbate urban sprawl and further burden		5	Health Effects
8	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.		6	Section 4(f) and Section 6(f)
	Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.		7	Biology, Plants, and Wildlife
	Sincerely, Ms. Peggy Yeargain-Williams 16418 E Bradford Dr Fountain Hills, AZ 85268-2229			

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

Response

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

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

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

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

### **B3562** · Comment Response Appendix

Code	Comment Document	1	Code	lssue	Response
	(480) 837-3486		8	Neighborhoods/ Communities	Unplanned growth is often te the context of rapid and unco- land—usually on the outskirts freeway are often identified a are often cited as making land more attractive for developm population and land use betw projects like the proposed free Environmental Impact Statem action would be implemented noticeably in the Western Sec recession which began in 200 Area, the proposed freeway w and a near-fully developed are induced growth would be cor area planned for urban growt for at least the last 25 years.

ermed "urban sprawl." Generally, this term is used in ontrolled urban growth onto previously undeveloped s of an existing urban area. Projects like the proposed as contributors to urban sprawl. Freeway projects nd at the urban fringe more accessible and, therefore, nent. However, examination of data comparing ween 1975 and 2000 suggests major transportation eeway do not induce growth in the region (see Final ment pages 4-170 through 4-174). The proposed d in a historically quickly urbanizing area (most ction of the Study Area, although the nationwide 07 slowed growth). In the Eastern Section of the Study would abut public parkland, Native American land, rea—therefore, any contribution to accelerated or nstrained. The proposed freeway would be built in an th as established in local jurisdictions' land use plans

 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

### Jun 4, 2013

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

Dear South Mountain Study Team,

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

I urge you to protect South Mountain Park.

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

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

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

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

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

Sincerely,

Ms. Peggy Yeargain-Williams 16418 E Bradford Dr Fountain Hills, AZ 85268-2229

Code	lssue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on
2	Section 4(f) and Section 6(f)	
3	Purpose and Need	Although the region's freeways conditions in 2035 without the more congested areas and cor Environmental Impact Statem Congestion relief resulting from reductions of delays on arteria would result in lower exposure toxics occurring in traffic. Oth to the No-Action Alternative a Environmental Impact Statem
4	Alternatives	Federal regulations stipulate the "rigorously explore and object Federal Regulations § 1502.14 All alternatives were screened alternatives were considered (st through 3-6). Among other the freeways, improving or expand demand, and various roadway potential impacts from improving nothing, the No-Action Altern of Governments, the South Mo Freeway and Highway System. transit and local roads are spe considered during the evaluati Final Environmental Impact St provide opportunities to enha
5	Air Quality	The Arizona Department of T identified several issues and c Responses to these issues car <i>Public Comments</i> beginning on
6	Health Effects	
7	Biology, Plants, and Wildlife	

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ays are now congested during the peak travel period, the proposed freeway would be substantially worse with ongested conditions for longer periods of time (see Final ment pages 1-21 and 1-22).

rom the proposed freeway would provide localized rial streets and at interchanges. Reduced travel times ure to elevated concentrations of mobile source air ther benefits of the proposed freeway in comparison e are presented in Table 3-9 on page 3-38 of the Final ment.

that an environmental impact statement shall tively evaluate all reasonable alternatives" (40 Code of 4; see Final Environmental Impact Statement page 3-1). using a multidisciplinary set of criteria. Nonfreeway (see Final Environmental Impact Statement pages 3-3 nings, the study took into account improving existing ding other travel modes, strategies to reduce travel y configurations. This study examined not only the ovements, but also the consequences of building native. As proposed by the Maricopa Association Iountain Freeway would be part of the Regional Other transportation improvements such as mass ecified in the Regional Transportation Plan and were tion of this proposed new freeway. As noted in the tatement (see page 3-60), the proposed freeway would ance operation of future mass transit improvements.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code	Comment Document	Code	lssue	Response
	(480) 837-3486	8	Neighborhoods/ Communities	Unplanned growth is often ter the context of rapid and unco land—usually on the outskirts freeway are often identified as are often cited as making land more attractive for developmed population and land use betw projects like the proposed free Environmental Impact Statem action would be implemented noticeably in the Western Sec recession which began in 2007 Area, the proposed freeway w and a near-fully developed are induced growth would be con area planned for urban growt for at least the last 25 years.

rmed "urban sprawl." Generally, this term is used in ontrolled urban growth onto previously undeveloped of an existing urban area. Projects like the proposed contributors to urban sprawl. Freeway projects at the urban fringe more accessible and, therefore, ent. However, examination of data comparing veen 1975 and 2000 suggests major transportation eway do not induce growth in the region (see Final nent pages 4-170 through 4-174). The proposed l in a historically quickly urbanizing area (most tion of the Study Area, although the nationwide 7 slowed growth). In the Eastern Section of the Study vould abut public parkland, Native American land, ea—therefore, any contribution to accelerated or nstrained. The proposed freeway would be built in an th as established in local jurisdictions' land use plans

Code	Comment Document		Code	Issue	Response
			1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of Tra identified several issues and cor Responses to these issues can b <i>Public Comments</i> beginning on pa
1	1655 W Jackson Phoenix, AZ 850 Dear South Mon I am writing to Freeway and to As a native of A our state's lack desert landscap to environment ecologically,that	2007 untain Study Team, express my opposition to the proposed South Mountain ourge ADOT to select the No-Build Alternative. Arizona, born and raised in Tempe, I am discouraged by of consideration for it's natural environment. The e that surrounds Maricopa County has long been subject al degradation and urban sprawl. It doesn't make sense, t a seemingly uninhabitable terrain such as ours is		Neighborhoods/ Communities	Unplanned growth is often term the context of rapid and uncom land—usually on the outskirts of freeway are often identified as of are often cited as making land a more attractive for developmen population and land use betwee projects like the proposed freew Environmental Impact Statemen action would be implemented in noticeably in the Western Section recession which began in 2007 so Area, the proposed freeway woo and a near-fully developed area- induced growth would be const area planned for urban growth for at least the last 25 years.
2 3 4 3 5 6	example of how the private auto choose this way that is projected sustainable forr light rail, becau responsible way The proposed f addition, it wou evident by our i recently been b ADOT needs to transportation s effectively redu number of vehi them. South Mountair communities. D would worsen c vehicles fill the temporarily pro	way it is. The South Mountain Freeway is just another v our citizens are being coerced into relying entirely on omobile for transportation. Our citizens would not v of life if there were other alternatives. The money d to build the freeway should go towards a more n of mass transportation, such as extending the Tempe se it is the most socially, and environmentally v to address our state's transportation needs. reeway would cause more problems than it would solve. In ld only provide short-term congestion relief. As is numerous clogged roads and freeways, many of which have uilt or widened, building more roads is not the answer. instead focus on planning for and investing in long-term solutions, including mass transit. The only way to ce congestion and mobilize people is by reducing the cles utilizing our roads, not by encouraging more to use	3	Alternatives	Federal regulations stipulate tha "rigorously explore and objective Federal Regulations § 1502.14; s All alternatives were screened us alternatives were considered (see through 3-6). Among other thing freeways, improving or expandin demand, and various roadway of potential impacts from improven nothing, the No-Action Alternat of Governments, the South Mou Freeway and Highway System. Of transit and local roads are speci- considered during the evaluation Final Environmental Impact Stat provide opportunities to enhance
7 8 2	exacerbating as The freeway wo Mountain Park i to protect resou freeway throug destroyed, mov will be lost, and demolishing wh The freeway wi	Athma, cancer, and other diseases. build also negatively effect our environment. South is the largest city park in our nation. It was set aside urces and to benefit our communities. By blasting a h a portion of this park, wildlife and habitat will be ement corridors will be cut off, valuable public spaces d more. This would set a terrible precedent by at should remain a protected area. Il also exacerbate urban sprawl and further burden yers. Its construction would continue ADOT's trend of	4	Purpose and Need	Although the region's freeways a conditions in 2035 without the p more congested areas and conge Environmental Impact Statemen Congestion relief resulting from reductions of delays on arterial s would result in lower exposure to toxics occurring in traffic. Other to the No-Action Alternative are Environmental Impact Statemen

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

rmed "urban sprawl." Generally, this term is used in ontrolled urban growth onto previously undeveloped of an existing urban area. Projects like the proposed s contributors to urban sprawl. Freeway projects d at the urban fringe more accessible and, therefore, ent. However, examination of data comparing veen 1975 and 2000 suggests major transportation eway do not induce growth in the region (see Final nent pages 4-170 through 4-174). The proposed l in a historically quickly urbanizing area (most tion of the Study Area, although the nationwide 7 slowed growth). In the Eastern Section of the Study vould abut public parkland, Native American land, ea—therefore, any contribution to accelerated or strained. The proposed freeway would be built in an th as established in local jurisdictions' land use plans

hat an environmental impact statement shall ively evaluate all reasonable alternatives" (40 Code of ; see Final Environmental Impact Statement page 3-1). using a multidisciplinary set of criteria. Nonfreeway see Final Environmental Impact Statement pages 3-3 ings, the study took into account improving existing ling other travel modes, strategies to reduce travel configurations. This study examined not only the vements, but also the consequences of building ative. As proposed by the Maricopa Association ountain Freeway would be part of the Regional Other transportation improvements such as mass cified in the Regional Transportation Plan and were on of this proposed new freeway. As noted in the atement (see page 3-60), the proposed freeway would nce operation of future mass transit improvements.

ays are now congested during the peak travel period, the proposed freeway would be substantially worse with ongested conditions for longer periods of time (see Final ment pages 1-21 and 1-22).

rom the proposed freeway would provide localized rial streets and at interchanges. Reduced travel times ure to elevated concentrations of mobile source air ther benefits of the proposed freeway in comparison e are presented in Table 3-9 on page 3-38 of the Final ment.

### **B3566** · Comment Response Appendix

Code Co	omment Document	Code	lssue	Response
		5	Air Quality	The Arizona Department of Tra identified several issues and cor Responses to these issues can b <i>Public Comments</i> beginning on pa
	forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city	6	Health Effects	
	center. Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.	7	Section 4(f) and Section 6(f)	
/	Sincerely,	8	Biology, Plants, and Wildlife	
	Wr. Ryan Yehling           1311 W Baseline Rd           Apt 2134           Tempe, AZ 85283-5388           (480) 243-9343			

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code	Comment Document		Code	lssue	Response
1	Document Created: 5/21/2013 8:44:42 PM by Web Comment Form 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.		1	Purpose and Need	Travel time savings is only one asp the proposed freeway. While a sin travel time is considered for all tra significant. In the section, <i>Impacts</i> the Final Environmental Impact Si as a region, implementation of the average of \$200 million per year b

ne aspect supporting the purpose and need for e a single trip may only save 6 or 9 minutes, when r all travelers and all trips, the travel time savings is *mpacts on the Traveling Public*, beginning on page 4-67 of pact Statement, travel time savings is monetized and n of the proposed freeway would save motorists an year between 2020 and 2035.

Prese:       Similar Control for Streen Money         Prese:       Area         Prese:	Code Commer	nt Document	Code	Issue
View based       Subjects       South Mountain Network (M, M, M, M) and Mean Interact Means (M, M, M, M) and MA       3       Noise         J       Jack 2, 2013       Account Department of Transportation South Mountain Study Team 1855 W Jackien S, MD 1285       4       Purpose and Noise         J       Jack 2, 2013       Account Department of Transportation South Mountain Study Team 1855 W Jackien S, MD 1285       5       Alternatives         J       Jack 2, 2013       Demostry AS 25007       Demostry AS 25007       5       Alternatives         J       Jack Would South Mountain Study Team, Lam writing to express my coposition to the proposed South Mountain Treeway and to use ADOT to belot the the Outful Alternative.       5       Alternatives         J       Jack Would South Mountain Study Team, Lam writing to express my coposition to the proposed fordex and the the payment for prediction composition reliable so the other work of the analyse List South Mountain Study South Mountain Study Team 1855 W Jackien South Mountain Study Team 1855 W Jackien South Mountain Study South Mountain Study Team 1855 W Jackien South Mountain Workeen Content Teaman 1855 W Jackien South Mountain W Jackien			1	Alternatives, No- Action (No-Build) Alternative
Subject:       Comments in sposibility of SUB Diskell AK         Date:       Wintenson, My A, Mill Diskell AK         All 24, 2013       Accord Department of Transportation South Mountain Study Team         Disc:       Disc:         Disc:       Disc:         Disc:       Disc:         All 24, 2013       Accord Department of Transportation South Mountain Study Team         Disc:       Disc:			2	Air Quality
All 24, 2013       Azona Department of Transportation South Mourtain Study Team 1555 W Jackson 3, MD 125F Phorem, Z. Stability Team,       Image: Constraint of Transportation South Mourtain Freewy and Constraint of the proposed South Mourtain Freewy and to urge ADOT to set South Mourtain Freewy and to urge ADOT to set the the Build Alternative.       Image: Constraint of Transportation South Mourtain Freewy and Constraint of the environment, increased air politicity, and urge ADOT to set South Mourtain Treeswy and the urge ADOT to set South Mourtain Preceder, and the environment, increased air politicity, and urgered DT to set South Mourtain Treeswy and Constraint of Treeswy. Increased air politicity of the environment, increased air politicity of the environment, increased air politicity, and urgered DT to environted the the plant and the term congestion relief. As is exceeded and there environment, would environde that there are an environment of the environment, increased air politicity on an environde building and a start. The only way to effectively reduce congestion and molitize popels is by reducing the number of vehicles utilizing our radie, of the secondaria of the equation, is a start. The way would have increatible negative inpacts on our omouther to effectively reduce congestion and molitize popels by the tender of the environment, is a start. The way would have increatible negative inpacts on our radie. It was strate and the environment of the environment o		Subject: Comments in opposition to South Mountain Freeway	3	Noise
Arizona Department of Transportation South Mountain Study Team 1655 W Jackson 15, MD 126F Phoenix, AZ 50007 Dear South Mountain Study Team, Lam writing to express my opposition to the proposed South Mountain Freeway and to urge ADDT to select the No-Build Marmative. The proposed freeway would cause more problems than it would solve. detornation of the environment, increased air polition, and unrelenting more in a proceeding the solution is would a politic numerous clogged roads and freeway, non-you would a cause more problems than it would solve. detornation of the environment, increased air politicon, and unrelenting more in a proceeding the solution is would a control to widened, building more made is not the answer, just as passing more laws to cruss name proceeding a provide the optimized and the solutions including mass trans. The environ would account on the resolutions including mass trans. The environ unliked for existing provide in any environity are reliable to service augmenting its ail are if Washington DC can have reliable to service augmenting its ail are if washington DC can have reliable to service augmenting its ail are write. If the environ profit seeking from the equation, is a start. If Washington DC can have reliable to service augmenting its ail are write, so can Phoenix. LA did it. Why can't we? South Mountain Freeway would how incredible provides and mobilize provide, and the incredible provide incredible in even exiticals fill the 'uncongested' mass this freeway, would temporarily provide, more pollution will be expected in the registre impact or operator increases, in both the pediatic and aduit populations. The freeway and to bereff our commonments. South Mountain Freeway would also negatively effect aure moreonement. South Mountain Freeway would also negatively effect aure moreonement. South Mountain Freeway would also negatively effect aure moreonement. South Mountain Park is the lenged of use thereay through a portion of this park will destroy willi			4	Purpose and Nee
1655 W Jackson St, MD 126F         Phoenix, AZ 5807         Deer South Mountain Study Team,         Iam writing to express my opposition to the proposed South Mountain         Freeway and to urge ADOT to stelect the No-Build Alternative.         Image: South Mountain Study Team,         Image: South Mountain Teamset, Interested to Focus on planning         Image: South Mountain Freeway, mould have recerchive bench building         Image: South Mountain Freeway would have recerchive bench building         Image: South Mountain Freeway would have recerchive bench building         Image: South Mountain Freeway would have recerchies utilizing our reads, not our communities. In a setting 10 more reads in the plant setting 10 more reads on our communities. In a setting 10 more reads on our communities. In a setting 10 more reads on our communities. In a setting 10 more reads on the plant setting a setting 10 more reads in the plant setting a setting 10 more reads in the plant setting a setting 10 more reads in the plant setting a setting 10 more reads in the plant seting 10 more reads in the plant setting 10 more reads in the plant		Jul 24, 2013		
Image: Series of a second state of the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.       5       Alternatives         Image: Series of the environment, increased and pollution, and underhing 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 environment to built or widened, building more roads is not the environment evidence to build on grant evides to ficus on planning to transf. The environment of evides to ficus on planning to transf. The environment of evides to licit on environment evides to ficus on planning public transportation, removing portic seeking from the equation, is a stat. If Washington DC can have reliable built evidence congestion and mobiles are predicted the more incredible negative impacts on our communities. Despite what the DEIS daims, air quality in the region would acture would also negatively effect our environment is set as a stat. If Washington DC can which the are exacerbating atting polici transportation, removing portic sets in freeway would have incredible negative impacts on our communities. Despite what the DEIS daims, air quality in the region would acture would also negatively effect our environment is sub-integrate and aduit populations. The freeway would also negatively effect our environment and evidence and aduit population would acture would acture would experient would acture would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set asted to protein of the provide the dailed inductive would acture builts if the st		1655 W Jackson St, MD 126F		
Freeway and to urge ADOT to select the No-Build Alternative.       5       Alternatives         3 4       The proposed freeway would cause more problems than it would solve.       5       Alternatives         6       Health Effects       6       Health Effects         7       Section 4(fr) and the region would a control the addition to a for the environment. South Montal a freeway, and be independent of the disconsult consult co	<b>`</b>	Dear South Mountain Study Team,		
3       4       decination of the environment, increased air pollution, and unrelenting noise in a presently pristice 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 dogged roads and freeways, many of which have recently been built or widened, building more roads is not the anxiety iterm transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our reads, not by encouraging more to use them. Why have not the mediee of existing public transportation, removing profit seeking from the equation, is a start. If Washington DC construction 7 De privatising public transportation, removing profit seeking from the equation, is a start. If Washington DC construction 7 De privatising public transportation, remeaning apublic health risks. As more welicles the private would acutely worsen, increasing public health risks. As more welicles thing our communities. The other way would tap orgatively effect our environment. South Mountain Freeway would also negatively effect our environment. South Mountain 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. The addition to violently assulting the quality of life, biasting a freeway through a potion of this park will decry will be cost, and habitat. Movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a corribute prediction of a nabatitic movement. Sourd Mouries assulting the quality of life, biasting a freeway through a portion of this park will decry will decry differ our environment. South Mountain Park is the largest city park in our nation and participate should remain a protected area. When would a corridor be cut through Piestewa Peak Park,	)			
freeways been utilised for elevated rail construction? De-privating public transportation, removing 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?         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 astma, COPD, cancer, and other diseases, in both the pediatric and adult populations.         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 protect area. When would a corridor be cut through Piestewa Peak Park, or Encanto Park?       7       Section 4(f) and Section 6(f)         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 deset. At present, we squander our water       8       Biology, Plants, and Wildlife	34	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	5	Alternatives
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.6Health EffectsThe 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 Piestewa Peak Park, or Encanto Park?7Section 4(f) and Section 6(f)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 water8Biology, Plants, and Wildlife		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		
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 Piestewa Peak Park, or Encanto Park?7Section 4(f) and Section 6(f)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 water8Biology, Plants, and Wildlife		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		
more. This would set a terrible precedent by demolishing what should remain a protected area. When would a corridor be cut through Piestewa Peak Park, or Encanto Park?7Section 4(f) and Section 6(f)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 water8Biology, Plants, and Wildlife		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	6	Health Effects
and Wildlife and Wildlife		more. This would set a terrible precedent by demolishing what should remain a protected area. When would a corridor be cut through Piestewa	7	Section 4(f) and Section 6(f)
		taxpayers, not to mention the exacerbation of our already diminishing	8	Biology, Plants, and Wildlife

## Environmental Impact Statement pages 1-21 and 1-22). Environmental Impact Statement.

Response

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

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

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

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

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

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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.

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

Sincerely,

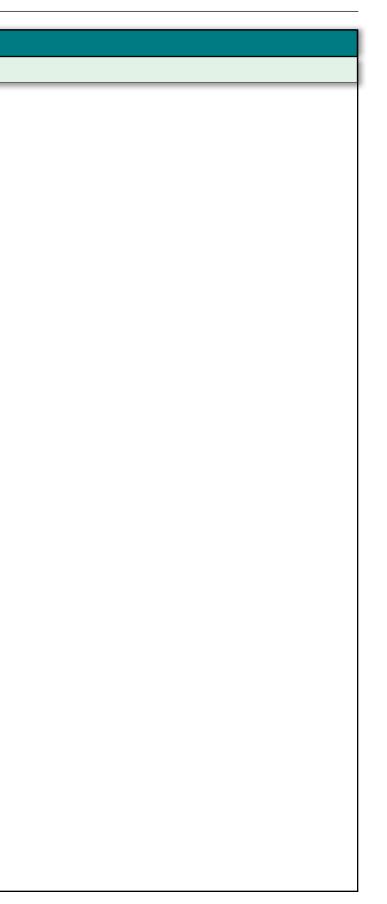
Mr. Steven Yockey 2231 N 69th Ave Phoenix, AZ 85035-3315 (602) 796-4739

# CodeIssueResponse9Neighborhoods/<br/>CommunitiesUnplanned growth is often to<br/>the context of rapid and unce<br/>land—usually on the outskirth<br/>freeway are often identified at<br/>are often cited as making land<br/>more attractive for development<br/>population and land use between the projects like the proposed free<br/>Environmental Impact Stater<br/>action would be implemented<br/>noticeably in the Western Sec<br/>recession which began in 2000<br/>Area, the proposed freeway vand a near-fully developed ar<br/>induced growth would be contarea planned for urban grow<br/>for at least the last 25 years.

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

### **B3570** · Comment Response Appendix

Code	Comment Document			Code	lssue	Response
				1		Comment noted.
	TELEPHONE CONVERSATI SOUTH MOUNTAIN FREEV					
	INCOMING CALL DATE:	INCOMING CALL TIME:				
	5/18/13 CALLER:	3:29 PM CALLER ADDRESS:				
	GARY YORK	2002 W. SUNNYSIDE AVENUE, AI PHOENIX, AZ 85029	РТ 2115,			
	PHONE:	EMAIL:				
	CALLER REMARKS/QUEST					
)	I support the freeway around	I South Mountain. Please put this freeway through. We n	eed it. Thank you.			



 $\left(1\right)$ 

## Code Issue Response 1 Comment noted.

### TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL	INCOMING CALL
DATE:	TIME:
05/13/13	4:11 PM
CALLER:	CALLER ADDRESS:
CYNTHIA YOUNG	13810 S. 155 <sup>TH</sup> 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.

### **B3572** · Comment Response Appendix

Code	Comment Document	Code	lssue	Response
		1		Comment noted.
	From:       Projects         To:       ADOT         Subject:       FV: 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			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s/entiv/es) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is sticity prohabiled. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			



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
$\frown$	
$\begin{pmatrix} 1 \end{pmatrix}$	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
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus
	is suicity prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

### **B3574** · Comment Response Appendix

Code	Comment Document	Code	Issue	Response
	From:       Projects         To:       ADOT         Subject:       FW: South Mountain Freeway public input         Date:       Friday, May 17, 2013 8:50:27 AM         From:       Bill Zaffer [mailto:bzaffer@hotmail.com]         Sent:       Thursday, May 16, 2013 7:29 PM         To:       Projects         Subject:       South Mountain Freeway public input         I       heard on PBS Arizona Horizon about the new South Mountain Highway.	1	Alternatives	Federal regulations stipulate "rigorously explore and object Federal Regulations § 1502.1 All alternatives were screened alternatives were considered through 3-6). Among other t freeways, improving or expan- demand, and various roadwa potential impacts from impro- nothing, the No-Action Alter of Governments, the South M Freeway and Highway System transit and local roads are sp considered during the evalua Final Environmental Impact S
1	My input is like the system we have today and more highways will only cause more use of fossil fuels versus making cities green and more incentives for people to live in the inner city. This valley is so car orientated and an ugly city. It is to bad years ago this valley did not adopt Portland's land use policy. We stay addicted to cars and oil and deny climate change then when we hear that the Artic ice is melting and all the countries can do is meet in Norway and find ways how they can use the resources which is all part of a system that will someday destroy humanity. We have hit over 400 ppm for carbon dioxide for first time and going to in twenty years hit 450 ppm. How does that relate to South Mountain Highway? If people move out in these areas then do not expect me to pay for the sick of idea of progress of urban sprawl that destroys our connection to nature and sick system of progress. To be honest, I just do not figure you can understand these concepts.\\ Enjoy the sickness and blowback. William Zaffer www.zafferhomes.com Scottsdale, Arizona 480-201-7387 Stop being exploited, learn to eat healthier at home, learn to live a Earth Friendly lifestyle,	2	Air Quality	Climate change is an import has gone through many naturagreement that the earth's change and will continue to do. Hun to this rapid change. Carbor greenhouse gas emissions. C gases include methane and r earth's atmosphere. Because continues to climb, our plant related phenomena (see Fina through 4-86). To date, no m greenhouse gases. Greenhou evaluated in federal environr localized or regional due to to The affected environment fo contrast to broad-scale actio or very large geographic area gas emissions' impacts for a presently there is no scientific changes to a particular trans Environmental Policy Act, de that are significant and mean Administration has conclude
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			and the exceedingly small po freeway (as shown in Final E page 4-85), that greenhouse not result in "reasonably for environment" [40 Code of F

that an environmental impact statement shall tively evaluate all reasonable alternatives" (40 Code of 4; see Final Environmental Impact Statement page 3-1). l using a multidisciplinary set of criteria. Nonfreeway (see Final Environmental Impact Statement pages 3-3 hings, the study took into account improving existing ding other travel modes, strategies to reduce travel y configurations. This study examined not only the ovements, but also the consequences of building native. As proposed by the Maricopa Association Iountain Freeway would be part of the Regional . Other transportation improvements such as mass ecified in the Regional Transportation Plan and were tion of this proposed new freeway. As noted in the Statement (see page 3-60), the proposed freeway would ance operation of future mass transit improvements.

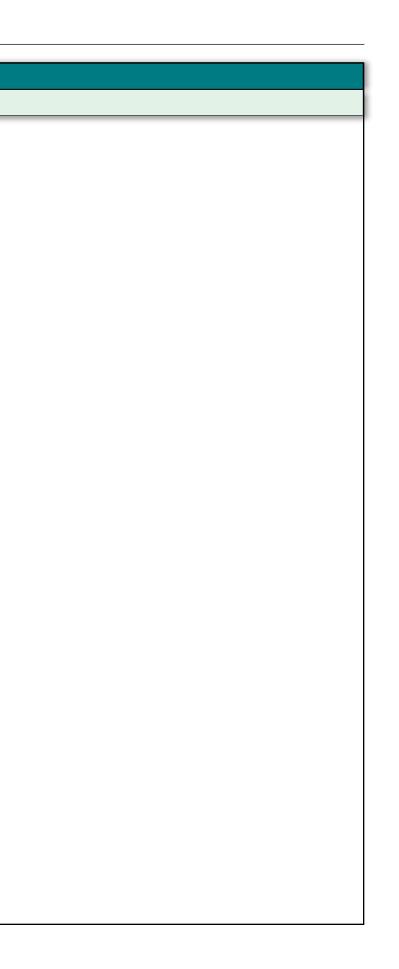
ant national and global concern. While the earth ral changes in climate in its history, there is general imate is currently changing at an accelerated rate nan-caused greenhouse gas emissions contribute dioxide makes up the largest component of these ther prominent transportation-related Greenhouse itrous oxide. Greenhouse gases trap heat in the the atmospheric concentration of greenhouse gases et will likely continue to experience climate changel Environmental Impact Statement pages 4-85 ational standards have been established regarding se gases are different than other air pollutants nental reviews because their impacts are not heir rapid dispersion into the global atmosphere. r greenhouse gas emissions is the entire planet. In ons such as those involving an entire industry sector is, it is difficult to isolate and understand greenhouse particular transportation project. Furthermore, c methodology for attributing specific climatological portation project's emissions. Under the National tailed environmental analysis should focus on issues ningful to decision making. The Federal Highway d, based on the nature of greenhouse gas emissions tential greenhouse gas impacts of the proposed nvironmental Impact Statement Table 4-37 on gas emissions from the proposed freeway would eseeable significant adverse impacts on the human ederal Regulations § 1502.22(b)].

Code	Comment Document	Code	Issue	Response
		3	Neighborhoods/ Communities	Unplanned growth is often terme the context of rapid and uncontro- land—usually on the outskirts of a freeway are often identified as con- are often cited as making land at more attractive for development. population and land use between projects like the proposed freewa Environmental Impact Statement would be implemented in a histor the Western Section of the Study began in 2007 slowed growth). In proposed freeway would abut pul fully developed area—therefore, a would be constrained. The propo urban growth as established in lo last 25 years.
				last 25 years.

termed "urban sprawl." Generally, this term is used in controlled urban growth onto previously undeveloped rts of an existing urban area. Projects like the proposed as contributors to urban sprawl. Freeway projects and at the urban fringe more accessible and, therefore, ment. However, examination of data comparing tween 1975 and 2000 suggests major transportation reeway do not induce growth in the region (see Final ement pages 4-170 through 4-174). The proposed action historically quickly urbanizing area (most noticeably in Study Area, although the nationwide recession which th). In the Eastern Section of the Study Area, the but public parkland, Native American land, and a nearfore, any contribution to accelerated or induced growth proposed freeway would be built in an area planned for d in local jurisdictions' land use plans for at least the

### **B3576** · Comment Response Appendix

1		Comment Document	Code
	INFORMATION LINE INCOMING CALL TIME: 11:05 AM CALLER ADDRESS: 2620 [UNCLEAR], PHOENIX, AZ EMAIL: S:	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMAT         INCOMING CALL         DATE:         5/18/13         CALLER:         CHRIS ZAKERS         PHONE:         CALLER REMARKS/QUESTIONS:         Yes, I definitely approve of the freeway.	

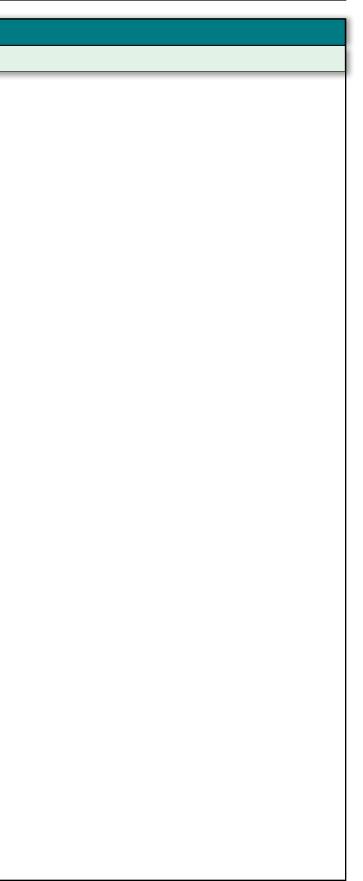


de	Comment Document
	From: Projects To: ADOT
	Subject:       FW: South Mountain Freeway         Date:       Tuesday, May 14, 2013 9:36:47 AM
	From: Tommy Zane [mailto:tzane24@gmail.com] Sent: Monday, May 13, 2013 4:41 PM To: Projects Subject: South Mountain Freeway
1	Dear Sirs, I would like to express my approval of the proposed new freeway. I feel it is a much needed improvement for not only the east but also the west valley. I applaud the Arizona Department of Transportation for there foresight in this matter. I feel it would be a mistake to wait on a project such as this. Waiting only causes more problems and helps no one. Thank you for considering my opinion.
	Sincerely,
	Thomas Zane
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### **B3578** · Comment Response Appendix

Code	Comment Document	Code	lssue	
		1		
	From:       Projects         To:       ADOT         Subject:       FW: 202         Date:       Monday, May 20, 2013 8:34:16 AM			
	Original Message From: Ricardo Zapata [mailto:zap130@yahoo.com] Sent: Friday, May 17, 2013 9:45 PM To: Projects Subject: 202 I'm ok			
	Sent from my iPhone Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1		Comment noted.



1	speak next, please move forward.
2	MR. MILLS: Thank you for your time. As someone
3	who was born and spent his entire life in Arizona, I
4	strongly support the South Mountain, even when it was
	initially voted upon in the mid '80s. I think it's a
6	huge it would be a huge component in relieving traffic
7	congestion, particularly in the central part of the
	Valley, greatly aid the commuter traffic from the West
9	Valley over to the Southeast Valley.
10	And then also, in these pretty tough economic
11	times, taking into account the construction industry,
12	it'll bring immense value to the construction industry.
13	Thank you for your time.
14	THE FACILITATOR: Thank you.
15	Debbie Zapatka.
16	MS. ZAPATKA: Hi, I'm Debbie Zapatka and I live
17	in Laveen, and we've lived there for five years now with
18	the hope of the 202 coming in, and it was kind of
19	promised when we moved there. Our development in the
20	area, we have empty shopping centers just sitting there,
21	we really need economic development, and the only way for
22	that to happen really is to get the 202 in, as well as
23	our area has no hospital and a hospital will not come in
24	unless the 202 gets in. And I don't even know where the
25	closest hospital is, it's probably 99th Avenue and

Code	lssue	Response

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

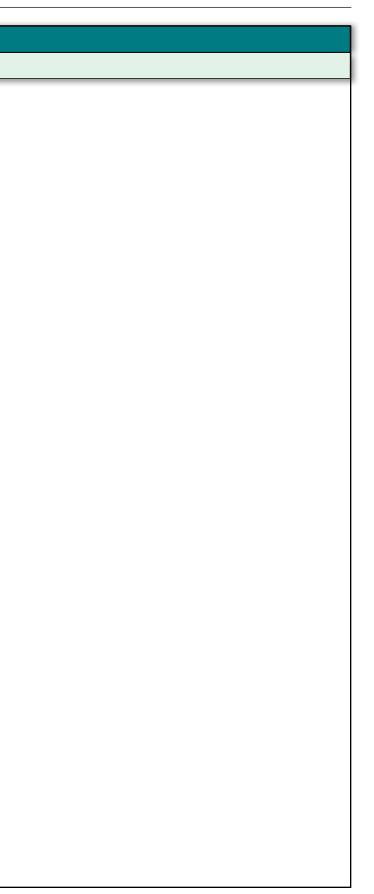
Code Issue Response Alternatives The Arizona Department of Transportation Roadside Development Section is 1 responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will 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.

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Code	Comment Document	Со	de	Issue	Response
		1			Comment noted.
	From: Projects To: ADOT				
	Subject:FW: 202 South Mountain FreewayDate: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				
$\bigcirc$	This email is to voice my support for the 202 South Mountain Freeway Loop. I too am				
$\begin{pmatrix} 1 \end{pmatrix}$	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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	attachments.				

Code	Comment Document		Code	lssue	Response
		_	1		Comment noted.
	From:       Projects         To:       ADOT         Subject:       FW: South Mountain 202 Freeway         Date:       Thursday, July 11, 2013 8:28:54 AM         Attachments:       image001.png				
1	Thank you,         Matthew Eberhart         Community Relations Officer         1655 W Jackson St. MD 126F         Phoenix, AZ 85007         602-712-2060         azdot.gov         Difference         Prom: Dave Zebro - SHERIFFX [mailto:D_Zebro@MCSO.maricopa.gov]         Sent: Wednesday, July 10, 2013 4:21 PM         To: Projects         Subject: South Mountain 202 Freeway         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.				
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)entity(les) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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 Com	nment Document	Code	e Issue
		1	Alternatives, No- Action (No-Build) Alternative
	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	2	Purpose and Need
	May 27, 2013 Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F		
	Phoenix, AZ 85007 Dear South Mountain Study Team,		
1	I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.	3	Alternatives
	We count on our leaders to make sensible decisions on behalf of the public. This freeway is a bad idea.		
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		
3	number of vehicles utilizing our roads, not by encouraging more to use them.		
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.		
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	4	Air Quality
	will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.	5	Health Effects
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	6	Section 4(f) and Section 6(f)
	infrastructure so that others can live farther and farther from a city center.	7	Biology, Plants, and Wildlife
1)	Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.		and whome
	Sincerely,		
	Ms. Ruth Zemek		

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

Response

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

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

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

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

### **B3584** • Comment Response Appendix

Code	Comment Document		Code	lssue	Response
	3303 E Clarendon Ave Phoenix, AZ 85018-5709 (602) 956-3128		8	Neighborhoods/ Communities	Unplanned growth is often ter the context of rapid and unco land—usually on the outskirts freeway are often identified as are often cited as making land more attractive for developme population and land use betw projects like the proposed free Environmental Impact Statem action would be implemented noticeably in the Western Sect recession which began in 2007 Area, the proposed freeway w and a near-fully developed are induced growth would be con area planned for urban growth for at least the last 25 years.

rmed "urban sprawl." Generally, this term is used in ontrolled urban growth onto previously undeveloped of an existing urban area. Projects like the proposed contributors to urban sprawl. Freeway projects at the urban fringe more accessible and, therefore, ent. However, examination of data comparing veen 1975 and 2000 suggests major transportation eway do not induce growth in the region (see Final nent pages 4-170 through 4-174). The proposed l in a historically quickly urbanizing area (most tion of the Study Area, although the nationwide 7 slowed growth). In the Eastern Section of the Study vould abut public parkland, Native American land, ea—therefore, any contribution to accelerated or nstrained. The proposed freeway would be built in an th as established in local jurisdictions' land use plans

e	Comment Document
	From:     Projects       To:     ADOT
	Subject:         FW: Build the South Mountain Freeway           Date:         Tuesday, May 14, 2013 9:38:30 AM
	Original Message
	From: Joc Med [mailto:jozeng08@gmail.com] Sent: Saturday, May 11, 2013 6:13 PM To: Projects
	To: Projects
_	Cc: info@buildthe202.com Subject: Build the South Mountain Freeway
1	I support Building the South Mountain Freeway!!!!!
$\bigcirc$	Jocelyn Zeng
	Sent from my iPhone
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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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### **B3586** · Comment Response Appendix

Code	Comment Document	Code	lssue	Response
_		1		Comment noted.
	From:ProjectsTo:ADOTSubject:FW: I support 202, south mountain freewayDate:Wednesday, May 22, 2013 10:54:50 AM			
	Original Message From: JZ Yahoo [ <u>mailto:jzeng01@yahoo.com</u> ] Sent: Monday, May 20, 2013 5:17 PM To: Projects Subject: I support 202, south mountain freeway			
	Jocelyn Zeng Sent from my iPhone			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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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1	* * *
2	THE REPORTER: State your name, please.
3	MR. ZHONG: Yang Zhong.
4	I am a Laveen resident here to show my
5	support for the proposed South Mountain Freeway.
6	Because it's it's going to alleviate the traffic
7	congestion anticipated in the near future. And
8	without the freeway, the air quality is going to be
9	much worse, because of the traffic congestion. And
10	besides this, these environmental benefits, the
11	freeway's going to greatly reduce the Laveen
12	resident's time spent on traffic, also bring much
13	needed facilities, such as hospitals, and business,
14	such as shopping centers, to Laveen.
15	And I think these economical
16	environmental issues should also be as part of the
17	environmental impact. And I also noticed that in
18	there are many I because I concerned about this
19	freeway, I pay attention to the media, and any news
20	about the freeway, and I noticed that certain
21	communities has voiced out about this freeway, but I
22	didn't see too much about what Laveen residents
23	thinks and what they do, but I think, as a growing
24	and continuing growing community, Laveen's opinions
25	should also be considered.
1	

Code	lssue	Response	
1		Comment noted.	ĺ

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1       THE REPORTER: Is that it?         2       MR. ZHONG: Yeah.         3       THE REPORTER: Thank you.         4       5         6       7         8       9         10       11         12       13
2       MR. ZHONG: Yeah.         3       THE REPORTER: Thank you.         4         5         6         7         8         9         10         11         12
2       MR. ZHONG: Yeah.         3       THE REPORTER: Thank you.         4         5         6         7         8         9         10         11         12
2       MR. ZHONG: Yeah.         3       THE REPORTER: Thank you.         4         5         6         7         8         9         10         11         12
3       THE REPORTER: Thank you.         4         5         6         7         8         9         10         11         12
4       5         5       6         7       8         9       10         11       12
5       6         6       7         7       8         9       10         11       12
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Page 10



ode Con	nment Document	Code	e Issue	Response
		1	Section 4(f) and Section 6(f)	The Arizona Departm identified several issue Responses to these is <i>Public Comments</i> begin
	From:     Projects       To:     ADOT       Subject:     FW: Save Soth Mountain       Date:     Monday, May 20, 2013 8:27:27 AM	2	Purpose and Need, Lack of Support	
	From: Steve Zimmermann [mailto:stevezim413@yahoo.com] Sent: Saturday, May 18, 2013 5:40 PM To: Projects Subject: Save Soth Mountain			
2	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.			
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nent of Transportation and Federal Highway Administration es and concerns that were frequently noted by commenters. isues can be found in the *Responses to Frequently Submitted* ming on page B733 of this appendix.

### **B3590** · Comment Response Appendix

Comn	nent Document
	From:         Projects           To:         ADOT           Subject:         FW: SAVE SOUTH MOUNTAIN!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
	From: Cheryl Zimmermann [mailto:charo_cld@yahoo.com]
	Sent: Saturday, May 18, 2013 5:43 PM To: Projects Subject: SAVE SOUTH MOUNTAIN!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
	LET'S <b>NOT</b> 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 solutionchallenge yourselves.
	Cheryl
	Cheryl Zimmermann cheryl martin fine art 602.885.0094
	www.cherylmartinfineart.com
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
2	Biology, Plants, and Wildlife	
3	Purpose and Need, Lack of Support	

of Transportation and Federal Highway Administration nd concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code	Comment	Document	Code	lssue	Response
			1		Comment not
		From:     Projects       To:     ADOT       Subject:     FW: south mountain connector			
		Subject:       FW: south mountain connector         Date:       Monday, May 20, 2013 8:28:06 AM			
		From: Geof Zinnecker [mailto:tamgeof1@yahoo.com] Sent: Saturday, May 18, 2013 1:20 PM			
		Sent: Saturday, May 18, 2013 1:20 PM To: Projects Subject: south mountain connector			
1		I'd like to express my support for the construction of the new freeway connection.			
$\bigcirc$		Geof Zinnecker 9525 w Camelback Rd. 101-303			
		Glendale AZ 85305			
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the			
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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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Gregory Zych

Document Created: 7/15/2013 5:22:14 PM by Web Comment Form

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.

Code	lssue	Response
1	Alternatives, No- Action (No-Build) Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Purpose and Need, Lack of Support	
3	Purpose and Need	The proposed project is part Association of Governments approved the <i>Regional Transp</i> to fund its projects. The fund of the proposed project wou Highway Performance Progr Regional Area Road Funds) s proposed freeway would not would not constructing this to statewide projects.
4	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

rt of the *Regional Transportation Plan* for the Maricopa s region. In 2004, the voters of Maricopa County *bortation Plan* and the extension of a half-cent sales tax nding for the right-of-way acquisition and construction uld come from a combination of federal (National ram) and County (half-cent sales tax, also known as sources. Use of these funds for construction of the ot affect available funds for statewide projects nor a facility make available additional funds for other

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

•	Comment Document
	From: Projects
	From:     Projects       To:     ADOT       Subject:     FW: South Mountain Freeway/202
	Date:         Wednesday, May 15, 2013 4:40:16 PM
	From: birdmanfm@aol.com [mailto:birdmanfm@aol.com]
	From: birdmanfm@aol.com [mailto:birdmanfm@aol.com] Sent: Wednesday, May 15, 2013 4:35 PM To: Projects
	Subject: South Mountain Freeway/202
	There are always those who will object to progress and change. Frankly, I've found myself doing the same once in a while. But unless we think that our Valley of the Sun will get <i>smaller</i> over the years,
1	and <i>less</i> busy, then I suggest we face the necessity of improving our freeway network. There is ample evidence to support the building of this extension.
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the
	person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

### **B3594** · Comment Response Appendix

Code	Comment Document	5		Code	lssue	Response
_				1		Comment noted.
	From: To:	Projects ADOT				
	Subject: Date:	FW: Build freeway Monday, May 20, 2013 8:43:37 AM				
	_					
	From: azteckir Sent: Friday, M	ng602ss@yahoo.com [mailto:aztecking602ss@yahoo.com] May 17, 2013 6:04 PM				
	To: Projects Subject: Build	freeway				
$\left( 1 \right)$	Built it alread	ly I'm just to fast and furious				
	Sent from my	/ HTC smartphone on the Now Network from Sprint!				
	person(s)/entity(ies is strictly prohibited	Nondisclosure Notice: This email transmission and any attachments are intended for use by the named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution I 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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	1	follow-up to your question, then I'll wrap up with
	2	the last one.
	3	Yes, ma'am.
$\rightarrow$	4	MEMBER OF PUBLIC: Okay. Regarding the
	5	Game & Fish being approached in 2002 and 2003, have
	6	the discussions continued since then, because a lot
	7	of information has been learned about appropriate
	8	wildlife crossing structures since 2002, and made
	9	leaps and bounds of discovery since that time.
	10	UNIDENTIFIED SPEAKER: Not specifically o
	11	that topic, no.
	12	MEMBER OF PUBLIC: Okay.
	13	THE FACILITATOR: One last question, the
	14	others remaining here we either addressed earlier
	15	tonight or have been referenced in the EIS, the
	16	draft. So we'll put the responses to these on the
	17	Internet so we have time for closing. Fair enough?
	18	The last question, then, from Scott
	19	Sprague, "What about the Tucson Shovelnose Snake?,"
	20	is that what it's called, it is another candidate
	21	species in the region.
	22	MR. SPARGO: Yeah, it is a candidate
	23	species, so therefore, as a candidate species
	24	therefore it isn't something that has a regulatory
	25	requirement, but it will be considered. The initia

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Code	Issue	Response
1	Biology, Plants, and Wildlife	The Arizona Department of T identified several issues and c Responses to these issues car <i>Public Comments</i> beginning on

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

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1	ANONYMOUS SPEAKER: Basically I'm opposed
2	to the freeway coming through my neighborhood. I would
3	prefer to see the alternative W101, western option. I
4	live in this neighborhood, I have for a while. I call it
5	home. I don't want a freeway that's going to bring
6	pollution and crime, displace a lot of good folks. I
7	just think we need to go as far west as possible.
8	I think we need to rethink this whole thing so
9	you're not displacing people in any of these locations.
10	I don't think it should depend on money. I don't think
11	people who have money should be making these decisions.
12	I think it should be the people who live in these
13	neighborhoods. I want our opinions to count. I want my
14	voice to be heard.
15	I can't imagine living right behind a
16	freeway. It's going to take away what I call home.
17	That's not an option. They are ruining lives. I'm not
18	going to stand for it. You know, I don't want it in my
19	backyard. What I'm saying is: I don't want it in my
20	backyard.
21	I want to know how they are coming up with
22	these alternatives. I want these people to come into
23	these neighborhoods and see us face to face and see what
24	you're taking away. These homes have been here for
25	years.

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Code	lssue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of identified several issues and Responses to these issues of <i>Public Comments</i> beginning of
2	Air Quality	
3	Neighborhoods/ Communities	While the City of Phoenix P have any statistics specific t did note that, based on its between crime rates and fr sidebar on page 4-21.
4	Neighborhoods/ Communities	Prospective home buyers a conceived, according to Sta facility. (Sellers are obligate material facts about a prop
5	Alternatives, No- Action (No-Build) Alternative	The Arizona Department o identified several issues and Responses to these issues o <i>Public Comments</i> beginning o
6	Public Involvement	Public comments are a vita Public comments have been milestones in the environm needs of the public, along v issues and impacts, must b Environmental Impact Stat the Draft Environmental Im explore new questions, or r Environmental Policy Act. I Impact Statement was revie Impact Statement. Public co Impact Statement will also information about the entit Draft Environmental Impact <i>Coordination</i> , of the Draft Environmental
7	Neighborhoods/ Communities	While the W59 Alternative planned in this location for Statement pages 4-16 and to the proposed freeway, n Arizona Department of Tra Statement page 4-91).
8	Alternatives	Chapter 3 in the Draft Envi and alternatives developed

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

olice Department reported in 2005 that it did not o crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

nd members of the church built after the freeway was te law, should have been informed of the proposed d by Arizona common law to disclose all known perty to the buyer.)

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

component in the decision-making process. solicited from project inception and through key ental impact statement process. The interests and with all other social, economic, and environmental e fully analyzed and included in the Draft and Final ements. Comments made during development of pact Statement have been used to adjust plans, nake changes—all within the scope of the National Public comments received on the Draft Environmental wed and addressed in the Final Environmental pomments received on the Final Environmental be considered and addressed as appropriate. More e public involvement process up to publication of the t Statement is available in Chapter 6, *Comments and* povironmental Impact Statement.

s adjacent to residential areas, a freeway has been many years (see Draft Environmental Impact I-21). Where existing residential uses are adjacent bise mitigation would be implemented according to nsportation policy (see Final Environmental Impact

ronmental Impact Statement details the process used in the course of the project.

