

LOOP 202  
*South Mountain*  
Freeway

# South Mountain Freeway FEIS/ROD Reevaluation #7

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in Maricopa County, Arizona



**Federal Highway Administration**

**ADOT**

**Arizona Department of Transportation**

**June 20, 2018**

Federal-aid Project Number: NH-202-D(ADY)

ADOT Project Number: 202L MA 054 H8827 01C

## Record of Decision

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June 20, 2018

The Federal Highway Administration (FHWA), in coordination with the Arizona Department of Transportation (ADOT), reevaluated the South Mountain Freeway, Interstate 10 (I-10, Papago Freeway) to I-10 (Maricopa Freeway) Final Environmental Impact Statement and Record of Decision per 23 Code of Federal Regulations § 771.29 to address the clearance of 73 locations of new easement and/or right-of-way to be added to the project since the approval of the ROD on March 5, 2015. FHWA, with concurrence from ADOT, has determined that no substantial changes have occurred in social, economic, or environmental impacts of the proposed action that would substantially impact the quality of the human, socioeconomic, or natural environmental. Therefore, the original environmental document remains valid for the proposed action.

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6/20/18

Date

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Date

# SOUTH MOUNTAIN FREEWAY PROJECT

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## **List of Acronyms and Abbreviations**

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ADOT	Arizona Department of Transportation
ADEQ	Arizona Department of Environmental Quality
AGFD	Arizona Game and Fish Department
BE	Biological Evaluation
BIA	Bureau of Indian Affairs
C202P	Connect 202 Partners
CAT	Citizens Advisory Team
CFR	Code of Federal Regulations
CWA	Clean Water Act
DEIS	Draft Environmental Impact Statement
e.g.	exempli gratia (for example)
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FPPA	Farmland Protection Policy Act
Community	Gila River Indian Community
HOV	High Occupancy Vehicle
I-10	Interstate 10
IBA	Important Bird Area
IP	Individual Permit
IPaC	Information, Planning, and Conservation
ISA	Initial Site Assessment
N/A	Not Applicable
NEPA	National Environmental Policy Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
PJD	Preliminary Jurisdictional Determination
ROD	Record of Decision
ROW	Right-of-Way
SHPO	Arizona State Historic Preservation Office
SMF	South Mountain Freeway

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SMPP	South Mountain Park/Preserve
TCE	Temporary Construction Easement
TI	Traffic Interchange
UA	Uniform Act
USACE	U.S Army Corps of Engineers
USFWS	U.S Fish and Wildlife Service
WAPA	Western Area Power Administration
WUS	Waters of the U.S.

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### **1.0 Introduction and Project Description**

The Federal Highway Administration (FHWA), in coordination with the Arizona Department of Transportation (ADOT), conducted a reevaluation of the South Mountain Freeway (SMF), Interstate 10 (I-10, Papago Freeway) to I-10 (Maricopa Freeway) Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) per 23 Code of Federal Regulations (CFR) § 771.129 to address the identification of 73 locations where new easement and/or right-of-way (ROW) will either be acquired or where work will expand in existing public ROW that was not previously assessed since the approval of the ROD on March 5, 2015. All 73 locations are outside of the footprint analyzed in the FEIS/ROD and subsequent re-evaluations (See Figure 1). Areas that are being acquired as new ROW will typically be fee title and will become State-owned lands, permanently incorporated into the State Highway System. Temporary construction easements (TCEs) will grant ADOT rights to occupy the land during construction but will expire when the project is finished and the unencumbered fee interest in the land will revert back to the owner. For perpetual easements, ADOT will have the rights to construct specifically agreed upon structures and will also have rights to access and maintain those structures after the project is completed. In both easement cases the underlying ownership will remain unchanged. Instances of areas being used for construction under a State Board Resolution are the same as TCEs but the owner is not financially compensated for use of the easement, typically because the owner is a municipal entity.

Acquisitions are being completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended. This reevaluation document provides an overview of the freeway project, describes the new actions requiring the expansion of ROWs and easements, assesses the environmental consequences of these 73 locations, describes past and future public and agency outreach, and presents a conclusion related to the inclusion of the new ROW and easement parcels in the freeway project.

#### **1.1 Project Location**

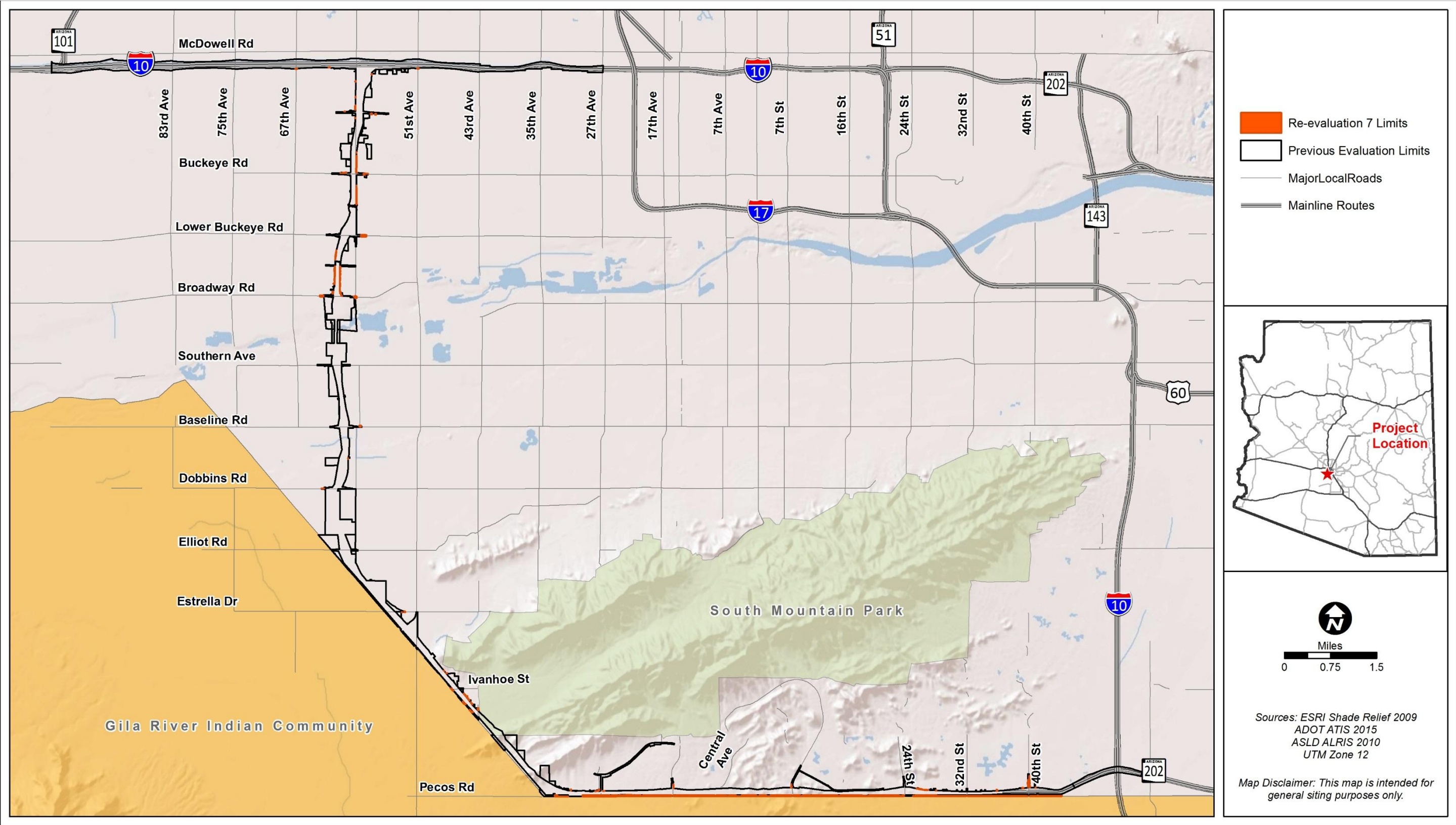
ADOT is the sponsor of the construction and operation of the SMF. The freeway will constitute a section of the Regional Freeway and Highway System, the Loop 202 (also referred to as State Route 202L). The project is in the southwestern portion of the Phoenix metropolitan area in Maricopa County, Arizona (see Figure 1). The approximately 22-mile-long freeway will be constructed as an eight-lane divided, access-controlled facility, with four travel lanes in each direction. Three lanes will be for general purpose use and one lane will be dedicated to high-occupancy vehicle use.

#### **1.2 Approved Environmental Documentation**

To date, several environmental studies have been conducted for the SMF project. The completed environmental documents approved by ADOT and FHWA include:

- Draft Environmental Impact Statement (DEIS) signed on April 16, 2013, and released to the public on April 26, 2013.
- FEIS signed on September 18, 2014, and released to the public on September 26, 2014.

Figure 1: Overview Figure



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- Errata to the FEIS signed on November 19, 2014 and released to the public on November 28, 2014 (the Errata was published to address public comments on the DEIS that were inadvertently omitted from the FEIS).
- ROD signed on March 5, 2015, and released to the public on March 13, 2015.
- South Mountain Freeway FEIS/ROD Reevaluation #1 signed February 19, 2016 addressed the addition of a local street connector and a pedestrian bridge.
- South Mountain Freeway FEIS/ROD Reevaluation #2 signed June 20, 2016 addressed the addition of remainder parcels to the Project ROW.
- South Mountain Freeway FEIS/ROD Reevaluation #3 signed August 10, 2016 addresses the addition of Chandler Boulevard: 27<sup>th</sup> Avenue to 19<sup>th</sup> Avenue.
- South Mountain Freeway FEIS/ROD Reevaluation #4 signed April 4, 2017, is for changing partial-parcel acquisitions to entire-parcel acquisitions between Vineyard Road and Lower Buckeye Road.
- South Mountain Freeway FEIS/ROD Reevaluation #5 signed June 5, 2017 addressed the need for the acquisition of 50 easements and new ROW locations for various minor construction modifications.
- South Mountain Freeway FEIS/ROD Reevaluation #6 signed June 19, 2017 addressed additional areas required for construction of the Salt River bridges.

### 1.3 Previously Identified Impacts

The FEIS and ROD present a detailed description of anticipated impacts related to the Selected Alternative. Key elements are listed below. This reevaluation will cover impacts beyond those previously disclosed.

- The project will convert approximately 2,483 acres of land to a transportation use.
- The project is consistent with local and regional plans; however, it will introduce visual and noise intrusion adjacent to residential neighborhoods.
- Implementation of the project in the Western Section will result in adverse impacts on populations protected under Title VI and the environmental justice Executive Order; impacts will not, however, be disproportionately high or cause undue hardship when compared with such impacts on the general population.
- The project will result in the displacement of approximately 169 single-family homes, two apartment complexes with 680 total units, and 42 businesses.
- The City of Phoenix will experience an inconsequential reduction of annual property and sales tax revenue due to the conversion of land to a transportation use. Travel time savings for motorists in the region after completion of the project will be over \$200 million per year (in 2013 dollars).
- The project will not result in any exceedances of the health-based National Ambient Air Quality Standards.
- The project will require the placement of noise barriers in selected locations to reduce noise to levels that meet ADOT policy and FHWA regulations.
- The project will affect up to 122 water wells and 94 acres of floodplains.