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.)
9	
10	
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12	
13	
14	
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Code	lssue	Response
9	Public Involvement	Chapter 6 in the Draft Envir outreach for this project. Pa the Arizona Department of Phoenix, community leaders political leaders, etc. Numer Study Area to share informa

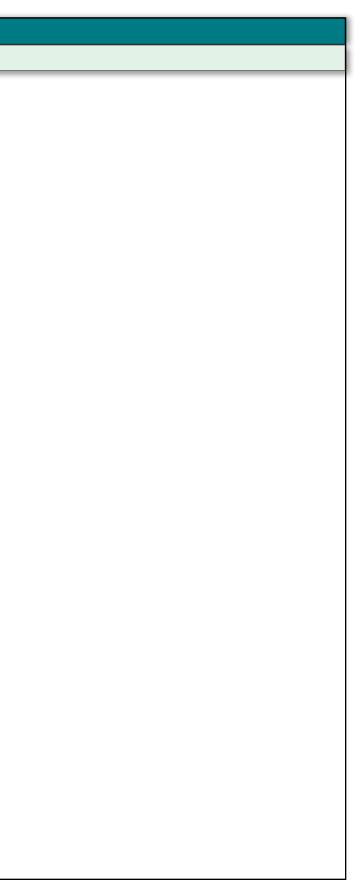
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ironmental Impact Statement details the public Pages 6-11 through 6-15 list the numerous meetings that f Transportation has had with organizations, City of rs, homeowners associations, informal meetings with erous public meetings have been held throughout the nation about the project.

1

25	been waiting many, many years for this.
24	ANONYMOUS SPEAKER: I want it faster. I have
23	end.
22	of 2014 or I'll have to move out of the area. Now, th
21	the process. The end. Please start it in 2013 instea
20	that in 10 to 15 minutes and probably use less gas in
19	miles, whereas with the new highway, I'll be able to d
18	It takes anywhere from 20 to 30 minutes to travel 14
17	commute on Baseline is miserable. Too much stop and g
16	I mean, seriously. No, I mean, just in time to work,
15	question we have is, can it be sooner rather than late
14	FRANK EVEN: We need the highway badly. The on
13	say. Thank you.
12	from. Let me see. Ok. I'm running out of stuff to
11	leaving your land, then you would know where you came
10	to you. That's not our fault. That's your fault for
9	know either. That's why it's probably not significant
	where you people were created and you probably don't
7	beliefs. We know where we were created. I don't know
6	you came from. We know where we came from and our
	something. We don't know where you came from where
4	don't care. You just came out of nowhere, the dust of
3	Maybe you people don't believe in any of that. You
2	clay. That was used on the mountain.
1	creator was from there, and he created us from out of

Code	lssue	Response
1		Comment noted.



omment Document	
South Mountain Freeway Study	2013
Draft Environmental Impact States COMMENT FORM	ment
Thank you for participating in the South Mountain Freeway Environmental Impact Statement public comment process. ADOT encourages all interested parties to submit written comments on a of the Draft EIS. ADOT will consider all comments in preparing the Final I will include responses to all comments, final conclusions on potential im ADOT's final recommendation. When submitting comments, please be as specific as possible and substa concerns and recommendations.	<ul> <li>A particular alternative, environmental impact assessment, and/or draft mitigation.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul>
Comments must be received or postmarked by July 24, 2013.	This expansion will create
more jobs, in return more r	evenue for the state, Build
the W39 and El nelp ou	or economy
Optional	
	mail
Address	
CitySi	tate Zip
Phone F	Fax
Comments must be received or postmarked by July 24, 2013. ( to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountai	
ADOT TRACS No.: 202L MA 054 H5764 01L + Federal-aid Project No.: NH-202-D(ADY)	

Code	Issue	Response	
1		Comment noted.	ĺ

## **B3600** · Comment Response Appendix

TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE         Imcommo Call       Imcommo Call         DS/9/13       3:17 PM         Caller:       Caller Appress:         ANONYMOUS1       SUB LAKES, AZ         Prote:       Image:	Code	e Comment Document		
SOUTH MOUNTAIN FREEWAY INFORMATION LINE          INCOMING CALL       INCOMING CALL         DATE:       TIME:         05/9/13       3:17 PM         CALLER:       CALLER ADDRESS:         ANONYMOUS1       SUN LAKES, AZ         PHONE:       EMAIL:         CALLER REMARKS/QUESTIONS:       Isupport the planning and construction of the South Mountain Freeway. I live in Sun Lakes and think				
SOUTH MOUNTAIN FREEWAY INFORMATION LINE          INCOMING CALL       INCOMING CALL         DATE:       TIME:         05/9/13       3:17 PM         CALLER:       CALLER ADDRESS:         ANONYMOUS1       SUN LAKES, AZ         PHONE:       EMAIL:         CALLER REMARKS/QUESTIONS:       Isupport the planning and construction of the South Mountain Freeway. I live in Sun Lakes and think				
INCOMING CALL DATE: TIME: TIME: 05/9/13 3:17 PM CALLER: CALLER ADDRESS: ANONYMOUS1 SUN LAKES, AZ PHONE: EMAIL: CALLER REMARKS/QUESTIONS: I support the planning and construction of the South Mountain Freeway. I live in Sun Lakes and think				
DATE: 05/9/13 CALLER: ANONYMOUS1 PHONE: CALLER REMARKS/QUESTIONS: I support the planning and construction of the South Mountain Freeway. I live in Sun Lakes and think				
CALLER: CALLER ADDRESS: ANONYMOUS1 SUN LAKES, AZ PHONE: EMAIL: CALLER REMARKS/QUESTIONS: I support the planning and construction of the South Mountain Freeway. I live in Sun Lakes and think		DATE: TIME:		
PHONE:       EMAIL:         CALLER REMARKS/QUESTIONS:       I support the planning and construction of the South Mountain Freeway. I live in Sun Lakes and think		CALLER: CALLER ADDRESS:		
CALLER REMARKS/QUESTIONS: I support the planning and construction of the South Mountain Freeway. I live in Sun Lakes and think				
I support the planning and construction of the South Mountain Freeway. I live in Sun Lakes and think				
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.				
	)	I support the planning and construction of the South Mountain Freeway. I live in Sun I the freeway would be a great asset to the community	Lakes and think	
		the freeway would be a great asset to the community.		

# Code Issue Response 1 Comment noted.



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

(Comment codes begin on next page)

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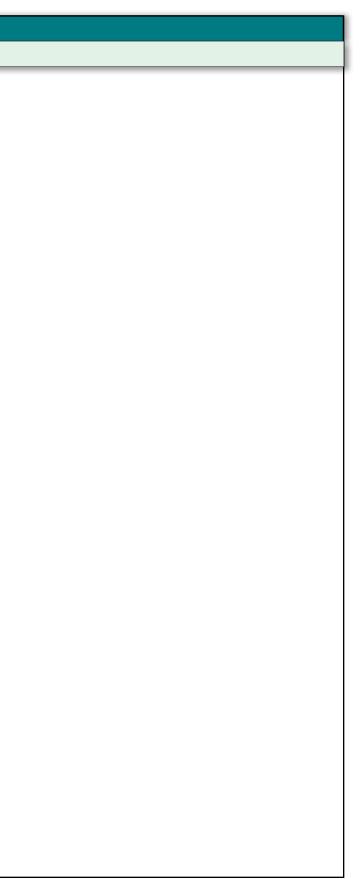
1	everything going downhill, but what it's done is it's
2	just made it even worse in that area because of no
3	development, not only because of the economy, but there
4	just no roads, no highways. We're just kind of like ve
5	secluded.
6	This should have been done a long time
7	ago. It needed to be done a long time ago. We've got
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
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 year
16	of her life she was chronically ill. I was in and out
17	the hospital. The closest children's pediatric urgent
18	care is at Central and Baseline. The closest hospital
19	obviously in downtown. There's nothing west there's
20	Thunderbird and there's another hospital, I believe it'
21	on 5th Avenue, so I support it primarily for the expect
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

 Code
 Issue
 Response

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 Comment noted.

Page 8

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Document Created: 7/1/2013 4:00:14 PM by Web Comment Form

To Whom it May Concern:

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4\\
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\end{array}$ 

I am a concerned homeowner in the Ahawatukee 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.

Code	lssue	Response
1	Alternatives, E1 Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft En 4-21). Where existing resider noise mitigation would be in Transportation policy (see Fi
3	Acquisitions and Relocations	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or Agencies may acquire only th project right-of-way limits (se
4	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
5	Air Quality	

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

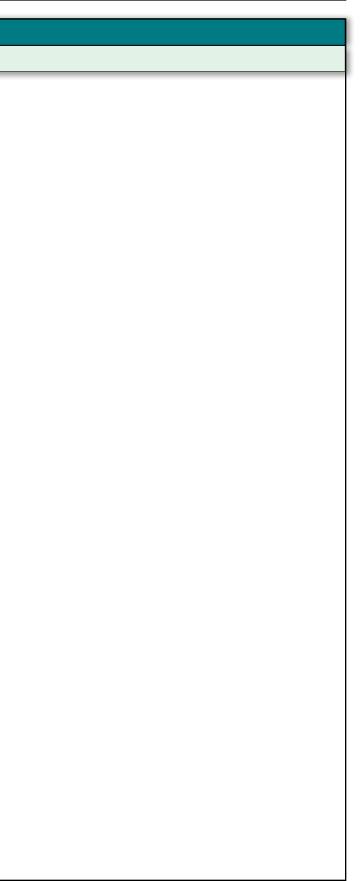
Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

hose properties located entirely or partly within the see Draft Environmental Impact Statement page 4-45).

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

de	Comment Document
	LOOP 202 South Mountain Freeway Study
	Draft Environmental Impact Statement
	Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.It is helpful to ADOT to receive comments on: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.It is helpful to ADOT to receive comments on:ADOT solution 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.Any information you feel is incomplete or incorrect.When submitting comments, please be as specific as possible and substantiate your 
	Comments must be received or postmarked by July 24, 2013.
	strongly oppose the 202 South Marchin project.
	Optional NameEmail _EmailEmail _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, A2 85007
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150
	FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

CodeIssueResponse1Comment noted.



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

CodeIssueResponse1Air QualityThe Arizona Department of Transportation and Federal Highway Administration<br/>identified several issues and concerns that were frequently noted by commenters.<br/>Responses to these issues can be found in the Responses to Frequently Submitted<br/>Public Comments beginning on page B733 of this appendix.2Noise

Page 7

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3

1	biggest issue. And I guess the air quality is the
2	major concern to me, but I don't think there's a
3	brace that's mobilized for us residents to put up a
4	logical fight against the freeway. I don't know, b
5	I'm going to look into it.
6	And I guess the fact that it's going to
7	be so close to the schools, to Desert Vista, I just
8	I don't like that. Kids are graduating, they're
9	gone, but I just, I have an issue with the
10	environmental factor 100 percent so that's my
11	comment. And, you know, to get people to mobilize
12	and become one voice is very, very difficult. But
13	there's anything that would cause people to mobiliz
14	it would be this freeway, I would think.
15	So I can see it from ADOT's standpoint,
16	but I can see it from people who live next to the
17	freeway. I don't know of a place in the Valley whe
18	a freeway cuts so close. Maybe the 101 goes up
19	through Squaw Peak there. What is that, the 51?
20	That's right up in the mountains there. I don't
21	think they have a pollution issue, but I don't know
22	I mean, I just have never gotten involved.
23	Well, I'm going to become more aware of
24	what's going on and voice my opinion because I'm no
25	for this in any way, shape or form until they can

Code	lssue	Response
3	Health Effects	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on

Page 8

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

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1	come up with some scientific evidence that pollution
2	won't increase. But how will that increased
3	pollution settle up against the mountain? Because
4	that's one of the beauties is that the pollution
5	index is very high on the other side of the mountain.
6	Over here, minimal. So, I mean, that's that's one
7	of my major concerns.
8	And obviously if you have an eight-lane
9	freeway, you're dramatically increasing the
10	pollution. But other than that, great looking plan.
11	I don't like them cutting up the mountain. I just go
12	out the door and I'm on the mountain. I don't go
13	that far down. I don't want to stop progress, but I
14	have to make a stand at some point.
15	That's a hell of a presentation that
16	ADOT's done. A tremendous amount of work. Very well
17	done.
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19	
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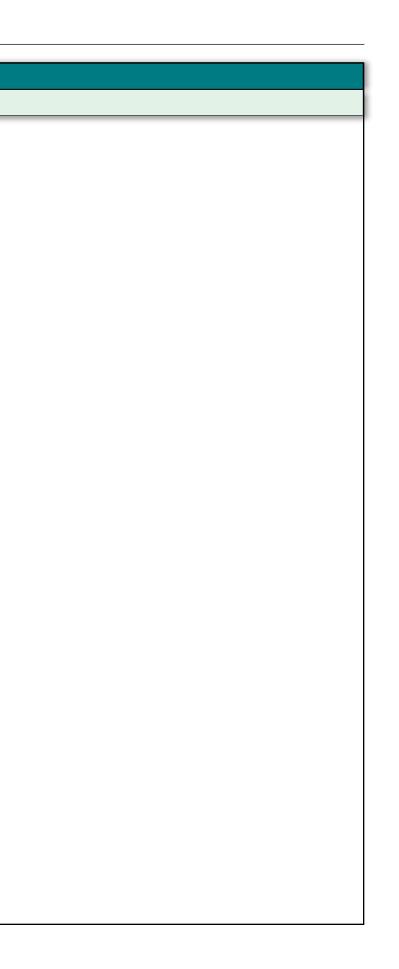
Code	lssue	Response
4	Air Quality	According to the Arizona De Assessment South Mountain Free Gila River Indian Community the morning hours and associat atmospheric conditions, wind River channel to the north. L the east to the lower elevatio improved mixing, flows typic and northwest. Likewise, dur (November 20, 2006, throug and a second 1-month-long r streets (April 19, 2007, throu typically were from the north mixing, winds typically were
5	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and of Responses to these issues can <i>Public Comments</i> beginning on

reeway 202L Draft Report, review of wind data from the ty monitoring site at St. Johns suggests that during ociated with mountain-drainage air flows and stable nd flows are from the southeast and follow the Gila Locations to the east of St. Johns tend to flow from ions along the Gila River. During the warmer hours' ically follow the river channel and come from the north uring a 1-month-long meteorological monitoring period ugh December 21, 2006) at Pecos Road and 40th Street monitoring period at Pecos Road and 24th and 40th bugh May 21, 2007), winds during the morning hours theast. During the warmer hours, and with improved e from the west.

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

## **B3608** · Comment Response Appendix

Code	Comment Document	Code	Issue	Response
_		1		Comment noted.
	From: Projects			
	To:       ADOT         Subject:       FW: 202 bypass         Date:       Wednesday, May 15, 2013 11:12:21 AM			
	From: Sunctklobz@aol.com [mailto:Sunctklobz@aol.com] Sent: Wednesday, May 15, 2013 11:01 AM To: Projects Subject: 202 bypass			
	get off dead center and geter done.			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entify(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	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
	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 • Any information you feel is incomplete or incorrect.
	ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your
	concerns and recommendations.
	Comments must be received or postmarked by July 24, 2013
$\left(1\right)$	DESCRIBED RELAW RE BREATLY REWCED.
Ŭ	1) TRAVEL TIME ALONG THE 10 MREEWAY FROM 59th AVE
	to WARKS FREEWAY INTERSECTION,
	2) REDUCED TRAVER TIME MEANT LESS GAS COST, IESS ENVIDENMENTAL IMPACT ON OZONE DRUDUCTIM
	- KERS PHAT AFFECTS OUR ENVIRONMENT (XIR WE
	BLEATH & POLLYTON,
	·
	Optional NameEmailEmail
	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
	ADDT & For More Information Federal Highway Administration azdot.gov/SouthMountainFreeway

Code	lssue	Response	
1		Comment noted.	
			ľ

## **B3610** · Comment Response Appendix

Code	Comment Document	Code Is
		1
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE	
	INCOMING CALL INCOMING CALL DATE: TIME: 05/9/13 3:18 PM	
	CALLER: CALLER ADDRESS: ANONYMOUS2	
	PHONE: EMAIL:	
$\frown$	CALLER REMARKS/QUESTIONS:	
$\begin{pmatrix} 1 \end{pmatrix}$	I support the planning and construction of the South Mountain Freeway.	

Code Issue		Response	
1		Comment noted.	



24

cum	ent
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
	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
	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
-	· 4

 $\left(1\right)$ 

2

1	improving I-10 as far as adding additional lanes. I
2	the 202 is going to take a while to merge, but it's
3	bottleneck right there and this is going to make it
4	because people are going to be coming down the 202 t
5	down for morning rush hour and then going home just
6	opposite. It's going to make that area worse.
7	From the 101 to around 35th Avenue is
8	nightmare in the morning, a nightmare, just a parkin
9	lot, a parking lot. And then coming home it's flip
10	flopped. And I don't see them improving the I-10 at
11	least adding one lane on each side. They are not do
12	nothing there.
13	Instead of building this freeway, why
14	don't they just make our freeway wider?
15	That's my comment plain and simple.
16	they are going to add a freeway to a freeway, they m
17	to add extra lanes to the freeway they are adding it
18	Get rid of this bottleneck we have or else it's even
19	going to get worse. It's a bottleneck now. It's go
20	to make it worse. No doubt about it.
21	I mean, the freeway is awesome if it
22	all done at once, and it's not going to be. They wi
23	stop it at Baseline. It's going to make it bad for
24	long time for a lot of people. If it was done all t
25	way to 202 all at one time and then open it, yeah, i

Page 9

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Code	lssue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The proposed connection to substantial improvements (w from the South Mountain Fr main line.
2	Construction	The Arizona Department of methods for the proposed fr build project. This method w project to around 3 to 3.5 ye in a more traditional method (each 1 to 3 miles long) and be under construction for 1 to entire corridor would be 5 to is provided beginning on pag Any particular area of the Pr construction activities beyon

o Interstate 10 (Papago Freeway) would include widening) along Interstate 10 to allow traffic to and Freeway to smoothly enter and exit the Interstate 10

f Transportation is evaluating construction delivery freeway. One concept is to deliver it as a single designwould expedite the construction duration for the entire years. Another concept would be to deliver the project of breaking the 22-mile corridor into nine segments d constructing them in phases. Each segment would to 3 years and the total construction duration for the co 6 years. A discussion of construction implementation age 3-59 of the Final Environmental Impact Statement. Interferred Alternative would not be expected to see and an approximate 2-year period.

ne	ent
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
	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
	back to the history of the loop of the I-10 when it was
9	constructed in 1957 and the right-of-way was put through
10	Gila River. In 1957 it was 11 miles. At that time there
11	was promise of frontage roads, better interchanges. To
12	this date there really hasn't been anything done as far
13	as fulfilling any of those promises. So one thing that I
14	would like to come out of the Loop 202, if it is to come
15	into the community, is that those promises are fulfilled,
16	not only for the Loop 202, but for the I-10 that goes
17	through the community towards Casa Grande and into
18	Tucson.
19	At this time, the landowners there are a
20	small voice, but yet they are not as loud as the
21	opposition in the community. One thing that the State
22	and ADOT has to know on the federal highway is that those
23	people that are against the Loop 202 don't speak for the
24	whole community even though they speak loud.
25	One thing that's been done in the tribe is

Page 10

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## Comment Response Appendix • **B3613**

Response

#### **B3614** • Comment Response Appendix

Code Comm	ent Document
	LOOP 202 South Mountain Freeway Study 2013 Draft Environmental Impact Statement
123	COMMENT FORM         Interview of 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 consider all comments, final conclusions on potential impacts, and ADOT's final recommendations.         When submitting comments, please be as specific as possible and substantiate voro concerns and recommendations.         Comments must be received or postmarked by July 24, 2013.         Submather the submather of the submitting comments, please be as specific as possible and substantiate voro submather of the submather of t
	Optional         Name

Code	lssue	Response
1	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
2	Noise	
3	Purpose and Need	Although the region's freewa conditions in 2035 without t more congested areas and co Environmental Impact Stater Congestion relief resulting fr reductions of delays on arter would result in lower exposu toxics occurring in traffic. On to the No-Action Alternative Environmental Impact Stater

of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

vays are now congested during the peak travel period, the proposed freeway would be substantially worse with congested conditions for longer periods of time (see Final ement pages 1-21 and 1-22).

from the proposed freeway would provide localized erial streets and at interchanges. Reduced travel times sure to elevated concentrations of mobile source air Other benefits of the proposed freeway in comparison we are presented in Table 3-9 on page 3-38 of the Final ement.

(1)

(2)

(3)

1	UNIDENTIFIED SPEAKER: I live in the
2	Lakewood community which I moved into in 1992 for one
3	reason is the fresh water well fed fresh water
4	wells. That's fresh water. Like, that's all we have
5	is the lake. We don't have a golf course. We don't
6	have anything else but that fresh water lake that's
7	literally filled with well water which we own as the
8	owners of Lakewood properties.
9	And they're telling us now that the
10	lake's I mean, the wells will be gone and they
11	said they could come up with an alternative water
12	source, but that's not acceptable. Those are stocked
13	with fish and that's the entire reason you would live
14	in Lakewood. Everything centers around that lake.
15	All of our greenbelts are around the lake. So I'm
16	totally opposed to this freeway for that and for the
17	possible climate.
18	We've got climate warming and everything
19	else and putting concrete all around that entire
20	community the way they want to do it, forget it.
21	They're going to destroy our quality of life. So I'm
22	completely opposed to this, and I really want the
23	wells addressed because we do not want reclaimed
24	water. We don't want we don't want any reclaimed
25	water. We don't want any city water to fill that

Page 10

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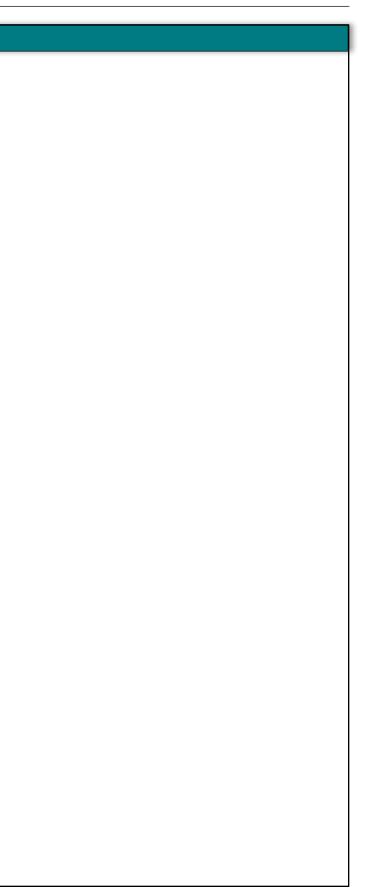
Code	lssue	Response
1	Groundwater	If a well were adversely affect to be abandoned or the wel according to State regulatio Impact Statement page 4-10 law has been regularly implect to effectively mitigate well in region.
2	Air Quality	Climate change is an import has gone through many natural agreement that the earth's of and will continue to do. Hun to this rapid change. Carbon greenhouse gas emissions. Of gases include methane and earth's atmosphere. Becaus continues to climb, our plan related phenomena (see Fin- through 4-86). To date, no h greenhouse gases. Greenhouse gases. Greenhouse evaluated in federal environ localized or regional due to The affected environment for contrast to broad-scale actio or very large geographic are gas emissions' impacts for a presently there is no scientiff changes to a particular tran Environmental Policy Act, d that are significant and mea Administration has conclud and the exceedingly small po freeway (as shown in Final E page 4-85), that greenhouse not result in "reasonably for environment" [40 Code of F
3	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nor for many years (see Draft En 4-21). Where existing reside noise mitigation would be in Transportation policy (see F

cted by construction activities, the well might need Il owner would be compensated by drilling a new well ons/standards. (See the text box on Final Environmental 08.) The well replacement program as outlined by State emented by the Arizona Department of Transportation mpacts associated with its projects throughout the

tant national and global concern. While the earth ural changes in climate in its history, there is general climate is currently changing at an accelerated rate man-caused greenhouse gas emissions contribute n dioxide makes up the largest component of these Other prominent transportation-related Greenhouse nitrous oxide. Greenhouse gases trap heat in the e the atmospheric concentration of greenhouse gases net will likely continue to experience climate changeal Environmental Impact Statement pages 4-85 national standards have been established regarding use gases are different than other air pollutants mental reviews because their impacts are not their rapid dispersion into the global atmosphere. or greenhouse gas emissions is the entire planet. In ions such as those involving an entire industry sector as, it is difficult to isolate and understand greenhouse particular transportation project. Furthermore, fic methodology for attributing specific climatological sportation project's emissions. Under the National etailed environmental analysis should focus on issues iningful to decision making. The Federal Highway ed, based on the nature of greenhouse gas emissions otential greenhouse gas impacts of the proposed Environmental Impact Statement Table 4-37 on gas emissions from the proposed freeway would reseeable significant adverse impacts on the human Federal Regulations § 1502.22(b)].

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

nt Document	
1 lake. We want our well water. Those are our wells	
2 and from what they told us, they can't.	
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Code	Comment D	ocument	Code	lssue	Response
			1		Comment noted.
	To	om: Projects ADOT ibject: FW: Build the South Mountain Freeway ite: Tuesday, May 14, 2013 9:46:07 AM			
	Se To Cc Su	om: ROJcocola@aol.com [mailto:ROJcocola@aol.com] ent: Friday, May 10, 2013 6:57 PM o: Projects :: info@buildthe202.com ubject: Build the South Mountain Freeway LEASE BUILD THE SOUTH MOUNTAIN FREEWAY!			
	Cor per is s atta	nfidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the rson(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus achments.			

le	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.       It is helpful to ADOT to receive comments on: 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.       It is helpful to ADOT to receive comments on: A particular alternative, environmental impact assessment, and/or draft mitigation.         When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.       How the proposed action would affect you.
	Comments must be received or postmarked by July 24, 2013.
	I think that, trathe inner and,
)	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 eyears.
	Optional
	NameEmail
	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
	ADDI' TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)  FOR MORE INFORMATION:

Code	Issue	Response
1		Comment noted.



Code Co	omment Document		Code	lssue
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY INCOMING CALL DATE: 05/9/13			
	CALLER: ANONYMOUS3 PHONE:	CALLER ADDRESS: EMAIL:		
1	<b>CALLER REMARKS/QUESTIO</b> I support the planning and const	<b>NS:</b> ruction of the South Mountain Freeway.		

## Comment Response Appendix • **B3619**

Response

Comment noted.

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## Code Comment Document UNIDENTIFIED SPEAKER: I feel that while $\rightarrow$ 6 7 the study has been -- followed the process, it needs to be completed. It's been 12 years since this study has 8 gone on. I think it's high time they finish it up and 9 (1) 10 develop a road and move on with design. And I'm a 11 proponent of having it on Pecos Road alignment. I'm a 12 proponent of tying it into the 101, Loop 101, instead of 13 59 like Phoenix wants it. 14 I also feel Phoenix, it has been some of 15 the delay because they allowed planning or community (2)16 development along the Ahwatukee area when they could have 17 easily set aside property and right-of-way. So I feel a 18 lot of onus belongs to the City of Phoenix, not ADOT. Other communities have set aside properties as freeways 19 have moved through. I'm talking about the East Valley in 20 21 particular. 22 I'm a proponent of the South Mountain 23 Freeway. I do not feel that air quality is an issue. And Ahwatukee is very -- there are a lot of opponents to 24 Ahwatukee area, vocal, and they bring -- I think because 25 Page 13 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	lssue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Acquisitions and Relocations	While the City has some abil ordinances, the City does no developed. The Arizona Dep large tracts of land along the shortfalls kept the Arizona D the needed land. Developers decision to develop the land built. Citizens were also away freeway despite the same risl responsibilities of the City of Transportation related to dis on page 4-13 of the Draft En

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ility to control development through its zoning ot have the authority to stop private land from being partment of Transportation was able to acquire be Pecos Road alignment in the 1980s, but funding Department of Transportation from acquiring all of s were aware of the potential freeway and made the d based on the risk that the freeway would eventually be are of the potential and chose to buy homes near the sk. Information related to freeway awareness and the of Phoenix, developers, and the Arizona Department of isclosure of the planning for the freeway is presented nvironmental Impact Statement.

3

	Code	lssue	Response

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

Page 14

1 of the social status down there they have a lot of -- a

4 hope they build within the next five, ten years. That's

I don't care how they build it. I just

2 strong voice unfortunately.

5 all I have to say.

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 It is helpful to ADOT to receive comments on: Environmental Impact Statement public comment process. • A particular alternative, environmental impact assessment, and/or draft mitigation. 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 Any information you feel is incomplete or incorrect. ADOT's final recommendation. How the proposed action would affect you. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations. Comments must be received or postmarked by July 24, 2013. THE ESSENSE OF THE CAREWOOD COMMUNITY is OUR FRESHWATER LAKES WHICH ARE FED BY FRESH WATER wells. Lakewood in 1992 because sectavelar environment + the well's fresh water ke - NO RECLAIMED WATER! NOT CITY WATER! o not want my quall (1)water wells. lake water to no Citywater or pechaimed and not want these freep water well impacted Wedo Recidents own these wells do not want a substitute water Vence + we Optional Email Name Address State Zip Citv Fax Phone 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) u.s. Department at Konsportation Federal Highway Administration FOR MORE INFORMATION: ADD1 azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Groundwater	If a well were adversely affect to be abandoned or the well according to State regulation Impact Statement page 4-108 law has been regularly impler to effectively mitigate well im region.

cted by construction activities, the well might need I owner would be compensated by drilling a new well ons/standards. (See the text box on Final Environmental 08.) The well replacement program as outlined by State emented by the Arizona Department of Transportation mpacts associated with its projects throughout the

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\end{array}$ 

1	UNIDENTIFIED SPEAKER: It's simple that
2	it would be a negative impact to everything we do in
3	Ahwatukee in that little, you know, part of Arizona.
4	It would be very, very devastating if everything, all
5	the construction takes place north of Pecos Road or
6	on Pecos Road to the north end of it. It seems like
7	it would be a truck route, it would be bad, it would
8	be noisy and smelly and environmentally bad. It
9	wouldn't make Ahwatukee a better place. And the
10	people who live here and have lived here 20 years
11	would be hurt by it. It's fairly simple.
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Code	lssue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
2	Noise	
3	Air Quality	
4	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft Er 4-21). Where existing reside noise mitigation would be in Transportation policy (see F

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

adjacent to the largely residential areas of Ahwatukee rth), a freeway has been planned in this location Environmental Impact Statement pages 4-16 and lential uses are adjacent to the proposed freeway, implemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

Comment Document		
LOOP 202 South Mon	ay study	2013
Draft Environmen COMMENT FORM	tal Impact Statement	
Environmental Impact Stateme ADOT encourages all interested partie of the Draft EIS. ADOT will consider all will include responses to all comments ADOT's final recommendation.	A public comment process. s to submit written comments on any aspect comments in preparing the Final EIS, which s, final conclusions on potential impacts, and e as specific as possible and substantiate your	s helpful to ADOT to receive comments on: particular alternative, environmental impact sessment, and/or draft mitigation. ny information you feel is incomplete or incorrect. ow the proposed action would affect you.
050, 7	understand en virma	untao impact
side of	construction but n	nost of the
 Senoven	t is desert shrubs prehisto Desert - just dried	- not even true
with a	reasote bushes. ADOT	will do its
Usual	sood gob of trying	to lawn
Impact	to much as poss.	: blr.
Optional		
Name		
	State	Zip
	Fax	
	ostmarked by July 24, 2013. Comments can b to: ADOT Loop 202 South Mountain Freeway Study, 16	
	ral-ald Project No : NH-202-D(ADY)	10

Code	lssue	Response
1		Comment noted.



Code	Comment Document			Code	lssue
-				1	
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY				
	INCOMING CALL	INCOMING CALL			
	DATE: 05/10/13	TIME: 10:16 AM			
	CALLER: ANONYMOUS4	CALLER ADDRESS: 10605 N. MASCAL LANE, FOUNTAIN HILLS, AZ 85268	_		
	PHONE:	EMAIL:	_		
	CALLER REMARKS/QUESTION	IS:			
$\left  \begin{array}{c} 1 \end{array} \right $	Build the South Mountain Freeway	y now.			

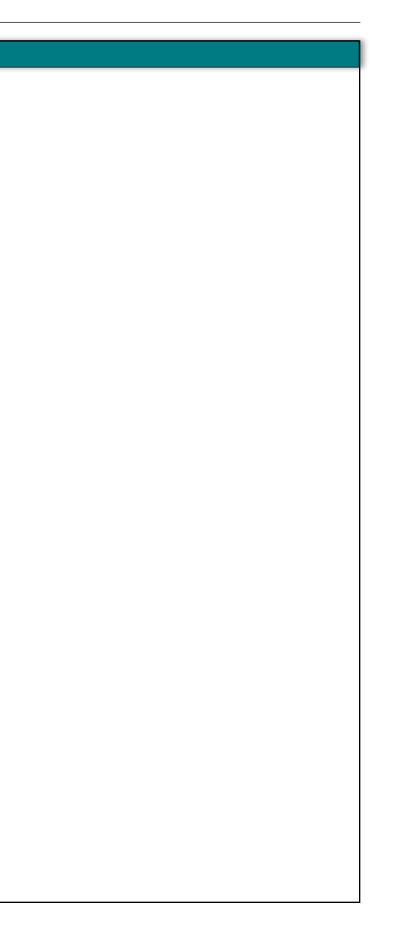
## Comment Response Appendix • **B3625**

Response

Comment noted.

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1

	1	of the social status down there they have a lot of a		
	1	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.		
$\rightarrow$	6	UNIDENTIFIED SPEAKER: Maricopa County has		
Í	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		
	5	Page 14 river and Nix Court Reporters - (602) 266-6525		



Code	lssue	Response
1		Comment noted.

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

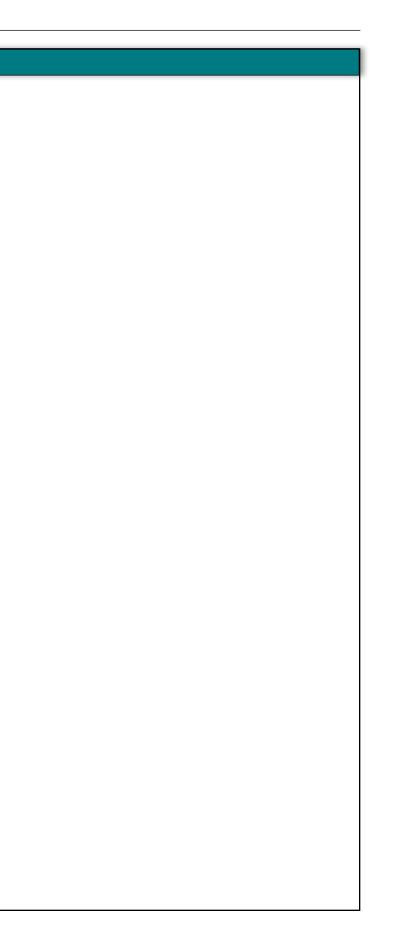
Page 15

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

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Code	lssue	Response



	Code	lssue	Response

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

Page 17

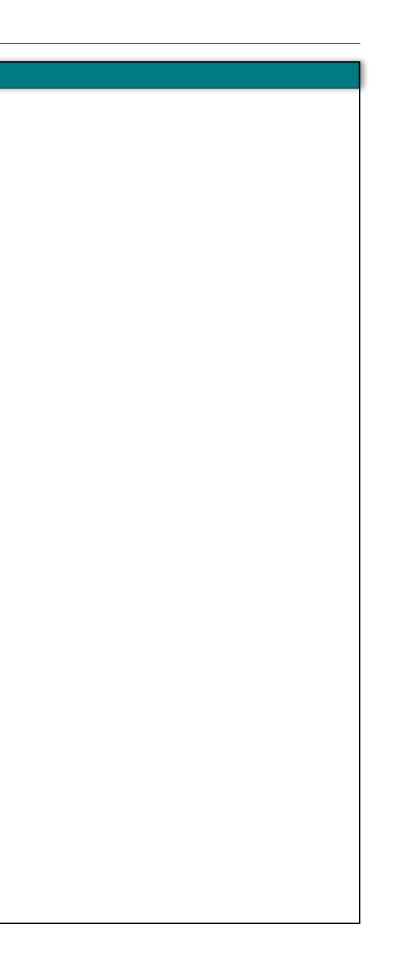
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1	It's still their land. The right-of-way that I-10 is on
2	where the highway is built still belongs to the GRIC, so
3	they have they have took dead aim at their foot and
4	shot it, just about shot it off. I'm sorry.
5	In fact, my great, great grandmother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

Code Issue

Response

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Code	Issue
Coue	issue

Response

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

Page 19

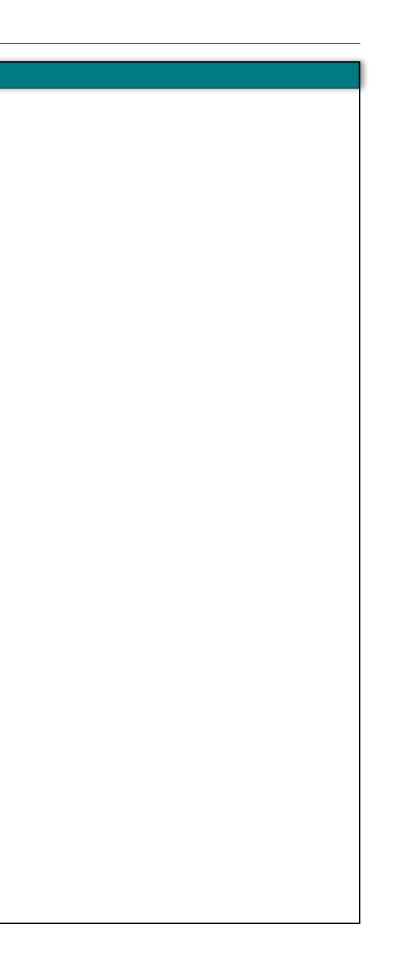
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1	of it, but nobody thought of it.	
2	All of the east/west highways, interstate	
3	highways end in a zero, I-40, I-10, I-20, I-50, I-60.	
4	All of the north/south ones end in usually a five, but	
5	they don't have to be a five. All of the diagonals are	
6	three numbers that usually end in either a five or zero.	
7	Look at the map sometime. You'll see what I'm talking	
8	about.	
9	Where did the idea come from?	
10	Well, when Eisenhower was in Germany in	
11	World War II Hitler had built these highways to move	
12	troops, materials, and whatnot. Eisenhower brought this	
13	idea back to the U.S. and did the same thing. The	
14	original reason for building the interstate system was to	
15	be able we were still in the cold war was to be	
16	able to move men and material. All the design	
17	specifications for bridges were to hold up tanks, not	
18	haul a truckload of furniture, but haul up these big low	
19	boys that had tanks on the back of them so when they	
20	drove across it the bridge wouldn't fall in.	
21	Well, there's your history lesson. Thank	
22	you.	
23	MR. MORALES: I'll keep it short. I'm	
24	concerned about the archeological sites. South Mountain	
25	is our most sacred of all sacred mountains. Elder	

Code Issue

Response

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Code	Comment Document
	LOOP 202 South Mountain Freeway Study 2013
	Draft Environmental Impact Statement
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>It is helpful to ADOT to receive comments on: A particular alternative, environmental impact assessment, and/or draft mitigation.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul>
	Comments must be received or postmarked by July 24, 2013.
	NO ACTION NO ACTION
1	We do not wast our fresh water Wells imparted !!! ( Sa Lapenlood )
	As a Lakwood homewood (Please protection fresh water wills )
	Optional NameEmailEmail
	Address  City Zip
	City         0000         1           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
	ADDT & FOR MORE INFORMATION: rederal Highway azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Groundwater	If a well were adversely affect to be abandoned or the well of according to State regulation Impact Statement page 4-108 law has been regularly implen to effectively mitigate well im region.

cted by construction activities, the well might need Il owner would be compensated by drilling a new well ons/standards. (See the text box on Final Environmental 08.) The well replacement program as outlined by State emented by the Arizona Department of Transportation mpacts associated with its projects throughout the

 $\left(1\right)\left(2\right)$ 

3

2

1	UNIDENTIFIED SPEAKER: You know what's	
2	sad about Arizona, put the put the freeways in	
3	first and give us a chance to say whether we want to	
4	live near something. Don't take our quality in 20	
5	years and then put something like that on top of us	
6	and say tough luck now. You know, you don't devalue	
7	someone's property.	
8	Put the freeways around. If people want	
9	to choose to live by them afterwards, then build it	
10	around stuff, but don't add stuff later that destroys	
11	quality of life, right? That's what they're doing.	
12	That's absolutely appalling and that's what they've	
13	done.	
14	I've been here 35 years and they do it	
15	everywhere and enough is enough. They've done it to	
16	other communities. They've destroyed other	
17	communities. We don't want it, so	
18		
19		
20		
21		
22		
23		
24		
25		

Code	lssue	Response
1	Social Conditions	While the City has some abil ordinances, the City does not developed. The Arizona Dep large tracts of land along the shortfalls kept the Arizona D the needed land. Developers decision to develop the land built. Citizens were also awa freeway despite the same ris responsibilities of the City of Transportation related to dis on page 4-13 of the Draft En
2	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft En 4-21). Where existing resider noise mitigation would be in Transportation policy (see F
3	Acquisitions and Relocations	A review of the literature rev relationship between the tra values. A recent study by the that freeway facilities did no areas adjacent to the facility freeway that may influence s researchers generally conclu- reduced, the less it would de

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ility to control development through its zoning ot have the authority to stop private land from being partment of Transportation was able to acquire e Pecos Road alignment in the 1980s, but funding Department of Transportation from acquiring all of s were aware of the potential freeway and made the d based on the risk that the freeway would eventually be are of the potential and chose to buy homes near the sk. Information related to freeway awareness and the of Phoenix, developers, and the Arizona Department of isclosure of the planning for the freeway is presented nvironmental Impact Statement.

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

veals few detailed and comprehensive analyses of the ansportation infrastructure and residential property e California Department of Transportation concluded ot substantially affect sales prices in residential y. The study concluded that it is the visibility of the selling price and not distance or noise. As a result, the ided that the more the visibility of a new freeway is etermine the sales price of homes sold in the area.

Code	Comment Document	Code Issue Response
		1 Comment noted.
	From:       Projects         To:       ADOT         Subject:       FW: Build 202.         Date:       Friday, May 17, 2013 8:50:19 AM	
1	From: Ic5w [mailto:Ic5w@yahoo.com] Sent: Friday, May 17, 2013 4:30 AM To: Projects Subject: Build 202.	
	Sent from my Samsung Epic™ 4G Touch Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distributior is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.	ution
	attachments.	

# **B3636** · Comment Response Appendix

Code	Comment Document
	LOOP 202 South Mountain Freeway Study 2013
	Draft Environmental Impact Statement
	Thank you for participating in the South Mountain Freeway Draft         Environmental Impact Statement public comment process.         ADOT encourages all interested parties to submit written comments on any aspect         of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which         will include responses to all comments, final conclusions on potential impacts, and         ADOT's final recommendation.         When submitting comments, please be as specific as possible and substantiate your         concerns and recommendations.
1	comments must be received or postmarked by July 24, 2013. This proposed action will allow me to travel to my family easier. Also, this alighment will pring more jobs to the area. Better access to the south Mountain recreation areas
	Optional NameEmail
	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

Code	lssue	Response
1		Comment noted.



Code C	omment Document		Code Issu
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWA		
	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 5:02 PM	
	CALLER: ANONYMOUS	CALLER ADDRESS:	
	PHONE:	EMAIL:	
	CALLER REMARKS/QUESTIC		
	I am very much in favor of the	reeway.	

# Comment Response Appendix • **B3637**

Response

Comment noted.

#### **B3638** • Comment Response Appendix

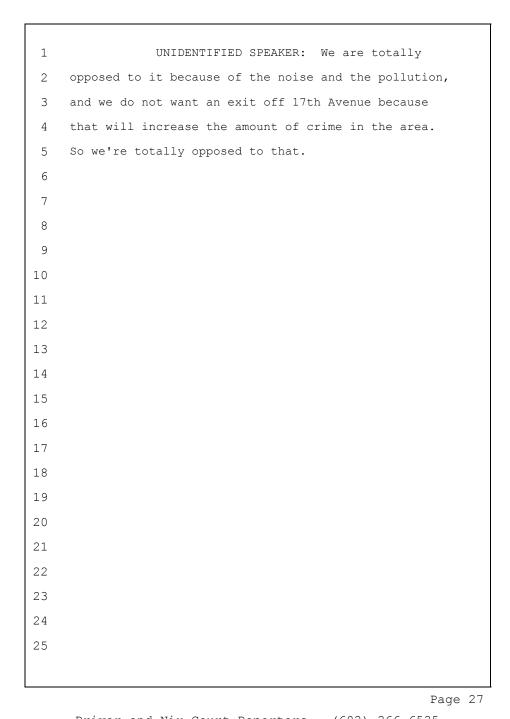
Code Co	mment Document
	South Mountain
	Draft Environmental Impact Statement COMMENT FORM
	Ahwatukee Public Forum Meeting 6/18/13 4:00 PM to 7:00 PM
	<u>NO ACTION</u> ! LAKEWOOD OWNS WELLS!
1	I am <u>very</u> concerned how it is going to affect Lakewood and the Lake. The wells were on the books before the Freeway. Also, I am concerned about the water to the Lake at Miralago where my brother owns.
23	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. 36 <sup>th</sup> Street Phoenix, AZ 85048 480-239-7589 gerithompson@gtcallhome.com

Code	lssue	Response
1	Groundwater	If a well were adversely affect to be abandoned or the well according to State regulation Impact Statement page 4-100 law has been regularly implet to effectively mitigate well im region.
2	Economics, Socioeconomics	A review of the literature reverse relationship between the transvalues (Transportation Resea Board, No. 2174, Transporta Washington, D.C., 2010, pp. Case Study of the Superstitic California Department of Trasubstantially affect sales price study concluded that it is the price and not distance or not that the more the visibility of the sales price of homes sold
3	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its ex between crime rates and free sidebar on page 4-21.

cted by construction activities, the well might need Il owner would be compensated by drilling a new well ons/standards. (See the text box on Final Environmental 08.) The well replacement program as outlined by State emented by the Arizona Department of Transportation mpacts associated with its projects throughout the

veals few detailed and comprehensive analyses of the ansportation infrastructure and residential property earch Record: Journal of the Transportation Research sation Research Board of the National Academies, b. 138–47; "Impact of Highways on Property Values: ion Freeway Corridor"). A recent study by the ransportation concluded that freeway facilities did not ices in residential areas adjacent to the facility. The ne visibility of the freeway that may influence selling bise. As a result, the researchers generally concluded of a new freeway is reduced, the less it would determine d in the area.

olice Department reported in 2005 that it did not to crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement



Code	lssue	Response
1	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
2	Air Quality	
3	Design	The locations of the planned with the City of Phoenix. Th on the adjacent community region's transportation syst
4	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its e between crime rates and fre sidebar on page 4-21.

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ed traffic interchanges were determined in coordination he current plan balances the need to minimize impacts y with the need to provide acceptable access to the tem.

Police Department reported in 2005 that it did not to crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation reeways. See Final Environmental Impact Statement

	Comment Document
_	
	LOOP 202 South Mountain Freeway Study 2013
	Draft Environmental Impact Statement COMMENT FORM
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> </ul>
	Comments must be received or postmarked by July 24, 2013. <u>Completion of the loop</u> 202 yearlal more the economy and high may travel
	throughout the valley drastically. It should be completed as soon as possible, as the project will only be more costly as more the 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 Mauri
	which the native tribes had the opportunity to prevent. Please move forward with construction.
	Optional NameEmailEmail
	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 8500
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)
	U.S. Department of Konsportation FOR MORE INFORMAT

Code	lssue	Response
1		Comment noted.



Code Co	omment Document	1	Code	lssue
			1	
	From:       Projects         To:       ADOT         Subject:       FW: Build the South Mountain Freeway         Date:       Tuesday, May 14, 2013 9:38:11 AM			
	From: fpixley [mailto:fpixley@yahoo.com] Sent: Sunday, May 12, 2013 3:34 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway			
1	Please build the 202!			
	From my Android phone on T-Mobile. The first nationwide 4G network.			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			

# Comment Response Appendix • **B3641**

Response

Comment noted.