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- The project will impact Waters of the United States and require appropriate permitting approvals from the U.S. Army Corps of Engineers (USACE).
- The project will not affect any currently listed threatened and endangered species. However, the project will result in the conversion of cover, nesting areas, and food resources for wildlife provided by the natural plant communities found in the Study Area. The project will create a physical barrier that could, depending on design, decrease movement of wildlife to and from the South Mountains and Sierra Estrella. In response, multifunctional crossing locations have been identified to provide habitat connectivity under the freeway.
- The project will affect a number of National Register of Historic Places (NRHP)-eligible prehistoric and historic sites and the South Mountains Traditional Cultural Property.
- The project will convert 723 acres of prime and unique farmlands to a transportation use.
- The project will indirectly convert 177 acres of prime and unique farmlands to uses other than agriculture.
- The project will interact with five high-priority hazardous materials sites.
- Impacts on views from residential and rural uses include construction impacts, new traffic interchanges, and visibility of the new facility. Impacts will not change the low-to-moderate visual quality of views along the freeway.
- The project will provide benefits related to regional energy consumption.
- The project will result in the direct use of resources in the South Mountains afforded protection by Section 4(f) of the Department of Transportation Act of 1966. There is no feasible and prudent alternative that avoids use of the South Mountains.

### 1.4 Public and Agency Involvement

ADOT and FHWA undertook an extensive public and agency involvement program during the National Environmental Policy Act (NEPA) phase of the project. Key elements included:

- Publication of the Notice of Intent on April 20, 2001, in the Federal Register (66[77]:20345).
- Invitations sent in 2001 to USACE, U.S. Environmental Protection Agency (EPA), U.S. Bureau of Indian Affairs (BIA), and U.S. Fish and Wildlife Service (USFWS) to be cooperating agencies were issued. USACE and BIA agreed to be federal cooperating agencies. EPA and USFWS declined. In 2009, the Western Area Power Administration (WAPA) was invited, and agreed, to be a cooperating agency.
- Agency scoping letters were sent to 232 federal, State, and local agencies in October 2001. A 2-day agency scoping meeting was held later that month in Phoenix. Agencies were invited to participate in the project through monthly progress meetings during the project duration.
- Public scoping was initiated in November 2001 and included presentations at 23 neighborhood meetings and two public meetings.
- Between the public scoping kick-off through the release of the DEIS, over 200 presentations were made to neighborhood groups, homeowners' associations, chambers of commerce, village planning committees, trade associations, and other interested parties. Twelve public meetings were held.

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- ADOT created a Citizens Advisory Team (CAT) made up of groups and organizations in the Study Area. The CAT worked as a voluntary, advisory team to provide advice and input to ADOT and FHWA. Approximately 60 CAT meetings were held, each open to the public.
- The DEIS was released to the public on April 26, 2013, beginning the 90-day comment period (the minimum requirement under NEPA is 45 days). A public hearing was held May 21, 2013, at the Phoenix Convention Center from 10 a.m. to 8 p.m. Six community forums were held in Study Area communities to supplement the public hearing. Additionally, an online public hearing was created for those who could not attend a meeting in person.
- Approximately 900 people attended one of the public events, almost 1,900 unique visitors viewed information from the online hearing, and the project team received over 8,000 comments.
- The FEIS was released to the public on September 26, 2014. A 60-day review period was provided. As a result of the publication of the errata, ADOT and FHWA extended the review period to December 29, 2014. During the review period for the FEIS and errata, approximately 250 comments were received.
- ADOT and FHWA worked in close coordination with the Gila River Indian Community (Community) to hold a community forum on November 15, 2014, at the Boys & Girls Club, Gila River – Komatke. The Community developed the agenda and facilitated the forum, which consisted of introductions, a description of the comment opportunities and court reporters' roles, an introduction to the SMF video flyover simulation, and an "open-microphone" comment period. Other than invited guests, the meeting was open to only Community members. FHWA and ADOT project team members were guests at the forum and were in attendance to listen to comments. A translator was provided for those wishing to speak in the native O'odham language.

Since the ROD was approved on March 5, 2015, ADOT, FHWA, the Connect 202 Partners (C202P), or other stakeholders have continued this extensive public and agency involvement program, with the following key elements:

- An open house meeting on June 15, 2016, at Pecos Community Center, 17010 S. 48<sup>th</sup> St., Phoenix, was sponsored by State Representative Jill Norgaard in collaboration with State Representative Bob Robson, State Senator Jeff Dial, and City of Phoenix Councilman Sal DiCiccio. The purpose of the meeting was to provide a briefing on noise-abatement plans, traffic management and scheduling, bike paths, and aesthetics.
- A public open house meeting was held on August 24, 2016, at the Kings Ridge Preparatory Academy Cafeteria, 3650 S 64<sup>th</sup> Lane, Phoenix, to discuss the location and aesthetic treatment of the planned pedestrian bridge located between Broadway and Lower Buckeye Roads. Thirteen people attended the presentation and participated in a question and answer session.
- Three public meetings were held in 2016 to provide details and seek input on preliminary design plans, including information on the freeway's location, profile, interchange configurations and noise barrier locations, as well as initial concepts for landscaping and visual appearance:

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- September 27, 2016, at the Desert Vista High School, Multipurpose Room, 16440 S. 32<sup>nd</sup> St., Phoenix
- September 28, 2016, at the Betty Fairfax High School, Multipurpose Room, 8225 S. 59<sup>th</sup> Ave., Laveen
- October 6, 2016, at the Fowler Elementary School, Multipurpose Room, 6707 W. Van Buren St., Phoenix

Approximately 800 people participated in these meetings and the more than 660 comments, questions, emails and phone calls were collected by the Project team.

- A meeting for leaders from cities, regional agencies, schools, Title VI organizations, large employers, associations, and community public information officers was held December 20, 2016, at 411 N Roosevelt Ave, Chandler, to provide a 6-month construction look ahead for the period between January 2017 and July 2017.
- Since September 2016 outreach has included the following:
  - 6449 stakeholders have been engaged through attending a public meeting or contacting the Project team.
  - 114 events were held, including presentation, briefings, community meetings and festivals.
  - 1230 inquiries from members of the public have been received.
  - 548 public parties were contacted by the Project team to complete questionnaires and surveys.
  - 66 construction alerts have been issued for specific activities.
  - 3 notices have been issued in both English and Spanish to provide a 6-month look ahead for construction. A 4<sup>th</sup> notice is in production and will be released in late-July 2018.
  - ADOT has issued media releases on average once per week since September 2016 to keep the public apprised of project updates.
  - Creation of a video on the project's use of rebar manufactured from scrap metal, saving 24,000 tons of mined ore, 13,000 tons of coal, and 1,000 tons of limestone.
  - A meeting was held for the Rio Del Rey neighborhood and schools to provide updates on the Elwood Street pedestrian bridge. Approximately 200 people attended.
  - An event was held with C202P for the Laveen Area Homeowners Association, surrounding community, businesses and school representatives to discuss closures at Southern Ave.
  - C202P attended the annual Foothills Club West HOA meeting on March 01, 2018. Approximately 85 people were in attendance. C202P representatives gave the audience a briefing on construction progress and opened the floor to questions and comments.
- The USACE Los Angeles District held a public hearing on May 9, 2017 at the Boys and Girls Club of the East Valley, Gila River Branch-Komatke regarding the Corps consideration of the SMF Project's permit application under Section 404 of the Clean Water Act. Members from the Community were in attendance as were local business and community members. Public



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comment was recorded in the form of transcribed verbal statement, written statement, email and phone transcription.

## 2.0 Description of Project Change

Review of the SMF project after the issuance of the FEIS/ROD has been a continuous ongoing process. Identification of various work outside of previously approved ROW has resulted in reevaluations of the FEIS on an as needed basis. In the case of Reevaluation 7, 73 new locations were identified (see Appendix A – ID Location Maps), which will require the acquisition of approximately 4.0161 acres of new ROW and 4.9487 acres of new easement. The remaining work will be sequestered to existing publicly owned ROW (e.g. City of Phoenix roadway) already approved for use by State Board Resolution; however, for the purpose of analysis these lands are treated similar to that of easements. The list of the 73 new locations are summarized in the table below and are for the purpose of utility work, facilitating drainage, roadway terminations, sidewalk/roadway/driveway modifications, and slight variations from the preliminary ROW plans to the final ROW boundary.

Table 1. Description of New Project Locations and Purpose				
ID*	Description	Acres	ROW Action	ADOT Parcel Number
A2	North side of Pecos Road east of 40th Street for TCE	0.0089	New TCE	N/A
A5	North side of Pecos Road west of 40th Street for driveway and sidewalk work	0.3454	New TCE	7-11915
A7	North side of Pecos Road west of 40th Street for park and ride entry relocation	0.1377	New TCE	7-11915
A9	North side of Pecos Road between 24th Street and 32nd Street for drainage easement	0.0297	New ROW	7-11514
A12	North side of Pecos Road west of Desert Foothills Parkway for sidewalk and roadway tie-in	0.1196	New ROW	7-11504
A13	North side of Pecos Road east of 17th Avenue for sidewalk work	0.0862	New ROW	7-11905 7-11773
A16	South side of Pecos Road at Chandler Boulevard for drainage	0.2118	New ROW	7-11421 7-11784
A17	West side of Chandler Boulevard at 27th Avenue for sidewalk tie-in	0.0475	New TCE	N/A
A19	Approximately 0.50 mi west of Chandler Boulevard for utility work	0.0449	New TCE	7-11506 7-11445 7-11644

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ID*	Description	Acres	ROW Action	ADOT Parcel Number
A21	South side of Pecos Road to Gila River Indian Community (Community) boundary for acquisition only**	0.0335	New ROW	7-11504
A22	South side of Pecos Road to Community boundary for acquisition only**	0.0425	New ROW	7-11504
A23	South side of Liberty Lane east of 24th Street for acquisition only**	0.0347	New ROW	7-11514-B
A24	South side of Liberty Lane east of 24th Street for acquisition only**	0.3025	New ROW	7-11514-B
A25	North side of Pecos Road in between 32nd Street and 40th Street	0.0184	New ROW	N/A
B1	East of Dusty Lane at 43 <sup>rd</sup> Avenue for new local roadway terminations	0.1568	Use of Existing ROW	7-11450
B2	Northeast side of Dusty Lane for local roadway terminations	0.3351	Use of Existing ROW	N/A
B3	South side of Galveston Street for new ROW	0.0003	New ROW	N/A
B4	North side of Galveston Street for new ROW	0.0097	New ROW	N/A
B5	North side of Galveston Street for drainage work	0.0606	New ROW	7-11603
B6	East and west sides of Dusty Lane for roadway terminations	0.3254	Use of Existing ROW	N/A
B7	South side of Monterey Street for drainage work	0.2502	New ROW	7-11706
B8	North and south sides of Monterey Street for roadway tie-in	0.1678	New ROW	7-11419 7-11706
B9	North side of Monterey Street east of 45th Avenue for drainage work	0.2466	New ROW	7-11419
B10	East and west sides of Dusty Lane for new ROW	0.0968	Use of Existing ROW	N/A
B11	West side of Dusty Lane for new ROW	0.0269	Use of Existing ROW	N/A
B12	North side of Ray Road for new ROW	0.0054	New ROW	7-07169