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Mine of the response to all connects, final conclusions on potential important         More than the recommendation.           Any information you feel is incomplete or incorrect.             More of the comments, please be as specific as possible and substantiate your         concerns and recomments, please be as specific as possible and substantiate your           Any information you feel is incomplete or incorrect.             More of the comments, please be as specific as possible and substantiate your           Any information you feel is incomplete or incorrect.             More of the comments, please be as specific as possible and substantiate your           Any information you feel is incomplete or incorrect.             More of the comments, please be as specific as possible and substantiate your           Any information you feel is incomplete or incorrect.             More of the comments, please be as specific as possible and substantiate your           Hour the proposed action would affect your.             More of the comments, please be as specific as possible and substantiate your           Hour the proposed action would affect your.             More of the comments must be received or postmarked by July 24, 2013.           Finall             More of the connection of the 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	ADOT encourages all interested parties to submit written comments on any aspect	
When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.       I low the proposed action would affect you.         Comments must be received or postmarked by July 24, 2013	will include responses to all comments, final conclusions on potential impacts, and	
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Optional         Name       Email         Address       Zip         City       State       Zip         Phone       Fax       Zip         Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007         ADOT TRACS No: 2021. MA 054 H5764 011. • Federal-aid Project No: NH-202-D(ADY)       EOD MODE INFORMATION		ney juby and opportunity for
Name       Email         Address	those that may to the area.	<i>"""</i>
Name       Email         Address		
Address	Optional	
City		
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)		
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ADOT TRACS No.: 202L MA 054 H5764 02L • Federal-aid Project No.: NH-202-D(ADY)		
	to, projects@azuot.gov or manea to; Abor Loop 202 south Mountain Freeway Study, .	1000 W. Jackson Street, WD 1207, Phoenix, AZ 8500/
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)	13
man	LS. Department of fromportation Federal Highway	FOR MORE INFORMATIO

Code	lssue	Response
1		Comment noted.



Code	Comment Document		Code	Issue
			1	
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWA			
	INCOMING CALL DATE:	INCOMING CALL TIME:		
	05/13/13	12:14 PM		
	CALLER:	CALLER ADDRESS:		
	ANONYMOUS6	TEMPE, AZ		
	PHONE	ΕΜΔΙΙ ·		

# CALLER REMARKS/QUESTIONS:

 $\left(1\right)$ 

I want this freeway to get built. Get 'er done.

# Code Issue Response 1 Comment noted.

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

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

Code	lssue	Response
1	Public Involvement	This study, which began in July 2 process, community members he ask questions, express opinions,
		The Draft Environmental Impa duration that federal regulations Phoenix Convention Center from up to 3 minutes in front of a pro limit to a court reporter. Comme
		At any time during the 90-day per project Web site, and by mail. Si and in close proximity to the Stu

2001, is expected to be completed in 2014. During the study have had and will continue to have various opportunities to s, and provide comments about the proposed action.

pact Statement had a 90-day comment period—twice the ons require. A public hearing was held on May 21, 2013, at the om 10 a.m. to 8 p.m. where individuals provided comments for roject team panel or provided comments with no specific time ment forms were available for written comment.

period, comments could be made using e-mail, phone, the Six additional community forums were held at locations within tudy Area.

Code	Comment Document
Code 1 1 2 3 4 5 6 7 8 9	2013 South Mountain Freeway Study Draft Environmental Impact Statement COMMENT FORM Additional Comments: 
	ADOT TRACS No.: 2021 MA 054 H5764 011 • Federal-aid Project No.: NH-202-D(ADY) 15/16 FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of identified several issues and o Responses to these issues can <i>Public Comments</i> beginning on
2	Neighborhoods/ Communities	While the E1 Alternative is ac Foothills Village (to the north for many years (see Draft Env 4-21). Where existing residen noise mitigation would be im Transportation policy (see Fi
3	Alternatives	The project team analyzed th freeway option. The analysis increase the cost of construct residences, create the need for still need the installation of n result in substantially greater was eliminated from further pages 3-15 and 3-18).
4	Noise	Although depressing the free still be needed to further red Transportation noise policy. walls or belowground with sh be nearly the same at nearby depressed freeway would be acquisition of additional righ
5	Health Effects	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on
6	Neighborhoods/ Communities	Prospective home buyers and conceived, according to State facility. (Sellers are obligated material facts about a prope
7	Alternatives, Gila River Indian Community Alignment	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on
8	Alternatives, E1 Alternative	
9	Purpose and Need, Truck Bypass	

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

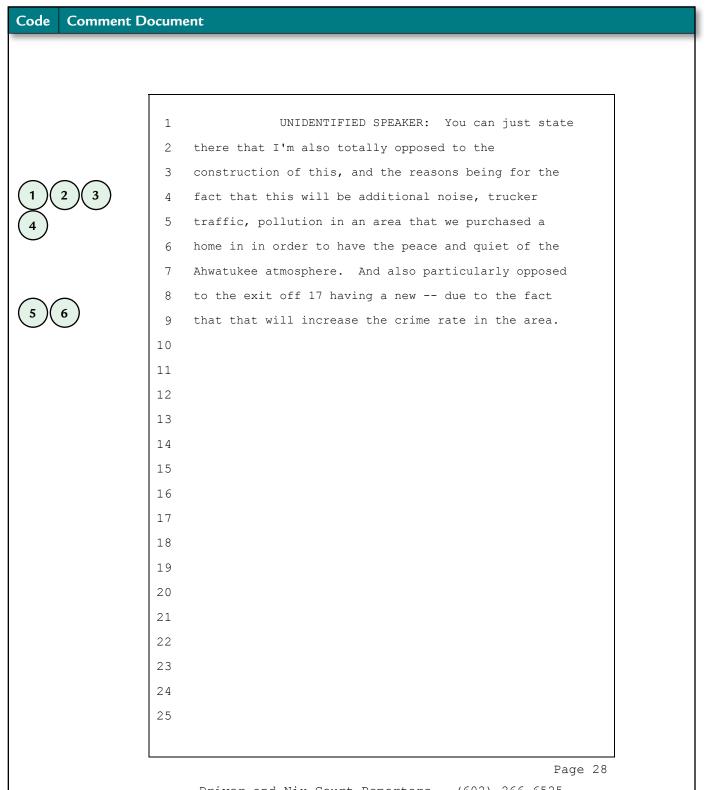
the belowground option, also called the depressed s indicated that depressing the freeway would ction and right-of-way acquisition, displace additional for additional pump stations and detention basins, and noise barriers. Because the belowground option would er costs and residential displacements, this option r study (see Draft Environmental Impact Statement

eway would reduce noise levels, noise walls would duce noise to meet the Arizona Department of . Whether the freeway is built aboveground with tall shorter walls, the final mitigated noise levels would y residences. The major disadvantage of building a e the increased construction cost and the possible .ht-of-way for pump stations and retention basins.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

nd members of the church built after the freeway was te law, should have been informed of the proposed d by Arizona common law to disclose all known erty to the buyer.)

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.



Code	lssue	Response
1	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Purpose and Need, Truck Bypass	
3	Air Quality	
4	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft En 4-21). Where existing resider noise mitigation would be in Transportation policy (see F
5	Design	The locations of the planned with the City of Phoenix. The on the adjacent community region's transportation syste
6	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its e between crime rates and free sidebar on page 4-21.

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

d traffic interchanges were determined in coordination ne current plan balances the need to minimize impacts with the need to provide acceptable access to the tem.

olice Department reported in 2005 that it did not to crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

	LOOP 202 South Mounta Freeway St	<b>in</b> udy	2013
	Draft Environmental Im	pact Statement	
	Thank you for participating in the South Environmental Impact Statement public ADOT encourages all interested parties to submit of the Draft EIS. ADOT will consider all comments will include responses to all comments, final cond ADOT's final recommendation. When submitting comments, please be as specific concerns and recommendations.	comment process. written comments on any aspect in preparing the Final EIS, which clusions on potential impacts, and	<ul> <li>It is helpful to ADOT to receive comments on:</li> <li>A particular alternative, environmental impact assessment, and/or draft mitigation.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul>
	Comments must be received or postmarke	ed by July 24, 2013.	
1)2/3	<u>Famin opposition</u> reasons, Among them Noise:	are noise, crim	re and more Pollution.
	People move out t one of them is to a and freeways. This is ('rime's	othis area for jet away from will end with	all is that
_	With the build be much more acces		Freeway, neighborhoods wi
	<u>Crime</u> Pollytion <sup>3</sup>	s opening up no	eighborhoods to increased
3	Eight to ten la but add more pe		ways will do nothing he metro area,
	Optional Name	Email	
	Address		
	City	State	Zip
	Phone	Fax	
	Comments must be received or postmarke to: projects@azdot.gov or mailed to: ADOT	ed by July 24, 2013. Comments Loop 202 South Mountain Freeway S	can be deposited at today's meeting, emailed tudy, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Projec	t No.: NH-202-D(ADY)	13-15
	Annt O.S. Department of Tarris		FOR MORE INFORMATION azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its en between crime rates and free sidebar on page 4-21.
3	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
4	Design	The locations of the planned with the City of Phoenix. The on the adjacent community region's transportation syste

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

olice Department reported in 2005 that it did not to crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

d traffic interchanges were determined in coordination ne current plan balances the need to minimize impacts with the need to provide acceptable access to the tem.

#### **B3648** • Comment Response Appendix

Code Comment Document LOOP 202 South Mountain Freeway Study 2013 Draft Environmental Impact Statement COMMENT FORM Additional Comments: which already has a high leve of pollution. Alse areas Finally, why can we no 5 of interstates rity PIDDIG 5 you plan on putting one thou DIDP reek Thru Desert Mounta cutting rottsdele? ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) FOR MORE INFORMATION: Rederal Highway Administration ADOT azdot.gov/SouthMountainFreeway

Code	lssue	Response
5	Alternatives	The proposed Loop 202 South Maricopa Association of Gove since it was first included in fu It was also part of the <i>Regiona</i> County voters in 2004 throug build a freeway through Cave

uth Mountain Freeway has been a critical part of the overnments' Regional Freeway and Highway System funding approved by Maricopa County voters in 1985. *nal Transportation Plan* funding passed by Maricopa ugh Proposition 400. There are no current plans to ve Creek or Desert Mountain.

Code C	Comment Document	Code	lssue	Response
		1	Alternatives, Gila River Indian Community Alignment	The Arizona Departme identified several issue Responses to these iss <i>Public Comments</i> beginn
	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			
1	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			
	is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			

# Comment Response Appendix • **B3649**

nent of Transportation and Federal Highway Administration es and concerns that were frequently noted by commenters. isues can be found in the *Responses to Frequently Submitted* ming on page B733 of this appendix.

ode	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.	It is helpful to ADOT to receive comments on:
	ADOT encourages all interested parties to submit written comments on any aspect	<ul> <li>A particular alternative, environmental impact assessment, and/or draft mitigation.</li> </ul>
	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 populations of the second se	Any information you feel is incomplete or incorrect.
_	ADOT's final recommendation. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.	How the proposed action would affect you.
i)	Comments must be received or postmarked by July 24, 2013. <u>Built</u>	D MORE ROADS
-		
	· · · · · · · · · · · · · · · · · · ·	
	Optional	
	NameEmail	
	Address	
	City State	
	Phone Fax	
	Comments must be received or postmarked by July 24, 2013. Comments to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway S	
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)	13.150
	ADDT Quis.Deportment of Nonspototon Federal Highway Administration	FOR MORE INFORMATION:

Code	lssue	Response
1		Comment noted.



Code         Issue         Respon	sponse
South Mountain Freeway Study 2013 Draft Environmental Impact Statement COMMENT FORM	
South Mountain Freeway Study 2013 Draft Environmental Impact Statement COMMENT FORM	
Draft Environmental Impact Statement COMMENT FORM	
COMMENT FORM	
Additional Comments:       Build       More       Roads, Ylogress is good	
ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150	
FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway	

# **B3652** · Comment Response Appendix

Code	Comment Document	
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION	N LINE
	INCOMING CALL DATE:	INCOMING CALL TIME:
	05/13/13	1:44 PM
	CALLER: ANONYMOUS7	CALLER ADDRESS:
	PHONE:	EMAIL:
	CALLER REMARKS/QUESTIONS:	
	I think the South Mountain Freeway is a great idea	a. This freeway would assist drivers going to the west
$\underbrace{1}{}$	side of town. I think it would be a great asset.	
-		

Code	lssue	Response
1		Comment noted.



	back on the I-10 and 51st Avenue, and that would relieve
2	a lot of the truck traffic and accidents and other
3	things.
4	The other thing would be just that would
	also help pollution and air quality and cars idling and
6	trucks idling. And so all of those benefits, I think,
7	would be beneficial to building the freeway on that. And
	also HOV lanes and stuff would be included on the South
9	Mountain Loop, so that's probably the main reasons why I
10	support it.
11	* * *
12	MS. HERRING: Patrice Herring. And I
13	definitely want a yes vote on the 202 for the W-59 link
14	because I am a Laveen resident. I bought a house in
15	Laveen because I was promised that this freeway was
16	coming through. We have horrible traffic in our area.
17	We have problems with the river when it gets flooded,
18	getting over the river. Sometimes we're stuck where we
19	can't even cross over to the other side of the city.
20	This will reduce pollution, as well, and bring much
21	needed businesses to the Laveen area, and link us to
22	other areas of the city. We definitely need the Loop 202
23	freeway and we need the W-59 route. Thank you.
24	* * *
	UNIDENTIFIED SPEAKER: I really want you to

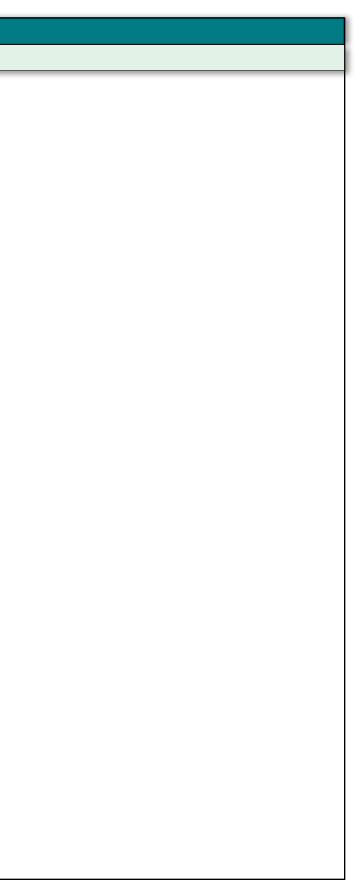
Code Issue Response	

# Code Comment Document 1 build it as soon as you can. We need access to -- like a (1)2 hospital, I know they're building a hospital, and I want 3 to have a hospital close by. When it floods 67th and 4 91st, kind of out in the middle of nowhere, and it takes 5 a long time. We have to go all the way to 51st from 6 74th Avenue. 7 And my parents live in Apache Junction and 8 it takes us a long time to get from 74th to the 10, just 9 to get on the 60. And there's a lot of traffic lights 10 and they keep putting in more traffic lights and there's 11 more traffic and it's overwhelming. 12 And the closest mall is probably ten miles, 13 so that means more driving. I guess in order for us to 14 get a hospital in our area, they need more access --15 people that can access it. And the only way to do that 16 is to build this highway. It would just make things so 17 much easier. 18 I know I had -- one morning I had to take my husband to the hospital. He had a kidney stone and we 19 20 had to go way across the north just to get to the 21 hospital. It would be so much nicer to have one closer 22 for emergencies. I mean, if it does flood on 67th and 23 91st, that means it would be taking longer time, if there 24 was an emergency, for emergency vehicles to come to where 25 we're at. We're just secluded over there in a corner,

CodeIssueResponse1Comment noted.

Page 6

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2

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

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Code Comment Document LOOP 202 South Mountain 2013 Freeway Study **Draft Environmental Impact Statement** COMMENT FORM Thank you for participating in the South Mountain Freeway Draft It is helpful to ADOT to receive comments on: Environmental Impact Statement public comment process. A particular alternative, environmental impact ADOT encourages all interested parties to submit written comments on any aspect assessment, and/or draft mitigation. 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 Any information you feel is incomplete or incorrect. ADOT's final recommendation. How the proposed action would affect you. When submitting comments, please be as specific as possible and substantiate your concerns and recommendations. Comments must be received or postmarked by July 24, 2013. on the no 30 (1)VEARS no mone IDhu hAVE DI 10Arto monu 115 SOR Of DANN (2)# # aAn NOUT SAND 120116 tici te WF Name Addres State Citv Fax Phone Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007 ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) FOR MORE INFORMATION: U.S. Department of liansportation Federal Highway <u>ado</u> azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Alternatives, Gila River Indian Community Alternative	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on
2	Social Conditions	While the City has some abili ordinances, the City does not developed. The Arizona Depa large tracts of land along the shortfalls kept the Arizona D the needed land. Developers decision to develop the land I built. Citizens were also awar freeway despite the same risk responsibilities of the City of Transportation related to dis on page 4-13 of the Draft Env

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ility to control development through its zoning ot have the authority to stop private land from being partment of Transportation was able to acquire be Pecos Road alignment in the 1980s, but funding Department of Transportation from acquiring all of s were aware of the potential freeway and made the d based on the risk that the freeway would eventually be are of the potential and chose to buy homes near the sk. Information related to freeway awareness and the of Phoenix, developers, and the Arizona Department of isclosure of the planning for the freeway is presented nvironmental Impact Statement.

 $\begin{pmatrix} 1 \end{pmatrix}$ 

4

(5)

(2)

	1	UNIDENTIFIED SPEAKER: We're really against the
$\sim$	2	freeway, and hope that they do not go through with it, and that
(3)	3	it's going to cause a lot of pollution, noise, and aggravation
Ŭ	4	for our community. And there will be too many homes that are
	5	lost.
	6	So I don't know if I'm saying too much too fast?
	7	COURT REPORTER: No, you're fine.
	8	UNIDENTIFIED SPEAKER: But we're going to have
	9	to We'd rather that they even bought out our home. It's
	10	going to be too difficult for us to even stay there, probably,
	11	because we're too close to the wall and we can't we can't
		I don't think that we're going to be able to take all the noise
	12	
	13	and everything. So I'm hoping that they do something else.
	14	Okay?
	15	I know they're still going to build it.
	16	
	17	
	18	
	19	
	20	
	21	
	22	
	23	
	24	
	25	
		Page 5

Code	lssue	Response
1	Air Quality	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on
2	Noise	
3	Neighborhoods/ Communities	While the E1 Alternative is adj Foothills Village (to the north) years (see Draft Environmenta existing residential uses are ac be implemented according to Environmental Impact Statem
4	Neighborhoods/ Communities	Prospective home buyers and conceived, according to State facility. (Sellers are obligated b facts about a property to the
5	Acquisitions and Relocations	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on
		Agencies may acquire only the project right-of-way limits (see

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

djacent to the largely residential areas of Ahwatukee h), a freeway has been planned in this location for many tal Impact Statement pages 4-16 and 4-21). Where adjacent to the proposed freeway, noise mitigation would o Arizona Department of Transportation policy (see Final ment page 4-91).

d members of the church built after the freeway was e law, should have been informed of the proposed l by Arizona common law to disclose all known material e buyer.)

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

nose properties located entirely or partly within the ee Draft Environmental Impact Statement page 4-45).

ode Co	mment Document	
	Estudio de la Autopista <b>South Mountain</b> LOOP 202	2013
	<b>Reporte Del Impacto Ambiental</b> FORMULARIO DE COMENTARIOS	
	Gracias por participar en el proceso de recopilación de comentarios sobre el Reporte del Impacto Ambiental o proyecto de la autopista South Mountain. ADOT alienta a todos los interesados, a presentar sus comentarios po cualquier aspecto del Reporte del Impacto Ambiental. ADOT consider los comentarios en la preparación final de este reporte e incluirá las a todos los comentarios, conclusiones finales sobre impactos potencia recomendación final de ADOT.	<ul> <li>Alguna alternativa en particular, cúal sería su impacto ambiental y las medidas propuestas para reducir dicho impacto.</li> <li>Cualquier información que usted sienta que está</li> </ul>
	Los comentarios deben ser recibidos o tener el sello postal We moved to the Ahwatukee a and high quality of life. All of of an 8-10 lane interstate free to look south and see the be the Gila River Community. We The structure of South Mountain We live in one of the few areas hear a freeway or major artenal of cars, trucks, and semis will be increased air pollution in an alrea compromise health. Our area which see an increase with easy access Interstate with its many on and at these areas.	rea because of its beauty, quiet, this is threatened by the building way. We will no longer be able auty of the open clesert land of will instead see vehicles and concrete. Will be cut through by the freeway. of metro Phoenix where you cannot . If this highway is built, the sound e constantly heard. There will be dy polluted area. This will further b has relatively low crime will probably to neighborhoods provided by the l off ramps and associated development
	Opcional Nombre	Correo Electrónico
	Dirección	Estado Código Postal
		Fax
	Los comentarios deben ser recibidos o tener el sello postal ser depositados en la reunión de hoy, enviados por correo e ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jac	con fecha límite de Julio 24,2013. Los comentarios pueden electrónico a projects@azdot.gov o por correo regular a :
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)	13-150
	ADOT OF Federal Highway Administration	PARA MÁS INFORMACÓN: azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Visual Resources	Because Pecos Road is alrea the same location as the pro phenomena they do not alre page 4-169). The proposed more vehicles, but what par substantively different from in the Final Environmental I avoid, reduce, or mitigate ar and large shrubs that would would help in visually sensit
2	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues c <i>Public Comments</i> beginning o
3	Noise	
4	Noise	The Maricopa Association o approximately 10 percent tr (see Final Environmental Im to current conditions on Into U.S. Route 60. Noise model this forecast truck traffic, w trucks in the future (see Fina mitigation is designed for th
5	Air Quality	The Arizona Department of identified several issues and Responses to these issues c <i>Public Comments</i> beginning o
6	Health Effects	
7	Neighborhoods/ Communities	While the City of Phoenix Po any statistics specific to crim that, based on its experience crime rates and freeways. Se page 4-21.
8	Design	The locations of the planned with the City of Phoenix. The the adjacent community wit transportation system.

ady a four-lane arterial street and is in approximately oposed E1 Alternative, viewers would not be seeing any eady see (see Final Environmental Impact Statement freeway would have eight lanes of traffic and carry ik users and residents would see would not be what they already see along Pecos Road. Page 4-170 mpact Statement lists measures that should help to esthetic impacts. Larger saguaro cacti, mature trees, I likely survive the transplanting and sitting-in period ive or critical roadway areas.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

of Governments regional travel demand model forecasts uck traffic on the South Mountain Freeway in 2035 pact Statement page 3-64). This percentage is similar erstate 10 between Loop 101 and Interstate 17 and on ing for the Draft Environmental Impact Statement used ith the model accounting for greater noise generation by al Environmental Impact Statement page 4-88). Noise is predicted noise level, including the noise from trucks.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

blice Department reported in 2005 that it did not have ne adjacent to freeways, the Police Department did note e, there does not appear to be a correlation between he Final Environmental Impact Statement sidebar on

I traffic interchanges were determined in coordination e current plan balances the need to minimize impacts on h the need to provide acceptable access to the region's

Code	Comment Document
	Estudio de la Autopista
	South Mountain LOOP 202 2013
	Reporte Del Impacto Ambiental
	FORMULARIO DE COMENTARIOS
	Comentarios Adicionales:
9	The above problems happen every time a freeway is built. It completely changes the neighborhoods it is built through and hear. A complex, expensive study did not have to be done, book
	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 the building
	of the freeway in this area.
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150
	PARA MÁS INFORMACÓN:
	Administration azdot.gov/SouthMountainFreeway

Code	lssue	Response
9	Neighborhoods/ Communities	While the E1 Alternative is ad Foothills Village (to the north years (see Draft Environment existing residential uses are ad would be implemented accord (see Final Environmental Imp

adjacent to the largely residential areas of Ahwatukee ch), a freeway has been planned in this location for many ntal Impact Statement pages 4-16 and 4-21). Where adjacent to the proposed freeway, noise mitigation ording to Arizona Department of Transportation policy pact Statement page 4-91).

# **B3660** · Comment Response Appendix

Code	Comment Document		Code	lssue	Response
		·	1		Comment n
	From:       Projects         To:       ADOT         Subject:       FW: 202         Date:       Monday, May 20, 2013 8:44:43 AM				
1	From: reo58@aol.com [mailto:reo58@aol.com] Sent: Friday, May 17, 2013 5:38 PM To: Projects Subject: 202 Please build the South Mountain 202 Loop. Thanks.				
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.				

oted.



Code	Comment Document
	South Mountain Freeway Study 2013
	Draft Environmental Impact Statement COMMENT FORM
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>Comments must be received or postmarked by July 24, 2013. <u>This will help taffic a Im</u></li> </ul>
1)	all for more roads.
	Optional
	NameEmailEmail
	Address
	City State Zip
	Phone Fax Fax Fax 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) E5-59
	ADDT Crederal Highway Administration azdot.gov/SouthMountainFreeway

Code	lssue	Response
1		Comment noted.

# **B3662** · Comment Response Appendix

Code	Comment Document		Code	lssue	R
		-	1		C
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE				
	INCOMING CALL INCOMING CALL DATE: TIME: 05/13/13 2:07 PM				
	CALLER: CALLER ADDRESS: ANONYMOUS8 8328 S. 48 <sup>TH</sup> DRIVE, LAVEEN, AZ 85339 PHONE: EMAIL:				
	CALLER REMARKS/QUESTIONS: I support the construction of the South Mountain Freeway.				
	I support the construction of the South Mountain Freeway.				

# esponse omment noted.



1

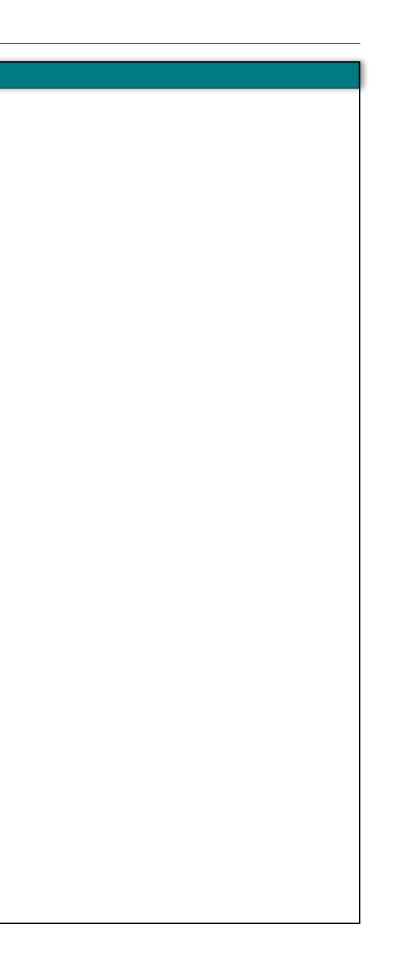
-	
1	with no access.
2	I guess that's pretty much it. We're in
3	Laveen Meadows. It's just west of 67th and, well, it's
4	just south of Baseline. I know I was talking to someone
5	here that said that they this has come up before, and
6	they still haven't gotten anywhere. And we really want
7	to see it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

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Code	lssue	Response	
1		Comment noted.	

Jean	ent	Code	Issue	Respor
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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	LOOP 202 South Mountain Freeway Study	2013
	Draft Environmental Impact Statement	
	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 • Any informat	D ADOT to receive comments on: Iternative, environmental impact and/or draft mitigation. Ion you feel is incomplete or incorrect. bosed action would affect you.
	Comments must be received or postmarked by July 24, 2013.	JUNE 18th.
		JUNE (P)
	Why would you destroy a perfectly placed Footnulls by building a truck by pass the waterials presented it seems avid significant steps have been adopted to following issues:	taunohip of freeway toon ent that no putigate the
3 4 5 7 8	6) () preperty value basses ( views / Nois (2) Visibility of over pass (± 30 feet u (3) poll which	p in the air)
	@ the destruction of S. Mountain pe @ dislocation of "houses of warship	and the second s
	Optional	
	NameEmail	
	Address State State	Zip
	Phone Fax	
	Comments must be received or postmarked by July 24, 2013. Comments can be depos to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jac	ited at today's meeting, emailed kson Street, MD 126F, Phoenix, AZ 85007
	ADOT TRACS No.: 202L MA 054 H5764 01L + Federal-aid Project No.: NH-202-D(ADY)	
		FOR MORE INFORMATIC azdot.gov/SouthMountainFree

	1	
Code	lssue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the north for many years (see Draft Em 4-21). Where existing resider noise mitigation would be im Transportation policy (see Fi
2	Purpose and Need, Truck Bypass	The Arizona Department of identified several issues and o Responses to these issues ca <i>Public Comments</i> beginning or
3	Economics, Socioeconomics	A review of the literature reverse relationship between the transvalues (Transportation Resea Board, No. 2174, Transporta Washington, D.C., 2010, pp. Case Study of the Superstition California Department of Transvalues substantially affect sales price study concluded that it is the price and not distance or noi that the more the visibility of the sales price of homes sold
4	Visual Resources	Because Pecos Road is alread the same location as the pro phenomena they do not alread page 4-169). The proposed fi more vehicles, but what park substantively different from in the Final Environmental In avoid, reduce, or mitigate ae and large shrubs that would would help in visually sensitiv
5	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
6	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its ex between crime rates and free sidebar on page 4-21.

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

veals few detailed and comprehensive analyses of the ansportation infrastructure and residential property earch Record: Journal of the Transportation Research ation Research Board of the National Academies, b. 138–47; "Impact of Highways on Property Values: fon Freeway Corridor"). A recent study by the ransportation concluded that freeway facilities did not ices in residential areas adjacent to the facility. The ne visibility of the freeway that may influence selling bise. As a result, the researchers generally concluded of a new freeway is reduced, the less it would determine d in the area.

ady a four-lane arterial street and is in approximately oposed E1 Alternative, viewers would not be seeing any eady see (see Final Environmental Impact Statement freeway would have eight lanes of traffic and carry k users and residents would see would not be what they already see along Pecos Road. Page 4-170 mpact Statement lists measures that should help to esthetic impacts. Larger saguaro cacti, mature trees, I likely survive the transplanting and sitting-in period ive or critical roadway areas.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

olice Department reported in 2005 that it did not o crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

Code	Comment Document	Code	Issu
		7	Visua
		8	Air Q
		9	Secti
			Secti
		10	Neigl Com
			Com
		_	

Code	lssue	Response
7	Visual Resources	Draft Environmental Impact for visual impacts lists four r impacts of overpasses:
		<ul> <li>placing landscape treatment</li> <li>locations as well as at other</li> </ul>
		<ul> <li>using earth colors for over</li> <li>using bridges and overpass landscape</li> </ul>
		• minimizing structural sizes the edge of the roadway to
		Additionally, Draft Environn structures are aesthetically t developing aesthetic treatme
8	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning of
9	Section 4(f) and Section 6(f)	
10	Neighborhoods/ Communities	Prospective home buyers an conceived, according to Stat facility. (Sellers are obligated material facts about a prope

- t Statement page 4-158 of the mitigation section measures that could be taken to mitigate the visual
- ent on the periphery of right-of-way areas at overpass er areas adjacent to residential development
- rpasses, retaining and screen walls, and noise barriers ss structural systems that help unify a visually complex
- s and/or recessing the face of structural members from o reduce real or apparent breadth of structures"
- mental Impact Statement page 4-159 discusses "how treated and how the public could be directly involved in tents."
- f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

nd members of the church built after the freeway was ate law, should have been informed of the proposed ad by Arizona common law to disclose all known perty to the buyer.)  $\begin{array}{c}
1\\
2\\
3
\end{array}$ 

4

5 6

7

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

Page 3	39
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Code	lssue	Response
1	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
2	Trucks	
3	Health Effects	
4	Purpose and Need, Truck Bypass	
5	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft Er 4-21). Where existing reside noise mitigation would be in Transportation policy (see F
6	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its e between crime rates and fre sidebar on page 4-21.
7	Purpose and Need	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

olice Department reported in 2005 that it did not to crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code	Comment Document
	LOOP 202
	South Mountain Freeway Study 2013
	Draft Environmental Impact Statement COMMENT FORM
	Additional Comments: - D Fig 1-4 Should Represent Future 2013 - 2035 Fig 1-4 GROWTH RATE 1950 - 2000 THESE CURVED might have to
1	be revised. There are out dated became they don't co-relate with
	· Electricity permand is way lown
2	· Unemployed is A · Wages are I
3	<ul> <li>Electric Vehicles are the way &amp; go</li> <li>Porpulation is moving to the city cuts</li> <li>Older population is &amp; they drive on off peak hours.</li> </ul>
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)  ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)  Source of the second sec

Code	Issue	Response
1	Socioeconomics	The analysis in the Draft Env and traffic projections at the While the Arizona Departme based on the 2010 Census in estimates only provide contr of the Draft Environmental I data at the regional analysis adopted by the Maricopa As the project team. Therefore, Statement was the most app In other areas of the Draft E Environmental Justice and Ti The project team acknowled sidebar, <i>"How will the economi</i> Draft Environmental Impact The Maricopa Association of employment, housing, and the presented in the Final Enviro The purpose and need and a using these new socioeconom to regional traffic. While new lower anticipated population projections, the conclusions were validated in the Final Enviro Alternatives). The traffic analy today and will continue to be
2	Purpose and Need	The worldwide recession that in growth rates for new hous Arizona particularly suffered the early 2000s, Arizona in g some of the fastest population country. Because the need for projected growth, one might economic downturn associate considered a short-term phe horizon established for the p steadily and consistently incu- factors underlying these indi Environmental Impact States
3	Purpose and Need, Lack of Support	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or

vironmental Impact Statement requires socioeconomic e regional analysis zone and traffic analysis zone level. ent of Administration published population projections n 2012, Arizona Department of Administration rol totals at the county level. At the time of publication Impact Statement, Census 2010-based socioeconomic s zone and traffic analysis zone level had not been ssociation of Governments and was not available to , the data used in the Draft Environmental Impact propriate information available.

Environmental Impact Statement, such as Title VI, Census 2010 data was used.

dged the potential uncertainty in the projections in the *nic downturn affect growth rates*?", on page 1-11 of the t Statement.

of Governments approved new population, traffic projections in June 2013. The new data are onmental Impact Statement beginning on page 1-11. analysis of alternatives were updated and reevaluated omic projections and corresponding projections related w projections based on the 2010 Census showed a on and vehicle miles traveled in 2035 than the previous is reached in the Draft Environmental Impact Statement Environmental Impact Statement (see Chapter 3, lysis demonstrated that the proposed project is needed on needed into the future.

at began in late 2007 generated a substantial downturn using and employment across the United States. d the effects of this recession because, beginning in general and Maricopa County specifically experienced ion, housing, and employment growth rates in the for the proposed freeway is predicated in part on at conclude the recession reduced that need. An ated with a given recession is, however, generally enomenon with respect to the longer-term planning proposed freeway. Socioeconomic indicators have creased in the region since the early 1900s. The critical licators remain unchanged. (See the sidebar on Final ement page 1-11.)

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code	Comment Document			Code	lssue
			_	1	
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY				
	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 2:36 PM			
	CALLER: ANONYMOUS9	CALLER ADDRESS:			
	PHONE:	EMAIL:			
	CALLER REMARKS/QUESTIO	NS:			
$\left(1\right)$	I am in support of the South Mou	untain Freeway.			

#### Comment Response Appendix • **B3669**

Response

Comment noted.

1

:	Comment D	ocume	
		4317	
		1	me because I'm over on 74th Avenue. That's pretty much
		2	all I have.
		3	* * *
	<b>—</b>	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
			Page 8

Code	lssue	Response
1	Social Conditions	While the City has some abilit ordinances, the City does not developed. The Arizona Depa large tracts of land along the shortfalls kept the Arizona De the needed land. Developers of decision to develop the land b built. Citizens were also award freeway despite the same risk responsibilities of the City of Transportation related to disc on page 4-13 of the Draft Env

ility to control development through its zoning ot have the authority to stop private land from being partment of Transportation was able to acquire be Pecos Road alignment in the 1980s, but funding Department of Transportation from acquiring all of s were aware of the potential freeway and made the d based on the risk that the freeway would eventually be are of the potential and chose to buy homes near the sk. Information related to freeway awareness and the of Phoenix, developers, and the Arizona Department of isclosure of the planning for the freeway is presented nvironmental Impact Statement.

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.
1 2 3	Comments must be received or postmarked by July 24, 2013. [NE HAVE LIVED IN AHINATUREE 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!
1	ALLOWING THE 202 TO BE BUILT ALDNE PECOS RD. WILL CERTAINLY DISROPT THIS WAY OF LIFE.
4 5	BUTCHING THIS AT THIS POINT IS TOTALLY UNFAIR TO THOSE THAT HAVE BEEN ALLOWED TO BUTCH IN THE PAST 20 YRS: HOMES, CHURCHES, SCHOOLS. TO TEAR THESE DOWN WOOLD BE A CRIME! Optional NameEmail
	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
	FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is ad Foothills Village (to the north for many years (see Draft Env 4-21). Where existing residen noise mitigation would be im Transportation policy (see Fir
2	Neighborhoods/ Communities	While the City of Phoenix Pol have any statistics specific to did note that, based on its ex between crime rates and free sidebar on page 4-21.
3	Noise	The Arizona Department of T identified several issues and c Responses to these issues car <i>Public Comments</i> beginning on
4	Social Conditions	While the City has some abili ordinances, the City does not developed. The Arizona Depa large tracts of land along the shortfalls kept the Arizona D the needed land. Developers decision to develop the land b built. Citizens were also awar freeway despite the same risk responsibilities of the City of Transportation related to disc on page 4-13 of the Draft Env
5	Neighborhoods/ Communities	Prospective home buyers and conceived, according to State facility. (Sellers are obligated material facts about a proper

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

olice Department reported in 2005 that it did not o crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ility to control development through its zoning ot have the authority to stop private land from being partment of Transportation was able to acquire be Pecos Road alignment in the 1980s, but funding Department of Transportation from acquiring all of s were aware of the potential freeway and made the d based on the risk that the freeway would eventually be are of the potential and chose to buy homes near the sk. Information related to freeway awareness and the of Phoenix, developers, and the Arizona Department of isclosure of the planning for the freeway is presented nvironmental Impact Statement.

nd members of the church built after the freeway was te law, should have been informed of the proposed d by Arizona common law to disclose all known erty to the buyer.)

	1 ANONYMOUS SPEAKER: I just want to know
	2 what kind of
	3 How do I want to say this?
	4 What kind of study has been done as far as
)	5 making the 101 go south to the I-10 through Chandler and
	6 hooking to the I-10?
	7 That would alleviate a lot of the traffic
	8 they are talking about alleviating up through the 101
	9 allowing people to go to Flagstaff or whatever they want
	10 to do and allowing people to leave the city going to
	11 Tucson instead of via the 10. So it would be a plus in
	12 both directions.
	13 I also want to know what kind of impact
)	14 study they've done as far as the residents and the owls
	15 and the wildlife that's going to be eliminated?
	16 Because I have two owls right now that fly
	17 over my house every night. And as soon as this freeway
	18 goes over, it's not going to happen. They land on my
	19 fence and they are there every night. Not going to
	20 happen.
$\sim$	21 Pollution up against the mountain
$\left(\begin{array}{c}4\end{array}\right)$	22 obviously is going to increase.
	23 I don't think some of these questions have
	24 been fully answered. And I think they need to answer
	25 more questions as far as a wildlife study.

Code	lssue	Response
1	Alternatives	The proposed freeway was de and southeastern portions of Final Environmental Impact S to the responsiveness of the p The new freeway linkage (ext to Interstate 10) proposed by however that need is not con this study. The Arizona Depa of Governments continue to linkage may be considered in
2	Biology, Plants, and Wildlife	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on
3	Air Quality	
4	Air Quality	According to the Arizona Dep Assessment South Mountain Free Gila River Indian Community the morning hours and associ atmospheric conditions, wind River channel to the north. Le the east to the lower elevatio improved mixing, flows typics and northwest. Likewise, dur (November 20, 2006, throug and a second 1-month-long r streets (April 19, 2007, throu typically were from the north mixing, winds typically were f

Page 9

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com developed to improve mobility between the western of metropolitan Phoenix. See the text beginning on Statement page 3-27 for more information related proposed freeway to the purpose and need criteria. Attending State Route 101 Loop [Price Freeway] south by the commenter would address a potential need; nsistent with the purposed and need identified for partment of Transportation and Maricopa Association o study regional transportation needs, and this new n other future studies.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

epartment of Transportation, 2013, *Air Quality* reeway 202L Draft Report, review of wind data from the ty monitoring site at St. Johns suggests that during ociated with mountain-drainage air flows and stable and flows are from the southeast and follow the Gila Locations to the east of St. Johns tend to flow from ons along the Gila River. During the warmer hours' cally follow the river channel and come from the north uring a 1-month-long meteorological monitoring period gh December 21, 2006) at Pecos Road and 40th Street monitoring period at Pecos Road and 24th and 40th ugh May 21, 2007), winds during the morning hours cheast. During the warmer hours, and with improved e from the west.

(5)

6

(7)

(8)

1	There's obviously other routes they can
2	take. And I don't think they are looking at what's best
3	for the people other than the cost. They need to look at
4	what they are spending on this compared to some other
5	alternatives they have.
6	You know, they have had some issue in
7	other areas with the type of road construction they've
8	done and how long the road is going to last until it
9	needs to be repaired again. Because, by the time they
10	finish the project, it looks like they probably will have
11	to start making repairs already.
12	So how long is it going to go until it's
13	completely done? What's the overlook as far as the
14	ongoing construction?
15	People in the area need to know that.
16	You know, the lights, that's out here,
17	they are just not as bright an area as the City of
18	downtown Phoenix.
19	Have they done a study on the crime that's
20	going to go up?
21	I have seen nothing on what they expect
22	the crime for Ahwatukee to be. They will have more
23	access to the city. Instead of one way in and one way
24	out, it's going to be anybody can jump on the freeway and
25	go wherever they want. I don't know if they've done any
	Dage 1

Code	lssue	Response
5	Alternatives	Alternatives were screened f page 3-3): • ability to satisfy purpose a • ability to minimize impact • ability to improve operation system • degree of public and politi • ability to be constructed w
6	Construction	The Arizona Department of methods for the proposed f build project. This method y project to around 3 to 3.5 y in a more traditional metho (each 1 to 3 miles long) and be under construction for 1 entire corridor would be 5 t is provided beginning on pa Any particular area of the P construction activities beyo
7	Visual Resources	Light from the freeway woul and from fixed light poles at the park and residents of Al crawling vehicles, each with provided for safety reasons lighting at these locations w onto sensitive light receptor Environmental Impact State
8	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its e between crime rates and fre sidebar on page 4-21.

Page 10

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com for their (see Draft Environmental Impact Statement

#### and need

s on the human and natural environments onal characteristics of the region's transportation

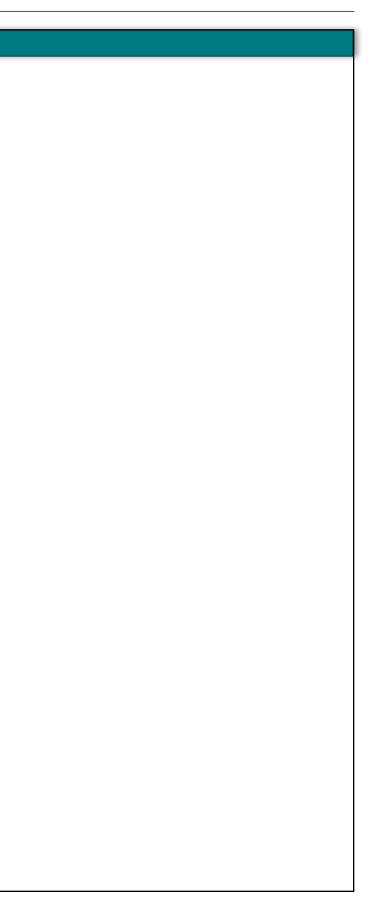
#### ical acceptability within project budget

F Transportation is evaluating construction delivery Freeway. One concept is to deliver it as a single designwould expedite the construction duration for the entire years. Another concept would be to deliver the project of breaking the 22-mile corridor into nine segments I constructing them in phases. Each segment would to 3 years and the total construction duration for the to 6 years. A discussion of construction implementation age 3-59 of the Final Environmental Impact Statement. referred Alternative would not be expected to see and an approximate 2-year period.

Id be produced from vehicle headlights and taillights t interchanges along the freeway. Nighttime users of hwatukee Foothills Village may see lines of seemingly lights front and back. Fixed freeway lighting would be only at interchange exit and entrance points. Freeway yould be designed to reduce illumination spillover rs such as residential areas (see page 3-58 of the Final ement).

olice Department reported in 2005 that it did not to crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

Code	Comment Document
	1 impact study as far as what the crime will be around
	2 here. That needs to be checked also. I'd like to see
	3 those answers.
	4 That's it.
	5
	6
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	9
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	11
	12
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	23
	24
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	Page 11 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com



de Comr	ment Document	Code Issue
		1
	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]	
	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	
	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	Comment Document		
	LOOP 202 South Mountain Freeway Study		2013
	Draft Environmental Impact Stat	ement	
-	Thank you for participating in the South Mountain Free Environmental Impact Statement public comment proce ADOT encourages all interested parties to submit written comments of the Draft EIS. ADOT will consider all comments in preparing the Fi will include responses to all comments, final conclusions on potentia ADOT's final recommendation. When submitting comments, please be as specific as possible and su concerns and recommendations.	<ul> <li>A particular alternative, environment assessment, and/or draft mitigation.</li> <li>Any information you feel is incomple</li> <li>How the proposed action would affer</li> </ul>	tal impact ite or incorrect.
1	Comments must be received or postmarked by July 24, 20: TSUPPO(A The building of	the ada only if it	
2	not support the building of road alignment. I live in	and a cost of the second	0 0005 5
3 4	my home, the freeway would my home, the freeway wo pollution to my community the rumant aligned proposal	be less than 4 mile to wild bring exessive noise y. I strongly oppo	om B ase
	Optional	Email	
	Name		
	City	1000 C	
	Phone		
	Comments must be received or postmarked by July 24, 20 to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mo	13. Comments can be deposited at today's mee runtain Freeway Study, 1655 W. Jackson Street, MD 126F, F	r <b>ting, emailed</b> Phoenix, AZ 85007
	ADOT TRACS No.: 2021 MA 054 NS764 011 + Federal-aid Project No.: NII-202-D(ADV)		13-166
	ADOT & Federal Highway Administration		E INFORMATION: thMountainFreeway

Code	lssue	Response
1	Alternatives, Gila River Indian Community Alignment	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Alternatives, E1 Alternative	
3	Noise	
4	Air Quality	

of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

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	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
		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 ir
	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.

Code	lssue	Response	
1		Comment noted.	

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Code Comment Document LOOP 202 South Mountain Freeway Study **Draft Environmental Impact Statement** COMMENT FORM Thank you for participating in the South Mountain Freeway Draft It is helpful to ADOT to receive comments on: Environmental Impact Statement public comment process. A particular alternative, environmental impact assessment, and/or draft mitigation. 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 Any information you feel is incomplete or incorrect. ADOT's final recommendation. How the proposed action would affect you When submitting comments, please be as specific as possible and substantiate your concerns and recommendations. Comments must be received or postmarked by July 24, 2013. OBJECTIONABLE SINCE THERE ARE SO MANY QUESTIONABLE (1)ALOUG PETOL FFUAV REASONS FOR RUNDENG THIS THOUROUGLY & FULLY TEMALATTILES ROAD THE EXAGUVE (2)RILINAL FOR A 21 MUE A FINAI POST RETUFF ESPECIALLY CONSIDERING OF THE STATE OF A EIZONAS THAT (3) EQUIVALENT OF 2 CHASE EXCAVATTALL BAYEBAIL STADIULY 52.000 CAPACITY) STEWARDS OF THIS LAND FOR THIS MOUNTAIN Will THE GILT TRIBE OPTION WITH Optional 3.) THEILE 15 AZ. GOU IS UNTRUSTING IN THEIR (4) Name TRUST WOXITHY INDUAL NEED TO GET VIEW. Address WUDWED City Phone 5 Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emaile to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007 AHWATUKEE IS TOO SMALL ADOT TRACS No.: 202L MA 054 H5754 01L + Federal-aid Project No.: NH-202-D(ADY) (6) FOR MORE INFORMATION: ADO azdot.gov/SouthMountainFreeway OUR FUTURE GENERATIONS WOU'F LIKE WHAT WE IVE ENEL

Code	lssue	Response
1	Alternatives, E1 Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Economics, Socioeconomics	The proposed freeway would The proposed South Mounta local dollars. The total budg billion, approved by the Mar May 2012. The approved pro- of the proposed action. Fund current 5-year program ident Program as well as in the Sta cost estimates for the propos- of the Draft Environmental I with accepted engineering pr been subject to multiple peer in the estimate by the Arizon Administration, Maricopa As each case, the estimate was
3	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
4	Alternatives, Gila River Indian Community Alignment	
5	Construction	The freeway construction stag keeping east-west travel open be constructed while traffic re be shifted from Pecos Road to freeway would be built. There it currently does during const during construction. (See Dra
6	Neighborhoods/ Communities	While the E1 Alternative is ad Foothills Village (to the north years (see Draft Environmenta existing residential uses are ad be implemented according to Environmental Impact Statem

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

d not cost \$3-\$4 billion as indicated by the commenter. tain Freeway would be funded by State, federal and get for constructing the proposed freeway is \$1.9 ricopa Association of Governments Regional Council in rogram includes design, right-of-way, and construction nding for project-related activities is included in the ntified in the regional Transportation Improvement cate Transportation Improvement Program. The osed freeway, as described beginning on page 3-59 Impact Statement, were developed in accordance practices by professional engineers. The project has er reviews of both the quantities and unit costs used na Department of Transportation, Federal Highway Association of Governments, and their consultants. In a found to be reasonable and accurate.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

aging plan for the area along Pecos Road would allow for in during construction. One side of the freeway would remained on Pecos Road. When complete, traffic would to the new freeway. At that time, the other side of the refore, traffic would be able to continue to operate as truction. However, temporary detours may be needed raft Environmental Impact Statement page 3-2.)

djacent to the largely residential areas of Ahwatukee h), a freeway has been planned in this location for many tal Impact Statement pages 4-16 and 4-21). Where adjacent to the proposed freeway, noise mitigation would o Arizona Department of Transportation policy (see Final ment page 4-91).