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ID*	Description	Acres	ROW Action	ADOT Parcel Number
B13	North side of Ray Road for new ROW	0.0090	New ROW	7-07169
C1	South side of Estrella Drive for driveway tie-in	0.0114	New TCE	N/A
C2	North and south sides of Estrella Drive for roadway tie-in	0.0372	New TCE	7-11576 7-11547
C3	North side of Dobbins Road west of 63rd Avenue for new ROW	0.0483	Use of Existing ROW	N/A
C5	Intersection of Broadway Road and 59 <sup>th</sup> Avenue	0.5101	Use of Existing ROW	N/A
C6	North and south sides of Broadway Road west of 63rd Avenue for roadway tie-in	0.6345	Use of Existing ROW	N/A
C7	North of Broadway Road at 61 <sup>st</sup> Avenue to cover gap between original EIS and Reeval #2	0.0652	New ROW	7-11657
C8	North of Broadway Road at 61 <sup>st</sup> Avenue to cover gap between original EIS and Reeval #2	0.0611	Use of Existing ROW	N/A
C9	West of 62nd Avenue and drainage work	0.2550	New ROW	7-11657
C10	Along west side of 61st Avenue for pedestrian bridge	0.0405	Use of Existing ROW	7-11657
C11	Along west side of 61st Avenue for pedestrian bridge	0.8367	New TCE	7-11657
C12	East side of 62nd Avenue for pedestrian bridge	0.0048	New ROW	7-11657
C13	On 62nd Avenue for sidewalk work associated with pedestrian bridge	0.1400	Use of Existing ROW	N/A
C14	Along east side of 62nd Avenue for pedestrian bridge	0.8799	New ROW	7-11657
C15	East side of 62nd Avenue for sidewalk work associated with pedestrian bridge	0.0116	New TCE	N/A
C16	West side of 61st Avenue for sidewalk work associated with pedestrian bridge	0.0184	New TCE	N/A
C17	West side of 61st Avenue for sidewalk work associated with pedestrian bridge	0.0161	New TCE	N/A

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ID*	Description	Acres	ROW Action	ADOT Parcel Number
C18	On east side of 62nd Avenue for sidewalk work associated with pedestrian bridge	0.0111	New TCE	N/A
C19	On west side of 61st Avenue for sidewalk work associated with pedestrian bridge	0.0158	New TCE	N/A
C20	On west side of 61st Avenue for sidewalk work associated with pedestrian bridge	0.0181	New TCE	N/A
C21	North of Elwood Street in between 59th Avenue and 63rd Avenue for new ROW	0.2434	New ROW	7-11621
C22	North of Baseline Road at 59 <sup>th</sup> Avenue for utility tie-in	0.1596	New TCE	7-11575
D1	North and south sides of Lower Buckeye Road for new ROW and tie-in	0.6708	New ROW	7-11939 7-11940
D2	East side of 59th Avenue north of Roosevelt Canal for driveway tie-ins	1.3697	New TCE	N/A
D3	South side of Buckeye Road east of 59th Avenue for new ROW	0.0455	New ROW	7-11925
D4	North side of Buckeye Road east of 59th Avenue for new tie-in	0.1060	New ROW	7-11418
D5	North side of Buckeye Road east of 59th Avenue for bus stop	0.0378	New TCE	7-11524
D6	North of Buckeye Road for new TCE	0.0672	New TCE	7-11607
D7	North of Buckeye Road for new driveway	0.0890	New ROW	7-11607
D8	North of Buckeye Road for new driveway	0.0163	New ROW	7-11607
D9	East side of 59th Avenue for new ROW	0.0118	New ROW	7-11524
D10	East side of 59th Avenue for driveway tie-ins	0.9711	New TCE	7-11524 7-11470 7-11416 7-11649 7-10784-A
D11	East side of 59th Avenue for drainage work	0.0151	New TCE	7-10784-A
D12	South side of Van Buren Street for utility work	0.1819	New TCE	N/A
D13	South side of Van Buren Street for utility work	0.2250	New TCE	7-11764

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ID*	Description	Acres	ROW Action	ADOT Parcel Number
D14	North side of Van Buren Street for new TCE	0.0184	New TCE	7-11525
D15	North side of Van Buren Street west of 59th Avenue for new TCE	0.0111	New TCE	7-11525
D16	North side of Van Buren Street west of 59th Avenue for roadway tie-in and sidewalk work	0.1869	New TCE	7-11525
D17	On Fillmore Street west of 59th Avenue for roadway tie-in and sidewalk work	0.0419	Use of Existing ROW	7-11525
D18	On Roosevelt Street west of 59th Avenue for sidewalk work	0.0716	Use of Existing ROW	N/A
D19	Intersection of Latham Street and 57th Avenue for roadway work	0.0746	Use of Existing ROW	N/A
D20	On 67th Avenue south of I-10 for sidewalk tie-in	0.1186	Use of Existing ROW	N/A
D21	South side of I-10 for new TCE	0.0330	New TCE	7-11495
D22	On 51st Avenue south of I-10 for sidewalk tie-in	0.1202	Use of Existing ROW	N/A
D23	East side of 59 <sup>th</sup> Avenue south of Buckeye Road for driveway tie-in	0.0219	New TCE	N/A
D24	North side of Buckeye Road east of 59th Avenue for bus stop	0.0892	New TCE	7-11524
D25	On Monroe Street west of 59th Avenue for roadway tie-in	0.0892	Use of Existing ROW	N/A

\* - ID numbers were internally generated and assigned to new ROW and easement as they were identified. As design progressed, ROW and easement were added and dropped to the project scope, leading to discrepancies in the ID sequence for the final list.

\*\* - Parcel currently identified for acquisition, but may be subjected to use that includes ground disturbance.

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## 3.0 Environmental Consequences

This section presents an analysis of the environmental consequences at a corridor-wide level (Table 2) and additional details for project changes occurring in new ROW and/or easements. All of the mitigation and commitments made in the FEIS and ROD for the project apply to the new parcels presented in this reevaluation. Resources with changes in environmental impacts are described in more detail following the table.

<b>Table 2. Environmental Consequences Assessment, Acquisition of New Parcels</b>					
<b>Setting/Resource Circumstance</b>	<b>Change in Affected Environment</b>		<b>Change in Environmental Impact</b>		<b>Additional Discussion Included</b>
	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	
Land Use	X			X	See discussion below
Social Conditions		X		X	
Environmental Justice and Title VI		X		X	
Displacements and Relocations		X		X	
Economics		X		X	
Air Quality		X		X	
Noise		X		X	
Water Resources	X			X	See discussion below
Floodplains		X		X	
Waters of the United States	X		X		See discussion below
Topography, Geology, Soils		X		X	
Biological Resources	X		X		See discussion below
Cultural Resources	X			X	See discussion below
Prime and Unique Farmland	X			X	See discussion below
Hazardous Materials	X			X	See discussion below
Visual Resources		X		X	
Energy		X		X	
Temporary Construction Impacts	X			X	See discussion below
Material Sources and Waste Material		X		X	
Secondary and Cumulative Impacts		X		X	
Section 4(f)/6(f)	X			X	See discussion below

# SOUTH MOUNTAIN FREEWAY PROJECT

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### 3.1 Land Use

An additional 11.856 acres of land not originally identified in the FEIS/ROD and reevaluations will be converted to ROW or easement and will be used to construct elements related either directly or indirectly to the SMF project. Of the 11.856 acres, 4.016 acres will be permanently incorporated into the project via new ROW. All areas of previously unidentified ROW or easement analyzed in this document are adjacent to the proposed freeway ROW identified in the FEIS/ROD and/or previous FEIS reevaluations. Specific land uses were identified on a parcel by parcel basis through the use of aerial imagery (ESRI *World Imagery*, 2016), windshield surveys and zoning data provided by the City of Phoenix (My Community Map, 2017) as the jurisdictional land managing agency, as well as the Maricopa County Assessor's Office (Parcel Viewer 3.3, 2017). Land uses for the new ROW and easement are categorized as transportation, residential, commercial/industrial, agriculture, rural, and natural undeveloped lands. The amount of land being temporarily or permanently converted for transportation use as a result of the newly identified ROW and TCE total 8.415 acres. Of this total, 3.441 acres of land are being acquired from local agencies and are comprised of existing streets and sidewalk already identified for transportation purposes, therefore use of this land will not result in a change in impacts. Of the 8.415 acres of land being converted into transportation use, 3.059 acres are currently zoned for residential purposes, 3.506 acres for commercial/industrial, 1.111 acres for agriculture, 0.725 acre are zoned as rural, and 0.014 acre are natural undeveloped. Changes in ROW and easement requirements are small increases of the overall project that represent minor refinement based on final design, totaling a 0.002% overall increase of land to be permanently incorporated into the project. Impacts to land uses have been adequately disclosed in the FEIS/ROD. No new mitigation measures are required for impacts on land use as a result of these project changes.

### 3.2 Water Resources

Some of the new ROW or easements will affect stormwater conveyance facilities within existing city streets. The facilities are being designed to comply with the post-construction water quality requirements and best-management practices as described in the ADOT *Erosion and Pollution Control Manual*. With the exception of intermittent conveyance of storm runoff and inundation during or immediately following storm events, none of the parcels encompass surface waters that could be potentially impacted. No new mitigation measures are required for impacts on water resources as a result of these project changes.

### 3.3 Waters of the United States

A Preliminary Jurisdictional Determination (PJD) was submitted and approved by the USACE in March of 2014 (SPL-2002-00055-KAT) and subsequently revised in October 2017. The PJD identified 49 water crossings throughout the SMF corridor determined to be official Waters of the US (WUS). An Individual Permit (IP) was issued for the SMF project on November 9, 2017 by the USACE pursuant to Section 404 of the Clean Water Act (CWA).

New ROW and easement that fall outside of the limits of the previously approved PJD boundaries have not been accounted for in the PJD. A review of the new ROW and easements identified six locations that will require work within WUS: A16, A22, A25, B2, B6, and B8. One of these locations, A16, was accounted

# SOUTH MOUNTAIN FREEWAY PROJECT

## FEIS/ROD Reevaluation #7

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for in the IP and can proceed with work as outlined in the provisions of the IP. A revision to the PJD and IP may be required for the remaining locations prior to any ground disturbing activities occurring within WUS. Coordination with the USACE will need to occur to determine the appropriate course of action. Per the IP, permitted work areas will be flagged and areas not permitted will be roped off to prevent the contractor or third parties from entering jurisdictional areas before authorization has been received. No work within WUS outside of those previously authorized can commence until all proper permits are in place as required by the CWA and ROD commitments WUS-1, WUS-6a, WUS-7, WUS-9, WUS-16, WUS-17, and WUS-18.