Code	Comment Document			Code	Issue	Response
_				1		Comment noted.
	TELEPHONE CONVERSATION					
	SOUTH MOUNTAIN FREEWA	Y INFORMATION LINE				
	INCOMING CALL DATE:	INCOMING CALL TIME:				
	05/15/13	9:17 AM				
	CALLER: ANONYMOUS10	CALLER ADDRESS:				
	PHONE:	EMAIL:				

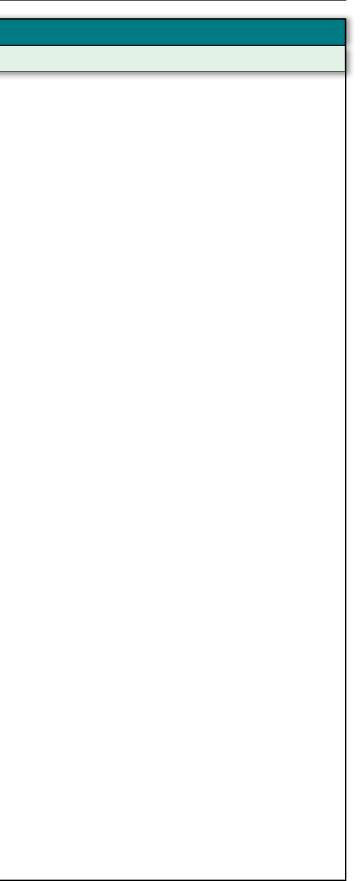
#### CALLER REMARKS/QUESTIONS:

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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.

#### **B3680** · Comment Response Appendix

Code	Comment Document			Code	lssue	Response
				1		Comment noted.
	From:     Projects       To:     ADOT					
	Subject:         FW: build the 202           Date:         Monday, May 20, 2013 8:41:25 AM					
	From: Goldwing66 [mailto:goldwing66@aol.com]					
	From: Goldwing66 [mailto:goldwing66@aol.com] Sent: Friday, May 17, 2013 7:44 PM To: Projects Subject: build the 202					
		_				
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distributio is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	n				
	attachments.					
			l			



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2

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

CodeIssueResponse1Purpose and Need,<br/>Old Plan or Use of<br/>Old DataThe Arizona Department of Transportation and Federal Highway Administration<br/>identified several issues and concerns that were frequently noted by commenters.<br/>Responses to these issues can be found in the Responses to Frequently Submitted<br/>Public Comments beginning on page B733 of this appendix.2Section 4(f) and<br/>Section 6(f)

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20

area.

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

But basically my major objection is that it's going to destroy a beautiful and natural habitat and a source of recreation and beauty for this area.
4 \* \* \*

UNIDENTIFIED SPEAKER: I live in Central

Page 16

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Code	lssue	Response
3	Neighborhoods/ Communities	Unplanned growth is often the context of rapid and und land—usually on the outskir freeway are often identified are often cited as making la more attractive for develope population and land use bet projects like the proposed for Environmental Impact State action would be implemented noticeably in the Western Se recession which began in 20 Area, the proposed freeway and a near-fully developed a induced growth would be co area planned for urban grow for at least the last 25 years
4	Biology, Plants, and Wildlife	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o

termed "urban sprawl." Generally, this term is used in controlled urban growth onto previously undeveloped rts of an existing urban area. Projects like the proposed as contributors to urban sprawl. Freeway projects and at the urban fringe more accessible and, therefore, ment. However, examination of data comparing tween 1975 and 2000 suggests major transportation freeway do not induce growth in the region (see Final ement pages 4-170 through 4-174). The proposed ed in a historically quickly urbanizing area (most ection of the Study Area, although the nationwide 007 slowed growth). In the Eastern Section of the Study would abut public parkland, Native American land, area—therefore, any contribution to accelerated or onstrained. The proposed freeway would be built in an wth as established in local jurisdictions' land use plans

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

de <u>Com</u>	ment Document
	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
	Michelle Thompson
	Senior Community Relations Officer 1655 W. Jackson St. MD: 126F Phoenix, AZ 85007
	602.316.4057
	azdot.gov
	Original Message From: iimonealaz@aol.com [mailto:iimonealaz@aol.com]
$\frown$	From: jimonealaz@aol.com [ <u>mailto:jimonealaz@aol.com</u> ] Sent: Monday, May 20, 2013 2:19 PM To: Projects
1	Subject: Build the south mountain freeway. It is critically needed.
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
	please contact the sender by email, and delete or destroy all copies plus attachments.

ode	Comment Document	
	LOOP 202 South Mountain Freeway Study	2013
	Draft Environmental Impact State COMMENT FORM	ement
	Thank you for participating in the South Mountain Freew Environmental Impact Statement public comment proces ADOT encourages all interested parties to submit written comments of the Draft EIS. ADOT will consider all comments in preparing the Fir will include responses to all comments, final conclusions on potentia ADOT's final recommendation. When submitting comments, please be as specific as possible and sul concerns and recommendations.	<ul> <li>A particular alternative, environmental impact assessment, and/or draft mitigation.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul>
	Comments must be received or postmarked by July 24, 201	3
	We need the	jobs -
1)	build f	he voad,
	<b>Optional</b> Name	_Email
	Address	
		StateZip
		Fax
	Comments must be received or postmarked by July 24, 201 to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mod	3. Comments can be deposited at today's meeting, emailed antain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007
	ADOT TRACS No.: 2021. MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)	15456
	ADDT & Edderol Highway Administration	FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.



	ent		Code	
4324				
1	beauty because we have a lot of urban sprawl. And to			
2	take that away, after 25 years of avoiding it, is a			
3	travesty to the city.			
4	I'm also furious because I keep hearing			
	about how this state has no money, but there is money			
6	when it comes to building this freeway that should not be			
7	built this freeway from hell that's going to destroy			
	one of the most beautiful parts of this area.			
9	And I was just talking to my friend, in			
10	fact, and she thinks that this freeway might actually			
11	create additional problems in destroying the habitat and			
12	also the natural corridor for their travel.			
13	But she thinks that the situation might be			
14	worse for people who are headed south. They might start			
15	using other streets such as Baseline to cut across the			
16	Valley so it could actually cause additional problems in			
17	some areas because of this factor that people will be			
18	using this freeway then and maybe also taking surface			
19	streets. So it could create problems for people in that			
20	area.			
21	But basically my major objection is that			
22	it's going to destroy a beautiful and natural habitat and			
23	a source of recreation and beauty for this area.			
24	* * *			
25	UNIDENTIFIED SPEAKER: I live in Central			

Response

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2

1	Phoenix, just near Baseline and Central. As you know,
2	Baseline is the main corridor for people who live in
3	Laveen and work/shop in the East Valley. I suspect the
4	an interchange on the proposed freeway at Baseline will
5	now funnel even more traffic through the area. In fact
6	all of the West and Northwest Valley will now have acce
7	to east/west roads through South Phoenix.
8	Already, when there is a problem on $I-17$
9	I-10, Baseline becomes a parking lot. Now, image the
10	potential for a problem on any of the I-10, I-17, or Lo
11	202. Baseline will bear the full brunt.
12	Perhaps South Phoenix, because it is home
13	to many lower economic residents of Phoenix, is not of
14	particular import to the powers that be. We certainly
15	saw that when the city counsel thumbs its nose at the
16	Baseline master plan and allowed developers to run
17	roughshod over the area.
18	Another consideration is the Phoenix poir
19	of pride South Mountain Park. The road to San Juan
20	Lookout, which is closed to traffic every day except for
21	one weekend per month, goes through a valley that is a
22	quiet haven. That, of course, will no longer be true
23	when a freeway runs adjacent.
24	What good is the claim to the largest cit
25	park if that park is perpetually bombarded with traffic

Code	lssue	Response
1	Traffic	As shown in Figure 3-12 on Statement, traffic on Baselin be less in 2035 with the pro
2	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com n page 3-29 of the Final Environmental Impact line Road between 17th Avenue and 48th Street would roposed freeway than without the proposed freeway.

of Transportation and Federal Highway Administration ad concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

1	noise? How is it possible that we do not have space an
2	inclination for just one quiet retreat within the
3	confines of this sprawling city? I urge you to
4	reconsider the plan to build a freeway with so much
5	impact on South Mountain Park.
6	
7	(The proceedings concluded at 8:00 p.m.)
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	

Code	lssue	Response
3	Noise	The Arizona Department of T identified several issues and c Responses to these issues car <i>Public Comments</i> beginning on Although recreation uses are sensitive land uses, another c noise mitigation for a particu considerations include the nu time the facility is in use throu western portion of Phoenix S and noise mitigation would n

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the Responses to Frequently Submitted n page B733 of this appendix.

e considered in the noise analysis as noiseconsideration is the reasonableness of providing ular land use. For recreational land uses, typical umber of people using the facility and the amount of oughout the day. Many of the recreational uses in the South Mountain Park/Preserve receive infrequent use, not be reasonable given the high cost of construction.

Code	Comment Document
	LOOP 202 South Mountain Freeway Study 2013
	Draft Environmental Impact Statement COMMENT FORM
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>Comments must be received or postmarked by July 24, 2013.</li> </ul>
	Comments must be received or postmarked by July 24, 2015.
$ \begin{array}{c} 1 \\ 3 \\ 4 \\ 5 \end{array} $	2) Our Community Should not bosis alog out for the Congestion, amen-exampt for a convey that well not elemente that is. It's working the well AS not pressary to change. The money's used for this can be feet used for other purposes are to extend matro.
	Optional
	NameEmail
	Address         Zip           City         State
	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
	ADDT TRACS No.: 202L MA 054 H5764 01L + Federal-aid Project No.: NH-202-D(ADY) 11-INE 10-10-10-10-10-10-10-10-10-10-10-10-10-1
	FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Purpose and Need	Although the region's freewa conditions in 2035 without t more congested areas and co Environmental Impact States Congestion relief resulting fr reductions of delays on arter would result in lower exposu toxics occurring in traffic. Of to the No-Action Alternative Environmental Impact States
2	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
3	Purpose and Need	The proposed freeway is par Association of Governments on pages 1-5 and 1-10 of the freeways, streets, transit, ai demand management, syste only one part of the overall travel demand needs of the
4	Purpose and Need, Lack of Support	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
5	Alternatives	The proposed project is par Association of Governments approved the <i>Regional Transt</i> to fund its projects. The fun of the proposed project wou Highway Performance Progu Regional Area Road Funds) proposed freeway would no would not constructing this statewide projects.

ays are now congested during the peak travel period, the proposed freeway would be substantially worse with ongested conditions for longer periods of time (see Final ment pages 1-21 and 1-22).

rom the proposed freeway would provide localized rial streets and at interchanges. Reduced travel times are to elevated concentrations of mobile source air ther benefits of the proposed freeway in comparison are presented in Table 3-9 on page 3-38 of the Final ment.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

rt of the *Regional Transportation Plan* for the Maricopa s region. The *Regional Transportation Plan*, as described e Draft Environmental Impact Statement, addresses rports, bicycle and pedestrian facilities, freight, em management, and safety. The proposed freeway is multimodal transportation system planned to meet the Maricopa Association of Governments region.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

It of the *Regional Transportation Plan* for the Maricopa s region. In 2004, the voters of Maricopa County *bortation Plan* and the extension of a half-cent sales tax nding for the right-of-way acquisition and construction uld come from a combination of federal (National ram) and County (half-cent sales tax, also known as sources. Use of these funds for construction of the affect available funds for statewide projects nor facility make available additional funds for other

 $\left(1\right)$ 

# CodeIssueResponse1Comment noted.

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

INCOMING CALL	INCOMING CALL
DATE:	TIME:
5/15/13	10:39 AM
CALLER:	CALLER ADDRESS:
ANONYMOUS12	7227 WEST CARTER ROAD, LAVEEN, AZ 85339
PHONE:	EMAIL:

# CALLER REMARKS/QUESTIONS:

I support the South Mountain loop. Thank you.

#### **B3690** · Comment Response Appendix

Code	Comment Document		Code	lssue	Response
		· · ·	1		Comment noted.
	From:     Projects       To:     ADOT				
	Subject:FW: Build the freewayDate:Monday, May 20, 2013 8:35:48 AM				
	Original Message From: tmt86@juno.com [ <u>mailto:tmt86@juno.com]</u> Sent: Friday, May 17, 2013 9:32 PM				
	To: Projects Subject: Build the freeway				
$\left(1\right)$	I am getting tired of dealing with bumper to bumper traffic. Please build and expand the 202.				
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for				
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.				

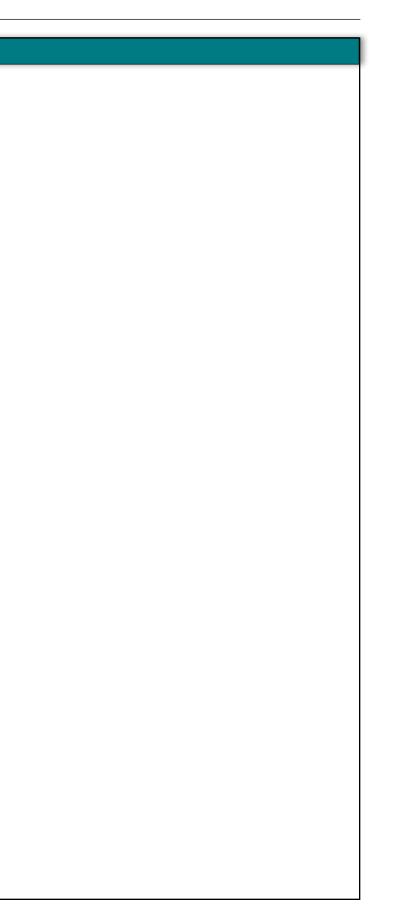


ode	Comment Document
	LOOP 202 South Mountain
	South Mountain Freeway Study 2013
	Draft Environmental Impact Statement COMMENT FORM
	Thank you for participating in the South Mountain Freeway Draft It is helpful to ADOT to receive comments on:
	<ul> <li>ADOT encourages all interested parties to submit 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.</li> <li>When submitting comments, please be as specific as possible and substantiate your</li> </ul>
	concerns and recommendations.
	Comments must be received or postmarked by July 24, 2013. TVaffic stanks 1 Build more Voads -
	Duild more roads Commute from ulast side to last side is
)	long I light rail is not going to fix.
	Optional
	NameEmailEmail
	Address Zip
	City         State         Zip           Phone         Fax         Fax
	Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed 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 TRACS No.: 2021 MA US4 HS /o4 UIL * Pederarata Project NO.: NM*20220(MD I) US. Dapathymn of Kansportation FOR MORE INFORMATION:

Code	lssue	Response	
1		Comment noted.	

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

Code Issue Response



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(3)

(4)

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

Code	lssue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of T identified several issues and o Responses to these issues can <i>Public Comments</i> beginning on
2	Air Quality	
3	Alternatives, Nonfreeway Alternatives	
4	Alternatives	Federal regulations stipulate t "rigorously explore and objec Federal Regulations § 1502.14 All alternatives were screened alternatives were considered ( through 3-6). Among other th freeways, improving or expan demand, and various roadway potential impacts from impro- nothing, the No-Action Alterr of Governments, the South M Freeway and Highway System transit and local roads are sp considered during the evaluat Final Environmental Impact S provide opportunities to enha

Page 20

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

that an environmental impact statement shall ctively evaluate all reasonable alternatives" (40 Code of 14; see Final Environmental Impact Statement page 3-1). d using a multidisciplinary set of criteria. Nonfreeway l (see Final Environmental Impact Statement pages 3-3 things, the study took into account improving existing nding other travel modes, strategies to reduce travel ay configurations. This study examined not only the rovements, but also the consequences of building rnative. As proposed by the Maricopa Association Mountain Freeway would be part of the Regional n. Other transportation improvements such as mass pecified in the Regional Transportation Plan and were ation of this proposed new freeway. As noted in the Statement (see page 3-60), the proposed freeway would nance operation of future mass transit improvements.

5

6 2

1	focus on the freeway. And the government owes \$16
2	trillion. That's how much the government owes, ar
3	we're still just focusing on all of this. Trying
4	pay off for all the work that's going to be done f
5	the staff, for the advertisements, for everything.
6	All that money, the interpreter. It's just so
7	expensive to do this, to focus on this. It's been
8	going on for 30 years now and really it's just a k
9	waste.
10	I just recently had a sign that said
11	about how, hey, look up on this website, usdebtclo
12	usdebtclock.org and you can see how much money
13	owed right there. Trillions of dollars just waste
14	and wasted. And, you know, what I want, what we w
15	is to not have it built. Just to be done with it.
16	Just to stop it and to save money.
17	I would just like there to be peace, y
18	know, for the tribes, the reservation and for our
19	area where we live where the freeway would be. Ju
20	leave it alone, and maybe just focus on the public
21	transportation, on the trains, and grow it that wa
22	instead.
23	You know, you're going to ruin our hom
24	You're going to run right through our homes. It's
25	going to cause more pollution, there's going to be

	Code	lssue	Response
	5	Alternatives, Gila River Indian Community Alignment	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
	6	Neighborhoods/ Communities	Prospective home buyers an conceived, according to Sta facility. (Sellers are obligate material facts about a prop

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of Transportation and Federal Highway Administration ad concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

and members of the church built after the freeway was ate law, should have been informed of the proposed ed by Arizona common law to disclose all known , perty to the buyer.)

7 8 2

8

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

Code	lssue	Response
7	Purpose and Need, Truck Bypass	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
8	Health Effects	

Page 22

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#### Comment Response Appendix • **B3695**

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code	Comment Document	
1	LOOP 202 South Mountain Freeway Study 2013	
	Draft Environmental Impact Statement COMMENT FORM Thank you for participating in the South Mountain Freeway Draft and the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which and DOT's final recomments, final conclusions on potential impacts, and DOT's final recommendation. When submitting comments, final conclusions on potential impacts, and Or draft miligation. When submitting comments, final conclusions on potential impacts, and Or draft miligation. When submitting comments, please be as specific as possible and substantiate year concerns and recommendations. Comments must be received or postmarked by July 24, 2013. Menu during will be that the function of the final EIS, which when the proposed action would affect you. Comments must be received or postmarked by July 24, 2013. Menu during wing wing wind plut to the function of the final end of the final en	
	Optional         Name       Email         Address	
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-ald Project No.: NH-202-D(ADV) FOR MORE INFORMATION: ADDOT TRACS No.: 202L MA 054 H5764 01L • Federal-ald Project No.: NH-202-D(ADV) FOR MORE INFORMATION: ADDOT TRACS No.: 202L MA 054 H5764 01L • Federal-ald Project No.: NH-202-D(ADV) FOR MORE INFORMATION: ADDOT TRACS No.: 202L MA 054 H5764 01L • Federal-ald Project No.: NH-202-D(ADV) FOR MORE INFORMATION: ADDOT TRACS No.: 202L MA 054 H5764 01L • Federal-ald Project No.: NH-202-D(ADV) FOR MORE INFORMATION: ADDOT TRACS No.: 202L MA 054 H5764 01L • Federal-ald Project No.: NH-202-D(ADV) FOR MORE INFORMATION: ADDOT ADDOT FEDEral Information Federal Informati	

Code	lssue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of T identified several issues and c Responses to these issues car
		Public Comments beginning on

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

e	Comment Document		1	Code	lssue	Response
				1		Comment noted.
	TELEPHONE CONVERSATIO					
	SOUTH MOUNTAIN FREEW	AY INFORMATION LINE				
	INCOMING CALL DATE:	INCOMING CALL TIME:				
	5/15/13	3:04 PM				
	CALLER: ANONYMOUS13	CALLER ADDRESS:				
	PHONE:	EMAIL:				
	CALLER REMARKS/QUESTI	ONS:				
)		e Loop 202 South Mountain Freeway.				
/						

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#### **B3698** · Comment Response Appendix

Code	Comment Document	Co	ode	lssue	Response
	From: Projects To: ADOT	1	1	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft En 4-21). Where existing resider noise mitigation would be in Transportation policy (see F
	Subject:     FW: DO NOT SUPPORT       Date:     Monday, May 20, 2013 8:31:01 AM				
	From: KuyGOLF@aol.com [mailto:KuyGOLF@aol.com] Sent: Saturday, May 18, 2013 8:45 AM To: Projects Subject: DO NOT SUPPORT				
	I DO NOT support this project. You are destroying out community.				
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.				

adjacent to the largely residential areas of Ahwatukee rth), a freeway has been planned in this location Environmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, implemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

Code	Comment Document
Code	Comment Document         LOOP 202         Suith Mountain         Freeway Study         Daft Environmental Impact Statement         COMMENT FORM         Discontered Interested parties to submit written comments on any aspect of the Draft Els. ADOT will consider all comments, final conclusions on potential impacts, and ADOT's final recommendation.         When submitting comments, please be as specific as possible and substantiate your corcerns and recommendations.
1	Comments must be received or postmarked by July 24, 2013. <u>TAVORED</u> CONSTRUCTION OF 202 LEOD - CONSTRUCTION ACTIVITIES WILL CREATE MORE JOBS FOR THE CONSTRUCTION COMPANIES O HOPE JOBS - MORE TAXES BENEPATED FOR STATE (MORE DEVENUE TO CAUSE STATE EXPONSES) MORE JOBS WILL REDUCE UNEMPLOYMENT AND KALL REDUCE STATE EXPENSES
	Optional         Name
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)         Image: Subport test of the resolution of the res

CodeIssueResponse1Comment noted.

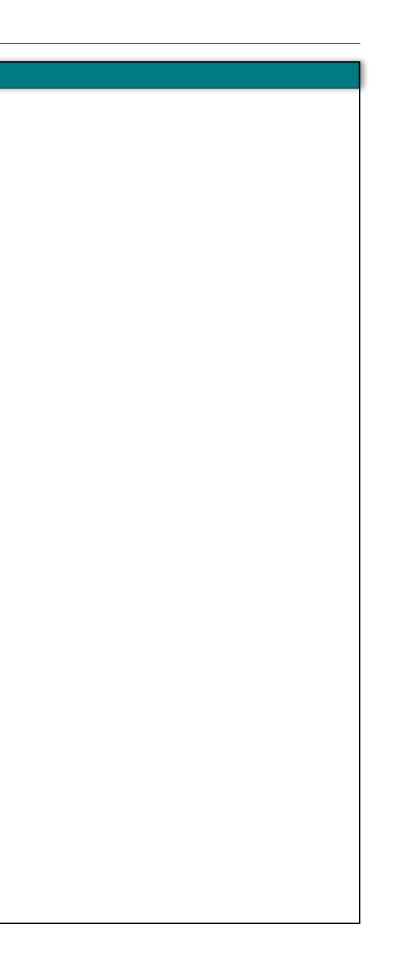
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1	more trucks, semi-trucks blowing their smoke
2	everywhere, people's health is going to be affected.
3	The homes are going to be dirty. They're going to
4	have black shoot on the windows. I mean,
	everything's going to be dirtier outside.
6	And kids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

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Code Issue

Response



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1You know, I feel like my investment has2been in there, and it's not fair because, I mean,3other people want to move in and out to be near4family, to be near schools with their children, and5that's what they would want to do and they're doing6that in my area, but I'm stuck because we're older.7You know, everybody else has opportunities for their8families.9And I think that we should fight about10that because my point is, as far as the reservation11goes right there, you have tribes. And we have to12honor and respect their spiritual being and the thing13that they're trying to do there. And if you destroy14their land, I don't know what would happen to them.15Because I did learn to respect tribes and learned it16from Israel. They pass things down from generation17to generation. And I feel like we need to respect18and honor their nature and their tribes and their19Lives and so that's why I want to stop it.20I think maybe think twice about it, you21know, increasing the amount of trains and things.22Because when people have so many cars, it's so23expensive. Electricity 's becoming expensive. I24mean, there's just more opportunities I know, and25more things economically for people to do if we had		
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16 from Israel. They pass things down from generation 17 to generation. And I feel like we need to respect 18 and honor their nature and their tribes and their 19 lives and so that's why I want to stop it. 20 I think maybe think twice about it, you 21 know, increasing the amount of trains and things. 22 Because when people have so many cars, it's so 23 expensive. Electricity 's becoming expensive. I 24 mean, there's just more opportunities I know, and		
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18 and honor their nature and their tribes and their 19 lives and so that's why I want to stop it. 20 I think maybe think twice about it, you 21 know, increasing the amount of trains and things. 22 Because when people have so many cars, it's so 23 expensive. Electricity 's becoming expensive. I 24 mean, there's just more opportunities I know, and		
19 lives and so that's why I want to stop it. 20 I think maybe think twice about it, you 21 know, increasing the amount of trains and things. 22 Because when people have so many cars, it's so 23 expensive. Electricity 's becoming expensive. I 24 mean, there's just more opportunities I know, and		
I think maybe think twice about it, you know, increasing the amount of trains and things. Because when people have so many cars, it's so expensive. Electricity 's becoming expensive. I mean, there's just more opportunities I know, and		
21 know, increasing the amount of trains and things. 22 Because when people have so many cars, it's so 23 expensive. Electricity 's becoming expensive. I 24 mean, there's just more opportunities I know, and		
22 Because when people have so many cars, it's so 23 expensive. Electricity 's becoming expensive. I 24 mean, there's just more opportunities I know, and		
23 expensive. Electricity 's becoming expensive. I 24 mean, there's just more opportunities I know, and		
24 mean, there's just more opportunities I know, and		
25 more things economically for people to do if we had		
	25	more things economically for people to do if we had

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

Code	lssue	Response
1	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft Er 4-21). Where existing resider noise mitigation would be in Transportation policy (see F
2	Acquisitions and Relocations	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
3	Cultural Resources	
4	Purpose and Need, Lack of Support	

adjacent to the largely residential areas of Ahwatukee rth), a freeway has been planned in this location Environmental Impact Statement pages 4-16 and lential uses are adjacent to the proposed freeway, implemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

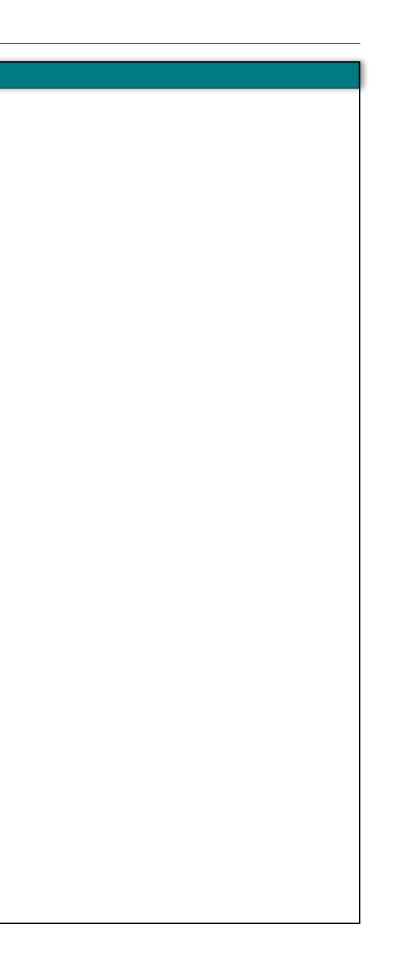
of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

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

Code Issue

Response

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Code Comment Document Estudio de la Autopista South Mountain 2013 **Reporte Del Impacto Ambiental** FORMULARIO DE COMENTARIOS comments are very lisie Athink **Comentarios Adicionales:** crow Vas 12AM ans Maran 15  $\left(1\right)$ ain meruones concern. uni massing van we can 1 an would unte this community think this ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150 PARA MÁS INFORMACÓN: Federal Highway Administration ADOT azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Air Quality	The Arizona Department of T identified several issues and c Responses to these issues car <i>Public Comments</i> beginning on

#### Comment Response Appendix • **B3703**

F Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

#### **B3704** · Comment Response Appendix

le	Comment Document	
	TELEPHONE CONVERSATION RE SOUTH MOUNTAIN FREEWAY II	
	INCOMING CALL DATE:	INCOMING CALL TIME:
	5/15/13	3:34 PM
	CALLER:	CALLER ADDRESS:
	PHONE:	EMAIL:
_	CALLER REMARKS/QUESTIONS	5:
	Please build the South Mountain Fre	eeway. I am definitely in favor of it. Thank you.
/		

CodeIssueResponse1Comment noted.



Code	Comment Document	Code	Issue	Response
		1		Comment noted
	From: <u>Projects</u>			
	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			
	Sent: Saturday, May 18, 2013 9:27 AM To: Projects Subject: I do not support the south mountain freeway			
$\begin{pmatrix} 1 \end{pmatrix}$	I do not support the building of the south mountain freeway Don't build it. 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.			

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e C	Comment Document
	South Mountain Freeway Study 2013
	Draft Environmental Impact Statement
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>It is helpful to ADOT to receive comments on: A particular alternative, environmental impact assessment, and/or draft mitigation.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul>
	Comments in ust be received or postmarked by July 24, 2013. VINE IN Calpany, Hand an area with direct impact while 202. We need this as it will bring to the economic development and much meded resources for our finnely. We are suffred and look for ward to the hear future 202 top.
	Optional
	NameEmail
	Address
	City State Cp Phone Fax
	Phone To
	ADOT TRACS No.: 202L MA 054 H5764 01L + Federal-ald Project No.: NH-202-0(ADY) 15456
	ADDIT INVESTIGATION FOR MORE INFORMATION:

Code	lssue	Response
1		Comment noted.



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2

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

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Code	lssue	Response	
1	Design	The proposed freeway main along Pecos Road. The bridg vehicles from leaving the roa would be of a height such the residences.	
2	Safety	To reduce the number of free responding to them, particul of the proposed freeway. The section is shown on Draft Er discussion and remarks that other freeways in the region safety. The sidebar on Draft the safety features of auxilian acceleration and deceleration traffic and travelers merging	

n line is no closer than 100 feet from any residences lge sections include concrete barriers that prevent adway. The noise walls along the proposed freeway hat vehicles could not see over them and into

eeway accidents and the expenses associated with ular attention was paid to safety factors in the design he proposed South Mountain Freeway's eight-lane Environmental Impact Statement page 3-58, with and the freeway would be consistent with the design of and thereby would improve driver expectancy and t Environmental Impact Statement page 3-59 discusses ary lanes (used at traffic interchanges) for facilitating on, thereby reducing potential conflicts with throughg onto or exiting from the proposed freeway.

Code	Comment Document
	LOOP 202 South Mountain Freeway Study 2013
1	Draft Environmental Impact Statement COMMENT FORM Additional Comments: 
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 18-150
	ADD THACK WE DEFINE OF HIGH AND ADDRESS OF THE ADD

Code	lssue	Response
1	Alternatives, E1 Alternative	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Code	Comment Document			Code	lssue
				1	
	TELEPHONE CONVERSATION REC SOUTH MOUNTAIN FREEWAY IN				
	INCOMING CALL	INCOMING CALL			
	DATE: 5/15/13	TIME: 4:36 PM			
	CALLER: ANONYMOUS16	CALLER ADDRESS:			

### CALLER REMARKS/QUESTIONS:

PHONE:

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I do believe that the 202 extension is needed. I would like to see it finished and hope that everything gets going here, real quick.

EMAIL:

### Comment Response Appendix • **B3709**

Response

Comment noted.

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	de	Comment Document
<section-header><section-header><section-header><section-header><section-header><section-header></section-header></section-header></section-header></section-header></section-header></section-header>		LOOP 202 South Mountain Freeway Study
<ul> <li>Environmental Impact Statement public comment process.</li> <li>Approximate and the process of the Draft ISS, ADDT will environments, final comments in preparing the Final ISS, which will induce response to all comments, final conductions on potential Impacts, and ADDT's final recommendations.</li> <li>When submitting comments, final conductions on potential Impacts, and ADDT's final recommendations.</li> <li>When submitting comments, final conductions on potential Impacts, and ADDT's final recommendations.</li> <li>Omments must be received or postmarked by July 24, 2013.</li> <li>The process and recommendation.</li> <li>Omments must be received or postmarked by July 24, 2013.</li> <li>The process and recommendation.</li> <li>Optional</li> <li>The process and recommendation.</li> <li>Optional</li> <li>Name</li> <li>The process and recommendation.</li> <li>Optional</li> <li>Name</li> <li>The process and recommendation.</li> <li>Comments must be received or postmarked by July 24, 2013. Comments and postmatic process and process and postmatic process.</li> <li>Optional</li> <li>Name</li> <li>The process and recommendation.</li> <li>Comments must be received or postmarked by July 24, 2013. Comments and postmatic process and postmatic process.</li> <li>Optional</li> <li>Name</li> <li>The process and recommendation.</li> <li>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: ADDT Loop 202 South Mountain Freeway Study. ISSS W. Jackson Street, MD 126F, Phoenia, AZ 85007</li> </ul>		
Open of the theorem     Determining Devalue there all on the theorem   The developer the theorem </td <td></td> <td><ul> <li>Environmental Impact Statement public comment process.</li> <li>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.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul></td>		<ul> <li>Environmental Impact Statement public comment process.</li> <li>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.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul>
Name       Email       Tolligstölliger and the second deposited at tolay is meeting, emailed to: projects@azdot.gov or mailed to: ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)	)	Comments must be received or postmarked by July 24, 2013. Del family Devale three a loak, June, Such Congestion, Mine 4 arress F10 from F17 Such twest bound That 9 take Devans live, get by on Durango, Son 35th 40 Baseline to get by on Durango, Son 35th 40 Baseline to get boom to Lavan. Mathie ata 3 Pm is back allop on F10 141t to McDavell Road, Ataw, McKeny, taking 17 to 10 (w) to Smith Theorem sounds good, but not practical time wale, what plans are three to relieve Congestion Q 17/10 with chang.?
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)		NameEmail telking road a Com
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)		
		Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed
EOD MODE INCODMATION		ADDT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 15-150 FOR MORE INFORMATION:

Code	Issue	Response
1	Traffic	The recommended improvem Alternative. The Arizona Dep of Governments continually of freeway system and identify of <i>Transportation Plan</i> includes for Interstate 17 corridors. Infor <azdot.gov phoenix<="" projects="" th=""></azdot.gov>

ment is not within the scope of the Preferred partment of Transportation and Maricopa Association evaluate bottlenecks within the existing regional opportunities for fixing problems. The *Regional* funding for improvements along the Interstate 10 and mation related to these projects can be found at x-metro-area>.

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

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Code	lssue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of identified several issues and o Responses to these issues can <i>Public Comments</i> beginning on

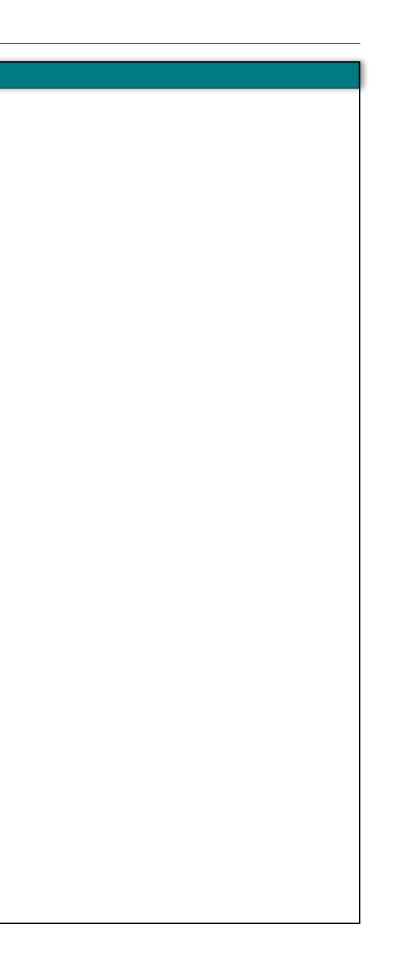
f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

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

Code Issue

Response

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	mment 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. The South Mountain 303 alignment plan. The pipelation growth has in that the proposed house in all source Inaffic congestion on I-10, The p	is an outdated around past the point the purpose of relieven cople in the Southeast
2 3	Calley and the prices des controls de controls and the control areas de la morey could be inpisole - 1 is crasse publes hants to eliminate the Truck halfer befores should be established	through Phoerix a
4 5 6	real on I-8 and north to I-10. A read to be improved, but the cost the definential import on the compresenty is for greater than	Le reader would would begen loss. Musicher Postalle to any other command
	Optional Email	
	City <u>Moexax</u> State <u>7</u> Phone Fax	zp <u>85048</u>
	Comments must be received or postmarked by July 24, 2013. Comments of to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Stu	an be deposited at today's meeting, emailed dy, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

Code	lssue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
2	Alternatives, Nonfreeway Alternatives	
3	Alternatives	The proposed project is part Association of Governments approved the <i>Regional Transp</i> to fund its projects. The fun of the proposed project wou Highway Performance Progr Regional Area Road Funds) proposed freeway would not would not constructing this statewide projects.
4	Purpose and Need, Lack of Support	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning of
5	Alternatives	The study considered an alte Grande to State Route 85 fr of the Draft Environmental I reconstructed as a four-lane Interstate 8 is a four-lane, di Existing signs at each termin metropolitan Phoenix area. and interregional travel, but need as part of a regional tra from further consideration.
6	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the nort for many years (see Draft En 4-21). Where existing resider noise mitigation would be in Transportation policy (see F

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

It of the *Regional Transportation Plan* for the Maricopa s region. In 2004, the voters of Maricopa County *bortation Plan* and the extension of a half-cent sales tax nding for the right-of-way acquisition and construction uld come from a combination of federal (National ram) and County (half-cent sales tax, also known as sources. Use of these funds for construction of the affect available funds for statewide projects nor facility make available additional funds for other

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ernative that would run along Interstate 8 in Casa rom Gila Bend to Interstate 10 (see text on page 3-9 Impact Statement). State Route 85 is currently being e, divided highway with limited-access control, and ivided Interstate freeway with full access control. nus designate the route as a truck bypass of the This route would continue to be available for interstate t it would not meet the proposed action purpose and ransportation network and, therefore, was eliminated

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

#### **B3714** • Comment Response Appendix

Code	Comment Document
	LOOP 202 South Mountain Freeway Study 2013
	Draft Environmental Impact Statement
7	Additional Comments: and little approxidence for has been geven to this commented. Pallition and torse will should be increase if an 8-10 lare freeman to built aborg teast tead. If the freeman to cheated and a sound starmed work of built fload plans may be created where none currently exist.
10	Do Dol Build on Peaces. 111
	ADDT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D[ADY] 13-110
	ADDT & FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	lssue	Response
7	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
8	Noise	
9	Drainage	Pecos road drainage is design is allowed to drain along its r to Gila River Indian Commur the Selected Alternative, the and the existing culverts wou Road currently has numerous in this area would eliminate t adverse flooding impacts on upsizing the culverts would n ensure that there would be n (See Draft Environmental Im
10	Alternatives, E1 Alternative	The Arizona Department of identified several issues and of Responses to these issues ca <i>Public Comments</i> beginning or

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

gned as a pass-through system. In other words water natural existing pathway underneath the freeway and unity land. If an action alternative were to become e E1 Alternative would be constructed aboveground ould extend to pass drainage under the freeway. Pecos us existing culvert crossings. Depressing the freeway the existing culvert crossings and potentially have n adjacent properties. Extending the existing culverts or maintain or improve drainage flows. Doing so would no adverse flooding impacts to adjacent properties. npact Statement pages 3-18, 4-98, and 4-107.)

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

Cada	Commont Dominant		
Code	Comment Document		
	TELEPHONE CONVERSATIO	N RECORD	
	SOUTH MOUNTAIN FREEWA	Y INFORMATION LINE	
	INCOMING CALL	INCOMING CALL	
	DATE:	TIME: 5:10 PM	
	5/15/13		
	CALLER: ANONYMOUS	CALLER ADDRESS:	
	PHONE:	EMAIL:	

### CALLER REMARKS/QUESTIONS:

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I support the South Mountain Freeway, it really is needed. Thank you.

# CodeIssueResponse1Comment noted.

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### **B3716** · Comment Response Appendix

Code	Comment Document	С	Code	lssue	Response
	From: Projects To: ADOI Subject: FW: 202 South Mt. Freeway		1	Alternatives	Federal law prohibits the c interchanges would be loca Indian Community (see Dr Roadway connections on C interchanges would be the coordination with appropr
	Subject:       FW: 202 South Mt. Freeway         Date:       Monday, May 20, 2013 8:24:31 AM				
	From: RMeyerBuck [mailto:rmeyerbuck@msn.com] Sent: Sunday, May 19, 2013 11:00 AM To: Projects Subject: 202 South Mt. Freeway				
	Let's stop all the back and forth with the Indians and build it. If the Indians won't let it go on their land don't put any on or off ramps for them to use.				
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.				

denial of access to any community. Thus, traffic cated along the freeway where it borders the Gila River Draft Environmental Impact Statement page 3-51). Gila River Indian Community land to the traffic he responsibility of the Gila River Indian Community, in priate jurisdictions.

Code	Comment Document
	LOOP 202 South Mountain Freeway Study 2013 Draft Environmental Impact Statement COMMENT FORM
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>It is helpful to ADOT to receive comments on: <ul> <li>A particular alternative, environmental impact assessment, and/or draft mitigation.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul> </li> </ul>
1	Comments must be received or postmarked by July 24, 2013. <u>Please save it cur no money NEED Tenins</u> <u>All around cur people cant attend buy</u> <u>car NO Jobs Su NEED Start</u> <u>frain people can enjoy no woorry</u> , <u>Br MMJ</u> <u>RX</u> <u>Blends people</u> <u>JH people</u> ,
	Optional NameEmail
	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) FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Alternatives, Nonfreeway Alternatives	The Arizona Department of identified several issues and o Responses to these issues ca <i>Public Comments</i> beginning on

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

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

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Code	Issue	Response
1	Design	The determination to not inc coordination with the City of the displacement of over 100 existing high school. The City interchange be removed from traffic circulation study to ev of an access point at 32nd St no adverse effects on the loca Appendix 3-1 in the Final Env

nclude an interchange at 32nd Street was made in of Phoenix. The interchange would have required 00 homes and would have been located near an ty recommended that, based on these impacts, the om the study. At the same time, the City conducted a evaluate the impacts of the freeway (and the removal Street) on the local street system. The City study found ocal street system from the proposed freeway (see nvironmental Impact Statement).

2

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

Code	lssue	Response
2	Neighborhoods/ Communities	While the E1 Alternative is a Foothills Village (to the north for many years (see Draft En 4-21). Where existing resider noise mitigation would be im Transportation policy (see Fi

Page 28

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com adjacent to the largely residential areas of Ahwatukee rth), a freeway has been planned in this location Environmental Impact Statement pages 4-16 and lential uses are adjacent to the proposed freeway, implemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

### **B3720** · Comment Response Appendix

ode	Comment Document	
	TELEPHONE CONVERSATION I SOUTH MOUNTAIN FREEWAY	
	INCOMING CALL DATE:	INCOMING CALL TIME:
	5/16/13 CALLER:	5:52 PM CALLER ADDRESS:
	ANONYMOUS17 PHONE:	EMAIL:
	CALLER REMARKS/QUESTION	IS:
)		We need all the freeways we can get. Thank you. Bye.
/		

Code	Issue	Response
1		Comment noted.



	nment Document
	From: Projects
	To:     ADOT       Subject:     FW: Build the Sount Mountain Freeway
	Date: Monday, May 20, 2013 8:22:32 AM
$\frown$	From: Tragrc2 [mailto:tragrc2@aol.com] Sent: Sunday, May 19, 2013 9:13 PM To: Projects Subject: Build the Sount Mountain Freeway
$\begin{pmatrix} 1 \end{pmatrix}$	Subject: Build the Sount Mountain Freeway
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	Comment Document	
	LOOP 202 South Mountain Freeway Study	2013
	Draft Environmental Impact Statement COMMENT FORM	
	<ul> <li>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.</li> </ul>	OT to receive comments on: ative, environmental impact or draft mitigation. ou feel is incomplete or incorrect. Laction would affect you.
	Comments must be received or postmarked by July 24, 2013. <u>I mm a recent (2 grass</u> <u>+e Phoenix As a residue</u> <u>Spends substantial trues in</u>	t when the west
	the new free way set in well I the new free way set in well I It would referre out all cone huess to the fast value, go	esting, provide
1	) Project as proposed, it will be overall population will be	for taught
	Optional	
	NameEmail	
	CityState	Zip
	Phone Fax	
	Comments must be received or postmarked by July 24, 2013. Comments can be deposited a to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson S	at today's meeting, emailed Street, MD 126F, Phoenix, AZ 85007
	ADDT TRACS No.: 202L MA 054 H5764 03L • Federal-ald Froject No.: NH-202-0[ADY)	FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	lssue	Response
1		Comment noted.
_		



25

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	Code	lssue	Response

(Comment codes begin on next page)

Page 28

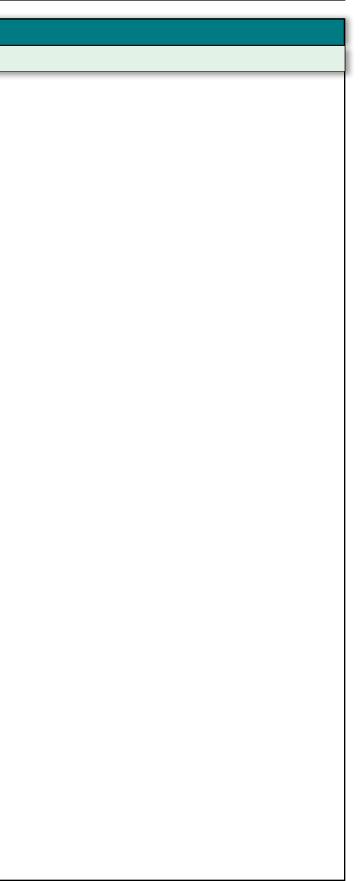
UNIDENTIFIED SPEAKER: Don't waste any

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

### **B3724** · Comment Response Appendix

Code	Comme	nt Do	nent		Code	lssue	
					1		
			2				
			more time talking with the Gila River tribe ab				
			putting the freeway on their land. Don't waste				
			on another 99-year lease. Build it where you	-			
1)			own 85 percent of the land on Pecos Road.				
			UNIDENTIFIED SPEAKER: I live in T	empe by			
			ASU so it sounds like a good idea to me, but I				
			want to make sure that consideration of the ot				
			people that it affects more closely is taken is				
			account. So I'll make other comments online, N				
			now I just seems like a good idea to relieve				
			congestion of traffic, but if it affects people	e's			
			homes and things like that, I want to make sur	e those			
			people are treated fairly. So that's my bigge	st			
			concern.				
			(The proceedings concluded at 8:00 p.m.)				
			Driver and Nix Court Reporters - (602) 266-	Page 29			

# esponse omment noted.



ode	Comment Document
Loue	

Code	lssue	Response	
1		Comment noted.	

### 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.

1

### **B3726** · Comment Response Appendix

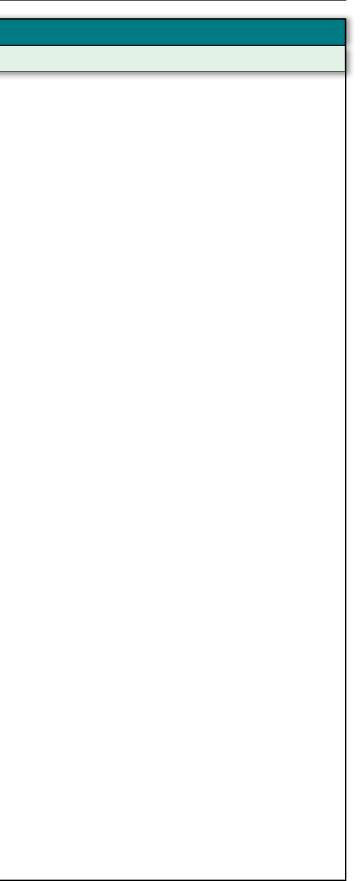
Cod	e Comment	Document		Code	lssue	Response
_			_	1		Comment noted.
		From: Projects To: ADOT				
		Subject:       FW: Loop 202 South Mountain Freeway Study Opinion         Date:       Tuesday, April 30, 2013 8:53:26 AM				
		From: K B [mailto:xbjquip@hotmail.com] Sent: Friday, April 26, 2013 3:01 PM				
		To: Projects Subject: Loop 202 South Mountain Freeway Study Opinion				
		I would just like to say that the E1 Alternative and W59 Alternative looks like the best option				
	)	for the Loop 202 South Mountain Freeway expansion.				
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.				