### **New Commitment**

- ADOT will coordinate with the US Army Corps of Engineers to determine the appropriate course of action regarding any dredge and/or fill work occurring in Waters of the US outside of the issued Individual Permit (SPL-2002-00055-KAT) for the South Mountain Freeway project.

## **3.4 Biological Resources**

A Biological Evaluation (BE) was conducted in July 2014 and identified two species protected by the federal Endangered Species Act (ESA): the Yuma clapper rail (*Rallus longirostris yumanesis*) and the Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*). Due to lack of suitable habitat and no documented occurrence within 2.5 miles of the project limits, the project was determined to have no effect on either species. Two ESA candidate species were also identified in the July 2014 BE, the Sonoran desert tortoise (*Gopherus morafkai*) and the Tucson shovel-nosed snake (*Chionactis occipitalis klauberi*). Since the issuance of the BE, the two candidate species have been removed from the candidate list due to federal review.

The US Fish and Wildlife Service (USFWS) Information, Planning, and Conservation (IPaC) system was reviewed on May 18, 2018 to evaluate any new and/or cumulative effects outside of those considered in the July 2014 BE and summarized in the FEIS. The results of the review revealed no new ESA-protected species or habitat within the project area since the July 2014 BE, nor any proposed or designated critical habitat within or near the project area. Due to the lack of suitable or critical habitat for ESA-protected species, the no effect determination on protected species still remains valid.

The Arizona Game and Fish Department (AGFD) Online Environmental Review Tool was accessed on May 18, 2018 (HGIS-07419) to identify any new special status species documented within 3 miles of the project area since the July 2014 BE. New proposed critical habitat for the Yellow-billed cuckoo (*Coccyzus americanus*) and the Salt and Lower Gila Rivers Ecosystem Important Bird Area (IBA) were identified. However, both the habitat and the IBA are over 2.5 miles west of the project area and will not be impacted.

In accordance to the SMF Project Technical Provisions and mitigation measures outlined in the ROD, the parcel locations will be subject to pre-construction surveys to prevent impacts to protected species. No new mitigation measures are required to avoid impacts on biological resources as a result of these project changes.



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### 3.5 Cultural Resources

Three archaeological sites, AZ T:12:207(ASM), AZ T:12:52(ASM), and AZ T:12:206(ASM), were identified within the new ROW and easement locations. While cultural resource surveys were conducted for the vast majority of the project, much of that research took place over 30 years ago. As those surveys do not meet current professional standards pursuant to State Historic Preservation Office Guidance Point No. 5, a total of 36 parcels located on undeveloped or undisturbed lands underwent a Class III survey on October 26, 2017. The remaining 37 parcels are located in completely disturbed and/or developed lands and were determined highly unlikely to contain intact cultural surface deposits; therefore, surveys of those areas were not warranted.

A brief description of the project locations within archaeological sites can be found in Table 3 below.

Table 3. Project locations within Archaeological Sites			
ID	Site number/Name	NRHP Eligibility / Criterion	Description
B1	AZ T:12:207(ASM)	Yes/D	Prehistoric trail and artifact scatter
C21 and D1	AZ T:12:52(ASM)/Pueblo del Alamo	Yes/A and D	Prehistoric Hohokam village site
C7, C8, C10, C11, C16, C17, C19, and C20	AZ T:12:206(ASM)	Yes/D	Prehistoric artifact scatter and farmstead

No cultural resources or isolated occurrences were identified during the October 26, 2017 survey. A more detailed account of the survey results and recommendations can be found in the report *A Class III Cultural Resources Survey of 73 Parcels for the Loop 202-South Mountain Freeway Environmental Impact Statement Reevaluation #7, Maricopa County, Arizona*. (Bowler and Langan 2018). Because the presence of archaeological sites may result in subsurface cultural material, monitoring is recommended for all areas within known archaeological site boundaries in which ground disturbance occurs. Additionally, if previously unidentified cultural resources are encountered during any activity related to the SMF, the contractor shall stop work immediately and notify the ADOT Engineer per ROD commitment CUL-8.

FHWA initiated continuing Section 106 consultation on the survey report and recommendations on May 09, 2018 in accordance with the programmatic agreement developed among FHWA, Arizona State Historic Preservation Office (SHPO), and ADOT (executed July 21, 2015) with the finding that an “adverse effect” determination was still appropriate for the overall SMF project. Responses were received from ASLD, the City of Avondale, BIA, Bureau of Land Management, City of Phoenix Archaeology Section, the Gila River Indian Community, the Hopi Tribe, SHPO, and the Bureau of Reclamation. A more detailed summary of the Section 106 consultation responses can be found in Appendix B.

Continued on next page

# SOUTH MOUNTAIN FREEWAY PROJECT

## FEIS/ROD Reevaluation #7

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### **New Commitment**

- The contractor shall contact ADOT Historic Preservation Team (602.712.8636 or 602.712.7767) at least 14 (fourteen) business days prior to the start of ground-disturbing activities within B1, C7, C8, C10, C11, C16, C17, C19, C20, C21 and D1, to arrange for a qualified archaeologist to monitor and be present during construction.

### **3.6 Prime and Unique Farmland**

Farmland covered under the Farmland Protection Policy Act (FPPA) are those previously designated as significant by the National Resources Conservation Service (NRCS), such as those identified with soils that are prime, unique or of state and local importance. A review of the Web Soils Survey database (NRCS, 2017) indicates the presence of several parcels classified as prime and/or unique farmland within the project area. Lands considered “urban” by the United States Census Bureau are exempt from FPPA provisions, in which the majority of the project area falls within this urban designation. Of the 73 parcels, 7 fall outside of lands classified as urban: A16, A21, A22, B12, B13, C1, and C2.

Parcels A21, A22, B12 and B13 are not rated as prime, unique or of state and local importance by the NRCS and therefore not under the purview of FPPA.

Parcel A16 is rated as prime farmland “if irrigated and either protected from flooding or not frequently flooded during growing season”. Under this classification, only areas with a developed and functioning irrigation supply meet the prime farmland criteria (National Soil Service Handbook [NSSH] Part 622.03) and afforded consideration under FPPA. Parcel A16 is undeveloped land with no irrigation system or flood protection measures in place. Based on the current lack of dependable water supply, parcel A16 is not considered prime farmland.

Parcels C1 and C2 are rated as prime farmland if irrigated. NRCS farmland designations are made independently from current actual land use and does not necessarily reflect if the property is being utilized for farming. Lands used for residential, industrial and commercial purposes are not considered prime farmland regardless of NRCS classification. Parcel C1 is a residential property with no associated farming activities and therefore does not meet the land use criteria for prime farmland classification. Parcel C2 is located across Estrella Road and is comprised of paved roadway, public ROW, a canal segment, and an unpaved private access route. The parcel abuts actively growing agriculture, but is not in itself used for farming.

Based on the above-mentioned considerations, and as outlined by the FPPA, this project would have no impact on prime or unique farmland.

### **3.7 Hazardous Materials**

A Draft Initial Site Assessment (ISA) for hazardous materials was completed in November 2012 and was updated in an addendum in June 2014 as part of the FEIS/ROD for the SMF project. Since the June 2014 addendum, several Phase I and a few Phase II Environmental Site Assessments have been completed on a site by site basis. Initially, ROW acquisition for the SMF project identified larger sized parcels in which full comprehensive Phase I analysis was an appropriate level of environmental review for all ROW

# SOUTH MOUNTAIN FREEWAY PROJECT

## FEIS/ROD Reevaluation #7

acquisition. As design progressed, subsequent ROW needs became much smaller with most new pieces consisting of less than 0.30 acre in size, and in conjunction to larger parcels in which Phase I Environmental Site Assessments had been previously conducted and approved. In circumstances where new ROW to be acquired is considered minimal and a Phase I has already been completed in the immediate vicinity and revealed no environmental concerns, ADOT has approved a streamlined memo process in which the environmental hazardous material evaluation consists of a site reconnaissance and review of updated environmental databases at the Arizona Department of Environmental Quality (ADEQ) in lieu of a full Phase I analysis.

Review of the new ROW and easements by the C202P Hazardous Materials Coordinator revealed several locations in which either a Phase I has already been completed, a Phase I is still needed, or a Phase I memo is required. See Table 4 below for a brief summary.

<b>Table 4. Phase I Needs for New ROW and Easements</b>	
No further work required	A2, A5, A7, A9, A12, A13, A16, A17, A19, A21, A22, A23, A24, B1, B2, B7, B10, B11, C1, C2, C5, C6, C7, C8, C10, C11, C12, C13, C14, C15, C16, C17, C18, C19, C20, C21, C22, D5, D6, D7, D8, D18, D19, D20, D22, D25
Phase I Memo Needed	A25, B3, B4, B5, B6, B8, B9, B12, B13, C3, C9, D1, D4, D12, D13, D14, D15, D16, D17, D21
Full Phase I Needed	D2, D3, D9, D10, D11, D23, D24

Areas still requiring additional investigation shall not be accessed by the contractor until either a full Phase I Environmental Site Assessment or Phase I memo has been completed and approved by ADOT per the requirements outlined in ROD commitments HZM-1. If further Phase II investigations are recommended, the Phase II, as well as any associated remediation, must be completed prior to any ground disturbing work.

### 3.8 Temporary Construction Impacts

The new parcels are located adjacent to the ROW limits described in the FEIS/ROD and are therefore in areas where temporary construction impacts have already been disclosed. The previously disclosed impacts involving temporary construction noise and disruption to the pre-construction traffic patterns will not be materially worsened. No new mitigation measures are required for temporary construction impacts as a result of these project changes.

### 3.9 Section 4(f) Resources

An analysis of properties eligible for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 US.C.303) was completed as part of the environmental review. Section 4(f) properties are any publicly owned parks and recreation areas (including trails), waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Five properties were identified within the immediate project vicinity that were previously identified as eligible for Section 4(f) protection:

# SOUTH MOUNTAIN FREEWAY PROJECT

## FEIS/ROD Reevaluation #7

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- The Ong Farmstead
- Kyrene Akimel A-al Middle School and Kyrene de la Estrella Elementary School
- Phoenix South Mountain Park/Preserve
- Roosevelt Canal
- Maricopa County Regional Trail Segment Sixty-nine

A “use” as it relates to Section 4(f) properties is considered when one of three conditions occur: Permanent Incorporation, Temporary Occupancy and/or Constructive Use. Permanent incorporation typically involves the acquisition of a Section 4(f) property for the purpose of a transportation facility. Temporary Occupancy refers to short-term use of a Section 4(f) property that may result in adverse effects to the property. Lastly, Constructive Use is when the proximity of a transportation project, regardless of physical use of the Section 4(f) property, is such that the Section 4(f) property is substantially impaired.

The Ong Farmstead, a historic property which would have intersected D16, was originally identified as a 4(f) resource in the SMF DEIS. In March 2014, ADOT was notified that the private owner of the Ong Farm had plans to demolish the property, therefore rendering it ineligible for protection under section 4(f). Since that time, the farmstead and surrounding property has been removed and is no longer in existence.

The Kyrene Akimel A-al Middle School and Kyrene de la Estrella Elementary School property is across Liberty Lane to the north of parcels A23 and A24 and is afforded protection under Section 4(f) due to its associated recreational facilities (see Figure 2). Parcels A23 and A24 are in close proximity to Kyrene Akimel A-al Middle School and Kyrene de la Estrella Elementary School but will avoid the property altogether. The parcels are currently identified for acquisition only, but may be subject to construction related activities as the SMF project advances. Parcel acquisition will not constitute direct, temporary or constructive use of the Section 4(f) property and will not require further action. Construction related activities will also avoid direct and temporary use of the Kyrene Akimel A-al Middle School and Kyrene de la Estrella Elementary School property. Because Kyrene Akimel A-al Middle School and Kyrene de la Estrella Elementary School is not a property requiring sensitive noise considerations or which aesthetic changes to the surrounding environment will negatively impact the characteristics that qualify it under Section 4(f) protection, future work associated with parcels A23 and A24 will not be considered a constructive use. No further mitigation measures are required for this property.

The Phoenix South Mountain Park/Preserve (SMPP) is a 16,600-acre park owned and operated by the City of Phoenix. SMPP is afforded protection under Section 4(f) as a publicly owned park and is eligible for listing on the National Register of Historic Places as a traditional cultural property under Criteria A and B. Parcels B12 and B13 are in close proximity to SMPP but will avoid the property altogether. Parcel B1 directly abuts SMPP on the west side (see Figure 3). Parcel B1 is currently part of an unpaved section of 43<sup>rd</sup> Avenue that directly runs through the SMF alignment. As a solution to the roadway conflict, modifications must be made to cut-off residential and local roads from the freeway. Parcel B1 will be used to build a cul-de-sac and create a smoother end point for the existing roadway alignment and prevent access to the freeway, but not SMPP. The overall SMF project will already result in a direct use of the SMPP and has been addressed in the FEIS with measures to reduce impacts listed in the ROD.

# **SOUTH MOUNTAIN FREEWAY PROJECT**

## **FEIS/ROD Reevaluation #7**

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Work associated with parcel B1 will not result in additional use which impairs the SMPP more than what was previously addressed on the FEIS.

Built in 1928 by the Roosevelt Irrigation District, the Roosevelt Canal is considered an historic property eligible for listing on the National Register of Historic Places under criterion A. While the main design elements of the SMF project will avoid the Roosevelt Canal by constructing an elevated spanned structure to clear the property, the southern limit of area D2 abuts the canal along its northern edge (see Figure 4). As previously described, the primary scope of work associated with D2 is for the future placement of driveway tie-ins to maintain access to existing private commercial properties along 59<sup>th</sup> Avenue. No driveway tie-ins will be placed in the vicinity of the Roosevelt Canal nor will any impacts that result from this work adversely alter the characteristics that contribute to the canal's importance as a 4(f) resource. Work associated with D2 would not result in direct or constructive use of the Roosevelt Canal, therefore, no further measures are required.

Along with the Roosevelt Canal itself, the Maricopa County Regional Trail Segment Sixty-Nine runs along the canal's banks (see Figure 4). The trail runs for approximately 45 miles from 27<sup>th</sup> Avenue and Lower Buckeye Road to the Hassayampa River, and traverses multiple local jurisdictions. The trail has multiple uses, including equestrian within some municipalities. As with the Roosevelt Canal, work associated with area D2 would not result in direct or constructive use of the known recreational trail. No noise-sensitive activities or sensitive viewshed characteristics are associated with this section of Maricopa County Regional Trail Segment Sixty-Nine, therefore project activities will not disrupt its importance as a 4(f) resource. Detours may be required during construction, but the trail will remain open, access will not be restricted and utility of the trail will not be altered. No further measures are required.



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FEIS/ROD Reevaluation #7



Source: ADOT ATIS (2013); ASLD ALRIS (2010), ESRI (World Imagery 2013), AZTEC (2017), HDR (2016)

Re-Evaluation 7 Limits

Previously Evaluated EIS and Re-evaluation Limits

Section 4(f) Property

Map Disclaimer: This map is intended for general siting purposes only.



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**Figure 2. Kyrene Akimel A-al Middle School and Kyrene de la Estrella Elementary School Section 4(f) Map**



# SOUTH MOUNTAIN FREEWAY PROJECT

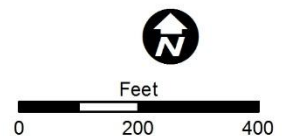
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- Re-Evaluation 7 Limits
- Previously Evaluated EIS and Re-evaluation Limits
- Section 4(f) Property

Map Disclaimer: This map is intended for general siting purposes only.

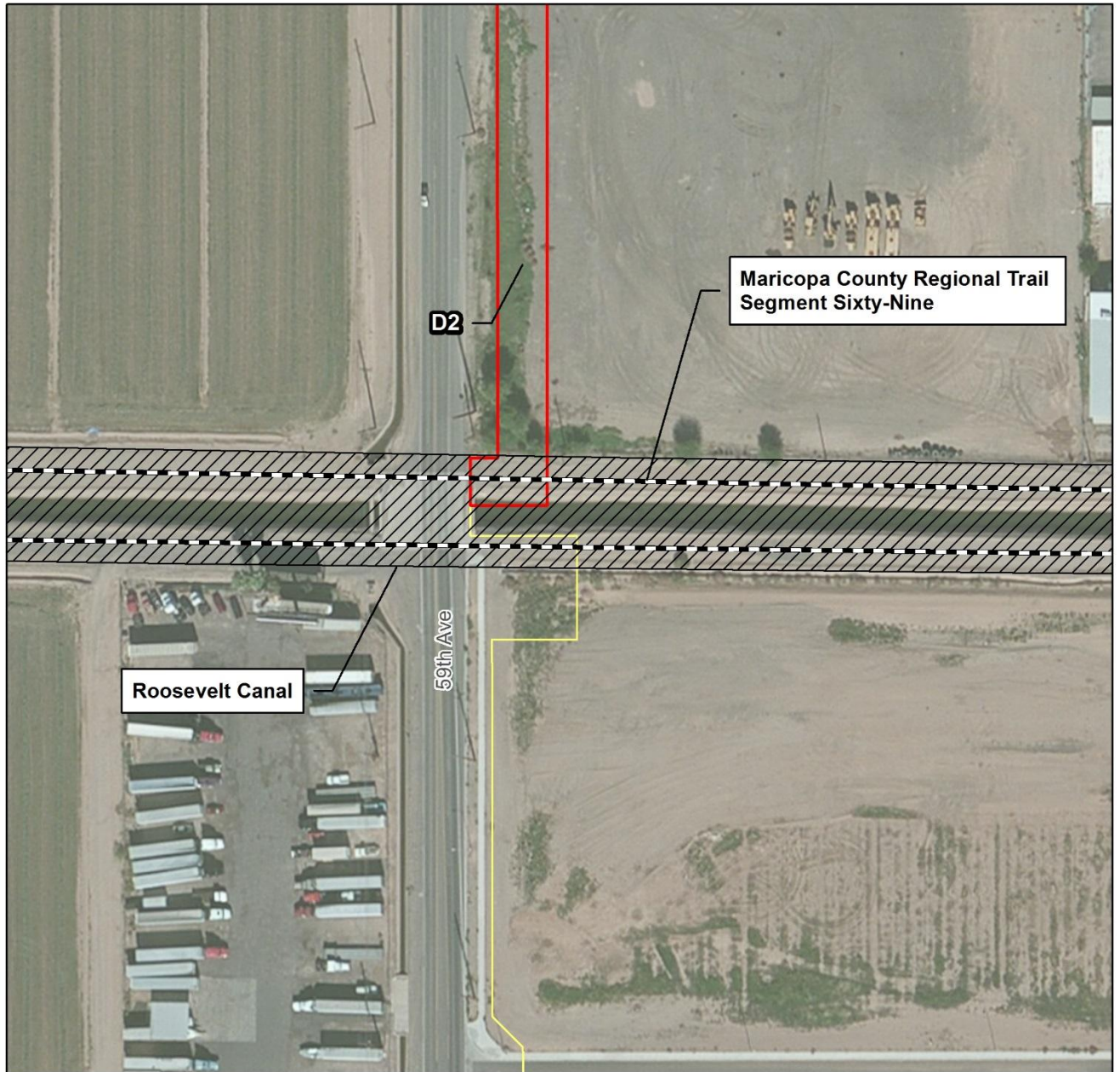


**Figure 3. Phoenix South Mountain Park/Preserve Section 4(f) Map**



# SOUTH MOUNTAIN FREEWAY PROJECT

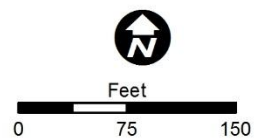
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- Re-Evaluation 7 Limits
- Previously Evaluated EIS and Re-evaluation Limits
- Section 4(f) Property
- Section 4(f) Trail

Map Disclaimer: This map is intended for general siting purposes only.



**Figure 4. Roosevelt Canal and Maricopa County Regional Trail Segment Sixty-Nine Section 4(f) Map**



# **SOUTH MOUNTAIN FREEWAY PROJECT**

## **FEIS/ROD Reevaluation #7**

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### **4.0 New commitments related to New Parcel Acquisitions**

The commitments listed below will be implemented and tracked along with the commitments and mitigation measures presented in the ROD.

- The contractor shall not access the new parcels until ADOT provides permission.
- The contractor shall disclose future changes in rights-of-way and easement requirements for the project to ADOT as they are identified.
- ADOT will coordinate with the US Army Corps of Engineers to determine the appropriate course of action regarding any dredge and/or fill work occurring in Waters of the US outside of the issued Individual Permit (SPL-2002-00055-KAT) for the South Mountain Freeway project.
- The contractor shall contact ADOT Historic Preservation Team (602.712.8636 or 602.712.7767) at least 14 (fourteen) business days prior to the start of ground-disturbing activities within areas requiring monitoring, to arrange for a qualified archaeologist to monitor and be present during construction.

### **5.0 Public/Agency Outreach**

Changes to the project related to the acquisition of new rights-of-ways and easements does not require an additional public hearing because the resulting change to impacts from those disclosed in the FEIS/ROD are not substantial, as discussed in the Environmental Consequences section of this reevaluation.

### **6.0 Conclusion and Recommendation**

#### **6.1 Conclusion**

A Supplemental FEIS is not warranted for the following reasons:

- The proposed modifications are limited in scope and impacts and are all within or adjacent to the ROW footprint analyzed in the FEIS/ROD and reevaluations.
- As a result of the modifications to the project described herein, no substantial changes to the Selected Alternative and its related impacts identified in the FEIS and ROD will occur.