0	mment Document	Cod	le	lssue	
		1			
	LOOP 202				
	South Mountain Freeway Study 2013				
	Draft Environmental Impact Statement				
Contraction of the local division of the loc	COMMENT FORM				
	Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process. • A particular alternative, environmental impact				
	ADD1 encourages an interested particles to some the comments in preparing the Final EIS, which assessment, and/or draft mitigation.				
	<ul> <li>Any information you feel is incomplete or incorrect.</li> <li>ADOT's final recommendation.</li> <li>Any information you feel is incomplete or incorrect.</li> <li>How the proposed action would affect you.</li> </ul>				
	When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.				
	Comments must be received or postmarked by July 24, 2013. <u>PLEASE</u> BUILID THIS IMPORTANT				
	FRAMWAY SOON!				
	Optional				
	Name         Email				
	Address Zip				
	City				
	Phone Fax				
	Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: a projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007				
	to: projects@azdot.gov of malica to: Abor 2009 202 countreastante a p				
	ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D[ADY]				
	ADDT O LS Depointment of Monisoration FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway				

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			ent		Code
					1
		4343		_	
		1	more time talking with the Gila River tribe about		
		2	putting the freeway on their land. Don't waste money		
		3	on another 99-year lease. Build it where you already		
		4	own 85 percent of the land on Pecos Road.		
		5	UNIDENTIFIED SPEAKER: I live in Tempe by		
		6	ASU so it sounds like a good idea to me, but I just		
$\left(1\right)$		7	want to make sure that consideration of the other		
$\bigcirc$		8	people that it affects more closely is taken into		
		9	account. So I'll make other comments online, but for		
		10	now I just seems like a good idea to relieve		
		11	congestion of traffic, but if it affects people's		
		12	homes and things like that, I want to make sure those		
		13	people are treated fairly. So that's my biggest		
		14	concern.		
		15	(The proceedings concluded at 8:00 p.m.)		
		16			
		17			
		18			
		19			
		20			
		21			
		22			
		23			
		24			
		25			
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		Π.	Page 29 civer and Nix Court Reporters - (602) 266-6525		



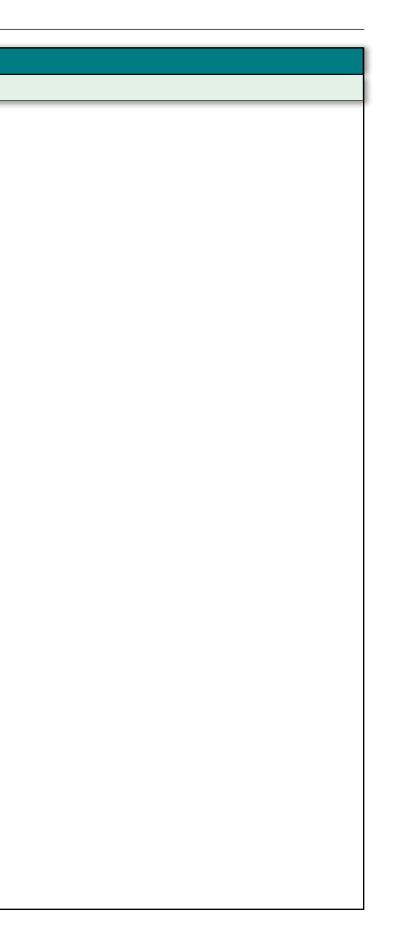
ode Co	omment Document		Code 1
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY		
	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:56 PM	
	CALLER: ANONYMOUS19	CALLER ADDRESS:	
	PHONE:	EMAIL:	
	CALLER REMARKS/QUESTIO	NS:	
)	I support the freeway. Put it in. T	hank you.	

Response

Comment noted.

### **B3730** · Comment Response Appendix

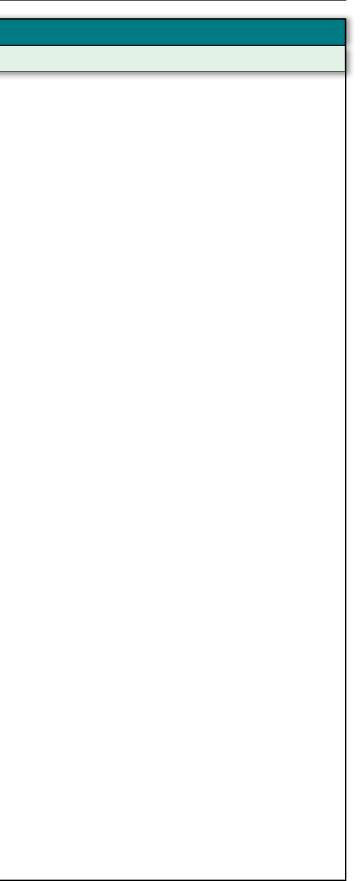
Code	Comment	Document		Code	lssue	Response
			·	1		Comment noted.
		From: Projects				
		To:         ADOT           Subject:         FW: South mtn freeway           Date:         Wednesday, May 22, 2013 10:54:47 AM				
		From: Ronron8611 [mailto:ronron8611@gmail.com]				
		Sent: Monday, May 20, 2013 5:43 PM To: Projects Subject: South mtn freeway				
		Build it asap to take the pressure off I 10 traffic.				
		From my Android phone on T-Mobile. The first nationwide 4G network.				
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(jes) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus				
		attachments.				
			]			



C	omment Document
	LOOP 202 South Mountain Freeway Study 2013
	Draft Environmental Impact Statement COMMENT FORM
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> </ul>
	Comments must be received or postmarked by July 24, 2013. Freeways and friendlien to the environment. With freeways we see less polytion + less trapple accelent 24 heeps and our aly sheets from
	will bring jobs to the Valley which Phoenin is hurting for It will provide employment apportunite to many and leving yous back to
	very bury & the freeway are dread very bury & the freeway will help to reducert some of that haffine & help will night how hoffice. The 202 project we
	Optional 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
	ADDT TRACS No : 2021 MA 054 H5764 DTL + Federal-aid Project No : NH-202-D(ADY)

Code	lssue	Response
1		Comment noted.

Code	Comme	ent Do	ocum	ent	Code	lssue	Response
_					1		Comment noted.
			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.			
				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			
				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			
(	1)		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			
			Dı	river and Nix Court Reporters - (602) 266-6525 www.drivernix.com			



Code	Comment Document			Code	Issue
				1	
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWA				
	INCOMING CALL DATE:	INCOMING CALL TIME:			
	05/16/13	6:55 PM			
	CALLER: ANONYMOUS20	CALLER ADDRESS:			
	PHONE:	EMAIL:			
	CALLER REMARKS/QUESTIO	NS:			
	Yes, I support the freeway, put i				

Response

Comment noted.

1

Comme	ent Docume	ent
	4430	
	<b>–</b> 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

Code	Issue	Response
1	Purpose and Need	The proposed freeway was d and southeastern portions o Draft Environmental Impact the responsiveness of the pro
2	Purpose and Need, Truck Bypass	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or

Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com developed to improve mobility between the western of metropolitan Phoenix. See the text beginning on ct Statement page 3-27 for more information related to proposed freeway to the purpose and need criteria.

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

3

1	not a commute option.
2	In fact, it even shows on their board over
3	there that this will save you six minutes travel time from
4	Ahwatukee to downtown. The problem with that is, one,
5	like I said before, it's not taking you downtown. And
6	two, if it's saving you that time, it's because you're
7	still going down the I-10, and maybe there's fewer cars or
8	trucks on there because now they're taking the outer loop
9	because they're not going downtown. So
10	And as a as a homeowner that's going to
11	be directly affected by this, it would be really nice if
12	they'd have some dates and some drop-dead, concrete dates
13	that they could give, or at least some, you know, proposed
14	dates that, hey, by this date, this is going to happen,
15	because I can't I'm I've been living in limbo.
16	Can't make any decisions on my house or what to do.
17	So I guess that's that's it.
18	And oh, one more thing. And the people
19	that are giving positive comments are the people that
20	don't live in an area that's affected by it. I can tell
21	you that the meetings I've gone to, all those that speak
22	highly of this are the people that in Ahwatukee,
23	anyway, because I can't really speak to the Laveen area
24	are those folks that live north of Chandler Boulevard. So
25	they're not affected by this. But I guarantee you if they
L	Page 33

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

Code	lssue	Response
3	Construction	The schedule for the next ste Statement in 2014. A 60-day of decision would be publishe begin as early as 2015.

teps includes publishing the Final Environmental Impact by public review period will be provided. Then the record hed. If a build option is selected, construction could

4

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

Code	lssue	Response
4	Social Conditions	While the City has some ability ordinances, the City does not developed. The Arizona Depar large tracts of land along the F shortfalls kept the Arizona De the needed land. Developers w decision to develop the land by built. Citizens were also aware freeway despite the same risk. responsibilities of the City of P Transportation related to disc on page 4-13 of the Draft Envir

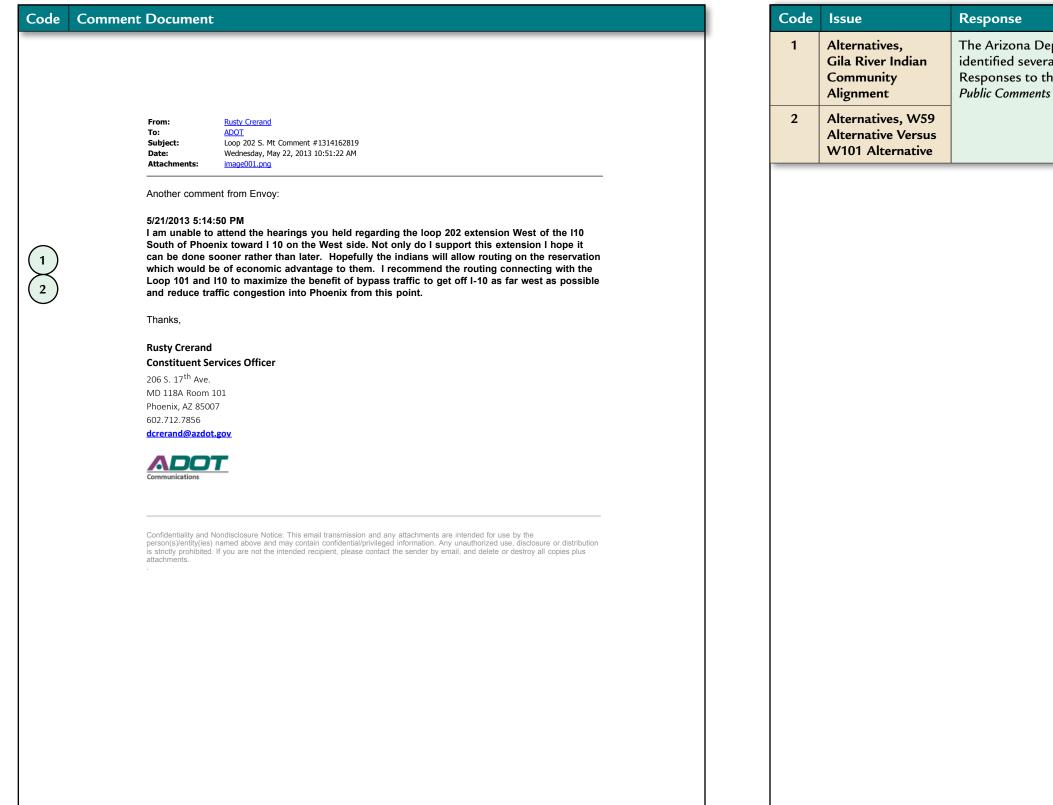
Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com ility to control development through its zoning of have the authority to stop private land from being partment of Transportation was able to acquire be Pecos Road alignment in the 1980s, but funding Department of Transportation from acquiring all of s were aware of the potential freeway and made the d based on the risk that the freeway would eventually be are of the potential and chose to buy homes near the sk. Information related to freeway awareness and the of Phoenix, developers, and the Arizona Department of isclosure of the planning for the freeway is presented nvironmental Impact Statement.

Document Created: 7/10/2013 1:53:15 PM by Web Comment Form

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.

Code	lssue	Response
1	Noise	The freeway profile, or elevat factors including geology, dr in the Phoenix metropolitan maintain a rolling profile, be dropping to near ground leve

ation, is determined by a number of engineering Irainage, and cost, among others. Like most freeways n area, the proposed South Mountain Freeway would eing elevated above most major cross streets and vel between interchanges.



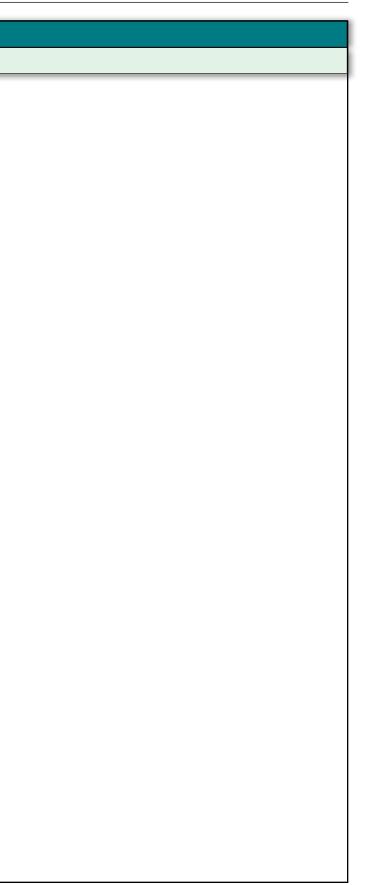
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Comment Document	Code	lssue	Response
	1		Comment note
2013 2014 2014			
Optional			
NameEmail			
Address			

# Code Comment Document 4432 1 UNIDENTIFIED SPEAKER: I was resident of 2 Laveen. I was there since 2007 to 2000 -- end of 2012. I 3 work in Chandler, and my commute was only through Baseline Road, and it was like a nightmare every day, and I pretty 4 much couldn't stay anymore because I had to have early 5 6 morning meetings, so I had to move out to Chandler. But I 7 still have my home back in Laveen. And I'm -- it's rented 8 right now. So I'm very interested to see this freeway 9 getting built, because if you stay -- if you ever go to 10 Laveen, you'll see that area has a lot of prospects, but 11 12 it's just not developing or growing because of not having a proper freeway there yet. It's just like a cul-de-sac, 13 with only one road, Baseline, going back and forth. 14 15 So -- so I really hope and thank the ADOT team for committing the years. I know it's a long 16 (1)17 process, and I hope this process moves faster and quickly 18 so that the freeway gets built as soon as possible. Page 37

CodeIssueResponse1Comment noted.

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



Code	Comment Document		Code Iss	ue
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY INCOMING CALL DATE: 5/17/13	Y INFORMATION LINE INCOMING CALL TIME: 1:52 PM		
	CALLER: ANONYMOUS22	CALLER ADDRESS:		
	PHONE:	EMAIL:		
	CALLER REMARKS/QUESTIO			
	I support the South Mountain Fre	eeway extension.		

Response

Comment noted.

Code	Comment Document	Code	lssue	Response
	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.	1	Purpose and Need	Although the region's freeways conditions in 2035 without the more congested areas and con Environmental Impact Stateme Congestion relief resulting from reductions of delays on arteria would result in lower exposure toxics occurring in traffic. Oth to the No-Action Alternative a Environmental Impact Stateme
1	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. 17 <sup>th</sup> Ave. MD 118A Room 101 Phoenix, AZ 85007 602.712.7856 dcrerand@azdot.gov			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			

ays are now congested during the peak travel period, the proposed freeway would be substantially worse with ongested conditions for longer periods of time (see Final ment pages 1-21 and 1-22).

rom the proposed freeway would provide localized rial streets and at interchanges. Reduced travel times are to elevated concentrations of mobile source air ther benefits of the proposed freeway in comparison are presented in Table 3-9 on page 3-38 of the Final ment.

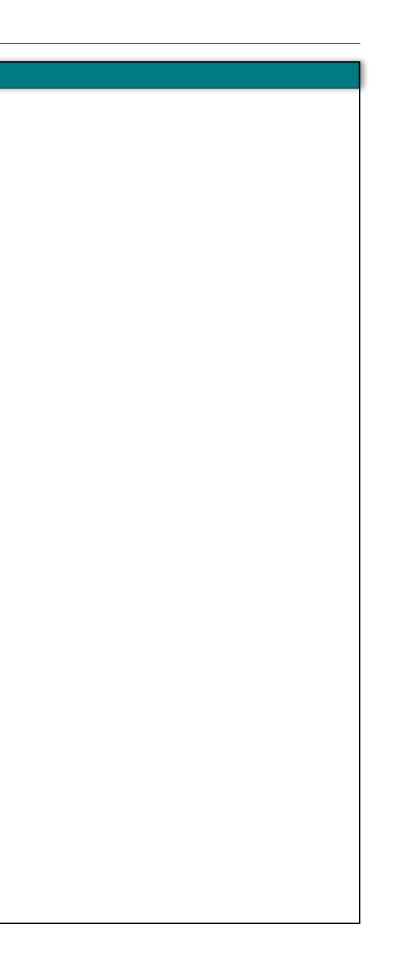
Comment Document
LOOP 202 South Mountain Freeway Study
Draft Environmental Impact Statement COMMENT FORM
<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>ADOT encourages all interested parties to submit written comments 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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>Comments must be received or postmarked by July 24, 2013.</li> </ul>
OUTSTANDING WORK ADDT TERM, THIS IS A MUCH NEEDED ALTERNATE FREEWAY CORRIDOR THAT WOULD ADDRESS FUTURE TRAFFIC GROWTH, THE SOUTH MOUNTAIN FREEWAY WOULD PROVIDE THE TRAVERYING PUBLIC MORE OFTIONS AND WIND REDUCE
CONGESTION ON I-10,
BUILD IT NOW!
Optional NameEmail
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

Code	lssue	Response
1		Comment noted.

# Code Comment Document 4431 UNIDENTIFIED SPEAKER: I was studying 20 21 this -- a map over here, and the layout and everything, 22 and I can see that there's going to be new bridges that 23 are going over the top. And I just think that it's just 24 too many trucks that are going to be passing over the top 25 of the bridges. And I think it's -- suppose they crashed? Page 34

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

Response



#### Code Comment Document

 $\left(1\right)\left(2\right)$ 

(3)

(4)

(3)

(5)

6

1	They could crash directly into our home and destroy ou
2	home, destroy our lives, destroy our houses. It's jus
3	threat. It's just a threat to our life and the
4	environment as well. It's just going to ruin the
5	environment.
6	My home has these windows. They're goin
7	be dirty. They're going to be black with soot. The r
8	are going to be black because there's too many trucks
9	these highways and of all the traffic that's going to
10	passing by. So there's just no way.
11	I mean, if there's cars, that's okay, bu
12	it's just the trucks that I'm worried about. Trucks a
13	always filthy and full of pollution with all the smoke
14	that they create.
15	And I just think it's going to be very,
16	dangerous for our environment, for our health, you kno
17	for the farm and the gardening that we have in the bac
18	yard. It's going to ruin the environment completely w
19	the pollution.
20	There's schools in the area. There's lo
21	of schools in the area where kids play sports or just
22	around, and it's just going to be and their health
23	going to be affected by it all along this area.
24	And if you have the bridge if you hav
25	this bridge built, people aren't going to buy my house

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

	1	
Code	lssue	Response
1	Safety	To reduce the number of fre responding to them, particul of the proposed freeway. The section is shown on Draft Ediscussion and remarks that other freeways in the region safety. The sidebar on Draft the safety features of auxilia acceleration and deceleration traffic and travelers merging
2	Design	The proposed freeway mair along Pecos Road. The brid vehicles from leaving the ro would be of a height such the residences.
3	Air Quality	The Arizona Department of identified several issues and Responses to these issues of <i>Public Comments</i> beginning of
4	Purpose and Need, Truck Bypass	
5	Health Effects	
6	Visual Resources	Draft Environmental Impact for visual impacts lists four impacts of overpasses: • placing landscape treatme locations as well as at oth • using earth colors for over • using bridges and overpass landscape • minimizing structural size the edge of the roadway to Additionally, Draft Environe page discussing "how struct be directly involved in devel

reeway accidents and the expenses associated with cular attention was paid to safety factors in the design The proposed South Mountain Freeway's eight-lane Environmental Impact Statement page 3-58, with at the freeway would be consistent with the design of n and thereby would improve driver expectancy and ft Environmental Impact Statement page 3-59 discusses iary lanes (used at traffic interchanges) for facilitating ion, thereby reducing potential conflicts with throughng onto or exiting from the proposed freeway.

n line is no closer than 100 feet from any residences dge sections include concrete barriers that prevent badway. The noise walls along the proposed freeway that vehicles could not see over them and into

of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

ct Statement page 4-158 of the mitigation section r measures that could be taken to mitigate the visual

ent on the periphery of right-of-way areas at overpass her areas adjacent to residential development erpasses, retaining and screen walls, and noise barriers .ss structural systems that help unify a visually complex

es and/or recessing the face of structural members from to reduce real or apparent breadth of structures

mental Impact Statement page 4-159 has nearly a full ctures are aesthetically treated and how the public could loping aesthetic treatments."

### Code Comment Document 1 because it's going to be right there. So it's going to (7 (8) hurt the resale of our house. It's not going to be worth 2 it for them to spend money on my house. 3 The government already owes -- the 4 government already owes money, \$16 trillion in debt. It's 5 ( 9 ) 6 not worth fighting for this. It's been 30 years. 7 So please, please don't build this. It's just going to be horrible. You should no build the 8 bridges across the top because of the bad environment. 9 There are other organizations that already filed 10 complaints. Just ADOT, you know, they're going to -- and 11 12 other organizations will also file complaints some day.

Page 36

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

Code	lssue	Response		
7	Property Values	A review of the literature rev relationship between the tra values (Transportation Rese Board, No. 2174, Transporta Washington, D.C., 2010, pp Case Study of the Superstitic California Department of Tr substantially affect sales prior study concluded that it is the price and not distance or no that the more the visibility of the sales price of homes solo		
8	Acquisitions and Relocations	By law, the State must pay m value is determined by an in- the property acquisition pro Transportation's Web site at booklets-and-manuals>.		
9	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning of		

veals few detailed and comprehensive analyses of the ansportation infrastructure and residential property earch Record: Journal of the Transportation Research sation Research Board of the National Academies, b. 138–47; "Impact of Highways on Property Values: ion Freeway Corridor"). A recent study by the ransportation concluded that freeway facilities did not ices in residential areas adjacent to the facility. The ne visibility of the freeway that may influence selling bise. As a result, the researchers generally concluded of a new freeway is reduced, the less it would determine d in the area.

market value for real property acquired. Market idependent appraiser. Additional information about ocess is available on the Arizona Department of it <azdot.gov/business/RightofWay\_Properties/

<sup>6</sup>Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

#### Code Comment Document

 $\left(1\right)$ 

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

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 2:37 PM
CALLER: ANONYMOUS23	CALLER ADDRESS:
PHONE:	EMAIL:

#### CALLER REMARKS/QUESTIONS:

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.

### Code Issue Response 1 Comment noted.

	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.
3 5 $6$	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. 17 <sup>th</sup> Ave.
	MD 118A Room 101 Phoenix, AZ 85007
	602.712.7856 dcrerand@azdot.gov
	Communications
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	lssue	Response
1	Alternatives, E1 Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Alternatives, Gila River Indian Community Alignment	
3	Groundwater	If a well were adversely affect to be abandoned or the well according to state regulation Impact Statement page 4-10
4	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
5	Air Quality	
6	Economics, Socioeconomics	A review of the literature reverse relationship between the tran- values (Transportation Resea Board, No. 2174, Transporta Washington, D.C., 2010, pp. Case Study of the Superstitic California Department of Tra- substantially affect sales price study concluded that it is the price and not distance or not that the more the visibility of the sales price of homes sold

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

cted by construction activities, the well might need I owner would be compensated by drilling a new well ons/standards. (See text box on Final Environmental 08.)

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

veals few detailed and comprehensive analyses of the ansportation infrastructure and residential property earch Record: Journal of the Transportation Research cation Research Board of the National Academies, b. 138–47; "Impact of Highways on Property Values: ion Freeway Corridor"). A recent study by the ransportation concluded that freeway facilities did not ices in residential areas adjacent to the facility. The ne visibility of the freeway that may influence selling bise. As a result, the researchers generally concluded of a new freeway is reduced, the less it would determine d in the area.

Code	Comment Document
	LOOP 202
	South Mountain Freeway Study 2013
	Draft Environmental Impact Statement COMMENT FORM
1	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>ADOT encourages all interested parties to submit written comments on any aspect will include responses to all comments, inpaging the Final Eis, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.</li> <li>When submitting comments, please be as specific as possible and substantiate you concerns and recommendations.</li> <li>Comments must be received or postmarked by July 24, 2013.</li> <li>Mult Schunday and Sunday metring-final interd in metaged opportunity to engage diverse audience, Mury pupper have limited time to grasp full comprehension of impacts.</li> </ul>
	Optional NameEmail
	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-202-0(ADY) 15-150
	For MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	lssue	Response
1	Public Involvement	This study, which began in July the study process, community of opportunities to ask questions, proposed action. The Draft Environmental Impa- duration that federal regulation at the Phoenix Convention Cen comments for up to 3 minutes with no specific time limit to a comment. At any time during the 90-day p project Web site, and by mail. S within and in close proximity to

ly 2001, is expected to be completed in 2014. During y members have had and will continue to have various 1s, express opinions, and provide comments about the

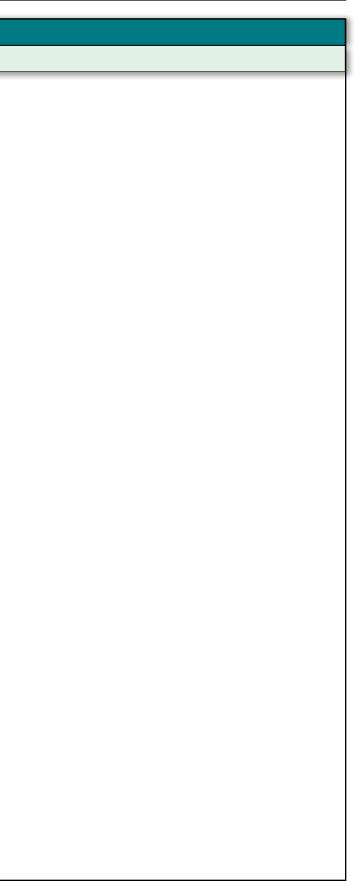
pact Statement had a 90-day comment period—twice the ions require. A public hearing was held on May 21, 2013, enter from 10 a.m. to 8 p.m. where individuals provided es in front of a project team panel or provided comments a court reporter. Comment forms were available for written

y period, comments could be made using e-mail, phone, the I. Six additional community forums were held at locations to the Study Area.

#### **B3750** · Comment Response Appendix

ode Co	omment Document		Code	lssue
			1	
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY			
	INCOMING CALL DATE:	INCOMING CALL TIME:		
	5/17/13 CALLER:	3:31 PM CALLER ADDRESS:		
	ANONYMOUS24 PHONE:	840 E. PURDUE, PHOENIX AZ 85020 EMAIL:		
	CALLER REMARKS/QUESTION			
1)		ed PC and I am in favor of the freeway extension. Thank you.		

Code	lssue	Response
1		Comment noted.



#### Code Comment Document

 $\left(1\right)$ 

 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.

Code	lssue	Response
1	Acquisitions and Relocations	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on

F Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

nment Document	Code	lssue	Response
	1	Acquisitions and Relocations	The Arizona Department of Transidentified several issues and conc Responses to these issues can be <i>Public Comments</i> beginning on pag
From:     Mark       To:     Projects       Subject:     Pecos Road Loop 202 South Mtn.       Date:     Thursday, June 06, 2013 3:34:06 PM			
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.			

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

е	Comment Document	1	Code	lssue
	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. It is helpful to ADOT to receive comments on:		1	Neighborhoods/ Communities
	<ul> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>Comments must be received or postmarked by July 24, 2013</li></ul>	-	2	Construction
)	May 21-2013. I have been a resident of Phoenix for over B years and have seen this city grow/spraul with no overall strategic planning. What a shame for a city I really enjoy living in This Recupy is another project which will increase sprawl - cost tax payers over to 3 billion and affect so many communities in the name of propriess. We will be no			
	contributilities in the name of progress. We will be no different than US with its sprawl and countress bill boards which are now, sadly, purt of Pheenix hindsonpe.		3	Neighborhoods/ Communities
	Ontional			
	Optional NameEmail _Email _Email _Email _Email _Email _Ema			
	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			
	ADDT TRACS No.: 202L MA 054 H5754 01L • Federal-aid Project No.: NH-202-D(ADY) 13-159			
	ADDT & For MORE INFORMATION: azdot.gov/SouthMountainFreeway			

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.

Response

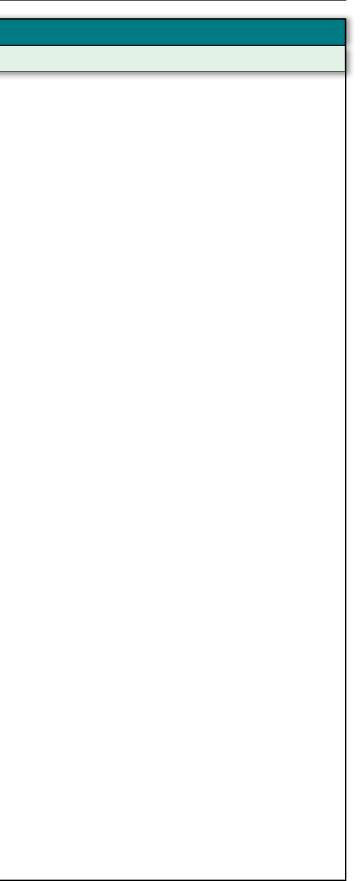
The proposed freeway would not cost \$3 billion as indicated by the commenter. The total budget for constructing the proposed freeway is \$1.9 billion, approved by the Maricopa Association of Governments Regional Council in May 2012. The cost estimates for the proposed freeway, as described beginning 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.

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).

#### **B3754** · Comment Response Appendix

ode	Comment Document	
	TELEPHONE CONVERSATION RECO	
1	SOUTH MOUNTAIN FREEWAY INFO INCOMING CALL DATE: 5/15/13 CALLER NAME: ANONYMOUS25 PHONE:	DRMATION LINE INCOMING CALL TIME: 9:17 AM CALLER ADDRESS: EMAIL:
	<b>CALLER REMARKS/QUESTIONS:</b> Yeah, let's get her done, let's build that help with congestion. Alright, Bye now.	t and make some jobs too. So we need that freeway it's going

Code	lssue	Response
1		Comment noted.



Code	Comment Document
	LOOP 202 South Mountain Freeway Study
	Draft Environmental Impact Statement
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> <li>Comments must be received or postmarked by July 24, 2013.</li> <li>A muth and the mathematical and the mathematical and the mathematical and the mathematical and the proposed action would affect you.</li> </ul>
1	will need to be provided in order to get support from my community-
	Ontional
	Optional NameEmail Address
	City         State         Zip           Phone         Fax         Fax
	Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007
	ADOT TRACS No.: 202L MA 054 H5764 011 • Federal-aid Project No.: NH-202-D(ADY) 15-150 FOR MORE INFORMATION:
	ADDT & Federal Highway Administration azdot.gov/SouthMountainFreeway

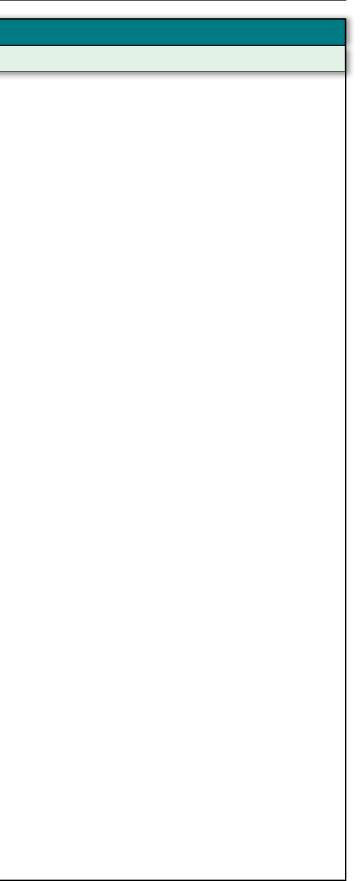
ode	lssue	Response
1	Alternatives	The study has considered con line of the proposed freeway The design of the traffic inter bicycle movement in accorda While not currently included, paths may be added during t City of Phoenix (see page 3-6 cost and maintenance of thes City of Phoenix.

concepts for parallel multiuse paths; however, the main ay would not have a bicycle route as part of the design. terchanges includes provisions for pedestrian and dance with current design guidelines and regulations. ed, enhancements such as pedestrian bridges or multiuse g the final design phase through coordination with the 3-60 of the Draft Environmental Impact Statement). The hese enhancements would be the responsibility of the

#### **B3756** · Comment Response Appendix

9	Comment Document	
	TELEPHONE CONVERSATION R SOUTH MOUNTAIN FREEWAY I	
	INCOMING CALL DATE: 5/17/163	INCOMING CALL TIME: 4:37 PM
	CALLER: ANONYMOUS	CALLER ADDRESS:
	PHONE:	EMAIL:
$\mathbf{D}$	<b>CALLER REMARKS/QUESTIONS</b> Yeah, I'm in support of the South N it would be good for us.	: Iountain Freeway. Even though I live up in the North Valley I think

Code	lssue	Response
1		Comment noted.

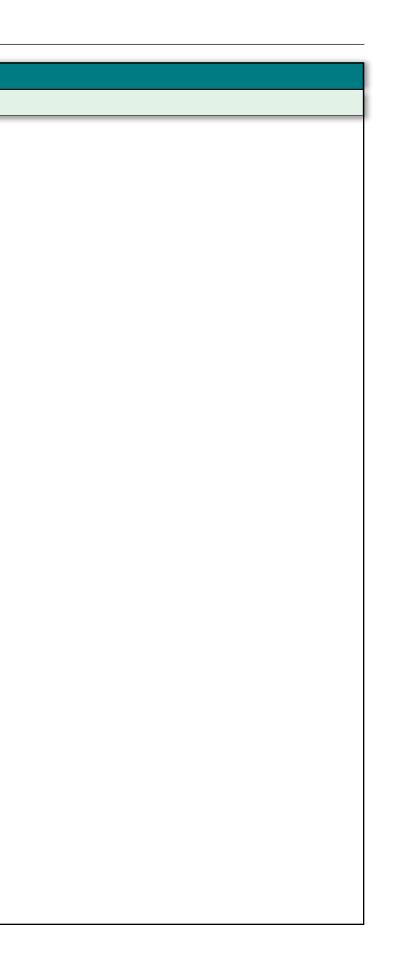


Code	Comment Document
	LOOP 202 South Mountain Freeway Study 2013
	Draft Environmental Impact Statement COMMENT FORM
	<ul> <li>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</li> <li>ADOT encourages all interested parties to submit 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.</li> <li>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</li> </ul>
	Comments must be received or postmarked by July 24, 2013
	The Preternal Alternative with be a great address to the System. Reduced emissions and reduced travel times by regional travic are big plasses to
	Please go Rennerd with the proteined XIT.
	Optional NameEmail
	City Neur AS State Zip State
	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-ald Project No.: NH-202-D(ADV) 13-189  FOR MORE INFORMATION:
	ADDT & Fock MORE INFORMATION: azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

#### **B3758** · Comment Response Appendix

Code	Comment Document	Code	Issue	Response
		1	1	Comment noted.
	From: Rusty Crerand			
	To:         ADOT           Subject:         South Mt. Freeway #1317455182           Date:         Monday, June 24, 2013 8:10:35 AM			
	Attachments: image001.png			
	From Envoy:			
)	6/23/2013 3:15:19 PM Build the freeway! It has been delayed far to long.			
	Thanks,			
	Rusty Crerand			
	Constituent Services Officer 206 S. 17 <sup>th</sup> Ave.			
	MD 118A Room 101 Phoenix, AZ 85007			
	602.712.7856 dcrerand@azdot.gov			
	ΛΟΟΤ			
	Communications			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.			



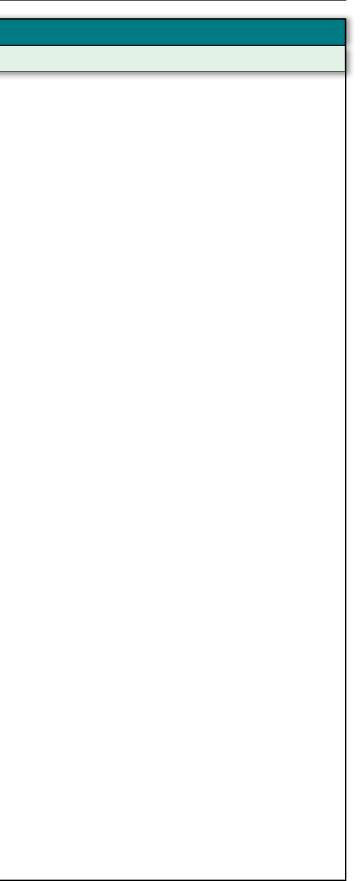
Code C	omment Document		Code Iss 1
	TELEPHONE CONVERSATIO SOUTH MOUNTAIN FREEWA		
	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 4:50 PM	
	CALLER: ANONYMOUS	CALLER ADDRESS:	
	PHONE:	EMAIL:	
	<b>CALLER REMARKS/QUESTIC</b> Hello, Hello. Oh crumb, cripe.	DNS:	

Response

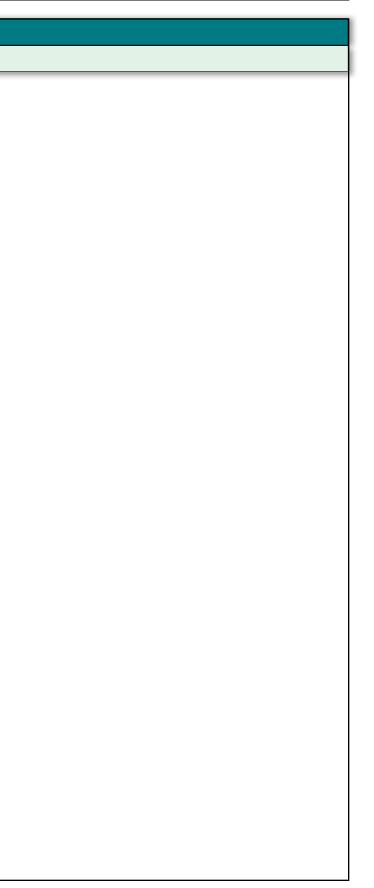
Comment noted.

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 ADDT encourages all interested parties to submit written comments on any aspect ssessment, and/or draft mitigation. • Any information you feel is incomplete or incorrect.
• How the proposed action would affect you. concerns and recommendations.
Comments must be received or postmarked by July 24, 2013.
Heavy traffic on 51 st aroun, haveen, is
foundrily due to semi-trailers availing 110
three downtown Phacuy, Thes is more than
a numer it is a sofely - faith for peaceding
small menery, orber, en
I Mountain must be built. It cous
needed 10 years ago, it is needed ano.
and it need will sterer be elemented.
Optional
NameEmail
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)

Code	lssue	Response
1		Comment noted.



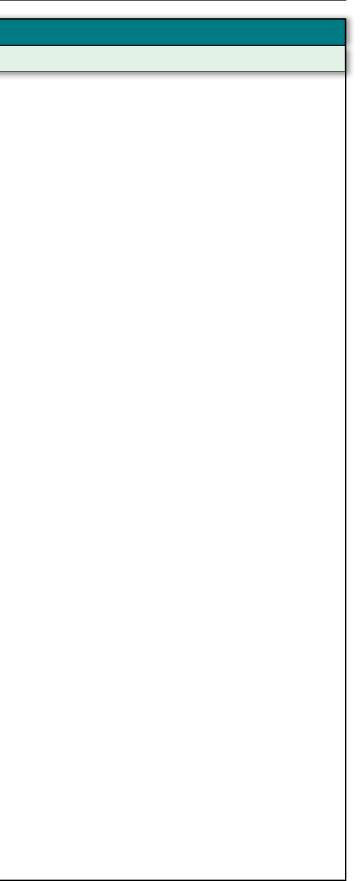
Code Con	nment Document	Code Issue Resp
		1 Comm
	From: Projects	
	To:         ADOT           Subject:         FW: South Mountain Freeway - JUST DO IT!!!!!           Date:         Monday, July 15, 2013 3:37:04 PM	
	Attachments: image001.png	
	Thank you, Matthew Eberhart	
	Community Relations Officer 1655 W Jackson St. MD 126F	
	Phoenix, AZ 85007 602-712-2060	
	Communications	
$\bigcirc$	From: Reedphx@aol.com [mailto:Reedphx@aol.com] Sent: Monday, July 15, 2013 3:31 PM To: Projects	
1	Subject: South Mountain Freeway - JUST DO IT!!!!!	
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity/jes) named above and may contain confidential/privileged information. Any unauthorized use disclosure or distribution	
	person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.	



#### **B3762** · Comment Response Appendix

TELEPHONE CONVERSATIO SOUTH MOUNTAIN FREEW	
INCOMING CALL DATE:	INCOMING CALL TIME:
5/17/13	5:02 PM
CALLER: ANONYMOUS	CALLER ADDRESS:
PHONE:	EMAIL:
CALLER REMARKS/QUESTI	IONS:
hear all of this but I think we s	our message is way too long. I think people will hang up before they should definitely have it. Bye.

Code	lssue	Response
1		Comment noted.



<text><text><text><text><text><text><text><text><text><text><text><text><text></text></text></text></text></text></text></text></text></text></text></text></text></text>	Time       ADDIE         Subject:       M: Member of PARC         Date:       Timesday, July 16, 2013 10:07:24 AM         Attachments:       Image001_png         Thank you,       Matthew Eberhart         Community Relations Officer       Affiet State St	Time: You Member of PARC.         Date: The Stady, July 16, 2013 10:07:24 AM.         Attachments: Timage001,cm         Thank you,         Matthew Eberhart         Community Relations Officer         1655 W Jackson St. ND 126F         Phoenix, AZ 85007         02-712-2060         azdot.gov         Decimation         Effect W Jackson St. ND 126F         Phoenix, AZ 85007         02-712-2060         azdot.gov         Decimation         Decimation         Bible: The Stady July 16, 2013 9:41 AM         To Projects         State: Member of PARC         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(kei) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strichty prohleked. If you are not the hitended recipient, please contact the sender the yerand, and delive or destroy all copies publics.	Time in the control of the control	Code	Comment	it Document
Time: From: ADDI:         The control of the control o	Time       ADDI         The MY Member of PARC       The MY Member of PARC         The Mittee State in mage001.pm       Attachments: Image001.pm         Thank you,       Matthew Eberhart         Community Relations Officer       Attachments: M D 126F         Phoenix, AZ 85007       Attachments         02-712-2060       Attachments         Attachments       The Mittee State of the	Time: Y: Member of PARC.         Date: The Y: Member of PARC.         Attachments: Timage001_0ng         Thank you,         Matthew Eberhart         Community Relations Officer         1655 W Jackson St. ND 126F         Phoenix, AZ 85007         20-712-2060         azdot_gov         azdot_gov         Decimations         Theme Front Desk2 [mailto:Alice@desertfoothillsdental.com]         Sent: Tuesday, July 16, 2013 9:41 AM         To Projects         Descence DO NOT let the freeway go thru South Mountain, it will be dangerous to the public and the health of our children!	Time in the control of the control			
Matthew Eberhart         Community Relations Officer         1655 W Jackson St. MD 126F         Phoenix, A2 85007         602-712-2060         azdot.gov         Difference         Prom: Front Desk2 [mailto:Alice@desertfoothillsdental.com]         Sent: Tuesday, July 16, 2013 9:41 AM         To: Projects         Wijject: Member of PARC         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 preson(s)/emity/lege) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	Matthew Eberhart         Community Relations Officer         1655 W Jackson St. MD 126F         Phoenix, A2 85007         602-712-2060         azdot.gov         Difference         Prome: Front Desk2 [mailto:Alice@desertfoothillsdental.com]         Sent: Tuesday, July 16, 2013 9:41 AM         To: Projects         Difference         Please DO NOT let the freeway go thru South Mountain, it will be dangerous to the public and the health of our children!	Matthew Eberhart         Community Relations Officer         1655 W Jackson St. MD 126F         Phoenix, AZ 85007         602-712-2060         axdot.gov         Distribution         Prom: Front Desk2 [mailto:Alice@desertfoothillsdental.com]         Serie: Tuesday, July 16, 2013 9:41 AM         To: Projects         Subject: Member of PARC         Please DO NOT let the freeway go thru South Mountain, it will be dangerous to the public and the health of our children!         Confidentially and Nondisclosure Notice: This email transmission and any attachments are intended for use by the preson(s)/emity/(se) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended repipent, please contact the sender by email, and delete or destry all copies plus	Matthew Eberhart         Community Relations Officer         1655 W Jackson St. MD 126F         Phoenix, AZ 85007         602-712-2060         azdot.gov         Discretion         From: Front Desk2 [mailto:Alice@desertfoothillsdental.com]         Serie: Tuesday, July 16, 2013 9:41 AM         To: Projects         Subject: Member of PARC         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 preson(s)/entities printing value adove and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus			To:         ADOT           Subject:         FW: Member of PARC           Date:         Tuesday, July 16, 2013 10:07:24 AM
Sent: Tuesday, July 16, 2013 9:41 AM To: Projects Subject: Member of PARC 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(les) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	Sent: Tuesday, July 16, 2013 9:41 AM To: Projects Subject: Member of PARC 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(les) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	Sent: Tuesday, July 16, 2013 9:41 AM To: Projects Subject: Member of PARC 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(les) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	Sent: Tuesday, July 16, 2013 9:41 AM To: Projects Subject: Member of PARC 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(3)-intity(les) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus			Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov COCOT
person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus		2	Sent: Tuesday, July 16, 2013 9:41 AM To: Projects Subject: Member of PARC Please DO NOT let the freeway go thru South Mountain, it will be dangerous to the public and the
						person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus

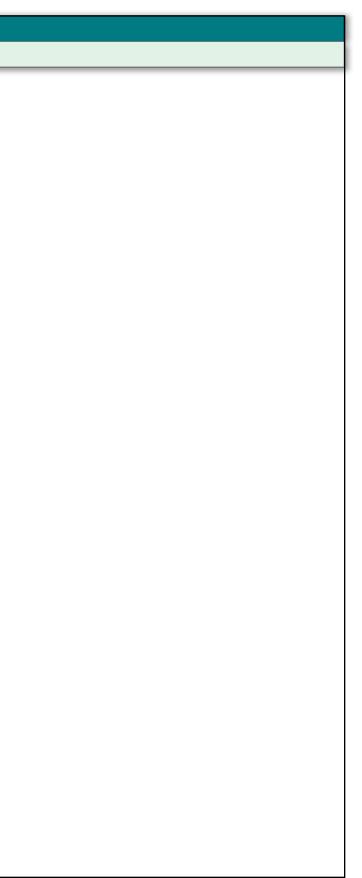
Code	lssue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Health Effects	

of Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

#### **B3764** · Comment Response Appendix

C	omment Document	
	TELEPHONE CONVERSATIC SOUTH MOUNTAIN FREEW	
	INCOMING CALL DATE: 5/17/13 CALLER: ANONYMOUS	INCOMING CALL TIME: 5:17 PM CALLER ADDRESS:
	PHONE:	EMAIL:

## CodeIssueResponse1Comment noted.



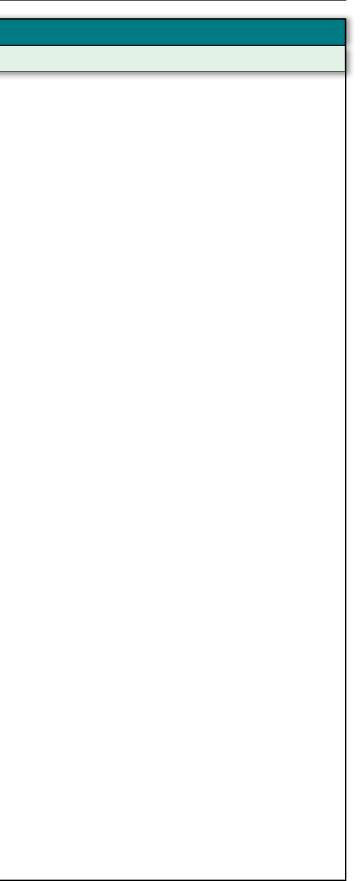
Code Com	ment Document	Co
		1
	From:       Projects         To:       ADOT         Subject:       FW: SM Comment         Date:       Tuesday, July 16, 2013 3:57:41 PM	
	Thank you, Felicia Beltran Senior Community Relations Officer	
	1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov	
	From: Thom [mailto:thoml@cox.net] Sent: Tuesday, July 16, 2013 3:51 PM To: Projects Subject: Build the freeway	
1)	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus	
	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.