#### **6.2 Recommendations**

FHWA, in coordination with ADOT, reevaluated the SMF, Interstate 10 (I- 10, Papago Freeway) to I-10 (Maricopa Freeway) FEIS and ROD per 23 CFR § 771.129. FHWA, with concurrence from ADOT, has determined that no substantial changes have occurred in the social, economic, or environmental impacts of the proposed action that would substantially impact the quality of the human, socioeconomic, or natural environment. Therefore, the original environmental document remains valid for the proposed action.

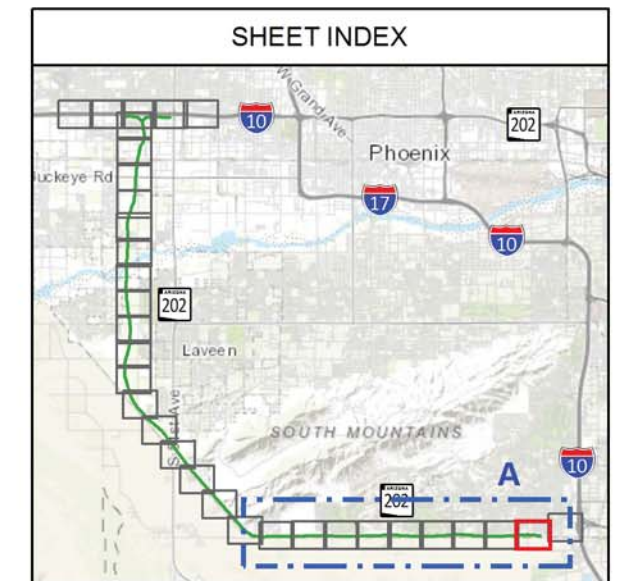
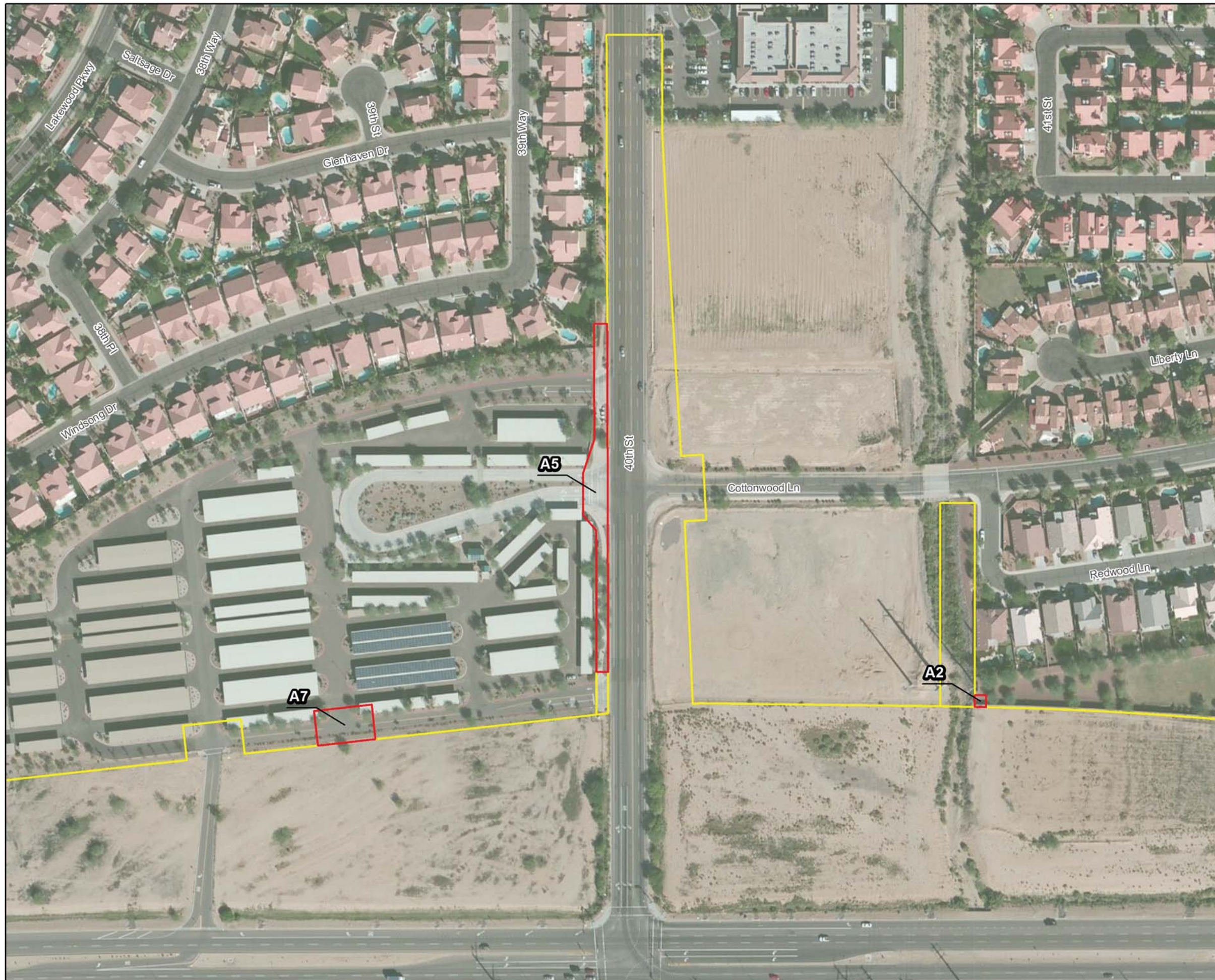
# **SOUTH MOUNTAIN FREEWAY PROJECT**

FEIS/ROD Reevaluation #7

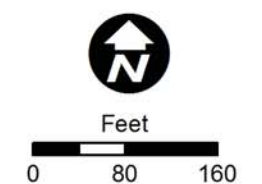
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## **Appendix-A      ID Location Maps**





- Previously Evaluated Limits
- Re-Evaluation 7 Limits



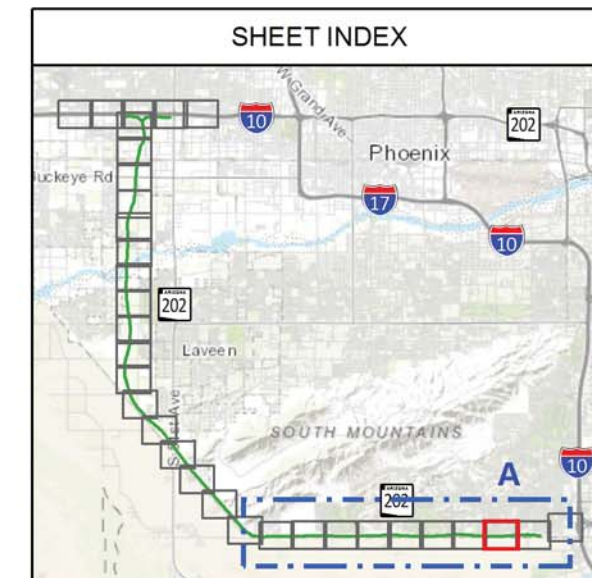
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Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

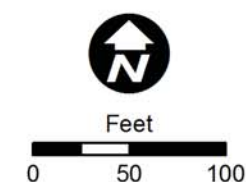
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-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



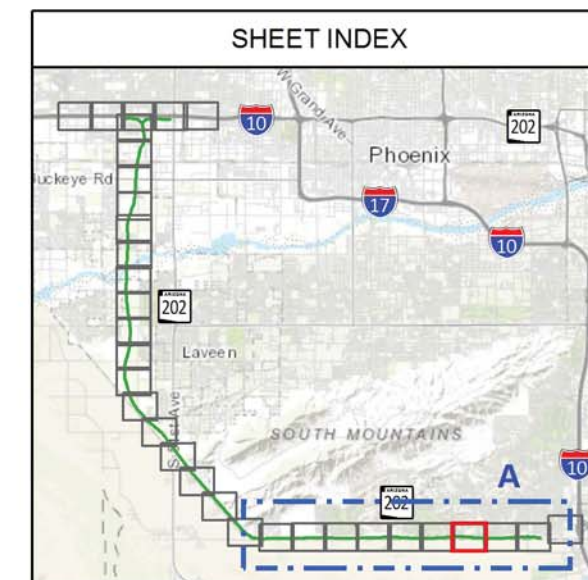
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Maricopa County, Arizona

EIS Re-Evaluation 7 Limits

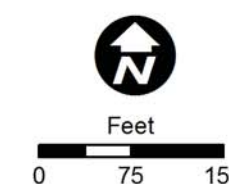
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**CONNECT** 202  
PARTNERS





- Previously Evaluated Limits
- Re-Evaluation 7 Limits



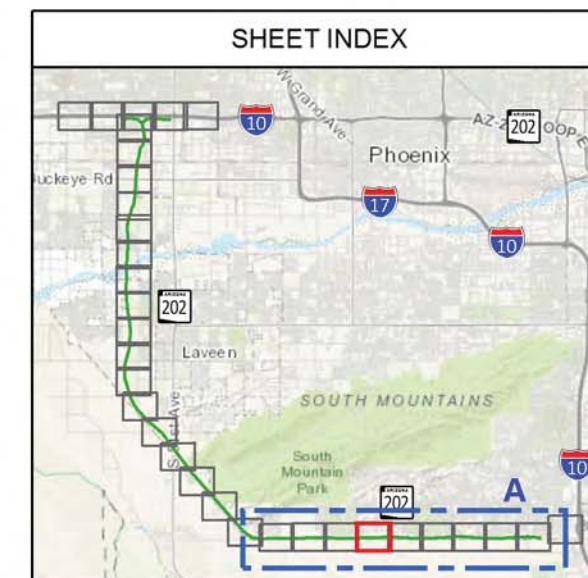
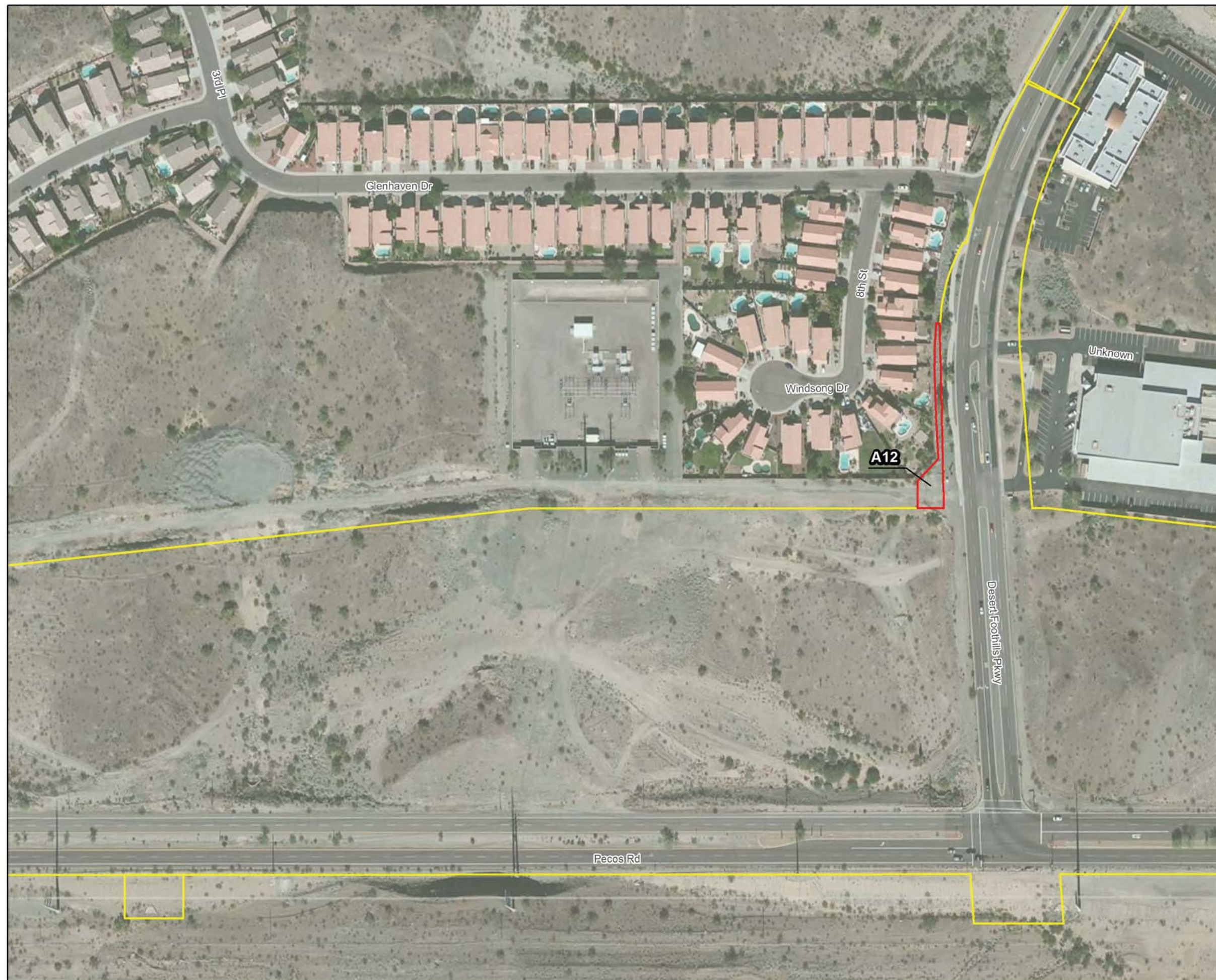
SR 202L South Mountain Freeway  
Maricopa County, Arizona

EIS Re-Evaluation 7 Limits

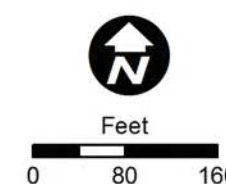
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**CONNECT** 202  
PARTNERS





- Previously Evaluated Limits
- Re-Evaluation 7 Limits



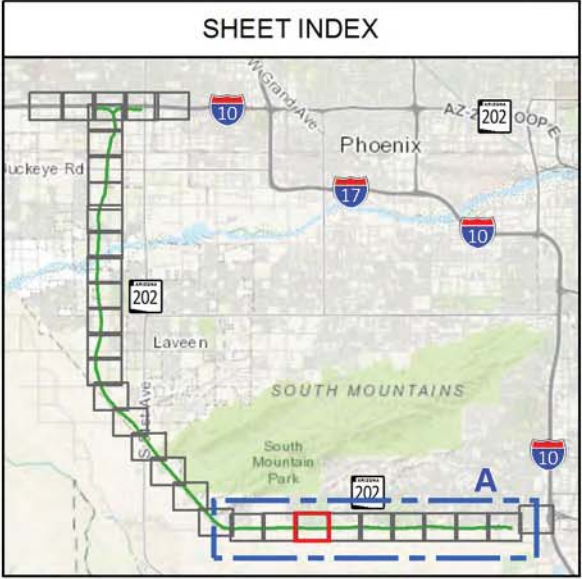
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Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

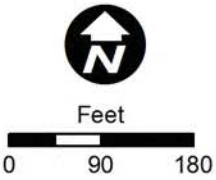
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**CONNECT** 202  
PARTNERS





-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



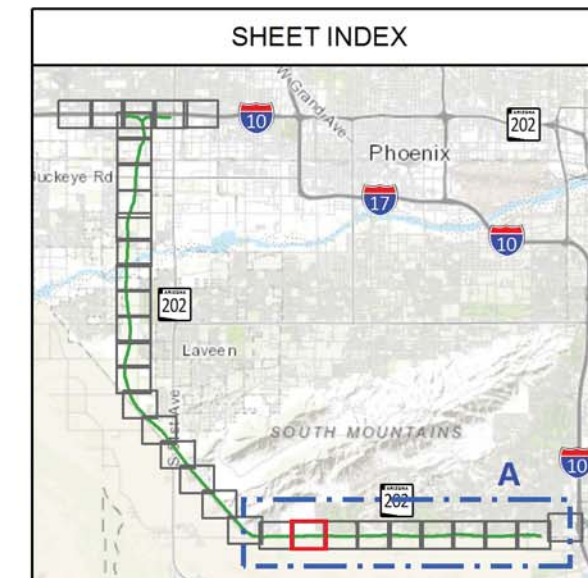
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Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

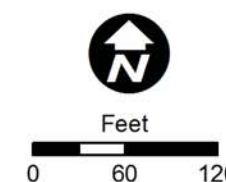
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-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



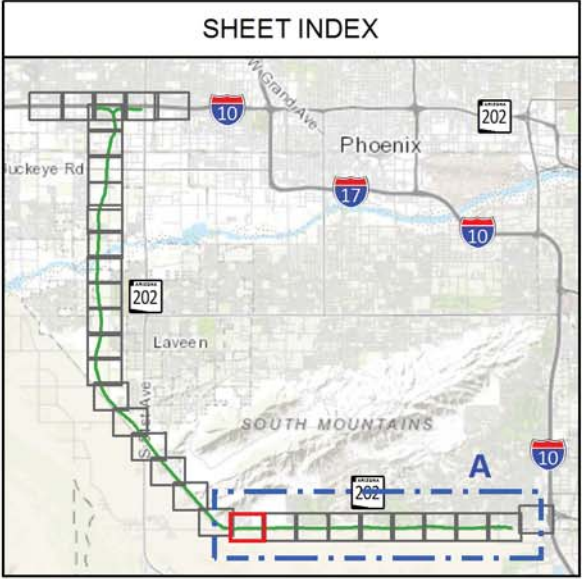
SR 202L South Mountain Freeway  
Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

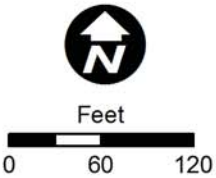
SHEET  
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-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



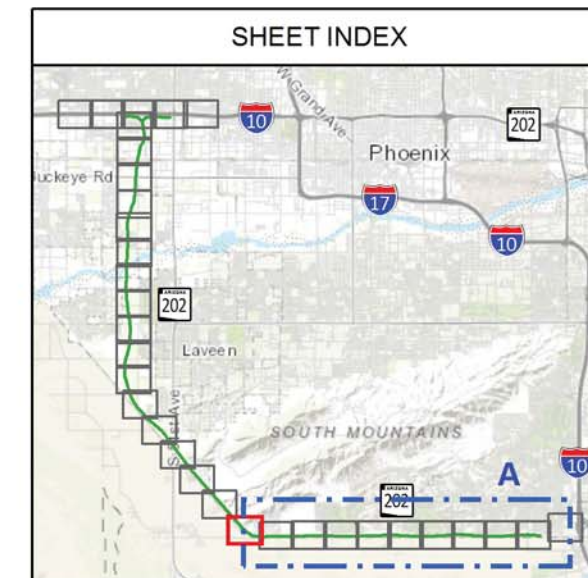
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Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

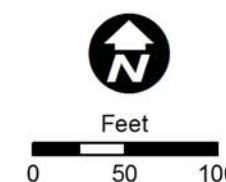
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7 of 22







-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



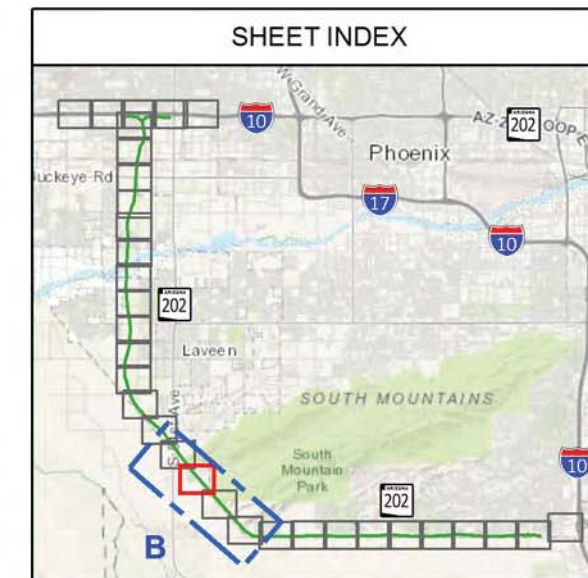
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Maricopa County, Arizona

EIS Re-Evaluation 7 Limits

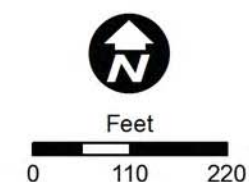
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**CONNECT** 202  
PARTNERS





- Previously Evaluated Limits
- Re-Evaluation 7 Limits



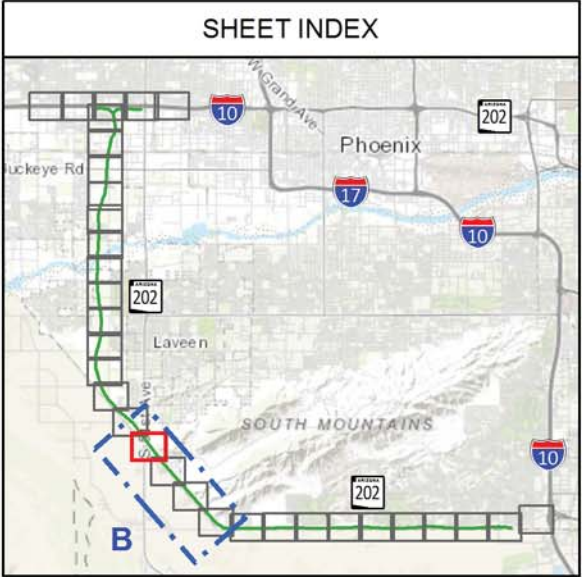
SR 202L South Mountain Freeway  
Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

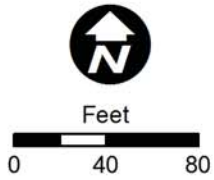
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**CONNECT** 202  
PARTNERS