#### **B3766** · Comment Response Appendix

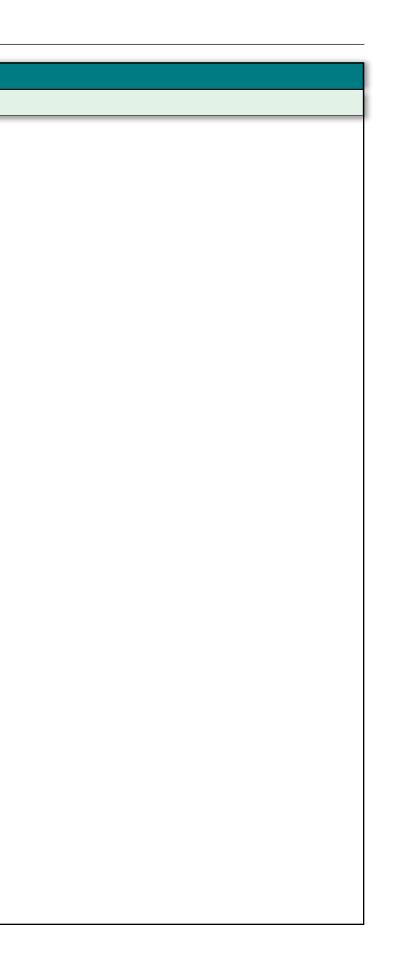
Comment Document	
TELEPHONE CONVERSATION R SOUTH MOUNTAIN FREEWAY I	
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 1:14 PM
CALLER: ANONYMOUS30	CALLER ADDRESS:
PHONE:	EMAIL:

### 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	Comment	Document		Code	lssue	Response
				1		Comment noted.
		From:     Projects       To:     ADOT				
		Subject:         FW: ADOT           Date:         Tuesday, July 16, 2013 4:33:56 PM				
		Attachments: image001.png				
		Thank you,				
		Matthew Eberhart				
		Community Relations Officer 1655 W Jackson St. MD 126F				
		Phoenix, AZ 85007				
		602-712-2060 <u>azdot.gov</u>				
		Communications				
		From: sbarbara74@aol.com [mailto:sbarbara74@aol.com] Sent: Tuesday, July 16, 2013 4:31 PM				
		To: Projects				
		Subject: ADOT				
		The freeway link around South Mountain is very important. You all know it. It was approved decades ago. So why are you all allowing those racists people in Auwatukee control this decision. The Gila				
		have suggested a plan and the public voted on a plan. What is the problem????				
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity/ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution				
		person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	Comment Document		CodeIssue1
	TELEPHONE CONVERSATION F		
	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 4:33 PM	
	CALLER: ANONYMOUS32	CALLER ADDRESS: 4473 E. MOCKINGBIRD LANE, PARADISE VALLEY, AZ	
	PHONE: CALLER REMARKS/QUESTION I support the freeway.	EMAIL: S:	

Response

Comment noted.

1

#### **B3770** · Comment Response Appendix

Code	Comment	Document
		From:         jeb13@cox.net           To:         Projects           Subject:         Re:           Date:         Tuesday, July 23, 2013 6:01:02 PM
		South Mountain Freeway public comment
		From: Projects Sent: Tuesday, July 23, 2013 8:53 AM To: jeb13@cox.net Subject: RE:
		Good morning, Thank you for contacting the Arizona Department of Transportation. Can you please give me more information in regards to your question below? If you have a project name that would be very helpful.
		Thank you, Salina Tovar Community Relations Officer 1655 W. Jackson St.
		MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov
		Communications
		From: jeb13@cox.net [mailto:jeb13@cox.net] Sent: Monday, July 22, 2013 6:13 PM To: Projects Subject:
1		HOW WILL THIS BE PAID FOR? No more Taxes. We are soaked enough.
		Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Socioeconomics	The proposed South Mounta local dollars. The total budg billion, approved by the Mar May 2012. The approved pro of the proposed action. Fund current 5-year program ident Program as well as in the Sta

ntain Freeway would be funded by State, federal and dget for constructing the proposed freeway is \$1.9 aricopa Association of Governments Regional Council in program includes design, right-of-way, and construction nding for project-related activities is included in the entified in the regional Transportation Improvement State Transportation Improvement Program.

#### Code Comment Document

 $\left(1\right)$ 

# CodeIssueResponse1Comment noted.

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

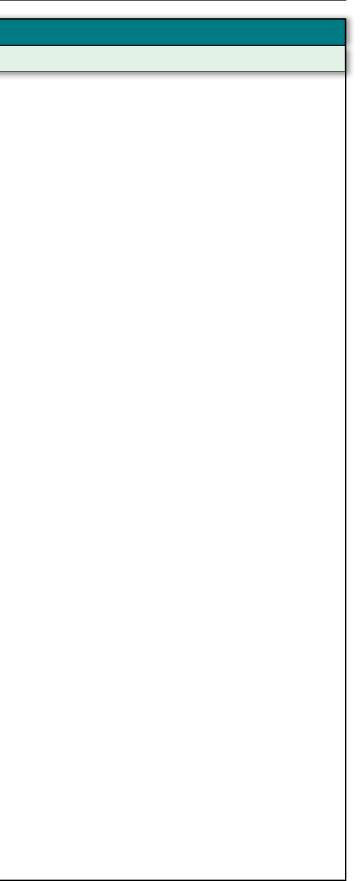
INCOMING CALL	INCOMING CALL
DATE:	TIME:
5/18/13	4:41 PM
CALLER:	CALLER ADDRESS:
ANONYMOUS33 [UNCLEAR]	[UNCLEAR]
PHONE:	EMAIL:

#### 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]

- 1

Code	Comment Document	Code	lssue	Response
		1		Comment noted.
	From: Rusty Crerand			
	To:         ADOT           Subject:         Loop 202 S. Mt. Opinion			
	Date:         Wednesday, July 24, 2013 8:33:42 AM           Attachments:         image001.png			
	Here's another opinion on the 202 S. Mt. project.			
	7/24/2013 8:25:41 AM The 202 Should be built along the original planned route. I looked at housing near Desert Vista			
$\cup$	High School in 1989 before the school was even built. At that time the builder was advising potential buyers that the houses were being built on planed freeway land. Anyone who did due			
	diligence knew they could lose the house, church, or any other building on the land. Additionally the original builder in that area went out of business for being honest with buyers			
	many of the homes there were framed and finished years later very weathered wood surprising that they passed inspections. there is absolute no reason tax payers should have to buy			
	additional land at today's prices.			
	Rusty Crerand			
	Constituent Services Officer 206 S. 17 <sup>th</sup> Ave.			
	MD 118A Room 101			
	Phoenix, AZ 85007 602.712.7856			
	dcrerand@azdot.gov			
	ΛΟΟΤ			
	Communications			
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the			
	person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution 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	Comment Document		Code	lssue
_			1	`
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWA			
	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:24 PM		
	CALLER: ANONYMOUS34	CALLER ADDRESS:		
	PHONE:	EMAIL:		
$\frown$	CALLER REMARKS/QUESTIC	DNS:		
$\begin{pmatrix} 1 \end{pmatrix}$	Please get the South Mountain F	Freeway built – the sooner, the better. Thank you.		

Response

Comment noted.

#### Code Comment Document From: Otto Rocket Projects To: No to building the South Mountain Freeway Subject: Wednesday, July 24, 2013 2:22:49 PM Date: ADOT, 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. 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. 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? 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.

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.

Thank you,

Concerned Resident

Code	lssue	Response
1	Alternatives, E1 Alternative	The Arizona Department of identified several issues and Responses to these issues c <i>Public Comments</i> beginning c
2	Purpose and Need, Old Plan or Use of Old Data	
3	Neighborhoods/ Communities	Prospective home buyers an conceived, according to Sta facility. (Sellers are obligate material facts about a prop
4	Economics, Socioeconomics	A review of the literature re relationship between the tr values (Transportation Res Board, No. 2174, Transport Washington, D.C., 2010, pp Case Study of the Superstit California Department of T substantially affect sales pr study concluded that it is th price and not distance or no that the more the visibility of the sales price of homes sol
5	Air Quality	The Arizona Department of identified several issues and Responses to these issues of <i>Public Comments</i> beginning of
6	Air Quality	According to the Arizona D South Mountain Freeway 2021 Indian Community monitor hours and associated with r conditions, wind flows are f the north. Locations to the elevations along the Gila Riv typically follow the river cha during a 1-month-long meter through December 21, 2006 long monitoring period at P through May 21, 2007), win northeast. During the warm were from the west.
7	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues c <i>Public Comments</i> beginning c

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the Responses to Frequently Submitted on page B733 of this appendix.

nd members of the church built after the freeway was ate law, should have been informed of the proposed ed by Arizona common law to disclose all known erty to the buyer.)

veals few detailed and comprehensive analyses of the ansportation infrastructure and residential property earch Record: Journal of the Transportation Research ation Research Board of the National Academies, o. 138–47; "Impact of Highways on Property Values: ion Freeway Corridor"). A recent study by the ransportation concluded that freeway facilities did not ices in residential areas adjacent to the facility. The ne visibility of the freeway that may influence selling oise. As a result, the researchers generally concluded of a new freeway is reduced, the less it would determine ld in the area.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the Responses to Frequently Submitted on page B733 of this appendix.

epartment of Transportation, 2013, Air Quality Assessment Draft Report, review of wind data from the Gila River ing site at St. Johns suggests that during the morning nountain-drainage air flows and stable atmospheric rom the southeast and follow the Gila River channel to east of St. Johns tend to flow from the east to the lower ver. During the warmer hours' improved mixing, flows nnel and come from the north and northwest. Likewise, eorological monitoring period (November 20, 2006, 6) at Pecos Road and 40th Street and a second 1-monthecos Road and 24th and 40th streets (April 19, 2007, ids during the morning hours typically were from the er hours, and with improved mixing, winds typically

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the Responses to Frequently Submitted on page B733 of this appendix.

Code	Comment Document	Code	e Issue	Response
		8	Neighborhoods/ Communities	While the E1 Alternative is adjac Foothills Village (to the north), a for many years (see Draft Enviro 4-21). Where existing residential noise mitigation would be imple Transportation policy (see Final
		9	Purpose and Need, Lack of Support	The Arizona Department of Tran identified several issues and com Responses to these issues can be <i>Public Comments</i> beginning on pa
		10	Purpose and Need	The proposed project is part of the county region. In 2004, the vote <i>Transportation Plan</i> and the exten projects. The funding for the rig proposed project would come for Performance Program) and Count Area Road Funds) sources. Use of freeway would not affect available constructing this facility make an projects.

adjacent to the largely residential areas of Ahwatukee th), a freeway has been planned in this location nvironmental Impact Statement pages 4-16 and ential uses are adjacent to the proposed freeway, mplemented according to Arizona Department of Final Environmental Impact Statement page 4-91).

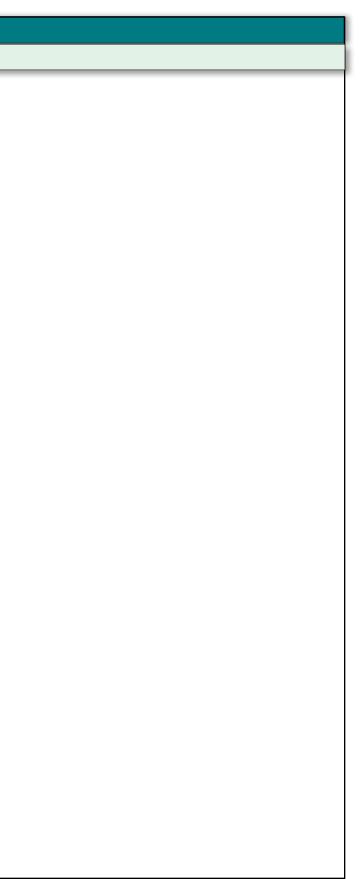
Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

t of the *Regional Transportation Plan* for the Maricopa voters of Maricopa County approved the *Regional* extension of a half-cent sales tax to fund the e right-of-way acquisition and construction of the me from a combination of Federal (National Highway County (half-cent sales tax, also known as Regional Use of these funds for construction of the proposed ailable funds for statewide projects nor would not ke additional funds available for other statewide

#### **B3776** • Comment Response Appendix

### Code Comment Document 1 **TELEPHONE CONVERSATION RECORD** SOUTH MOUNTAIN FREEWAY INFORMATION LINE INCOMING CALL DATE: 5/19/13 INCOMING CALL TIME: 4:57 PM CALLER ADDRESS: CALLER: ANONYMOUS35 EMAIL: PHONE: CALLER REMARKS/QUESTIONS: 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. $\left(1\right)$

### Code Issue Response 1 Comment noted.



9 4

rom:	epr1474@cox.net	
o:	Projects	
Subject:	freeway	
Date:	Wednesday, July 24, 2013 9:09:36 PM	

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

Code	lssue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of identified several issues and o Responses to these issues ca <i>Public Comments</i> beginning on
2	Hazardous Materials	
3	Neighborhoods/ Communities	Prospective home buyers and conceived, according to State facility. (Sellers are obligated material facts about a prope
4	Alternatives, E1 Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
5	Alternatives, Gila River Indian Community Alignment	
6	Alternatives	A Riggs Road Alternative was its connection to Interstate 10 would then replace approxim At the Riggs Road/State Rout approximately 3 miles of Rigg Freeway) (see Final Environm of any alternative using Riggs While the Riggs Road Alterna of those living in the Maricop specific planning goals for an <i>Regional Transportation Plan</i> ide critical link in the Regional Fr would not complete the Phoe Route 202L, thereby causing s Therefore, the Riggs Road Alterna
7	Traffic	The freeway construction sta for keeping east-west travel of would be constructed while t would be shifted from Pecos side of the freeway would be to operate as it currently doe may be needed during constr page 3-27.)
		In 2006, the City of Phoenix impacts of the freeway on th effects on the local street sys the Final Environmental Imp

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

nd members of the church built after the freeway was te law, should have been informed of the proposed d by Arizona common law to disclose all known erty to the buyer.)

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

considered. It would replace 51st Avenue south of 0 (Papago Freeway) for approximately 21 miles. It ately 4 miles of Beltline Road in an easterly direction. e 347 intersection, the alternative would replace s Road before connecting to Interstate 10 (Maricopa ental Impact Statement page 3-9). Nearly two-thirds Road would be on Gila River Indian Community land. tive would serve regional mobility needs, particularly a area, meeting this travel demand would not address integrated regional transportation network. The entifies the proposed South Mountain Freeway as a eeway and Highway System. The Riggs Road Alternative nix metropolitan area's loop system as part of State substantial out-of-direction travel for motorists. cernative would not meet the project's purpose and ted from further study.

aging plan for the area along Pecos Road would allow open during construction. One side of the freeway traffic remained on Pecos Road. When complete, traffic s Road to the new freeway. At that time, the other e built. Therefore, traffic would be able to continue es during construction. However, temporary detours cruction. (See Draft Environmental Impact Statement

c conducted a traffic circulation study to evaluate the he local street system. The City study found no adverse ystem from the proposed freeway (see Appendix 3-1 in pact Statement).

Code	Comment Document		Code
			8
			9

Code	lssue	Response
8	Safety and Health	To reduce the amount of com measures related to construct mitigation measures would be most recently accepted version <i>Standard Specifications for Road</i> and in accordance with Mari the contractor shall obtain a Quality Department for all p measures to be taken to com construction (see page 4-173
9	Construction	Although the overall duration be about 5 years, construction 18 months, not years.

onstruction dust generated, particulate control action activities must be followed. The following be followed, when applicable, in accordance with the sion of the Arizona Department of Transportation *ad and Bridge Construction* (2008). Prior to construction ricopa County Rule 310, Fugitive Dust Ordinance, an approved dust permit from Maricopa County Air phases of the proposed action. The permit describes ntrol and regulate air pollutant emissions during '3 of the Final Environmental Impact Statement).

on for constructing the proposed project would ion duration in any one area would take roughly

ode Co	omment Document		Code	lssue
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY			
	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 3:54 PM		
	CALLER: ANONYMOUS36	CALLER ADDRESS:		
	PHONE:	EMAIL:		
	CALLER REMARKS/QUESTION			
)	I support the South Mountain Free	eway. Bye.		

## Comment Response Appendix • **B3779**

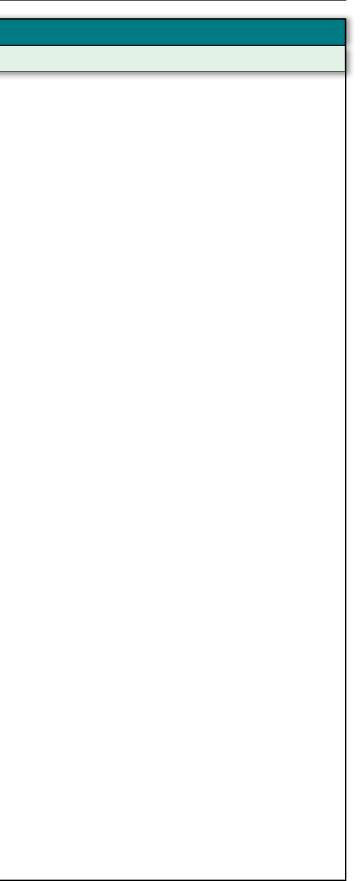
Response

Comment noted.

## **B3780** · Comment Response Appendix

Code	Comment Document		1	Code	ls
				1	
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION I	LINE			
	DATE: 5/16/13	INCOMING CALL TIME: 4:10 PM			
	ANONYMOUS37	CALLER ADDRESS: EMAIL:			
	<b>CALLER REMARKS/QUESTIONS:</b> I support the South Mountain Freeway.				

CodeIssueResponse1Comment noted.



Code	Comment	Document					1	Code	lssue	
_										
		From:	Projects							
		To: Subject:	ADOT FW: SMF EIS Written Comments (projects@azdot.	jov)						
		Date: Attachments:	Wednesday, June 26, 2013 10:42:18 AM image001.png							
						-				
		Thank you,								
		Matthew Eberh								
		Community Rel 1655 W Jackson S								
		Phoenix, AZ 85003 602-712-2060								
		<u>azdot.gov</u>	_							
		From: exit2lef@	agmail.com (Google Drive) [mailto:exit2]	f@gmail.com1						
		To: Projects	@gmail.com (Google Drive) [mailto:exit2le ay, June 26, 2013 10:12 AM							
		Subject: SMF E	EIS Written Comments (projects@azdot.g	ov)						
		I've shared	d an item with you.							
		I SM	IF EIS Written Comments							
		Google Drive: create	e, share, and keep all your stuff in one place.		?					
		Confidentiality and N	londisclosure Notice: This email transmission and an	y attachments are intended for use by	/ the					
		person(s)/entity(ies) is strictly prohibited. attachments.	named above and may contain confidential/privilege If you are not the intended recipient, please contact	d information. Any unauthorized use, of the sender by email, and delete or de	disclosure or distribution stroy all copies plus					
				(Com	ment codes be	egin on next page)	Ľ			

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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.

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."

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.

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?

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.

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.

For all those reasons, a far better scenario is not a freeway connecting two suburban

Code	lssue	Response
1	Section 4(f) and Section 6(f)	The Arizona Department of Tr identified several issues and co Responses to these issues can <i>Public Comments</i> beginning on
2	Purpose and Need, Lack of Support	
3	Neighborhoods/ Communities	Unplanned growth is often ter the context of rapid and unco land—usually on the outskirts freeway are often identified as are often cited as making land more attractive for developme population and land use betw projects like the proposed free Environmental Impact Statem action would be implemented noticeably in the Western Sect recession which began in 2007 Area, the proposed freeway w and a near-fully developed are induced growth would be con area planned for urban growt for at least the last 25 years.

FTransportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

rmed "urban sprawl." Generally, this term is used in ontrolled urban growth onto previously undeveloped s of an existing urban area. Projects like the proposed s contributors to urban sprawl. Freeway projects d at the urban fringe more accessible and, therefore, nent. However, examination of data comparing ween 1975 and 2000 suggests major transportation eway do not induce growth in the region (see Final nent pages 4-170 through 4-174). The proposed d in a historically quickly urbanizing area (most ction of the Study Area, although the nationwide )7 slowed growth). In the Eastern Section of the Study vould abut public parkland, Native American land, ea—therefore, any contribution to accelerated or nstrained. The proposed freeway would be built in an th as established in local jurisdictions' land use plans

(4)

(5 (6)

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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.

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.

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

A strategy that does not rely exclusively on automotive travel would be in line with shifting demographic realities, 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?

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.

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.

Code	lssue	Response
4	Alternatives, Nonfreeway Alternatives	The Arizona Department of T identified several issues and c Responses to these issues car <i>Public Comments</i> beginning on
5	Alternatives	Federal regulations stipulate t "rigorously explore and object Federal Regulations § 1502.14 All alternatives were screened alternatives were considered ( through 3-6). Among other th freeways, improving or expan- demand, and various roadway potential impacts from impro nothing, the No-Action Alterr of Governments, the South M Freeway and Highway System. transit and local roads are spe considered during the evaluat Final Environmental Impact S provide opportunities to enha
6	Alternatives	In the best-case scenario, a paper day, well below the average range from 117,000 to 190,00 Statement page 3-19). As a re- capacity to meet projected tr adequately address the projec- not remove a sufficient amou would not meet the project's Parkway was eliminated from

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

that an environmental impact statement shall tively evaluate all reasonable alternatives" (40 Code of 4; see Final Environmental Impact Statement page 3-1). using a multidisciplinary set of criteria. Nonfreeway (see Final Environmental Impact Statement pages 3-3 hings, the study took into account improving existing ding other travel modes, strategies to reduce travel y configurations. This study examined not only the ovements, but also the consequences of building native. As proposed by the Maricopa Association Iountain Freeway would be part of the Regional . Other transportation improvements such as mass ecified in the Regional Transportation Plan and were tion of this proposed new freeway. As noted in the Statement (see page 3-60), the proposed freeway would ance operation of future mass transit improvements.

parkway would carry approximately 105,000 vehicles age daily traffic on the proposed freeway, which would 000 vehicles per day (see Final Environmental Impact result, the Arizona Parkway would lack sufficient travel demand. The Arizona Parkway would not jected transportation system capacity deficiency, would ount of traffic from arterial streets, and, therefore, s purpose and need. For these reasons, the Arizona m further consideration.

e Maricopa County region is discussed in the Draft ement beginning on page 1-5. The critical factors climate, affordable cost of living, and employment e historical growth rates in the region remain

on national trends for travel; however the local ne Phoenix metropolitan area are not consistent with in other parts of the country. In Maricopa County, evels increased by almost 2 percent between 2011 and nicle miles traveled is approaching the prerecession na Department of Transportation Multimodal Planning nce Monitoring System Data for the Calendar Year

niles traveled "per capita" decreasing continues, the n the region would still increase along with increases in

Vedged in the comment is that the proposed project is is need are presented in the Final Environmental Impact ge 1-13. While new projections based on the 2010 nal trends may show a lower anticipated population a 2035 than the previous projections, the need for the

of Governments approved new population, traffic projections in June 2013. The new data are onmental Impact Statement beginning on page 1-11. analysis of alternatives were updated and reevaluated omic projections and corresponding projections related w projections based on the 2010 Census showed a on and vehicle miles traveled in 2035 than the previous s reached in the Draft Environmental Impact Statement Environmental Impact Statement (see Chapter 3, lysis demonstrated that the proposed project is needed be needed into the future.

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# CodeIssueResponse1Image: Comment noted.

#### 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:

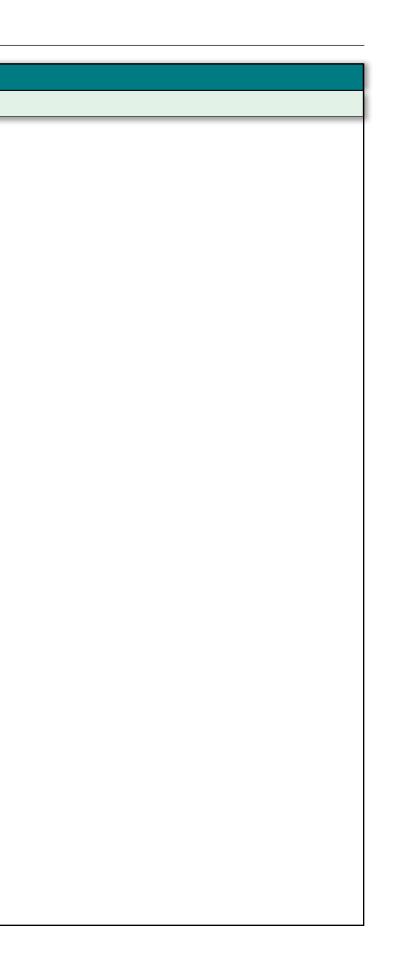
#### CALLER REMARKS/QUESTIONS:

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.

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## **B3786** · Comment Response Appendix

Code	Comment Document		Code I	ssue Response
			1	Comment noted.
	TELEPHONE CONVERSATION R SOUTH MOUNTAIN FREEWAY I	ECORD NFORMATION LINE		
	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:15 PM		
	CALLER: ANONYMOUS39 PHONE:	CALLER ADDRESS: EMAIL:		
$\overline{}$	CALLER REMARKS/QUESTIONS			
)	I support the passage.			



Code	Comment Document		
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY		
	SOUTH MOONTAIN FREEWAT		
	INCOMING CALL DATE:	INCOMING CALL TIME:	
	5/20/13	2:15 PM	
	CALLER: ANONYMOUS40	CALLER ADDRESS:	
	PHONE:	EMAIL:	
	CALLER REMARKS/QUESTION	IS:	
$\begin{pmatrix} 1 \end{pmatrix}$	I support the freeway. I support	it, support it, support it.	

# Code Issue Response 1 Comment noted.

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Document Created: 7/24/2013 6:13:43 PM by Web Comment Form

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.

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.

The freeway does not belong at this location.

CodeIssueResponse1Air QualityThe Arizona Department of T identified several issues and c Responses to these issues car Public Comments beginning on2Health Effects3Air QualityThe Draft and Final Environment analysis about the proposed ac against the No-Action Alternat Federal Highway Administratic and Final Environmental Impact Statements provide in- proposed alternatives.3Air QualityThe carbon monoxide analysis Impact Statements provide in- proposed alternatives.3Final Environmental Impact Statement sprovide in- proposed alternatives.4The carbon monoxide analysis Impact Statement and updated Statement represents projected corridor, including those propo Freeway corridor. The Arizona quantitative particulate matter of the Final Environmental Imp that the health-based National Ambient Air Quality Standards would not be exceeded at wors The emission modeling develor the mobile source air toxics st annual emissions of mobile so No-Action Alternatives (less t the Preferred Alternative in 20 would decrease by 57 percent pollutant, despite a 47 percert compared with 2012 conditio Final Environmental Impact S The carbon monoxide and part the proposed freeway would on the frequency or severity of any National Ambient Air Quality S tor other milestones.			
Identified several issues and c Responses to these issues car Public Comments beginning on2Health Effects3Air QualityThe Draft and Final Environme analysis about the proposed ac against the No-Action Alternati Federal Highway Administration and Final Environmental Impact considering both adverse and b Impact Statements provide in- proposed alternatives. The carbon monoxide analysis Impact Statement and updated Statement represents projected corridor, including those propo Freeway corridor. The Arizona quantitative particulate matter of the Final Environmental Imp that the health-based National Ambient Air Quality Standards would not be exceeded at wors The emission modeling develoc the mobile source air toxics st annual emissions of mobile so No-Action Alternatives (less t the Preferred Alternative in 20 would decrease by 57 percent pollutant, despite a 47 percer compared with 2012 conditio Final Environmental Impact S The carbon monoxide and part the proposed freeway would not be exceeded at wors or severity of any National Ambient Air Quality S	Code	lssue	Response
3 Air Quality The Draft and Final Environment analysis about the proposed ac against the No-Action Alternat Federal Highway Administration and Final Environmental Impact considering both adverse and be Impact Statements provide in- proposed alternatives. The carbon monoxide analysis Impact Statement and updated Statement represents projected corridor, including those propor Freeway corridor. The Arizona quantitative particulate matter of the Final Environmental Imp that the health-based National Ambient Air Quality Standards would not be exceeded at wors The emission modeling develoc the mobile source air toxics st annual emissions of mobile so No-Action Alternatives (less t the Preferred Alternative in 20 would decrease by 57 percent pollutant, despite a 47 percer compared with 2012 conditio Final Environmental Impact S The carbon monoxide and part the proposed freeway would no the frequency or severity of any National Ambient Air Quality S	1	Air Quality	identified several issues and c Responses to these issues car
analysis about the proposed ac against the No-Action Alternati Federal Highway Administratic and Final Environmental Impace considering both adverse and b Impact Statements provide in- proposed alternatives. The carbon monoxide analysis Impact Statement and updated Statement represents projected corridor, including those propo Freeway corridor. The Arizona quantitative particulate matter of the Final Environmental Imp that the health-based National Ambient Air Quality Standards would not be exceeded at wors The emission modeling develor the mobile source air toxics st annual emissions of mobile so No-Action Alternatives (less t the Preferred Alternative in 20 would decrease by 57 percent pollutant, despite a 47 percer compared with 2012 conditio Final Environmental Impact S The carbon monoxide and part the proposed freeway would no the frequency or severity of any National Ambient Air Quality S	2	Health Effects	
	3	Air Quality	analysis about the proposed ac against the No-Action Alternat Federal Highway Administration and Final Environmental Impact considering both adverse and b Impact Statements provide in-operatives. The carbon monoxide analysis Impact Statement and updated Statement represents projected corridor, including those proposed Freeway corridor. The Arizona quantitative particulate matter of the Final Environmental Imp that the health-based National Ambient Air Quality Standards would not be exceeded at wors The emission modeling develop the mobile source air toxics st annual emissions of mobile so No-Action Alternatives (less t the Preferred Alternative in 20 would decrease by 57 percent pollutant, despite a 47 percer compared with 2012 condition Final Environmental Impact S The carbon monoxide and part the proposed freeway would not the frequency or severity of any National Ambient Air Quality St

<sup>6</sup>Transportation and Federal Highway Administration l concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

nental Impact Statements present information and action and the enhanced conditions when compared ative and would not cause significant adverse effects. The cion and Arizona Department of Transportation Draft pact Statements account for the potential effects when d beneficial impacts. The Draft and Final Environmental n-depth discussion of potential air quality impacts of the

is presented on page 4-65 of the Draft Environmental red on page 4-75 of the Final Environmental Impact red carbon monoxide concentrations along the project posed interchange locations along the South Mountain a Department of Transportation also conducted a rer (PM<sub>10</sub>) hot-spot analysis that is discussed on page 4-76 npact Statement. Both of these analyses demonstrate al

ds for carbon monoxide and particulate matter (PM<sub>10</sub>) orst-case locations along the project corridor.

eloped for the proposed action showed that for study area, there would be little difference in total source air toxics emissions between the Preferred and a than a 1 percent difference) in 2025 and 2035. With 2035, modeled mobile source air toxics emissions nt to more than 90 percent, depending on the ent increase in vehicle miles traveled in the Study Area ions (see discussion beginning on page 4-77 of the Statement).

articulate matter (PM<sub>10</sub>) analyses demonstrated that not contribute to any new localized violations, increase ny existing violation, or delay timely attainment of the / Standards or any required interim emissions reductions

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#### 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.

Code	lssue	Response
1	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning or
2	Alternatives, Nonfreeway Alternatives	

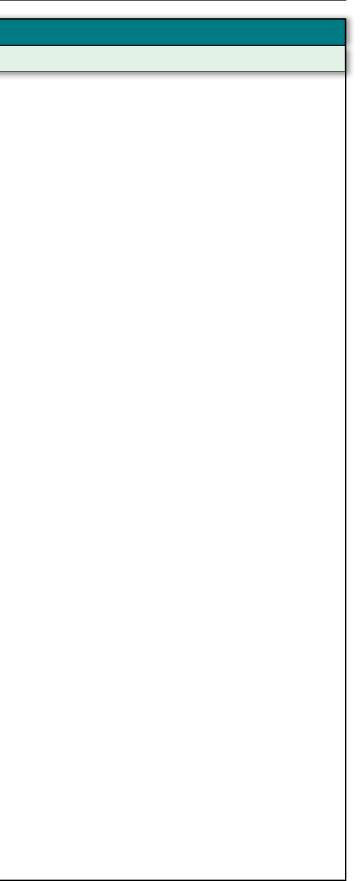
#### Comment Response Appendix • **B3789**

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

## **B3790** · Comment Response Appendix

ode	Comment Document		
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY		
	INCOMING CALL DATE: 6/10/13	INCOMING CALL TIME: 3:36 PM	
	CALLER ANONYMOUS44	CALLER ADDRESS:	
	PHONE:	EMAIL:	
	CALLER REMARKS/QUESTION	NS:	
)	Would you please get the freeway done, it's been voted on and voted on and we want to get it done. Thank you.		

Code	lssue	Response
1		Comment noted.



Code Comment Document			Code Is
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY		
	INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 6:18 PM	
	CALLER ANONYMOUS45	CALLER ADDRESS:	
	PHONE:	EMAIL:	
	CALLER REMARKS/QUESTION	IS:	
	I want to support the building of	the freeway on South Mountain.	

## Comment Response Appendix • **B3791**

Response

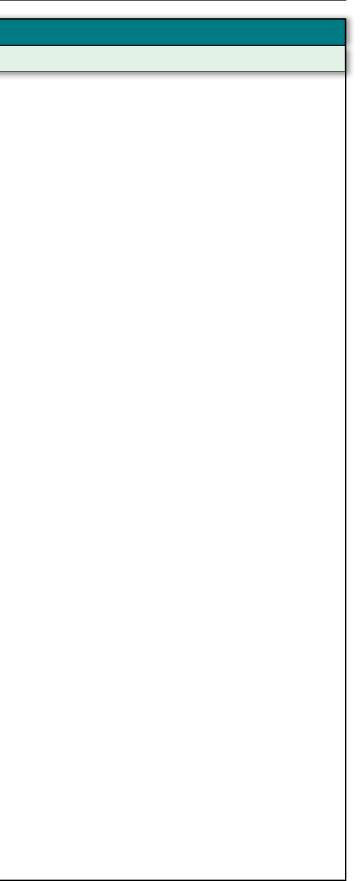
Comment noted.

1
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## **B3792** · Comment Response Appendix

Code	Comment Document		Code	lssue
			1	
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATIO	LINE		
	INCOMING CALL DATE:	INCOMING CALL TIME:		
	6/12/13 CALLER: ANONYMOUS46	5:51 PM CALLER ADDRESS:		
	PHONE:	EMAIL:		
	CALLER REMARKS/QUESTIONS:			
(1)	I support the freeway.			
$\cup$				

# CodeIssueResponse1Comment noted.



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

INCOMING CALL	INCOMING CALL
DATE:	TIME:
6/13/13	1:02 PM
CALLER	CALLER ADDRESS:
ANONYMOUS47	
PHONE:	EMAIL:

#### CALLER REMARKS/QUESTIONS:

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 91<sup>st</sup> or 99<sup>th</sup> 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.

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 99<sup>th</sup> or 91<sup>st</sup> Avenue, don't ruin our lives.

Code	lssue	Response
1	Neighborhoods/ Communities	The Laveen Village area is ar 105,000 (see Final Environm level of development places Phoenix's General Plan for L freeway for commercial deve without implementation of t the conversion of land from commercial, and industrial I demand on surface streets (
2	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
3	Neighborhoods/ Communities	While the City of Phoenix Po have any statistics specific to did note that, based on its e between crime rates and fre sidebar on page 4-21.
4	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Public Comments</i> beginning o
5	Air Quality	

anticipated to have a built-out population of over mental Impact Statement page 4-5). This proposed is increasing demand on the road network. The City of Laveen Village has designated areas along the proposed velopment that cannot support the projected densities if the proposed freeway. Without the proposed freeway, in undeveloped and agricultural uses to residential, land uses would likely continue, placing a greater (see Final Environmental Impact Statement page 4-14).

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

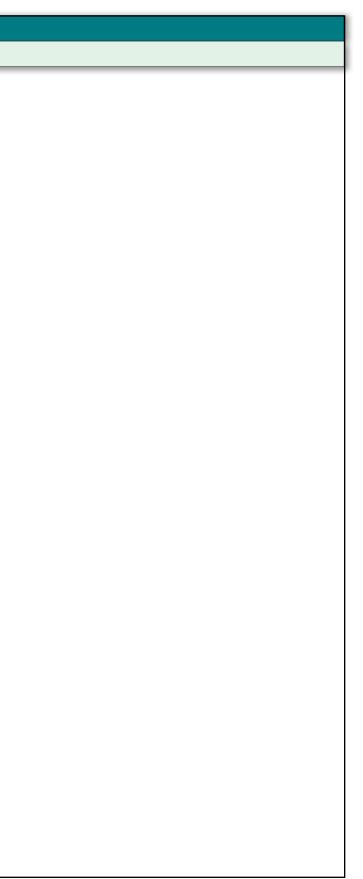
Police Department reported in 2005 that it did not to crime adjacent to freeways, the Police Department experience, there does not appear to be a correlation eeways. See Final Environmental Impact Statement

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. I can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

## **B3794** · Comment Response Appendix

ode	Comment Document	
	TELEPHONE CONVERSATION R SOUTH MOUNTAIN FREEWAY J	
	INCOMING CALL DATE: 6/12/13 CALLER: ANONYMOUS45 PHONE:	INCOMING CALL TIME: 3:56 PM CALLER ADDRESS: EMAIL:
1)	<b>CALLER REMARKS/QUESTIONS</b> I support the 202 Freeway. I would it refers to. Thank you.	<b>5:</b> d like more information and [unclear] get into more and know what

# Code Issue Response 1 Comment noted.



C	omment Document		Code	lssue	Response
			1		Comment noted.
	TELEPHONE CONVERSATION R				
	SOUTH MOUNTAIN FREEWAY I	NFORMATION LINE			
	INCOMING CALL DATE:	INCOMING CALL TIME:			
	6/14/13	1:25 PM			
	CALLER: ANONYMOUS 49	CALLER ADDRESS:			
	PHONE:	EMAIL:			
	CALLER REMARKS/QUESTIONS	 j:			
	I support the freeway. Bye				

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1

## **B3796** · Comment Response Appendix

	TELEPHONE CONVERSATION	
	SOUTH MOUNTAIN FREEWAY	
	INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 3:08 PM
	CALLER: ANONYMOUS 50	CALLER ADDRESS:
	PHONE:	EMAIL:
_	CALLER REMARKS/QUESTION	IS:
)		you must either tie it in to the 101 Aqua Fria freeway or take it over ere. Or even earlier across to Buckeye or even 85. Thank you.

Code	lssue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of T identified several issues and c Responses to these issues can <i>Public Comments</i> beginning on

f Transportation and Federal Highway Administration d concerns that were frequently noted by commenters. can be found in the *Responses to Frequently Submitted* on page B733 of this appendix.

 $\left(1\right)$ 

# CodeIssueResponse1Comment noted.

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

INCOMING CALL	INCOMING CALL
DATE:	TIME:
6/15/13	9:53 AM
CALLER:	CALLER ADDRESS:
ANONYMOUS 52	9533 W. CALICO DRIVE, SUN CITY, ARIZONA
PHONE:	EMAIL:

## CALLER REMARKS/QUESTIONS:

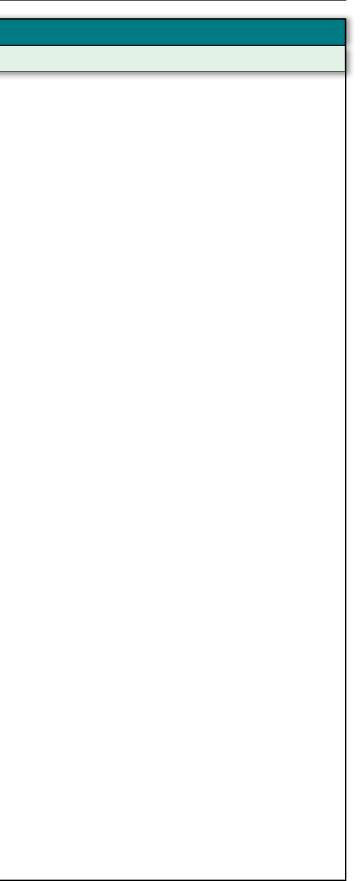
I support the freeway, 100%. Once again I support it 100%. I wish it was in today. Thank you. Goodbye.

_

## **B3798** · Comment Response Appendix

Code	Comment Document	
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWA	
	INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 11:55 AM
	CALLER: ANONYMOUS 53	CALLER ADDRESS:
	PHONE:	EMAIL:
1		<b>NS:</b> eeway. I moved here from LA 9 years ago and I want this place to s build the freeway. More freeways less traffic if you know what I

Code	lssue	Response
1		Comment noted.



TELEPHONE CONVERSAT		
INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:34 PM	
CALLER: ANONYMOUS 54	CALLER ADDRESS:	
PHONE:	EMAIL:	
<b>CALLER REMARKS/QUES</b> Please support the freeway.		

lssue

Response

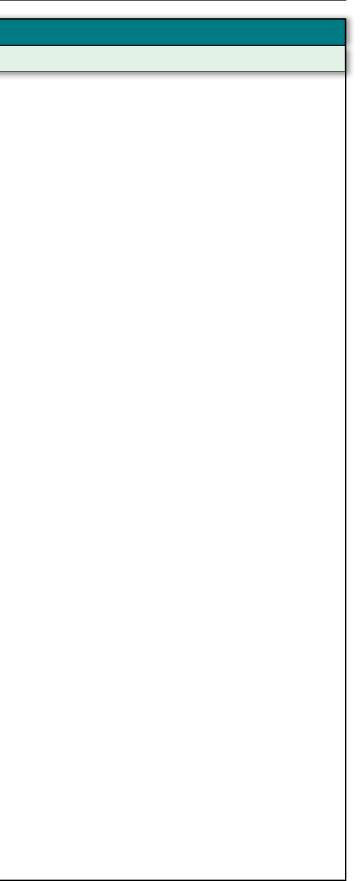
Comment noted.

1

## **B3800** · Comment Response Appendix

Code C	omment Document		Code
			1
	TELEPHONE CONVERSATION RECOR SOUTH MOUNTAIN FREEWAY INFOR		
	INCOMING CALL DATE: 05/15/13	INCOMING CALL TIME: 9:20 AM	
	CALLER: ANONYMOUS11 PHONE:	CALLER ADDRESS:	
	<b>CALLER REMARKS/QUESTIONS:</b> Yes, I'm in support of the South Mountain of me I am in the West Valley and I wou	n Freeway. I have family members that live further southeast Id like to be able to use a freeway to connect. Thank you.	
	of the, I all in the west valley and I wou	iù like to be able to use a freeway to connect. Thank you.	

Code	Issue	Response
1		Comment noted.



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

INCOMING CALL	INCOMING CALL
DATE:	TIME:
5/16/13	5:59 PM
CALLER:	CALLER ADDRESS:
ANONYMOUS41	[UNCLEAR], GILBERT, AZ
PHONE:	EMAIL:

## CALLER REMARKS/QUESTIONS:

Code Comment Document

 $\left(1\right)$ 

Please build the Freeway. We need it to go to the west valley. Thank you.

_

## **B3802** · Comment Response Appendix

Alternati	de Con	nment Document					Code	lssue
SOUTH MOUNTAIN FREEWAY INFORMATION LINE   Incontrol Coll.   2711/13   2209 PM   Caller   PHONE:   ENALI:   OK, I am calling to affirm that I am against the W59 alternative and I am for the W101 alternative.   RESPONSE:   Estoy llamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.						1	1	Alternatives Alternative W101 Altern
DATE:       CALLER E         CALLER:       CALLER ADDRESS:         PHONE:       PMAIL:         CALLER REMARKS/QUESTIONS:       Ok, I am calling to affirm that I am against the W59 alternative and I am for the W101 alternative.         RESPONSE:       Estoy llamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.				ION LINE				
7/11/13       2:09 PM         CALLER ADDRESS:       CALLER ADDRESS:         PRIONE:       PMIL:         CALLER REMARKS/QUESTIONS:       OK, I am calling to affirm that I am against the W59 alternative and I am for the W101 alternative.         OK, I am calling to affirm that I am against the W59 alternative and I am for the W101 alternative.         RESPONSE:         Estoy llamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.		INCOMING CALL		INCOMING CALL				
PHONE:       Image: Caller REMARKS/QUESTIONS:         OK, I am calling to affirm that I am against the W59 alternative and I am for the W101 alternative.         RESPONSE:         Estoy llamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.		7/11/13		2:09 PM				
CALLER REMARKS/QUESTIONS: Ok, I am calling to affirm that I am against the W59 alternative and I am for the W101 alternative. RESPONSE: Estoy Ilamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.		CALLER:		CALLER ADDRESS:				
Ok, I am calling to affirm that I am against the W59 alternative and I am for the W101 alternative.         RESPONSE:         Estoy llamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.		PHONE:		EMAIL:				
Ok, I am calling to affirm that I am against the W59 alternative and I am for the W101 alternative.         RESPONSE:         Estoy llamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.			OUESTIONS.					
Estoy Ilamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.				W59 alternative and I am for the W101	alternative.			
Estoy llamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.								
Estoy Ilamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.								
Estoy llamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.								
Estoy Ilamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.								
Estoy llamando para afirmar que yo estoy en contra de la alternativa W59 y estoy por la alternativa w101.		<b>RESPONSE:</b>						
alternativa w101.			-					
		Estoy llamando par	ra afirmar que yo estoy e	en contra de la alternativa W59 y esto	by por la			
RESPONSE DATE: HDR STAFF INITIAL:								
RESPONSE DATE: HDR STAFF INITIAL:								
RESPONSE DATE: RESPONSE TIME: HDR STAFF INITIAL:								
RESPONSE DATE: RESPONSE TIME: HDR STAFF INITIAL:								
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RESPONSE DATE: HDR STAFF INITIAL:								
RESPONSE DATE: HDR STAFF INITIAL:								
		RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:				
		L						

CodeIssueResponse1Alternatives, W59<br/>Alternative Versus<br/>W101 AlternativeThe Arizona Department of Transportation and Federal Highway Administration<br/>identified several issues and concerns that were frequently noted by commenters.<br/>Responses to these issues can be found in the Responses to Frequently Submitted<br/>Public Comments beginning on page B733 of this appendix.

Comment Document		
TELEPHONE CONVE SOUTH MOUNTAIN	RSATION RECORD 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.	

lssue

Response

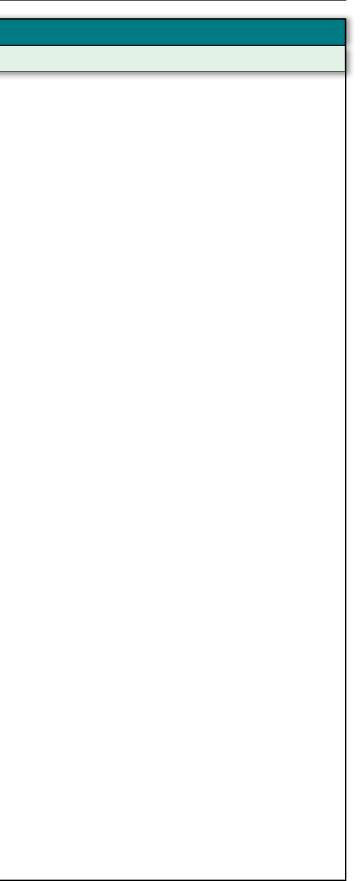
Comment noted.

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## **B3804** · Comment Response Appendix

Code	Comment Document	Code
		1
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE	
	INCOMING CALL INCOMING CALL DATE: TIME: 5/20/13 3:37 PM	
	CALLER: CALLER ADDRESS: ANONYMOUS41 EMAIL:	
$\left(1\right)$	CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway.	
$\bigcirc$		

Code	Issue	Response
1		Comment noted.



Code	Comment Document			Code	Issue
				1	
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWA				
	INCOMING CALL DATE: 6/14/13	INCOMING CALL TIME: 3:48 PM			
	CALLER: ANONYMOUS 51	CALLER ADDRESS:			
	PHONE:	EMAIL:			
_	CALLER REMARKS/QUESTIC	DNS:			
$\left(1\right)$	Yes, I agree with that South Mo	ountain freeway. I think it would be a great thing. Thank you.			

## Comment Response Appendix • **B3805**

Response

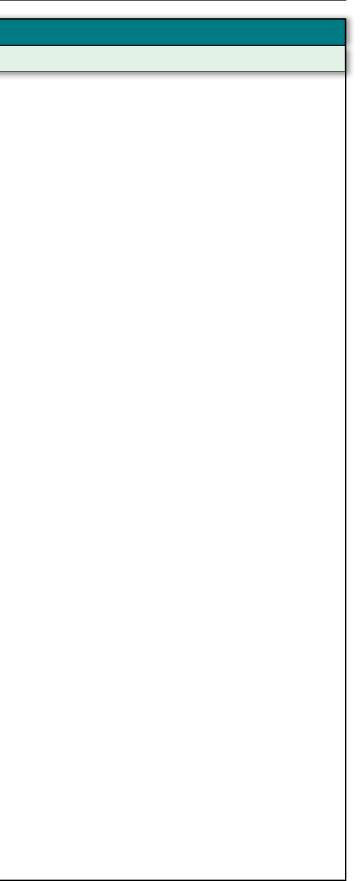
Comment noted.

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## **B3806** · Comment Response Appendix

Code	Comment Document			Code	Issue
_				1	
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION	I LINE			
	INCOMING CALL DATE:	INCOMING CALL TIME:			
	5/17/13 CALLER:	5:07 PM CALLER ADDRESS:			
	ANONYMOUS				
	PHONE:	EMAIL:			
$\left( 1 \right)$	<b>CALLER REMARKS/QUESTIONS:</b> I support the building of the freeway.				
	r support the building of the freeway.				

Code	lssue	Response
1		Comment noted.



Code	Comment Document			Code 1	lssu
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWA INCOMING CALL DATE: 7/23/13				
	CALLER: ANONYMOUS	CALLER ADDRESS:			
	PHONE:	EMAIL:			
	<b>CALLER REMARKS/QUESTIC</b> I support the South Mountain fr	<b>DNS:</b> reeway. We need it, we need the money, we need the jobs.			

## Comment Response Appendix • **B3807**

Response

Comment noted.

## **B3808** · Comment Response Appendix

de	Comment Document
	TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE
	INCOMING CALL INCOMING CALL DATE: TIME: 7/23/13 10:23 AM
	CALLER: CALLER ADDRESS: CALLER ADDRESS:
	PHONE: EMAIL:
,	

Code	lssue	Response
1		Comment noted.



e	Comment Document		
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY		
	INCOMING CALL	INCOMING CALL	
	DATE: 7/23/13	TIME: 11:08 AM	
	CALLER: ANONYMOUS	CALLER ADDRESS:	
	PHONE:	EMAIL:	
	CALLER REMARKS/QUESTIO	NS:	
)	I am in favor of the freeway.		

Code Issue

1

Response

Comment noted.

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## **B3810** · Comment Response Appendix

e	Comment Document	
	TELEPHONE CONVERSATION R SOUTH MOUNTAIN FREEWAY I	
	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:00 PM
	CALLER: ANONYMOUS	CALLER ADDRESS:
	PHONE:	EMAIL:
)	<b>CALLER REMARKS/QUESTIONS</b> I'm very much in favor of that freev for the city. Bye.	xay around the south side. Thank you very kindly, I think it's good

Code	Issue	Response
1		Comment noted.



Code	Comment Document		C
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY		
	INCOMING CALL DATE:	INCOMING CALL TIME:	
	7/23/13	2:35 PM	
	CALLER: ANONYMOUS	CALLER ADDRESS:	
	PHONE:	EMAIL:	
	CALLER REMARKS/QUESTION	IS:	
	Yes, I support the South Mountain	n freeway, thank you. Goodbye.	

Issue

P

Response

Comment noted.

## **B3812** · Comment Response Appendix

Code	Comment Document	Comment Document		
		TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE		
	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 5:04 PM		
	CALLER: ANONYMOUS	CALLER ADDRESS:		
	PHONE:	EMAIL:		
		CALLER REMARKS/QUESTIONS: I agree we should get that new freeway in. Thank you.		
)	I agree we should get that new ne	I agree we should get that new neeway in. Thank you.		

# CodeIssueResponse1Comment noted.



Code C	Comment Document		Code	ls
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWA			
	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 10:47 AM		
	CALLER: ANONYMOUS	CALLER ADDRESS:		
	PHONE:	EMAIL:		
1	<b>CALLER REMARKS/QUESTIC</b> I support the South Mountain Fr			

## Comment Response Appendix • **B3813**

Response

Comment noted.

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### **B3814** · Comment Response Appendix

DECENTING CALL       INCONTING CALL         MATE:       INCONTING CALL         ANDY       INCONTING CALL         ANDONYMOUS       INCONTING CALLER ADDRESS:         ANDONYMOUS       INCONTING CALLER ADDRESS:         ANDONYMOUS       INCONTING CALLER ADDRESS:         PHONE:       INCONTING CALLER ADDRESS:         ANDONYMOUS       INCONTING CALLER ADDRESS:         PHONE:       INCONTING CALLER ADDRESS         PHONE:       INCONTING CALLER ADDRESS         PHONE:       INCONTING CALLER ADDRESS	Comment Document	
SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         7/24/13       11:39 AM         CALLER:       CALLER ADDRESS:         ANONYMOUS       EMAIL:         CALLER REMARKS/QUESTIONS:       EMAIL:		
SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         7/24/13       11:39 AM         CALLER:       CALLER ADDRESS:         ANONYMOUS       EMAIL:         PHONE:       EMAIL:		
SOUTH MOUNTAIN FREEWAY INFORMATION LINE         INCOMING CALL       INCOMING CALL         DATE:       TIME:         7/24/13       11:39 AM         CALLER:       CALLER ADDRESS:         ANONYMOUS       EMAIL:         CALLER REMARKS/QUESTIONS:       EMAIL:		
DATE: TIME: TIME: 7/24/13 11:39 AM CALLER: CALLER ADDRESS: ANONYMOUS PHONE: EMAIL: CALLER REMARKS/QUESTIONS:		
7/24/13     11:39 AM       CALLER:     CALLER ADDRESS:       ANONYMOUS     EMAIL:       PHONE:     EMAIL:	INCOMING CALL	INCOMING CALL
CALLER: CALLER ADDRESS: ANONYMOUS EMAIL: EMAIL: CALLER REMARKS/QUESTIONS:		11:39 AM
PHONE: EMAIL: EMAIL: CALLER REMARKS/QUESTIONS:	CALLER:	
CALLER REMARKS/QUESTIONS:		EMAIL:
Please build the freeway. It will greatly improve the economy of Phoenix, Arizona. Thank you.		
	Please build the freeway. It will greatly i	improve the economy of Phoenix, Arizona. Thank you.

Code	Issue	Response
1		Comment noted.



Code	Comment Document	
	TELEPHONE CONVERSATION SOUTH MOUNTAIN FREEWAY	
	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 12:15 PM
	CALLER: ANONYMOUS	CALLER ADDRESS:
	PHONE:	EMAIL:
$\frown$	CALLER REMARKS/QUESTION	NS:
$\begin{pmatrix} 1 \end{pmatrix}$	I'm in favor of the South Mountai	in freeway. Thank you.

Code Issue

1

Response

Comment noted.

## Comment Response Appendix • **B3815**

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- 1

### **B3816** · Comment Response Appendix

Code	Comment Document		Code
			1
	TELEPHONE CONVERSATION RE SOUTH MOUNTAIN FREEWAY IN		
	INCOMING CALL DATE: 7/24/13 CALLER:	INCOMING CALL TIME: 1:17 PM	
	ANONYMOUS PHONE:	CALLER ADDRESS: EMAIL:	
	<b>CALLER REMARKS/QUESTIONS:</b> Please build the South Mountain free	eway. It's so hard to get out of this city headed west to Los cities. It's very important for us to have this freeway. Thank you.	
·	Angeles or any of the other western	cities. It's very important for us to have this freeway. Thank you.	

Code	lssue	Response
1		Comment noted.



Code C	omment Document		Code	lssue
			1	
			-	
	TELEPHONE CONVERSATION			
	SOUTH MOUNTAIN FREEWA	Y INFORMATION LINE		
	INCOMING CALL	INCOMING CALL		
	DATE: 7/24/13	TIME: 2:19 PM		
	CALLER:	CALLER ADDRESS:		
	ANONYMOUS			
	PHONE:	EMAIL:		
	CALLER REMARKS/QUESTIC			
$\frown$	I support the South Mountain Fr			
(1)	I support the South Mountain Fi	eeway.		
$\bigcirc$				

## Comment Response Appendix • **B3817**

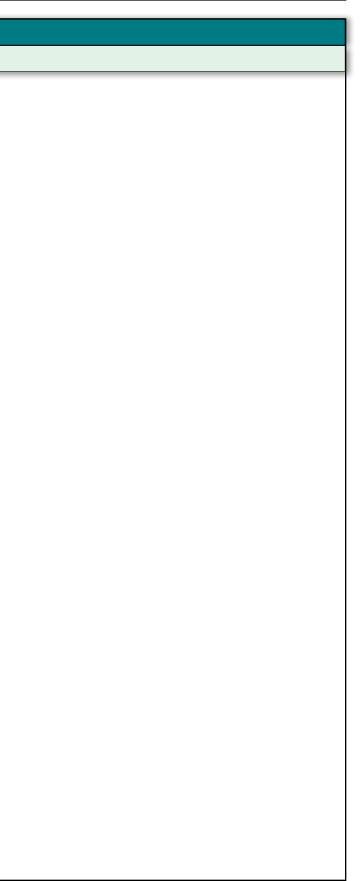
Response

Comment noted.

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### **B3818** • Comment Response Appendix

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



CITIZEN COMMENTS RECEIVED AFTER COMMENT DEADLINE

### **B3820** · Comment Response Appendix

INCOMING CALL/COMMENT DATE: 8/27/13	INCOMING CALL/COMMENT TIME:
CALLER: Steve Brown	CALLER ADDRESS:
PHONE: 602-989-2485	EMAIL:
COMMENTER REMARKS/QUESTIC	DNS:

Code	lssue	
1	Alternatives	Alt Route-371 is not being co

Response

onsidered in the study.

### SOUTH MOUNTAIN FREEWAY HOTLINE

INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:
10/16/13	
CALLER: Chad	CALLER ADDRESS:
PHONE: 480.435.0623	EMAIL:
COMMENTER REMARKS/QUESTI	ONS:
Information on the Loop 202	

Code	lssue	
1		Comment noted.

Response		

Code	Comment Document	
	SOUTH MOUNTAIN FREEWAY EMAIL OR INFO	DRMATION LINE
	INCOMING CALL/COMMENT DATE: 7/29/2013	INCOMING CALL/COMMENT TIME:
	CALLER: Georgette Chase	CALLER ADDRESS:
	PHONE:	EMAIL: GEORGETTE.CHASE@YAHOO.COM
1	COMMENTER REMARKS/QUESTIONS: STATEMENT ON THE PROCEEDINGS OF SOUTH MOUNTAIN TO: Governor Jan Brewer, State FROM: Georgette Chase Member of the GILA RIVER SUBJECT: Proposed 202 Freeway Exter South Mountain, where you propose to boundary side is not acceptable to the Department of Transportation office st harmful to the City of Phoenix. It does the Gila River Indian Community, beca Adolf Hitler, Germany, put the Jewish p not know what kind of gas he used to a kind of gas Arizona will use to try to kil emission fumes. The pollution will set Estrella Mountains in the District 6 and succeed in doing what the U.S. Calvary gaudy hat! Come to think of it, what k perhaps? In about 1909 the Pima Tribe had ONE Gila River population is the grand total emission's poison doesn't wipe us out	of Arizona INDIAN COMMUNITY ension at South Mountain o construct a freeway on your Gila River Indian Community. Your tates that the freeway will not be a not say that it will not be harmful to use it will. people to death in gas chambers. I do accomplish this, but I do know what I our people. It will be automobile the between South Mountain and the d District 5 areas. Governor Brewer will could not do. What a feather in her ind of a feather, a roadrunner feather

Code	lssue	
1	Alternatives, E1 Alternative	The Arizona Department of Tra identified several issues and co Responses to these issues can <i>Comments</i> beginning on page B
2	Air Quality	
3	Air Quality	According to the Arizona Depa Assessment South Mountain Freev Gila River Indian Community n the morning hours and associa atmospheric conditions, wind River channel to the north. Loo the east to the lower elevations improved mixing, flows typical and northwest. Likewise, durin (November 20, 2006, through and a second 1-month-long mo streets (April 19, 2007, through typically were from the norther mixing, winds typically were from

### Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

partment of Transportation, 2013, *Air Quality eeway 202L Draft Report*, review of wind data from the y monitoring site at St. Johns suggests that during ciated with mountain-drainage air flows and stable d flows are from the southeast and follow the Gila ocations to the east of St. Johns tend to flow from ons along the Gila River. During the warmer hours' cally follow the river channel and come from the north ring a 1-month-long meteorological monitoring period gh December 21, 2006) at Pecos Road and 40th Street monitoring period at Pecos Road and 24th and 40th ugh May 21, 2007), winds during the morning hours neast. During the warmer hours, and with improved from the west.

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.

The gracious government with all its cruel power was going to herd us off to the far away land of Oklahoma, but our Chief Azule 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.

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.

We rescued and took care of your ancestors on their way to California, the

Code Issue

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."

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.

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.

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. Code Issue

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### SOUTH MOUNTAIN FREEWAY HOTLINE

INCOMING CALL/COMMENT DATE: 10/16/13	INCOMING CALL/COMMENT TIME:
CALLER: Cheri	CALLER ADDRESS:
PHONE: 480.406.4622	EMAIL:

### **COMMENTER REMARKS/QUESTIONS:**

Want to know when the Loop 202 will start to take homes. There was no meeting dates on the website.

Code	lssue	
1	Acquisitions and Relocations	The Arizona Department of T identified several issues and c Responses to these issues car <i>Comments</i> beginning on page The schedule for the next step Statement in 2014. A 60-day of decision would be publishe begin as early as 2015. Right- decision.

### Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

eps includes publishing the Final Environmental Impact y public review period will be provided. Then the record ned. If a build option is selected, construction could t-of-way acquisition would begin after the record of

Code	Comment Document	
	SOUTH MOUNTAIN FREEWAY EMAIL OR INFO	DRMATION LINE
	INCOMING CALL/COMMENT DATE: 12/26/2013	INCOMING CALL/COMMENT TIME:
	CALLER: Dave Coble	CALLER ADDRESS: 4550 N. 12th Street • Phoenix, Arizona • 85014
	PHONE: direct: 602.285.4752 cell: 602.418.0637	EMAIL: Dcoble@cvlci.com
1	<b>COMMENTER REMARKS/QUESTIONS:</b> I have worked on the Foothills West Pr We had shown a 200' ADOT take line.	roject for several years.
	I recently received another document	showing a much larger proposed take.
	Would you please send me the latest a	alignment for this area please?
	This is the location	

Code	lssue	
1	Acquisitions and Relocations	The Arizona Department of Tr identified several issues and co Responses to these issues can <i>Comments</i> beginning on page B Aerial maps showing the prop accessible through the project

## Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

posed freeway (W59 and E1 Alternatives) are ct Web site, <azdot.gov/southmountainfreeway>.

Code	Comment Document
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### SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE

INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:
7/31/2013	
CALLER:	CALLER ADDRESS:
Felicia Corbett	4811 W. Gwen St.
	Laveen, AZ 85339
PHONE:	EMAIL: corbettfam5@gmail.com
COMMENTER REMARKS/QUES	
the freeway will open.	ear 51st Ave & Dobbins and look foward to the day
Thank you.	

Code	lssue	
1		Comment noted.

 Comment Document	
SOUTH MOUNTAIN FREEWAY EM	AIL OR INFORMATION LINE
INCOMING CALL/COMMENT DATE: 11/7/2013	INCOMING CALL/COMMENT TIME:
<sup>CALLER:</sup> Jay Donahue	CALLER ADDRESS:
PHONE:	EMAIL:
<b>COMMENTER REMARKS/QUESTIC</b> To Whom It May Concern,	DNS:
partnerships specifically rela might impact the future of u South Mountain freeway pro you could let me know how partnership would be benef bids, the timeline, as well as	and am doing some research on public private ated to transportation projects and how P3s arban planning. I am particularly interested in the oject in Maricopa County and was wondering if ADOT determined that a public private icial as well as what the process is for accepting if P3 bidding processes are public. If P3 bidding processes are public.

Code	lssue	
1	Public-Private Partnerships	Information related to the un Arizona Department of Trans Department of Transportatio partnerships/Public-PrivatePa

# Response

nsolicited public-private partnership proposal and the sportation's P3 Initiatives can be found on the Arizona on Web site <azdot.gov/business/programs-and-Partnerships(P3)>.

(1)

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(3)

EarlyDocument Created: 7/25/2013 1:05:43 AM by Web Comment FormFor the east project we support utilizing the existing Pecos Rd corridor.

- Please consider adding an exit at 32nd street for Desert Vista High School. Skipping this road will add excessive traffic burden to Chandler Blvd.
- 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.
- 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.).

Code	lssue	
1	Design	The determination to not incl coordination with the City of displacement of over 100 hon school. The City recommender removed from the study. At the study to evaluate the impacts at 32nd Street) on the local st on the local street system from Environmental Impact Statem
2	Noise	The Arizona Department of T identified several issues and c Responses to these issues car <i>Comments</i> beginning on page
3	Design	The diamond interchange cor interchange needs. The actua would be determined during t action alternative were to be

### Response

clude an interchange at 32nd Street was made in f Phoenix. The interchange would have required the mes and would have been located near an existing high led that, based on these impacts, the interchange be the same time, the City conducted a traffic circulation s of the freeway (and the removal of an access point street system. The City study found no adverse effects om the proposed freeway (see Appendix 3-1 in the Final ment).

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

nfiguration was used to evaluate service traffic al configuration(s) of the service traffic interchanges the design phase of the Selected Alternative, if an identified.

de	Comment Document	
	SOUTH MOUNTAIN FREEWAY EMA	AIL OR INFORMATION LINE
	INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:
	<sup>CALLER:</sup> Georgana Frieh	CALLER ADDRESS: US Airways - Reliability 4000 E. Sky Harbor Blvd. Phoenix, AZ 85034
	PHONE: 480-693-7263	EMAIL: GEORGANA.FRIEH@USAIRWAYS.COM
	Regards, Georgana Frieh US Airways - Reliability 4000 E. Sky Harbor Blvd. Phoenix, AZ 85034 480-693-7263	

Code	lssue	
1	Public Involvement	Updates on the status of the southmountainfreeway>.

Response

e study are posted to the project Web site <azdot.gov/

(1)

8

### SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE

INCOMING CALL/COMMENT DATE: 7/29/2013	INCOMING CALL/COMMENT TIME:
CALLER:	CALLER ADDRESS:
Beth Gagnon	Ahwatukee & Pecos Road resident
PHONE:	EMAIL: beegee62@hotmail.com

### **COMMENTER REMARKS/QUESTIONS:**

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.

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.

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!

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

Code	lssue	
1	Purpose and Need, Truck Bypass	The Arizona Department of identified several issues and Responses to these issues ca <i>Comments</i> beginning on page
2	Traffic	In 2006, the City of Phoenix impacts of the freeway on th effects on the local street sys the Final Environmental Imp
3	Air Quality	The Arizona Department of identified several issues and Responses to these issues ca <i>Comments</i> beginning on page
4	Neighborhoods/ Communities	While the City of Phoenix Po any statistics specific to crim that, based on its experience crime rates and freeways. Se page 4-21.
5	Noise	The Arizona Department of identified several issues and Responses to these issues ca <i>Comments</i> beginning on page
6	Visual Resources	Because Pecos Road is alrea the same location as the pro phenomena they do not alre page 4-169). The proposed f vehicles, but what park users different from what they alre Environmental Impact State or mitigate aesthetic impact that would likely survive the visually sensitive or critical re
7	Economics, Socioeconomics	A review of the literature rev relationship between the tra values (Transportation Rese Board, No. 2174, Transporta Washington, D.C., 2010, pp. Case Study of the Superstitic California Department of Tr substantially affect sales prior study concluded that it is the and not distance or noise. A more the visibility of a new f price of homes sold in the ar

### Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

conducted a traffic circulation study to evaluate the e local street system. The City study found no adverse stem from the proposed freeway (see Appendix 3-1 in act Statement).

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

lice Department reported in 2005 that it did not have le adjacent to freeways, the Police Department did note e, there does not appear to be a correlation between e Final Environmental Impact Statement sidebar on

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

dy a four-lane arterial street and is in approximately posed E1 Alternative, viewers would not be seeing any ady see (see Final Environmental Impact Statement reeway would have eight lanes of traffic and carry more s and residents would see would not be substantively eady see along Pecos Road. Page 4-170 in the Final ment lists measures that should help to avoid, reduce, s. Larger saguaro cacti, mature trees, and large shrubs transplanting and sitting-in period would help in badway areas.

eals few detailed and comprehensive analyses of the nsportation infrastructure and residential property arch Record: Journal of the Transportation Research ation Research Board of the National Academies, . 138-47; "Impact of Highways on Property Values: on Freeway Corridor"). A recent study by the ansportation concluded that freeway facilities did not ces in residential areas adjacent to the facility. The e visibility of the freeway that may influence selling price s a result, the researchers generally concluded that the reeway is reduced, the less it would determine the sales rea.

(9)

(10)

### down to make way for a freeway.

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 tapdancing 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.

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.

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.

Code	lssue	
8	Neighborhoods/ Communities	While the City has some ability ordinances, the City does not developed. The Arizona Depar tracts of land along the Pecos kept the Arizona Department land. Developers were aware of develop the land despite the ri were also aware of the potenti the same risk. Information rela of the City of Phoenix, develop related to disclosure of the pla the Draft Environmental Impa
9	Acquisitions and Relocations	The Arizona Department of Tr identified several issues and co Responses to these issues can <i>Comments</i> beginning on page B
10	Purpose and Need, Old Plan or Use of Old Data	

### Response

ity to control development through its zoning t have the authority to stop private land from being artment of Transportation was able to acquire large os Road alignment in the 1980s, but funding shortfalls t of Transportation from acquiring all of the needed of the potential freeway and made the decision to risk that the freeway would eventually be built. Citizens tial and chose to buy homes near the freeway despite elated to freeway awareness and the responsibilities opers, and the Arizona Department of Transportation lanning for the freeway is presented on page 4-13 of pact Statement.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. n be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

	INCOMING CALL/COMMENT DATE: CALLER: George PHONE:	CALL EMA gvh	DMING CALL/COMME E: ER ADDRESS: IL:		
INCOMING CALL/COMMENT       INCOMING CALL/COMMENT         DATE:       TIME:         CALLER:       CALLER ADDRESS:         George       EMAIL:         PHONE:       EMAIL:         gvheadley@aol.com	INCOMING CALL/COMMENT DATE: CALLER: George PHONE: COMMENTER REMARK	CALL EMA gvh	DMING CALL/COMME E: ER ADDRESS: IL:		
DATE: TIME: CALLER: CALLER: CALLER ADDRESS: George PHONE: EMAIL: gvheadley@aol.com COMMENTER REMARKS/QUESTIONS:	DATE: CALLER: George PHONE: COMMENTER REMARK	CALL EMA: gvh	ER ADDRESS:		
George       PHONE:       EMAIL: gvheadley@aol.com	George PHONE: COMMENTER REMARK	EMA gvh	IL:	m	
gvheadley@aol.com COMMENTER REMARKS/QUESTIONS:		gvh	ււ։ leadley@aol.co	m	
COMMENTER REMARKS/QUESTIONS:					
	1				

Code	lssue	
1		No comment noted.

# Gould

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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!

Code	lssue	
1		Comment noted.

### SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE

DATE:	INCOMING CALL/COMMENT TIME:			
9/23/2013				
CALLER:	CALLER ADDRESS:			
Adam Graham				
PHONE:	EMAIL: grahamshouse1212@gmail.com			
COMMENTER REMARKS/QUESTIONS				
To whom it may concern,				
To whom it may concern, 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. 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. Thank you for your time,				

Code	lssue	
1		Comment noted.

Response	

### **B3836** · Comment Response Appendix

Code	Comment Document		
	SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE		
	INCOMING CALL/COMMENT DATE: 7/26/2013	INCOMING CALL/COMMENT TIME:	
	<sup>CALLER:</sup> Karen Gresham	CALLER ADDRESS: 85020	
	PHONE:	EMAIL: KARENAGRESHAM@GMAIL.COM	
	COMMENTER REMARKS/QUESTIONS:		
1	I realize the comment period just ender through the South Mountain Preserve		
	L		

Code	lssue	
1	Section 4(f) and Section 6(f)	The Arizona Department of T identified several issues and co Responses to these issues can <i>Comments</i> beginning on page B

# Response

f Transportation and Federal Highway Administration I concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted Public* e B733 of this appendix.

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2

### SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE

INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:
10/14/2013	
CALLER:	CALLER ADDRESS:
Todd Hamilton	2150 E Highland Ave Suite 207
	Phoenix, AZ 85016
PHONE:	EMAIL:
602-386-1226	thamilton@cutlercommercial.com
COMMENTER REMARKS/QUESTION	NS:
Hello,	
I am inquiring on the status o	f the Loop 202 Freeway. When will the project
proceed?	
I represent several Building or	wners in the notential nath

Code	lssue	
1	Public Involvement	Updates on the status of the southmountainfreeway>.
2	Acquisitions and Relocations	The Arizona Department of T identified several issues and c Responses to these issues can <i>Comments</i> beginning on page I Aerial maps showing the prop accessible through the project

### Response

e study are posted to the project Web site <azdot.gov/

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

pposed freeway (W59 and E1 Alternatives) are ct Web site, <azdot.gov/southmountainfreeway>.

### **B3838** • Comment Response Appendix

Code	Comment Document		Code	Issue	
	25 April 2014	RECEIVED APR 3 0 2014 AE Decid of Transportation		U.S. Department of Transportation Federal Highway Administration	May 12
	Victor M. Mendez, Federal Highway Administrator Federal Highway Administration 1200 New Jersey Avenue, SE Washington, DC 20590 Mr. Mendez:			Mr. Dietmar Hanke 2729 West Redwood la Phoenix, AZ 85045 Dear Mr. Hanke: Thank you for your lett	ne ter to Federal Highway Ad
	Since 2005, I've been living in a house under the pall of the Loo Freeway. I bought my new house in July of 2004 and moved in About a month later, ADOT – under your stewardship – foisted the public at a local hotel that my house would be plowed down freeway. As a lawyer, physicist, engineer, and business professi well informed. Further, I had visited relatives in the Lakewood decade beforehand. I was well aware of the general concept of a	h in August of 2005. an announcement upon to make way for the ional, I'm typically fairly area for more than a		proposed Loop 202 Sou The Arizona Departme responsible for project in the Maricopa Associ Maricopa County voter	
	But, watching the construction of the I-10 / Pecos interchange or noticing the placement of houses, schools, and churches along P purchasing a house freshly permitted and built where mine was, was that the freeway would not be built or be built elsewhere. A I appear to have been mistaken. Wow, how counter intuitive. C administrative arrogance.	Pecos Road, and finally, the logical take-away All else was hearsay. But Dr, rather, what		compliance with the Na prepared a draft enviro effects of proposed alto impacts. The draft EIS	r Arizona Division Office, ational Environmental Pol nmental impact statement ernatives for the project an 8 also identified a prelimin , 2013, Division Administ
	Let me explain something to you: I will not fold like a cheap can wait another 8 years until you decide to authorize this freeway o waiting. Like so many others in my neighborhood, I have no ba valued well below what I paid for it and what I expended in real cannot move without great personal cost. I live in a transient ne become largely blue collar. And, until I complained last year, A not kept up in keeping with the HOA requirements we are all be interest in land that your agency and ADOT is tinkering with. Y understand what that "interest in land" thing means.	or not. I am tired of ack yard, my house is I cash American, and I eighborhood that has ADOT-owned houses were bound to. This is an		draft EIS available to t and held a public heari ADOT has received. A as ADOT prepares the evaluate all reasonable	an important element in ar the public for review and c ing on May 21, 2013. We All substantive comments final EIS. The final EIS v e alternatives considered. received on the draft EIS a the proposed action.
	Let me also explain to you that I also know of your involvement REDFLEX. I know how the laws of the state of Arizona were re the federal mandate for MUTCD to bring Redflex to Arizona. The headquartered in Arizona, isn't it? That whole thing is a travest what title means, but they're here complicating our lives and eau get me started about your involvement with the National Forest we all really need to understand your business connections?	modified in violation of That's why they're ty. VINTEK has no idea rning money. Don't even		Following our approva 60 days later, Ms. Pett decision, the basis for	al, ADOT will make the fi y may approve the Record it, and summarize any mit he final administrative ste

### Response

, 2014

1200 New Jersey Ave., SE Washington, D.C. 20590

In Reply Refer To: HEPE

ministrator Victor M. Mendez regarding the

T) initiated the freeway project and is 02 South Mountain Freeway has been included gional Freeway Program since 1985 when Proposition 300. In 2004, the voters again Regional Transportation Plan, which included

ADOT is advancing the proposed project in icy Act (NEPA). As part of this process, ADOT (EIS) examining the potential environmental d identifying measures to mitigate adverse ary preferred alternative for the proposed ator Karla S. Petty approved the draft EIS.

y NEPA review process. The ADOT made the omment from April 26 through July 24, 2013, appreciate your detailed comments, which on the draft EIS are being carefully considered vill identify the preferred alternative and The final EIS will also include responses to all and describe any mitigation measures that will

al EIS available to the public. No less than of Decision (ROD), which will present the igation measures incorporated as part of the o in the NEPA review process.

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.

So, my proposition is this: I will be happy to entertain your agency's offer to *remove my standing* (e.g. Administrative Settlement) pursuant to *my math*. 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 31<sup>st</sup>, 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.

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 *Kelo v. New London* really means in the broader sense, irrespective of what the pundits and your lawyers say.

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.

Hoping to hear from you soon. Time is of the essence. Choose your next words wisely.

Best Regards yan

Dietmar Hanke 2729 West Redwood Lane Phoenix, AZ 85045

cc: Fred R. Wagner, Chief Counsel Federal Highway Administration 1200 New Jersey Avenue, SE Washington, DC 20590

> John S. Halikowski Arizona Department of Transportation Motor Vehicle Division P.O. Box 2100, MD 555M Phoenix, AZ 85001

You requested purchase of your property now needed for a Federal-aid highway project is no design. Because ADOT is responsible for the request for acquisition.
The Federal Highway Administration is not im for homes. You may wish to contact appropria the issuance of the permit.
-

Code

Issue

ce: Mr. John Halikowski Director, Arizona Department of Transportation

Ms. Karla S. Petty FHWA Division Administrator Phoenix, Arizona 2

### Response

via an administrative settlement. Real property ormally acquired after the ROD and detailed project, its officials can best respond to your

wolved in decisions by local officials on permits iate local officials if you have any questions about

Sincerely yours,

Storin MI Stepherof

Gloria M. Shepherd Associate Administrator for Planning, Environment, and Realty

### **B3840** · Comment Response Appendix

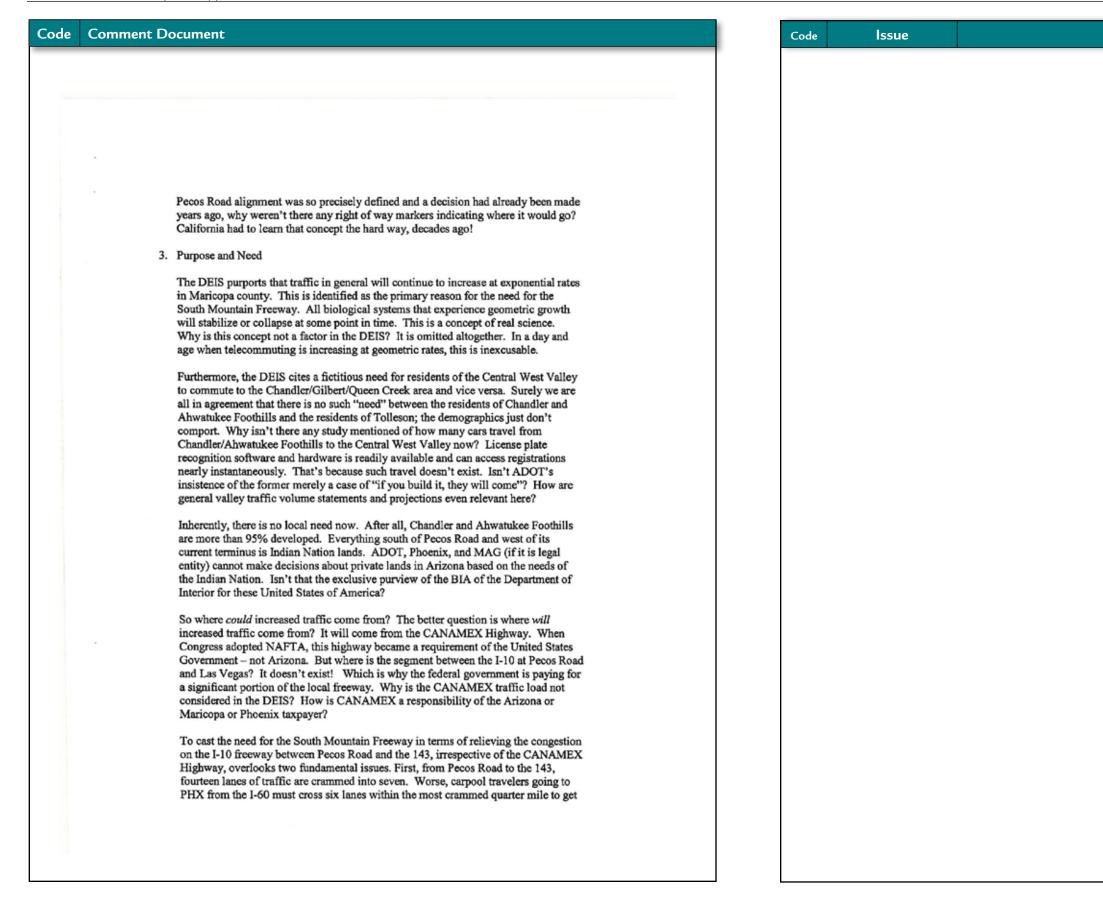
Code	ode Comment Document			Issue	
	The Honorable Janice K. Brewer				
	Arizona Governor Executive Tower				
	1700 West Washington Street Phoenix, AZ 85007				
	KTAR				
	7740 16th Street, Suite 200				
	Phoenix, AZ 85020 (602) 274-6200				
	National Public Radio				
	1111 North Capitol Street, NE Washington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

	South Mountain Freeway (Loop 202) SR202L
	ADOT Project Number: 202L MA 054 H5764 01L
	Federal Aid Project Number: NH-202-D(ADY) Draft Environmental Impact Statement ("DEIS")
	Dian Environmental impact Statement ( DEIS )
	Homeowner: 2729 West Redwood Lane ("I")
(1)	1. Environmental Impact Statement Process
$\cdot$	While the document presented is truly impressive in its sheer folly and largess, it contains virtually nothing in the way of facts or analysis as required by 42 U.S.C. §
	4321 et. seq., nor does it conform to the goals articulated by the preamble to the National Environmental Policy Act of 1969.
	This particular Draft Environmental Impact Statement formally enlists the input and considers the needs of "business leaders" and representatives of "The Indian Nation"
	in addition to the mayors of the cities within Maricopa County (MAG). Neither of the two former categories of participants, irrespective of state legislature and
	executive actions, are competent to make decisions that affect private land owners in
	these United States of America. In fact, MAG as it stands is an unconstitutional form of representative government.
	Under what authority and pursuant to what facts are members of the Indian Nation to be included in the decision making process for the Pecos Road Alignment, an
	alignment which is NOT on the lands of The Indian Nation? Surely it's not the single forged hieroglyph found in the proposed right of way on South Mountain or the vista
	onto the lands not on the Indian Nation lands from a <i>sovereign nation</i> . This artifact of Arizona government has not yet been challenged. But it will be.
	2. Historical Context
	The South Mountain Freeway may have been originally included in the proposed 232
	-mile Maricopa Association of Governments (MAG) Regional Freeway System (now called the Regional Freeway and Highway System) as planned in 1985. However, it
	was never indicated as an easement or even a possibility on any plat anywhere near
	my house. What was indicated was an easement 500 feet from my house for the extension of Pecos Road.
	Since 1985, the city of Phoenix has issued building permits in what is now to be considered the "right of way" for the proposed freeway. In my case, less than one
	year before the notorious homeowner notification in October of 2005. If the "general location" of the proposed freeway was so well known, why were these building
	permits issued? Isn't this a glaring case of wasting taxpayer money? Also, if the

Code	lssue	
1		Responses to the originally su

Response

ubmitted letter can be found on page B1828



to the airport. Wouldn't an elevated HOV cross-over be much more efficient? Isn't this the real problem?

4. Gila River Indian Community Coordination

The Federal Highway Administration may not have the right to survey the lands of The Indian Nation, but the federal government does have the right to condemn lands of the Indian Nation under eminent domain. That's exactly why the USDOT has stepped back in this case. Just as the Bureau of Indian Affairs is chartered to address the transportation needs of the Indian Nation, the states and their subordinate organizations are *not*! More specifically, MAG's "coordination" is not/should not be decision-making. Fire Departments, ambulance companies, and hospitals all coordinate with each other, but neither makes decisions for any other. How can ADOT confuse such fundamental concepts?

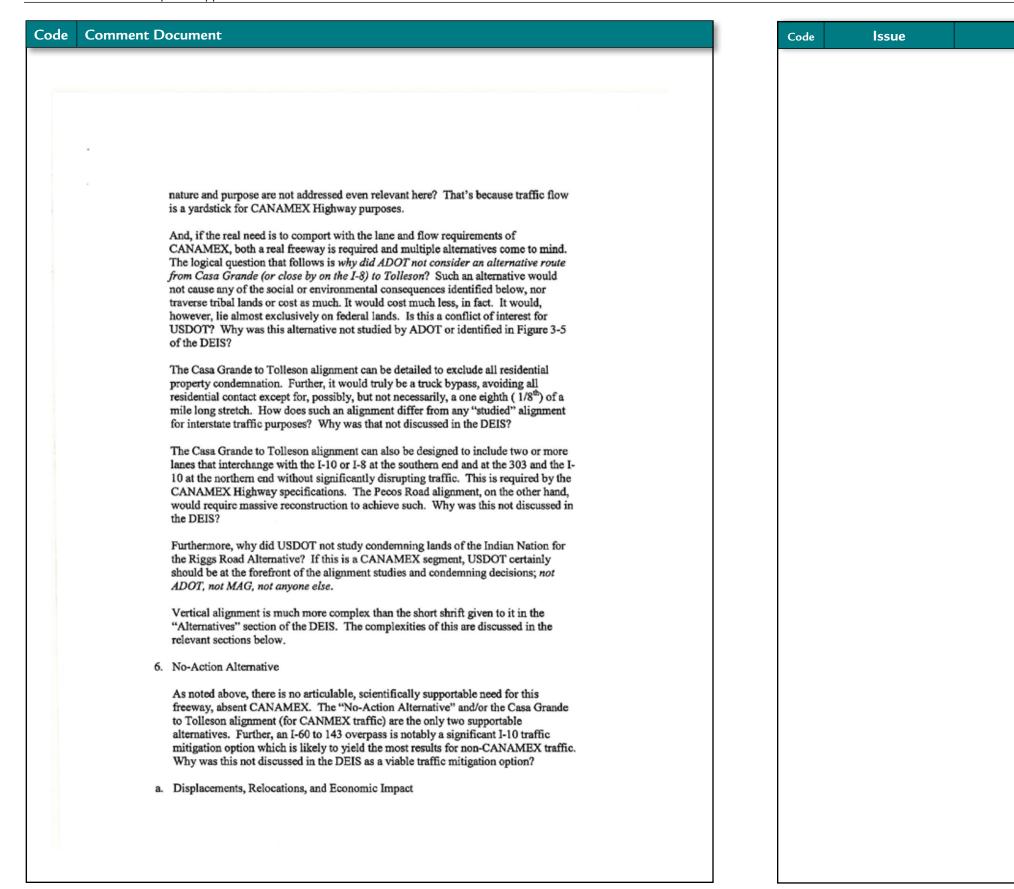
Significantly, the proposed South Mountain Freeway alignment is not within any portion of the tribal lands of the Gila River Indian Community. One tribe's lands are even completely outside of Maricopa County. Why is that community involved in the decision-making process affecting the properties of Phoenix 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.

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, Kelo v. New London only added another standard; it didn't replace the other tests (arbitrary & capricious, illegal, prohibited actions) to the validity of administrative actions.

5. Alternatives

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.

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 Code Issue



Code **Issue** 

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.

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.

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.

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?

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?

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?

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 when he's never been able to even realize a back yard? 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 home.

b. Noise

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.

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?

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?

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.

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.

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Code Issue

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.

c. Water Resources & Floodplains

The DEIS identifies the flood plain relevant to the Pecos Road alignment. Unfortunately, its roaming generalizations do not address several pertinent aspects of drainage. The South Mountain Park and adjacent southern alluvial flood plains drain to the south. It is this author's experience that, during summer deluges, the entire area from South Dessert Foothills Parkway to Chandler floods and drains through and *across* Pecos Road.

This drainage can cause the entire area from Chandler to South 17<sup>th</sup> Avenue to flood and drain through the multiplicity of drainage culverts *and over Pecos Road itself*. 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.)

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.

### d. Biological Resources

The South Mountain Park ("SMP") is the largest municipal park in the world. It is the place where local citizens can enjoy *nature*. It hosts a plurality of *natural* 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.

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

## Code Comment Document Code Issue . 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. 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? 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. 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 nature 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. 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? 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? e. Hazardous Materials

Code Issue

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.

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?

ADOT instead chose to concentrate this section of the DEIS on the potential to disturb *existing* Haz-mat sites. How about what the proposed alignment (both horizontal and vertical) *creates* as far as Haz-mat circumstances and situations? Why hasn't that been considered? Interesting, isn't it?

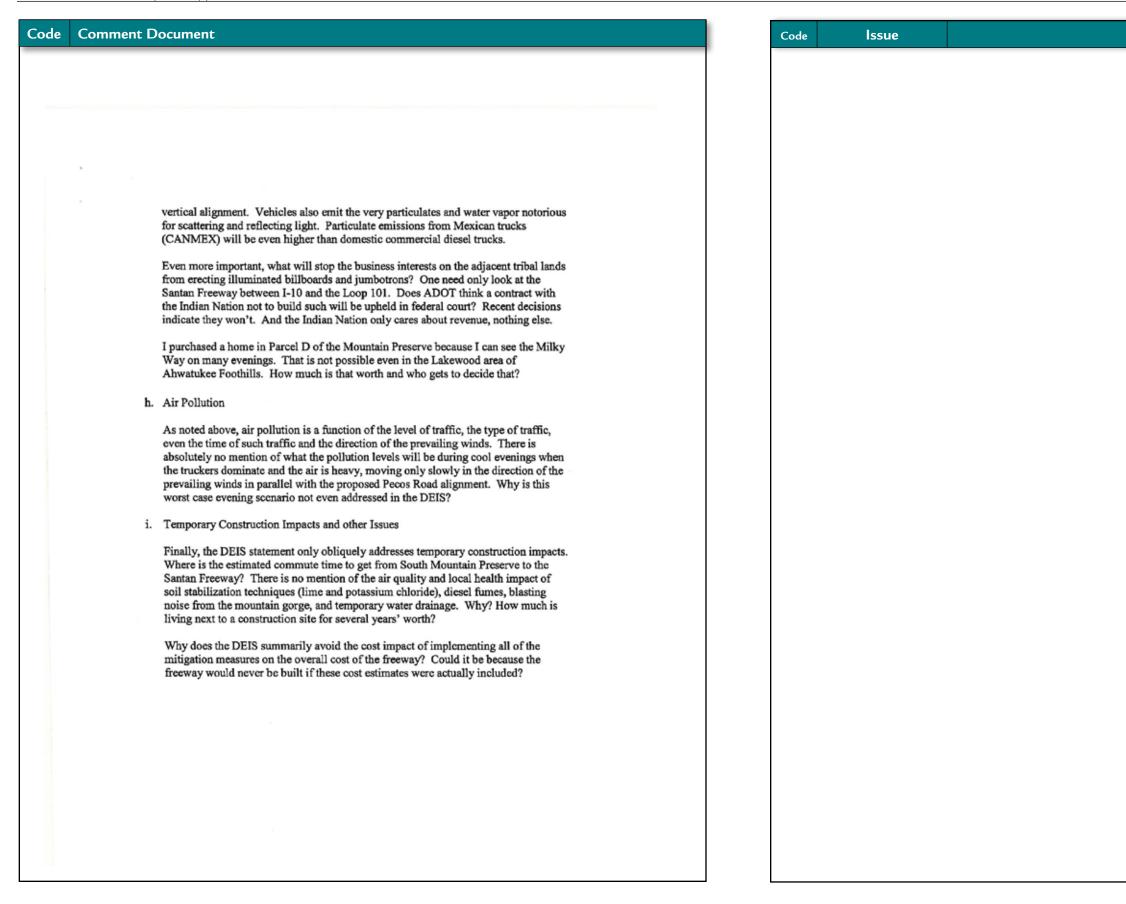
#### f. Visual Resources

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 *not on their lands*, taxpayers near the right of way will be greeted by an atrocious industrial strength view that is tantamount to visual blight *on the lands of the United States from the lands of these United States*. 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.

#### g. Light Pollution

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.

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 Response



# Hoffman

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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.

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1		Comment noted.

Response	

	Comment Document	
	SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE	
	INCOMING CALL/COMMENT DATE: 12/15/2013	INCOMING CALL/COMMENT TIME:
	<sup>CALLER:</sup> Umang Jokhaker	CALLER ADDRESS: 16922 S. 16th Lane, Phoenix AZ 85045
	PHONE: 704 517 0256	EMAIL: umangj80@gmail.com
	<b>COMMENTER REMARKS/QUESTIONS</b> Hi,	>: 
I live at 16922 S. 16th Lane, Phoenix AZ 85045. My House is right off of Pecos and 17th Ave and right adjacent to Pecos. I am really curious to understand if my house will be taken away as part of this 202 Extension. Can you please advise? You may also call me 704 517 0256 if needed.		
	Thank you,	
	Umang Jokhaker	

Code	lssue	
1	Acquisitions and Relocations	The Arizona Department of T identified several issues and c Responses to these issues car <i>Comments</i> beginning on page Aerial maps showing the prop accessible through the project

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted Public* e B733 of this appendix.

oposed freeway (W59 and E1 Alternatives) are ect Web site, <azdot.gov/southmountainfreeway>.

#### SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE

	INCOMING CALL/COMMENT	INCOMING CALL/COMMENT
	DATE:	TIME:
	8/30/2013	
	0/50/2015	
	CALLER:	CALLER ADDRESS:
	Brian Kohlenberg	
	CAD Engineer	
	PHONE:	EMAIL:
	(602)-532-2671	Brian.Kohlenberg@Flextral.com
	COMMENTER REMARKS/QUESTIONS:	
$\bigcirc$	Hello,	
$\begin{pmatrix} 1 \end{pmatrix}$	Please build the Loop 202 South Mour	ntain Freeway, W59 Alternative.
$\cup$	Thank you,	
	THATK YOU,	
	1	I

Code	lssue	
1		Comment noted.

Response
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#### **B3854** · Comment Response Appendix

Code	Comment Document	
	SOUTH MOUNTAIN FREEWAY EMAIL OR INF	ORMATION LINE
	INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:
	CALLER: Janice Layco Assistant to Richard P. Ross	CALLER ADDRESS: HARRY ROSS INDUSTRIES 24955 Pacific Coast Highway, Ste. C303 Malibu, CA 90265
	PHONE: Phone: 310.317.1915 Fax: 310.317.0996	EMAIL: jplayco@gmail.com
1	<b>COMMENTER REMARKS/QUESTIONS:</b> Thank you , Mr. Rector. I greatly appreciate the information. Have a wonderful weekend.	
	Regards,	

Code	lssue	
1		Comment noted.

Response

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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?

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?

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

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?

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?

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

lssue	
Cultural Resources	Cultural sensitivity training s December 28, 2010, and Jan River Indian Community's Tr the Gila River Indian Commu purpose of the training was natural resources that would investigations on Communit Alignment. The training was Cultural Resources Standing entry to the South Mountain shifts or scoping comments Final Environmental Impact February 2012, and Commu Therefore, the Gila River Ind study.
Cultural Resources	Section 106 of the National government relationship bet described beginning on page Section 106 requires that fec undertakings on historic pro tribal authorities. Consultati government officials, the Tril Management Program, many Preservation Office. The con Gila River Indian Community Historic Preservation Office recommendations (including and proposed mitigation and been ongoing and will contin completed. In 2003, the Fed of Transportation initiated N consultations with all Native the Study Area. Consultation Gila River Indian Community Community, the Tohono O'o Yavapai-Prescott Indian Tribe As noted in Table 4-47 that B Impact Statement, the Gila F subsequent contact in 2005, This supports an early and c Community related to resou In 2005, the Federal Highwa Transportation consulted wi interested Native Americans to communicate their concer the Chemehuevi Tribe, the C McDowell Yavapai Nation, the the Gila River Indian Community Tribe, the Kaibab-Paiute Tribe Pueblo of Zuni, the Salt Rive

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#### Response

sessions were held on May 24, 2010, June 14, 2010, nuary 20, 2011. The training sessions were led the Gila ribal Historic Preservation Officer and by staff from unity's Cultural Resource Management Program. The to raise awareness and sensitivity to cultural and d be encountered by personnel as they conducted field ty land for the proposed Gila River Indian Community's recommended by the Gila River Indian Community's g Committee at the time they issued the right of n project team. The training did not result in policy for the study. As noted on page 2-8 of the Draft and Statement, the coordinated referendum occurred in unity members voted in favor of the no-build option. dian Community Alignment was eliminated from further

Historic Preservation Act requires a government-totween the Federal Government and Indian tribes as e 4-140 of the Final Environmental Impact Statement. deral agencies take into account the effects of their operties. This process requires consultation with tion has occurred with Gila River Indian Community ibal Historic Preservation Officer, the Cultural Resource ny different tribal authorities, and the State Historic nsultation has resulted in concurrence from the ry Tribal Historic Preservation Office and the State on National Register of Historic Places eligibility g traditional cultural properties), project effects, d measures to minimize harm. This consultation has nue until any commitments in a record of decision are leral Highway Administration and Arizona Department National Historic Preservation Act Section 106 e American tribes that claimed cultural affiliation to ns were initiated with the Ak-Chin Indian Community, zy, the Hopi Tribe, the Salt River Pima-Maricopa Indian odham Nation, the Yavapai-Apache Tribe, and the

begins on page 4-145 of the Final Environmental River Indian Community was consulted in 2003 with 5, 2006, 2007, 2008, 2010, 2011, 2012, and 2013. continued consultation with the Gila River Indian arces of importance.

ay Administration and Arizona Department of with all Native American tribes in Arizona to ensure all swere included in the process and had the opportunity erns. These tribes were the Ak-Chin Indian Community, Cocopah Tribe, the Colorado River Indian Tribe, the Fort the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, nunity, the Havasupai Tribe, the Hopi Tribe, the Hualapai be, the Navajo Nation, the Pascua Yaqui Tribe, the er Pima-Maricopa Indian Community, the San Carlos

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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?

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?

) Truck Traffic from Mexico and High-Sulfur Diesel; Truck Bypass Negated

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.

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.

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

Issue	
	Apache Tribe, the San Juan S Tonto Apache Tribe, the Wh and the Yavapai-Prescott Inc interest in the proposed pro The Ak-Chin Indian Commu and the Tohono O'odham de lead with Section 106 consu Consultation with Native An reasonable and good faith e the process to take their cor
Air Quality	The Clean Air Excellence Aw Department of Environment development of a multi-prog quality, the first of its kind for way an indication of the qua The Gila River Indian Comm Monoxide Maintenance Area The northern part of the Gil County Particulate Matter N and 4-71 of the Draft and Fi The Community is part of the included in air quality confor Governments region. The air quality assessment for carbon monoxide and partic Protection Agency guidelines particulate matter (PM <sub>10</sub> ) sta along the project corridor. T demonstrated that the prop violations, increase the frequ attainment of the National A emissions reductions or othe showed that for the Study A effect on annual emissions be Alternative). With the Prefer toxics emissions would decre on the pollutant, despite a 4 Area compared with 2012 co Final Environmental Impact (PM <sub>10</sub> ) analysis, and are mor Environmental Impact State Congestion relief resulting fr air quality emissions reducti interchanges, benefiting user roads.

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#### Response

Southern Paiute, the Tohono O'odham Nation, the nite Mountain Apache Tribe, the Yavapai-Apache Tribe, dian Tribe. Most of these tribes did not express an oject.

inity, the Salt River Pima-Maricopa Indian Community, leferred to the Gila River Indian Community to take the iltations on this proposed action project.

merica tribes has been extensive and demonstrates a effort to include all interested Native American tribes in ncerns seriously in the planning effort.

vard was awarded to the Gila River Indian Community tal Quality Air Quality Program Team based on the gram Air Quality Management Plan to regulate air for an Indian Community. The award was not in any ality of the air within Gila River Indian Community land. nunity is not included in the Maricopa County Carbon ea or the Maricopa 8-hour Ozone Nonattainment Area. la River Indian Community is within the Maricopa Nonattainment Area (see Figure 4-20 on pages 4-61 final Environmental Impact Statements, respectively). he Maricopa Association of Governments and as such is prmity demonstrations for the Maricopa Association of

for the proposed freeway analyzed impacts from culate matter (PM<sub>10</sub>) and followed U.S. Environmental es. No violations of either the carbon monoxide or andards were identified, even at worst-case locations Thus, the carbon monoxide and particulate analyses posed freeway would not contribute to any new localized uency or severity of any existing violation or delay timely Ambient Air Quality Standards or any required interim er milestones. For mobile source air toxics, the analysis Area, constructing the freeway would have a marginal in 2025 and 2035 (less than a 1 percent difference etween the Preferred Alternative and No-Action rred Alternative in 2035, modeled mobile source air ease by 57 percent to more than 90 percent, depending 47 percent increase in vehicle miles traveled in the Study onditions. The air quality analyses were updated for the Statement, including a quantitative particulate matter re fully described beginning on page 4-68 of the Final ement.

rom the proposed freeway would provide localized ions on area freeways and arterial streets and at ers of area highways and those living near congested

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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.

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.

2) Air Toxics Already a Crisis but Not Mentioned

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.

Obviously, adding more vehicular traffic emissions by building a freeway where there had not been one would add to this toxic burden.

The JATAP results are not included in the DEIS, but instead there is a strange missive about the uncertainty of the risk from these air toxics standards, which is simply not true. The cancer risk standards have been promulgated and published by EPA after extensive research and study, and they are well-known.

3) Risks from Hazardous Materials Transportation Incidents Due to the SMF

There are no industries using and emitting toxic chemicals in Ahwatukee Foothills, and no hazardous materials (hazmat) transportation issues and risks because none of these chemicals, other than gasoline and diesel, are being shipped into the area, other than incidentally adjacent on Interstate 10, which is east of the area. Since the NEPA process started, Ahwatukee Foothills residents and others have consistently raised concerns about the added risks from the transportation of hazmat on the new SMF, and in doing so they have consistently voiced concerns regarding the additional problems with hazmat response

Code	lssue	
4	Air Quality	The Gila River Indian Commu Implementation Plan and the regulatory structure for indus Indian Community nor U.S. E Community's regulatory author facilities.
5	Air Quality	In May 2012, the Arizona Deprevised Maricopa Association region. On July 20, 2012, the U official finding that the Marico Plan was administratively comassociated with Arizona's decide Governments 2007 Five Perce Protection Agency published at the Maricopa Association of C <i>the PM-10 Standard</i> for the Manotice, the U.S. Environmenta with exceptional event (as a reprepared by the Arizona Depargive the region the 3 years of C matter (PM <sub>10</sub> ) 24-hour standard Protection Agency approved t attainment of the 24-hour pard data for the years 2010 to 2010 Statement for more information. The air quality assessment for carbon monoxide and particu Protection Agency guidelines. particulate matter (PM <sub>10</sub> ) star along the project corridor. The demonstrated that the properviolations, increase the freque attainment of the National Aremissions reductions or other The Arizona Department of The Arizona Departm

#### Response

unity's primary purpose for developing the Tribal e Air Quality Management Plan is to provide a Istrial sources that were not permitted by the Gila River Environmental Protection Agency. The Gila River Indian hority is limited to enforcement of these permitted

partment of Environmental Quality submitted a of Governments 2012 Five Percent Plan for the U.S. Environmental Protection Agency made an copa Association of Governments 2012 Five Percent mplete. This decision ended the sanctions clocks cision to withdraw the Maricopa Association of ent Plan. On February 6, 2014, the U.S. Environmental a notice in the Federal Register proposing to approve Governments 2012 Five Percent Plan for Attainment of aricopa County Nonattainment Area. In the same al Protection Agency stated that it would concur result of haboobs and dust storms) documentation artment of Environmental Quality, which would clean data needed for attainment of the particulate ard. Finally on May 30, 2014, the U.S. Environmental the 2012 Five Percent Plan and found the area in rticulate matter (PM,,) standard based on monitoring 12 (see page 4-72 of the Final Environmental Impact ion).

or the proposed freeway analyzed impacts from ulate matter (PM<sub>10</sub>) and followed U.S. Environmental s. No violations of either the carbon monoxide or andards were identified, even at worst-case locations hus, the carbon monoxide and particulate analyses osed freeway would not contribute to any new localized tency or severity of any existing violation or delay timely ambient Air Quality Standards or any required interim er milestones.

Transportation will need to obtain dust control permits Quality Department. These requirements are typical for

(11)

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.

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.

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.

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.

4) More Air Quality Issues: The Straw That Broke the Camel's Back

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.)

# IssueCultural ResourcesSince the beginning of the original systemHighway Administration are carrying out cultural resourswith the Gila River Indian Original to the tribe that may be addedare referred to as tradition and of studies conducted to the tribe that may be addedand of studies conducted to Management Program, the cultural properties that are Places and that could be addedPlaces and that could be addedcertain cases, listing these may offer them protectionAct. The traditional culturationother Native American tribproperties, see the section, Environmental Impact StateSection 106 of the Nationationgovernment relationship bedescribed beginning on page

Code

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completed. 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.

As detailed in Chapter 1, *Purpose and Need*, 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.

#### Response

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, Cultural Resources, beginning on page 4-140 of the Final Environmental Impact Statement and pages 5-26 through 5-28.

Section 106 of the National Historic Preservation Act requires a government-togovernment 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

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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.

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.

#### 5) Traffic Congestion Issues at West I-10 Junction

The junction of the South Mountain Freeway on its west end with Interstate 10 may have been an idea conceived many years ago, but the traffic congestion that exists at the area between 59th and 51st Avenues on that freeway during morning and evening rush hours 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.)

There is much talk about the problems at the Broadway Curve, which is near the confluence of Highway 60, the 143, and Interstate 10. Let us be reminded that the Maricopa Association of Governments (MAG) and ADOT caused this problem through their shortsightedness and design problems. They planned these traffic nightmares. So now these same agencies, failed agencies, want to do this South Mountain Freeway. Will we be talking about the new junction in west Phoenix in the same way?

ADOT already completely ignored the recommendations of the original SMCAT, the group ADOT formed to skirt the proper NEPA scoping, in choosing the proposed alignment. The SMCAT, after months of 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.

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?

Section 6(f)       identified several issues and concerning concerning on page E         8       Trucks	ode	lssue	
9 Air Quality Assessment of mobile source a Impact Statement beginning of findings of the Joint Air Toxics information in the Draft and I study itself is not relevant to t Highway Administration's mod analysis. Monitored ambient of the Joint Air Toxics Assessme While monitoring data can be environment (to the extent that us anything about future conce is why an emissions analysis with the proposed project, and would, exposure to mobile source air toxics effactored in the U.S. Environm analyses) and discussed begin Statement found little different toxics emissions between the 1 percent difference) in 2025 and 2035. This accounts for changes in traffic proposed project, and would, exposure to mobile source air toxics effactored in the U.S. Environm analyses) and discussed begin Statement found little different toxics emissions between the 1 percent difference) in 2025 at the analysis for the Final Envir Preferred Alternative would re this risk and that emissions with as discussed on page 4-79 of 1 from a health risk assessment introduced into the process they genuine insight into the act source air toxic emissions analyta is useful for both disclosu and decision makers to see with the state of the process they genuine insight into the act source air toxic emissions analyta is useful for both disclosu and decision makers to see with the top top the source air toxic case the sum of the state and the transions with the top top the source air toxic case they genuine insight into the act source air toxic exposure as the analytic probement with the state top top the source air top the source air top the source air top the source air top the source and that is useful for both disclosu and decision makers to see with the top top the source air top th	7		identified several issues and co Responses to these issues can
Impact Statement beginning of findings of the Joint Air Toxics information in the Draft and I study itself is not relevant to t Highway Administration's mol analysis. Monitored ambient of of the Joint Air Toxics Assessm While monitoring data can be environment (to the extent the us anything about future cond is why an emissions analysis w presented beginning on page 4 is an estimated inventory of m Area for 2025 and 2035. This accounts for changes in traffic proposed project, and would, exposure to mobile source air The mobile source air toxics ef factored in the U.S. Environm analyses) and discussed begin Statement found little differer toxics emissions between the 1 percent difference) in 2025 a modeled mobile source air toxics at than 90 percent, depending of vehicle miles traveled in the St Available information from th that mobile source air toxics at the analysis for the Final Envir Preferred Alternative would re this risk and that emissions wi As discussed on page 4-79 of f from a health risk assessment introduced into the process th by genuine insight into the act source air toxic exposure asso health risk assessment do not required by 40 Code of Federa Administration emissions anal that is useful for both disclost and decision makers to see w	8	Trucks	
	9	Air Quality	Impact Statement beginning of findings of the Joint Air Toxics information in the Draft and I study itself is not relevant to t Highway Administration's mo analysis. Monitored ambient of of the Joint Air Toxics Assessm While monitoring data can be environment (to the extent that us anything about future cond is why an emissions analysis w presented beginning on page 4 is an estimated inventory of m Area for 2025 and 2035. This accounts for changes in traffic proposed project, and would, exposure to mobile source air The mobile source air toxics e factored in the U.S. Environm analyses) and discussed begin Statement found little differer toxics emissions between the 1 percent difference) in 2025 a modeled mobile source air tox than 90 percent, depending of vehicle miles traveled in the St Available information from th that mobile source air toxics a the analysis for the Final Envir Preferred Alternative would re this risk and that emissions wi As discussed on page 4-79 of from a health risk assessment introduced into the process th by genuine insight into the act source air toxic exposure asso health risk assessment do not required by 40 Code of Federa Administration emissions ana that is useful for both disclosu and decision makers to see wh

#### Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

air toxics is presented in the Draft Environmental on page 4-68 and the summary information about the s Assessment Project study is provided as background Final Environmental Impact Statements, but the the type of analysis done pursuant to the Federal obile source air toxics guidance, which is an emissions concentrations of mobile source air toxics (the focus ment Project) do not inform this type of analysis. e useful for defining current conditions in the affected hat the monitoring data are current), they don't tell ditions, or the impacts of the project itself, which was performed. The mobile source air toxic analysis 4-77 of the Final Environmental Impact Statement nobile source air toxic emissions for the entire Study approach was used because the inventory estimate ic and emissions on all roadways affected by a , therefore, be a more reliable predictor of changes in r toxics.

emission modeling developed for the project (which nental Protection Agency's recent rules for the 2035 nning on page 4-77 of the Final Environmental Impact ence in total annual emissions of mobile source air e Preferred and No-Action Alternatives (less than a 5 and 2035. With the Preferred Alternative in 2035, oxics emissions would decrease by 57 percent to more on the pollutant, despite a 47 percent increase in Study Area compared with 2012 conditions.

he U.S. Environmental Protection Agency indicates are a small component of overall cancer risk, and ironmental Impact Statement indicates both that the result in a small change in the emissions contributing to vill decline by a large amount regardless of alternative.

f the Final Environmental Impact Statement, results at would be influenced more by the uncertainty through assumptions and speculations rather than ctual health impacts directly attributable to mobile ociated with a project. Therefore, outcomes of such a but provide useful information for decision makers, as ral Regulations Section 1502.1. The Federal Highway alysis meets the requirement to produce information sure and decision making because it allows the public which alternative has less mobile source air toxic incertainty than a health risk assessment.

#### **B3860** • Comment Response Appendix

#### Code Comment Document

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6) Blasting South Mountain: Religious and Racial Discrimination and Civil Rights Violations in SMF DEIS

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.

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."

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.

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!

So what is the difference between the Vatican and Roman Catholics' beliefs, and Muhadagi Doog and the "Native American entities?"

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.

The United States commission on civil rights noted, "Whereas religious civil liberties, such as

Code	Issue	
9 (cont.)		Given the uncertainty of a mot Federal Highway Administratic source air toxics through an er Policy Act documents. For sma impact, this discussion is quali conducted. The Federal Highw Council on Environmental Qua Section 1502.2(b) to discuss in of an emissions analysis can be Policy Act document and provi alternative that has lower emiss toxics health risk standpoint th While the U.S. Environmental Administration both agree on in National Environmental Poli disagree about the value of hea Another consideration with res Alternative would also reduce opposed to the No Action Alte Agency has found that in-vehic 40 times higher than nearby ar discussed in the Regulatory Im Agency's 2007 mobile source a Analysis, Environmental Protec Construction of the Preferred J exposure to drivers and passer (motorists would spend less the lower emissions rates (attribut exposure would provide a heal Congestion relief resulting from air quality emissions reduction interchanges, benefiting users roads.
10	Hazardous Materials	The Arizona Department of Tr identified several issues and co Responses to these issues can <i>Comments</i> beginning on page B

#### Response

obile source air toxic health risk assessment, the tion instead addresses the potential impacts of mobile emissions assessment in its National Environmental naller projects with a lower likelihood of a meaningful alitative. For larger projects, emissions analysis is way Administration approach is consistent with the uality's direction in 40 Code of Federal Regulations impacts in proportion to their significance. The results be summarized concisely in a National Environmental ovide useful information for decision makers (e.g., an hissions is likely to be "better" from a mobile source air than one that has higher emissions).

al Protection Agency and the Federal Highway n the usefulness of addressing mobile source air toxics olicy Act documents for highway projects, the agencies nealth risk assessment as a method for doing so.

espect to health impacts is that the Preferred in-vehicle mobile source air toxics exposure as cernative. The U.S. Environmental Protection icle benzene concentrations were between 2.5 and ambient concentrations, based on a review of studies npact Analysis for the U.S. Environmental Protection air toxics rule-making (Final Regulatory Impact ection Agency 420-R- 07-002, 3-17 [February 2007]). Alternative would result in a reduction in benzene engers for two reasons: decreased travel times ime in traffic to reach their destinations) and table to speed improvements). Reducing on-road alth benefit for motorists using the roadway network. om the proposed freeway would provide localized ns on area freeways and arterial streets and at of area highways and those living near congested

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

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.) 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. 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.

Code	Issue	
11	Air Quality	The Arizona Department of Tra- identified several issues and co- A response to this issue can be <i>Comments</i> beginning on page B2 In May 2012, the Arizona Depa- revised Maricopa Association of region. On July 20, 2012, the U- official finding that the Maricop Plan was administratively comp- associated with Arizona's decise Governments 2007 Five Percen Protection Agency published a the Maricopa Association of G- <i>the PM-10 Standard</i> for the Mari notice, the U.S. Environmental with exceptional event (as a res- prepared by the Arizona Depar give the region the 3 years of cl matter ( $PM_{10}$ ) 24-hour standar Protection Agency approved th attainment of the 24-hour part data for the years 2010 to 2012 Statement for more informatio
12	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Tra- identified several issues and co A response to this issue can be <i>Comments</i> beginning on page B Analysis of impacts in future co planned 2035 roadway network Federal Regulations § 1508.7 de environment which results from to other past, present, and reas agency or person undertakes su without the proposed freeway a Environmental Impact Statement Impact Statement, the 2035 tra from the Maricopa Association for the proposed freeway in the Maricopa Association of Govern employment in the Maricopa As from public or private actions.

#### Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

artment of Environmental Quality submitted a of Governments 2012 Five Percent Plan for the U.S. Environmental Protection Agency made an opa Association of Governments 2012 Five Percent plete. This decision ended the sanctions clocks sion to withdraw the Maricopa Association of nt Plan. On February 6, 2014, the U.S. Environmental notice in the *Federal Register* proposing to approve Governments 2012 Five Percent Plan for Attainment of ricopa County Nonattainment Area. In the same Protection Agency stated that it would concur sult of haboobs and dust storms) documentation rtment of Environmental Quality, which would clean data needed for attainment of the particulate rd. Finally on May 30, 2014, the U.S. Environmental he 2012 Five Percent Plan and found the area in ticulate matter (PM<sub>10</sub>) standard based on monitoring 12 (see page 4-72 of the Final Environmental Impact on).

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

conditions accounted for cumulative effects of the ork including the proposed freeway. 40 Code of defines cumulative impacts as "the impact on the om the incremental impact of the action when added easonably foreseeable future actions regardless of what such other actions." The future conditions with and by are presented in Figure 3-40 on page 3-66 of the Final nent. As noted on page 1-13 of the Final Environmental transportation network includes all improvements on of Governments *Regional Transportation Plan* except the Study Area. The traffic projections also included vernments' projected growth in population, housing, and Association of Governments region, which can result s.

Code Comment Document	Code	Issue	
	13	Environmental Justice/Lifestyle	The Draft Environmental Impa and coordination effort led by Federal Highway Administration Native American tribes. As a re- of the South Mountains is ack Statement in several locations accommodate and preserve (tra- alternatives) access to the Sout Section 106 of the National Hi- to-government relationship be tribes as described beginning of Statement. Section 106 require of their undertakings on historic tribal authorities. Consultation government officials, the Triba Management Program, other tra- and has led to concurrence from Preservation Office and the Sta of Historic Places eligibility reco- properties like the South Mour measures to minimize harm. Tra- until any commitments in a reco- The section entitled <i>Title VI and</i> Draft Environmental Impact Sta assumptions to assess the pote from the proposed action on en- to populations protected under effects would result from the ac- In light of comments received of the above-referenced conclusio Environmental Impact Stateme environmental Impact Stateme environmental justice and Title relationship of environmental ju- was added throughout Chapter <i>Mitigation</i> , as exemplified by the Impact Statement.

pact Statement describes a decade-long consultation by the Arizona Department of Transportation and the tion with the Gila River Indian Community and other result of the consultation, the cultural importance knowledged in the Draft Environmental Impact is, notably page 5-26. The proposed project, would (to the fullest extent possible from the available both Mountains for religious practices.

Historic Preservation Act requires a governmentbetween the Federal Government and Indian g on page 4-140 of the Final Environmental Impact irres federal agencies take into account the effects oric properties and requires consultation with on has occurred with Gila River Indian Community bal Historic Preservation Officer, the Cultural Resource r tribes, and the State Historic Preservation Office from the Gila River Indian Community Tribal Historic State Historic Preservation Office on National Register ecommendations (including traditional cultural buntains), project effects, and proposed mitigation and This consultation has been ongoing and will continue record of decision are completed.

*ad Environmental Justice*, beginning on page 4-29 in the Statement, presents acceptable methods, data, and tential for disproportionately high and adverse effects environmental justice populations and disparate impacts ler Title VI. Based on the content of the section, no such action alternatives.

on the Draft Environmental Impact Statement, ions were confirmed in the preparation of the Final nent. To provide further clarity, the discussions of le VI were separated and additional text explaining the justice and Title VI to various environmental elements ter 4, *Affected Environment, Environmental Consequences, and* he inserted text on page 4-29 of the Final Environmental

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#### SOUTH MOUNTAIN FREEWAY LETTER

INCOMING CALL/COMMENT DATE: 8/14/2013	INCOMING CALL/COMMENT TIME:
CALLER: Ayalin Maher	CALLER ADDRESS:
PHONE:	EMAIL:

#### **COMMENTER REMARKS/QUESTIONS:**

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, polution of High-Sulfer Diesel, air toxics, Hazardous material transported near housing developments, and blasting along religious areas, Civil Rights violations, and racial discrimination.

Code	lssue	
1	Air Quality	The Arizona Department of Tr identified several issues and co Responses to these issues can <i>Comments</i> beginning on page E
2	Health Effects	
3	Purpose and Need	Although the region's freeways a conditions in 2035 without the p more congested areas and conge Environmental Impact Statemen Congestion relief resulting from on arterial streets and at interch exposure to elevated concentrat Other benefits of the proposed f
		presented in Table 3-9 on page 3
4	Hazardous Materials	The Arizona Department of Tran identified several issues and com Responses to these issues can be <i>Comments</i> beginning on page B73
5	Cultural Resources	

#### Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

are now congested during the peak travel period, proposed freeway would be substantially worse with gested conditions for longer periods of time (see Final ent pages 1-21 and 1-22).

n the proposed freeway would provide localized reductions changes. Reduced travel times would result in lower ations of mobile source air toxics occurring in traffic. I freeway in comparison to the No-Action Alternative are 23-38 of the Final Environmental Impact Statement.

ansportation and Federal Highway Administration ncerns that were frequently noted by commenters. be found in the *Responses to Frequently Submitted Public* 733 of this appendix.

Code Comment Document	Code	Issue	
	6	Environmental Justice/Lifestyle	The Draft Environmental Impact S coordination effort led by the Arizt Highway Administration with the G American tribes. As a result of the Mountains is acknowledged in the locations, notably page 5-26. The (to the fullest extent possible from Mountains for religious practices. Section 106 of the National Histor government relationship between to described beginning on page 4-14G Section 106 requires federal agence undertakings on historic propertie Consultation has occurred with Gi Tribal Historic Preservation Office tribes, and the State Historic Prese Gila River Indian Community Triba Preservation Office on National Re (including traditional cultural prop and proposed mitigation and mean ongoing and will continue until any The section entitled <i>Title VI and Em</i> Draft Environmental Impact Stated assumptions to assess the potentia from the proposed action on envir to populations protected under Tit effects would result from the actio In light of comments received on th the above-referenced conclusions of Environmental Impact Statement. environmental Justice and Title VI relationship of environmental justi was added throughout Chapter 4, <i>Mitigation</i> , as exemplified by the ins Impact Statement.

act Statement describes a decade-long consultation and Arizona Department of Transportation and the Federal the Gila River Indian Community and other Native f the consultation, the cultural importance of the South in the Draft Environmental Impact Statement in several The proposed project, would accommodate and preserve from the available alternatives) access to the South ices.

istoric Preservation Act requires a government-toeeen the Federal Government and Indian tribes as 4-140 of the Final Environmental Impact Statement. gencies take into account the effects of their erties and requires consultation with tribal authorities. th Gila River Indian Community government officials, the fficer, the Cultural Resource Management Program, other Preservation Office and has led to concurrence from the Tribal Historic Preservation Office and the State Historic val Register of Historic Places eligibility recommendations properties like the South Mountains), project effects, measures to minimize harm. This consultation has been il any commitments in a record of decision are completed.

ad Environmental Justice, beginning on page 4-29 in the Statement, presents acceptable methods, data, and tential for disproportionately high and adverse effects environmental justice populations and disparate impacts er Title VI. Based on the content of the section, no such action alternatives.

on the Draft Environmental Impact Statement, ons were confirmed in the preparation of the Final tent. To provide further clarity, the discussions of e VI were separated and additional text explaining the justice and Title VI to various environmental elements er 4, *Affected Environment, Environmental Consequences, and* he inserted text on page 4-29 of the Final Environmental

Code Comment Docume	ent
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#### SOUTH MOUNTAIN FREEWAY HOTLINE

INCOMING CALL/COMMENT DATE: 9/10/13	INCOMING CALL/COMMENT TIME:
CALLER: Louis Mante	CALLER ADDRESS:
PHONE: 602-605-8183	EMAIL:
COMMENTER REMARKS/QUESTIONS:	

What happens after the DEIS ends

 $\begin{pmatrix} 1 \end{pmatrix}$ 

Code	lssue	
1	Public Involvement	The schedule for the next ste Statement in 2014. A 60-day decision would be published as early as 2015. Right-of-wa

#### Comment Response Appendix • **B3865**

# Response

eps includes publishing the Final Environmental Impact y public review period will be provided. Then a record of d. If a build option is selected, construction could begin ay acquisition would begin after a record of decision.

Code	Comment Document
	<b>Sent:</b> Friday, August 16, 2013 4:01 PM <b>To:</b> Nathan Pryor; Kelly Taft <b>Subject:</b> FW: Do not build the SMF 202
	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
	Subject: Do not build the SMF 202 To: Lindy Bauer
	Name of Sender: Mike McAlister Email Address: <u>flashteq@msn.com</u> Organization: City/State: , Phone:
	Sent: 8/16/2013 3:53:52 PM
	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.
	This email has been sent to you from the MAG Website.

Code	Issue	
1	Purpose and Need, Truck Bypass	The Arizona Department of Tr identified several issues and co A response to this issue can be <i>Comments</i> beginning on page B
2	Air Quality	

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. be found in the *Responses to Frequently Submitted Public* e B733 of this appendix.

 $\begin{pmatrix} 1 \end{pmatrix}$ 

2

(5)

3 4

#### SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE

INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:	
7/31/2013		
CALLER:	CALLER ADDRESS:	
Marc Mignolet	15822 South 13th Place	
	Phoenix, AZ 85048	
PHONE:	EMAIL: marc03@asu.edu	
COMMENTER REMARKS/QUEST	IONS:	
Dear Sir or Madam,		
My wife and I have read with i	nterest the accounts of the latest report and	
developments in regards to th	e loop 202. We have been residents of the Foothills since	
1995 and have been looking for	orward to a decrease in congestion the I-10 traffic for	
many years. Yet, the proposed alignment, in particular the East part, is simply not		
many years. Yet, the proposed	alignment, in particular the East part, is simply not	
many years. Yet, the proposed appropriate.	alignment, in particular the East part, is simply not	
appropriate.	alignment, in particular the East part, is simply not rom Pecos, we will affected very negatively by the	
appropriate. While we are about 3/4 mile f freeway is build along Pecos:	rom Pecos, we will affected very negatively by the	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of	rom Pecos, we will affected very negatively by the to increase dramatically with the much increased access. If the world has limited the unintended/crime driven	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of traffic making the entire area	rom Pecos, we will affected very negatively by the to increase dramatically with the much increased access. If the world has limited the unintended/crime driven a pretty safe area.	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of traffic making the entire area (2) the traffic, especially of tru	rom Pecos, we will affected very negatively by the to increase dramatically with the much increased access. If the world has limited the unintended/crime driven a pretty safe area. cks, is likely to increase making the roads more congested	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of traffic making the entire area (2) the traffic, especially of true and creating much danger for	from Pecos, we will affected very negatively by the to increase dramatically with the much increased access. of the world has limited the unintended/crime driven a pretty safe area. cks, is likely to increase making the roads more congested the schools many of which are close to Pecos	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of traffic making the entire area (2) the traffic, especially of tru and creating much danger for (3) the noise, etc. will likely ge	rom Pecos, we will affected very negatively by the to increase dramatically with the much increased access. If the world has limited the unintended/crime driven a pretty safe area. cks, is likely to increase making the roads more congested	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of traffic making the entire area (2) the traffic, especially of true and creating much danger for	from Pecos, we will affected very negatively by the to increase dramatically with the much increased access. of the world has limited the unintended/crime driven a pretty safe area. cks, is likely to increase making the roads more congested the schools many of which are close to Pecos	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of traffic making the entire area (2) the traffic, especially of tru and creating much danger for (3) the noise, etc. will likely ge depressed.	from Pecos, we will affected very negatively by the to increase dramatically with the much increased access. of the world has limited the unintended/crime driven a pretty safe area. cks, is likely to increase making the roads more congested the schools many of which are close to Pecos nerate further decreases in house prices already much	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of traffic making the entire area (2) the traffic, especially of tru and creating much danger for (3) the noise, etc. will likely ge depressed. When we came, in 1995, it wa	from Pecos, we will affected very negatively by the to increase dramatically with the much increased access. of the world has limited the unintended/crime driven a pretty safe area. cks, is likely to increase making the roads more congested the schools many of which are close to Pecos nerate further decreases in house prices already much as the perception that the East alignment would be	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of traffic making the entire area (2) the traffic, especially of tru and creating much danger for (3) the noise, etc. will likely ge depressed. When we came, in 1995, it was somewhat South of Pecos on t	from Pecos, we will affected very negatively by the to increase dramatically with the much increased access. of the world has limited the unintended/crime driven a pretty safe area. cks, is likely to increase making the roads more congested the schools many of which are close to Pecos nerate further decreases in house prices already much as the perception that the East alignment would be the reservation. That is a perfect solution, it takes care of	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of traffic making the entire area (2) the traffic, especially of tru and creating much danger for (3) the noise, etc. will likely ge depressed. When we came, in 1995, it was somewhat South of Pecos on to the I-10 traffic issue while disc	from Pecos, we will affected very negatively by the to increase dramatically with the much increased access. of the world has limited the unintended/crime driven a pretty safe area. cks, is likely to increase making the roads more congested the schools many of which are close to Pecos nerate further decreases in house prices already much as the perception that the East alignment would be the reservation. That is a perfect solution, it takes care of onnecting (mostly) the freeway from the entire Foothills,	
appropriate. While we are about 3/4 mile f freeway is build along Pecos: (1) the crimes/thefts are likely Being the "largest dead end" of traffic making the entire area (2) the traffic, especially of tru and creating much danger for (3) the noise, etc. will likely ge depressed. When we came, in 1995, it was somewhat South of Pecos on t the I-10 traffic issue while disc Club West, Lakewood, Mounta	from Pecos, we will affected very negatively by the to increase dramatically with the much increased access. of the world has limited the unintended/crime driven a pretty safe area. cks, is likely to increase making the roads more congested the schools many of which are close to Pecos nerate further decreases in house prices already much as the perception that the East alignment would be the reservation. That is a perfect solution, it takes care of	

Code	lssue	
1	Neighborhoods/ Communities	While the City of Phoenix Pol any statistics specific to crime that, based on its experience, crime rates and freeways. See page 4-21.
2	Traffic	In 2006, the City of Phoenix c impacts of the proposed free no adverse effects on the loca the Final Environmental Impa
3	Noise	The Arizona Department of T identified several issues and c Responses to these issues can <i>Comments</i> beginning on page I
4	Property Values	A review of the literature revere relationship between the transvalues (Transportation Resea Board, No. 2174, Transportat Washington, D.C., 2010, pp. Case Study of the Superstition California Department of Transubstantially affect sales price study concluded that it is the and not distance or noise. As more the visibility of a new free price of homes sold in the area
5	Alternatives, Gila River Indian Community Alignment	The Arizona Department of T identified several issues and c Responses to these issues can <i>Comments</i> beginning on page I

#### Response

lice Department reported in 2005 that it did not have e adjacent to freeways, the Police Department did note e, there does not appear to be a correlation between e Final Environmental Impact Statement sidebar on

conducted a traffic circulation study to evaluate the eway on the local street system. The City study found al street system from the freeway (see Appendix 3-1 in act Statement).

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. n be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

eals few detailed and comprehensive analyses of the nsportation infrastructure and residential property arch Record: Journal of the Transportation Research ation Research Board of the National Academies, 138–47; "Impact of Highways on Property Values: on Freeway Corridor"). A recent study by the ansportation concluded that freeway facilities did not tees in residential areas adjacent to the facility. The evisibility of the freeway that may influence selling price is a result, the researchers generally concluded that the reeway is reduced, the less it would determine the sales ea.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. n be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

#### Milanovich

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Document Created: 7/25/2013 1:48:36 AM by Web Comment Form

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.

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 I-10, and during traffic events, would give drivers a much needed alternative.

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.

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.

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. 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.

Code	lssue	
1	Design	A depressed freeway option of Statement and is described of freeway would reduce noise la reduce noise to meet the Ariz Whether the freeway is built shorter walls, the final mitigat residences. The major disadv increased construction cost a for pump stations and retent
2	Noise	The Arizona Department of T identified several issues and o Responses to these issues can <i>Comments</i> beginning on page
3	Alternatives, W59 Alternative Versus W101 Alternative	

#### Response

was evaluated in the Final Environmental Impact on pages 3-15 and 4-91. Although depressing the levels, noise walls would still be needed to further izona Department of Transportation noise policy. t aboveground with tall walls or belowground with gated noise levels would be nearly the same at nearby vantage of building a depressed freeway would be the and the possible acquisition of additional right-of-way ntion basins.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

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.

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.

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.

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."

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."

It's time to turn the shovels and get to work!

#### Code Issue

#### Response

Code	Comment Document	
	SOUTH MOUNTAIN FREEWAY EMAIL OR IN	FORMATION LINE
	INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:
	CALLER: James Morris	CALLER ADDRESS:
	PHONE:	EMAIL: Morris.JR.CTR@orbital.com
	COMMENTER REMARKS/QUESTIONS:	
	PLEASE build the South Mountain 20	2 loop to:
1		nd 202 junction plus the 10 North bound.
	Create AZ jobs	
	Better connect the East and West val	lley.
	thanks, James Morris	

 Code
 Issue

 1
 Comment noted.

Response

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#### SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE

INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:	
DATE:	11ME:	
CALLER:	CALLER ADDRESS:	
LEWIS OKERT		
PHONE:	EMAIL:	
	Lewisokert@aol.com	
COMMENTER REMARKS/QUESTIONS:		
I live on the route of the loop 202	2 in Ahwatukee, right along Pecos road. I	
need to know how much time I h	nave left before I have to Move. Is there	
even a rough timline on when ho	omes will be bought. I live in the east 2700	
block of Redwood Lane.		
Thank You, Lewis		
Thank Tou, Lewis		

Code	lssue	
1	Acquisitions and Relocations	The Arizona Department of T identified several issues and o Responses to these issues can <i>Comments</i> beginning on page The schedule for the next ste Statement in 2014. A 60-day decision would be published. as early as 2015. Right-of-way

### Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

reps includes publishing the Final Environmental Impact y public review period will be provided. Then a record of d. If a build option is selected, construction could begin ay acquisition would begin after a record of decision.

Code	Comment Document		
	SOUTH MOUNTAIN FREEWAY EMAIL OR IN	FORMATION LINE	
	INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:	
	8/26/2013		
	CALLER:	CALLER ADDRESS:	
	J. Lindsay O'Neill	Arizona State University Libraries	
	Library Information Specialist Lead State and Local Arizona Documents		
	Government Documents		
	PHONE:	EMAIL:	
	480-965-1389	Lindsay.ONeill@asu.edu	
	COMMENTER REMARKS/QUESTIONS:		
	Hello,		
	I collect ADOT and other state and lo	cal digital documents for inclusion in	
		eally like a complete copy of the South	
		I'd be able to get my hands on the full	
	PDF so that I can add it to our reposit	.ory:	
	Thanks so much,		
	I		

Code	lssue	
1	Public Involvement	The document is available as southmountainfreeway>.

s a PDF on the project Web site <azdot.gov/

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#### 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@elliotthomes.com

# COMMENTER REMARKS/QUESTIONS:

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. Thank you,

Code	lssue	
1	Public Involvement	Maps and other materials are southmountainfreeway>.

Response

e available on the project Web site <azdot.gov/

#### **B3874** · Comment Response Appendix

Code	Comment Document		Code	
			1	Publi
	SOUTH MOUNTAIN FREEWAY HOTLINE			
	INCOMING CALL/COMMENT DATE: 10/16/13	INCOMING CALL/COMMENT TIME:		
	CALLER: Pete	CALLER ADDRESS:		
	PHONE: 602.222.5029	EMAIL:		
	COMMENTER REMARKS/QUESTIONS:			
	Would like to know where we can find a visual or map for the	e Loop 202		
0				

Code	lssue	
1	Public Involvement	Maps and other materials are southmountainfreeway>.

Response

re available on the project Web site <azdot.gov/

Code	Comment Document

 $\left(1\right)$ 

#### SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE

INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:	
CALLER:	CALLER ADDRESS:	
Jim Radzik	Storage Equipment Systems	
	SE Corner 59th Ave/Washington St.	
PHONE: 602-269-1188	EMAIL:	
COMMENTER REMARKS/QUESTIONS:		

Code	lssue	Response
1		No comment noted.

#### **B3876** · Comment Response Appendix

Code	Comment Document		Code	lssue	
			1		Comment r
	SOUTH MOUNTAIN FREEWAY E	MAIL OR INFORMATION LINE			
	INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:			
	CALLER: Ross	CALLER ADDRESS:			
	PHONE:	EMAIL: ross@rossrents.com			
	COMMENTER REMARKS/QUEST				
$\cup$					

noted.

# Response

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#### 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:** Hello,

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.

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.

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.

Code	lssue	
1	Noise	The Arizona Department of T identified several issues and c Responses to these issues car <i>Comments</i> beginning on page Potential barrier locations are page 4-90 of the Final Environ
2	Noise	Surface replacement of arteri such as the City of Phoenix. F pavement.
3	Acquisitions and Relocations	The Arizona Department of T identified several issues and c Responses to these issues car <i>Comments</i> beginning on page Aerial maps showing the prop accessible through the project
4	Property Values	A review of the literature reve the relationship between the (Transportation Research Re No. 2174, Transportation Res D.C., 2010, pp. 138–47; "Imp the Superstition Freeway Cor of Transportation concluded prices in residential areas adj visibility of the freeway that m As a result, the researchers ge freeway is reduced, the less it area.

#### Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

re shown on Figures 4-26 through 4-29 beginning on onmental Impact Statement.

rial streets is the responsibility of the local jurisdiction, Rubberized asphalt will be applied to the freeway

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

posed freeway (W59 and E1 Alternatives) are ct Web site, <azdot.gov/southmountainfreeway>.

eals few detailed and comprehensive analyses of a built environment and residential property values ecord: Journal of the Transportation Research Board, esearch Board of the National Academies, Washington, pact of Highways on Property Values: Case Study of rridor"). A recent study by the California Department I that freeway facilities did not substantially affect sales jacent to the facility. The study concluded that it is the may influence selling price and not distance or noise. generally concluded that the more the visibility of a new t would determine the sales price of homes sold in the

Code	Comment Document		Code	lssue	
			5	Design	The reference in the video alignment is currently und
			_		
5	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.				
	Thank you in advance for your response.				
	Sincerely,				
	Donna Snow				

o was to State Route (SR) 30. The State Route 30 der study by the Arizona Department of Transportation.

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#### SOUTH MOUNTAIN FREEWAY EMAIL OR INFORMATION LINE

INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:			
CALLER:	CALLER ADDRESS:			
Jim St. Leger				
PHONE:	EMAIL:			
602.300.8873	jim.st.leger@intel.com			
COMMENTER REMARKS/QUESTIONS:				
Can you please help me understand ho	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	4 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?R	. ,			

Code	lssue	
1	Public Involvement	The schedule for the next step Statement in 2014. A 60-day decision would be published. as early as 2015. Right-of-way

#### Comment Response Appendix • **B3879**

#### Response

eps includes publishing the Final Environmental Impact public review period will be provided. Then a record of . If a build option is selected, construction could begin ay acquisition would begin after a record of decision.

#### **B3880** · Comment Response Appendix

INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:	
CALLER:	CALLER ADDRESS:	
Brent Stanrt	CALLER ADDRESS.	
PHONE:	EMAIL: brent.start@hatchmott.com	
COMMENTER REMARKS/QUEST		

Code	Issue	
1		No comment noted.

Response

#### Szarka

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4

(5)

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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.

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.

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.

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.

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. 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.

Code	lssue	
1	Section 4(f) and Section 6(f)	The Arizona Department of identified several issues and Responses to these issues ca <i>Comments</i> beginning on page
2	Right-of-way	Federal Highway Administrat way to be a factor in the deci
3	Biology, Plants, and Wildlife	The Arizona Department of identified several issues and Responses to these issues ca <i>Comments</i> beginning on page
4	Cultural Resources	
5	Section 4(f) and Section 6(f)	South Mountain's newest tra Environmental Impact State 1 mile south of the Pyramid would not affect either trail. and 19th Avenue, with on-st and adjacent to the planned be directly affected. The wal the access point are located Phoenix's planned Chandler high-intensity recreational a or viewshed-sensitive activit and proposed trails to avoid alternative were selected), the freeway construction would would necessitate that trail trails farther along their leng Preserve rangers, the Gila Tr within the park. That said, t freeway or by the Chandler I Statement Appendix page A General Plan and early coor The trails in the preserve are as such. The trails within 1/2 separately, as in the case of an alternative be selected, th Highway Administration wo design to ensure the connec Section 4(f) resources or no
6	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of identified several issues and Responses to these issues ca <i>Comments</i> beginning on page
7	Hazardous Materials	

#### Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

ion regulations do not allow the ownership of right-ofsion regarding the selection of an alternative.

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

ails are the Bursera and Pyramid Trails (see Final ment page 5-8). The E1 Alternative is approximately Trail and even farther from the Bursera Trail; thus, it The trails have walk-in access from Chandler Boulevard reet parking. This walk-in access would be north of extension of Chandler Boulevard and, thus, would not k-in access point and the part of the Pyramid Trial at adjacent to a residential neighborhood and the City of Boulevard Extension. These trails are typically used for ctivities such as running, hiking, and biking, not noisees. All proposed action alternatives would span existing impacts. However, during construction (if an action ails that would be spanned or would be near potential be closed for limited times for safety reasons. Closures users detour around construction sites to rejoin the th. According to Phoenix South Mountain Park/ ail—although well-defined—is not a designated trail ne Gila Trail would not be affected by the proposed Boulevard Extension. The Final Environmental Impact 665 contains information directly from the Phoenix dination with the City of Phoenix Parks Department. exceptions to this statement and were always meant mile of the proposed alternatives were treated the Maricopa County Regional Trails System. Should e Arizona Department of Transportation and Federal uld work closely with the City of Phoenix during final tivity of trails is maintained, whether they are eligible as

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

#### Thompson

(1)

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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.

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.

# Code Issue 1 Visual Resources The proposed freeway would loop freeways in the region (see Statement).

#### Response

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

(1)

#### 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	

#### COMMENTER REMARKS/QUESTIONS:

Very concerned about how the SMF will affect the wells along Pecos that supply water to the Lakewood lakes and landscaping.

2 3 4 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.

Code	lssue	
1	Groundwater	If a well were adversely affecte to be abandoned or the well o according to State regulations Impact Statement page 4-108
2	Hazardous Materials	The Arizona Department of Tr identified several issues and co Responses to these issues can <i>Comments</i> beginning on page B
3	Cultural Resources	
4	Air Quality	

#### Response

ted by construction activities, the well might need owner would be compensated by drilling a new well ns/standards. (See text box on Final Environmental 8.)

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. In be found in the *Responses to Frequently Submitted Public* B733 of this appendix.

#### **B3884** · Comment Response Appendix

Code	Comment Document	
	SOUTH MOUNTAIN FREEWAY EMAIL OR INFO	ORMATION LINE
	INCOMING CALL/COMMENT DATE: 9/23/2013	INCOMING CALL/COMMENT TIME:
	<sup>CALLER:</sup> Chad Wakefield	CALLER ADDRESS: Overland, Pacific & Cutler, Inc.
	PHONE: (510) 760-6071	EMAIL: cWakefield@opcservices.com
	COMMENTER REMARKS/QUESTIONS:	
1	What is the status of the EIS? Has a de Thank you, Chad	esign team been selected?

Code	lssue	
1	Public Involvement	The schedule for the next step Statement in 2014. A 60-day decision would be published. as early as 2015. Right-of-way

# Response

eps includes publishing the Final Environmental Impact public review period will be provided. Then a record of . If a build option is selected, construction could begin ay acquisition would begin after a record of decision.

	EMAIL OR INFORMATION LINE
INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:
9/8/2013	
CALLER:	CALLER ADDRESS:
Linda Waring	
PHONE:	EMAIL: Iwaring2728@gmail.com
COMMENTER REMARKS/QUES	
	o get this highway project started.

Code	lssue	
1		Comment noted.

Response		

Code	Comment Document	
	SOUTH MOUNTAIN FREEWAY EM	AIL OR INFORMATION LINE
	INCOMING CALL/COMMENT DATE: 11/7/2013	INCOMING CALL/COMMENT TIME:
	<sup>CALLER:</sup> Linda and Bill Weaver	CALLER ADDRESS:
	PHONE:	EMAIL:
	COMMENTER REMARKS/QUESTIC	INS:
		Is the 59th Ave corridor still the "preliminary mine that one of the alternative plans is better?

Code	lssue	
1	Alternatives	A combination of the W59 A Alternative in the Eastern Se Final Environmental Impact S

Alternative in the Western Section and the E1 ection is identified as the Preferred Alternative in the Statement.

Lode	Comment Document	
	SOUTH MOUNTAIN FREEWAY HOTLINE	
	INCOMING CALL/COMMENT	INCOMING CALL/COMMENT
	DATE: 7/31/13	TIME:
	//31/15	
	CALLER:	CALLER ADDRESS:
	PHONE:	EMAIL:
$\frown$	COMMENTER REMARKS/QUESTIONS:	
(1)	Can you send me some information on the freeway? "CLICK	.HUNG UP"
$\bigcirc$		

Code	lssue	
1	Public Involvement	Maps and other materials are southmountainfreeway>.

re available on the project Web site <azdot.gov/

#### **B3888** · Comment Response Appendix

Code	e Comment Document		Code	
			1	
	SOUTH MOUNTAIN FREEWAY HOTLINE			
	INCOMING CALL/COMMENT DATE:	INCOMING CALL/COMMENT TIME:		
	7/25/13			
	CALLER:	CALLER ADDRESS:		
	PHONE:	EMAIL:		
	COMMENTER REMARKS/QUESTIONS:			
	Would like to see loop 101 alignment option. Extremely oppo	osed to 59th ave alignment		
	1			

Code	lssue	
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Tr identified several issues and co Responses to these issues can <i>Comments</i> beginning on page B

# Response

Transportation and Federal Highway Administration concerns that were frequently noted by commenters. an be found in the *Responses to Frequently Submitted Public* e B733 of this appendix.