-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



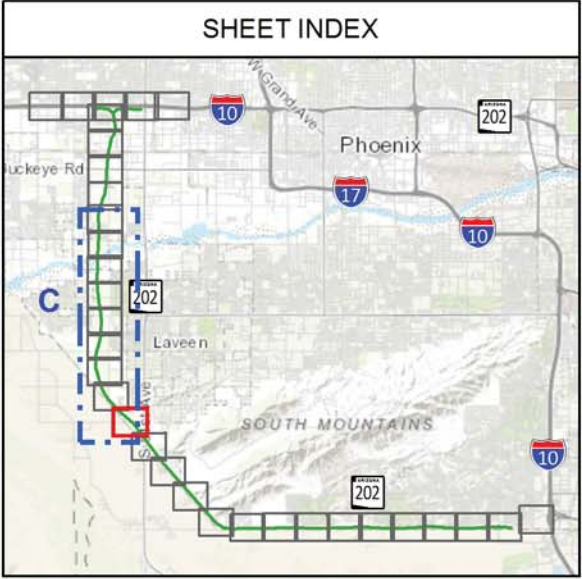
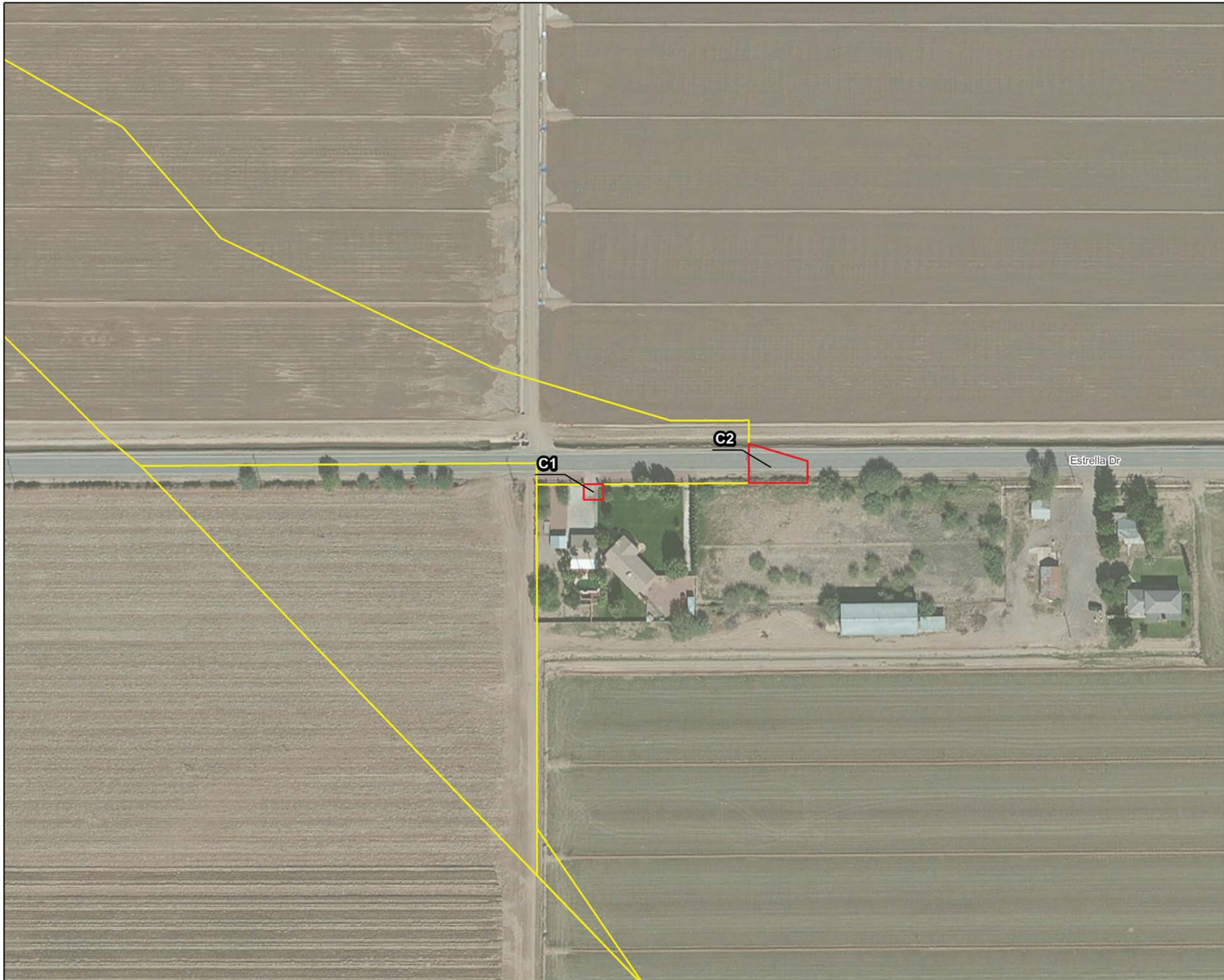
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Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

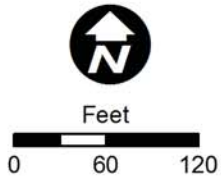
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-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



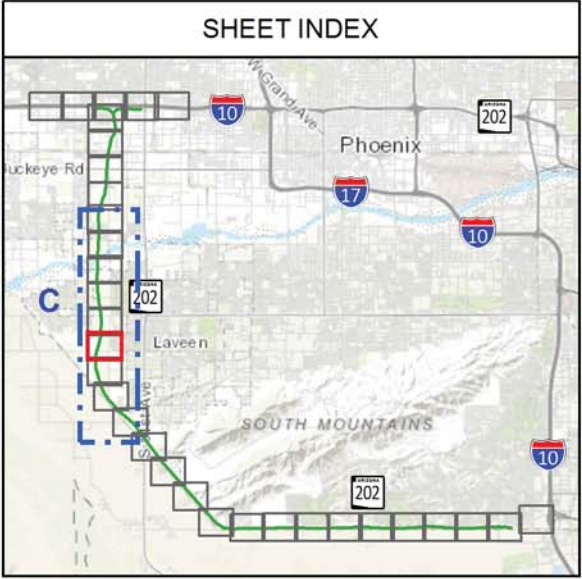
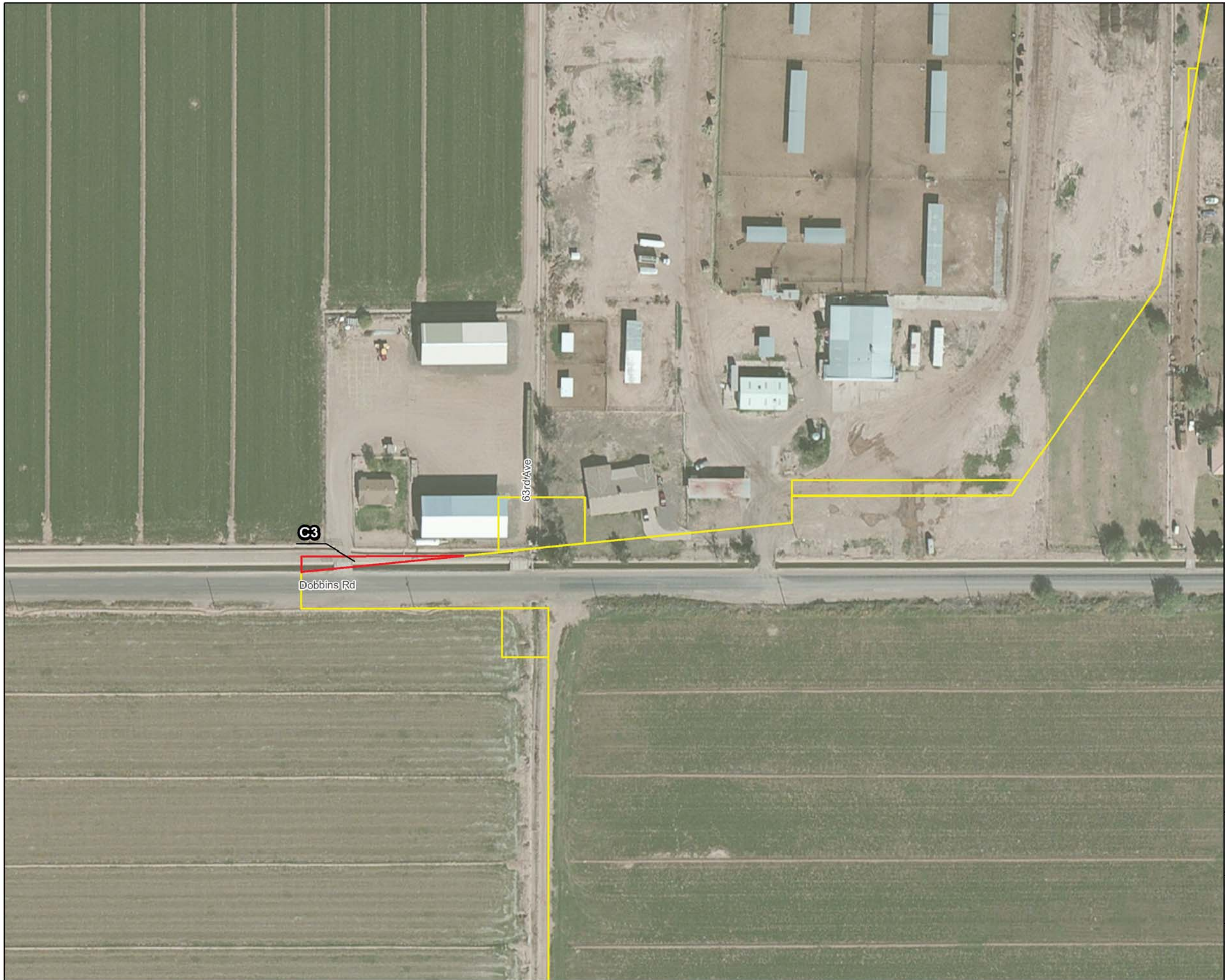
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Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

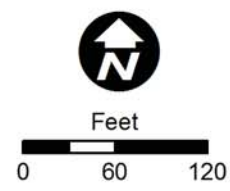
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-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



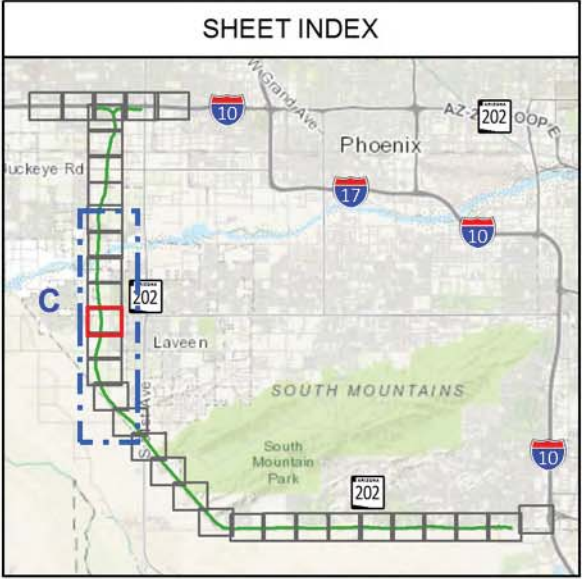
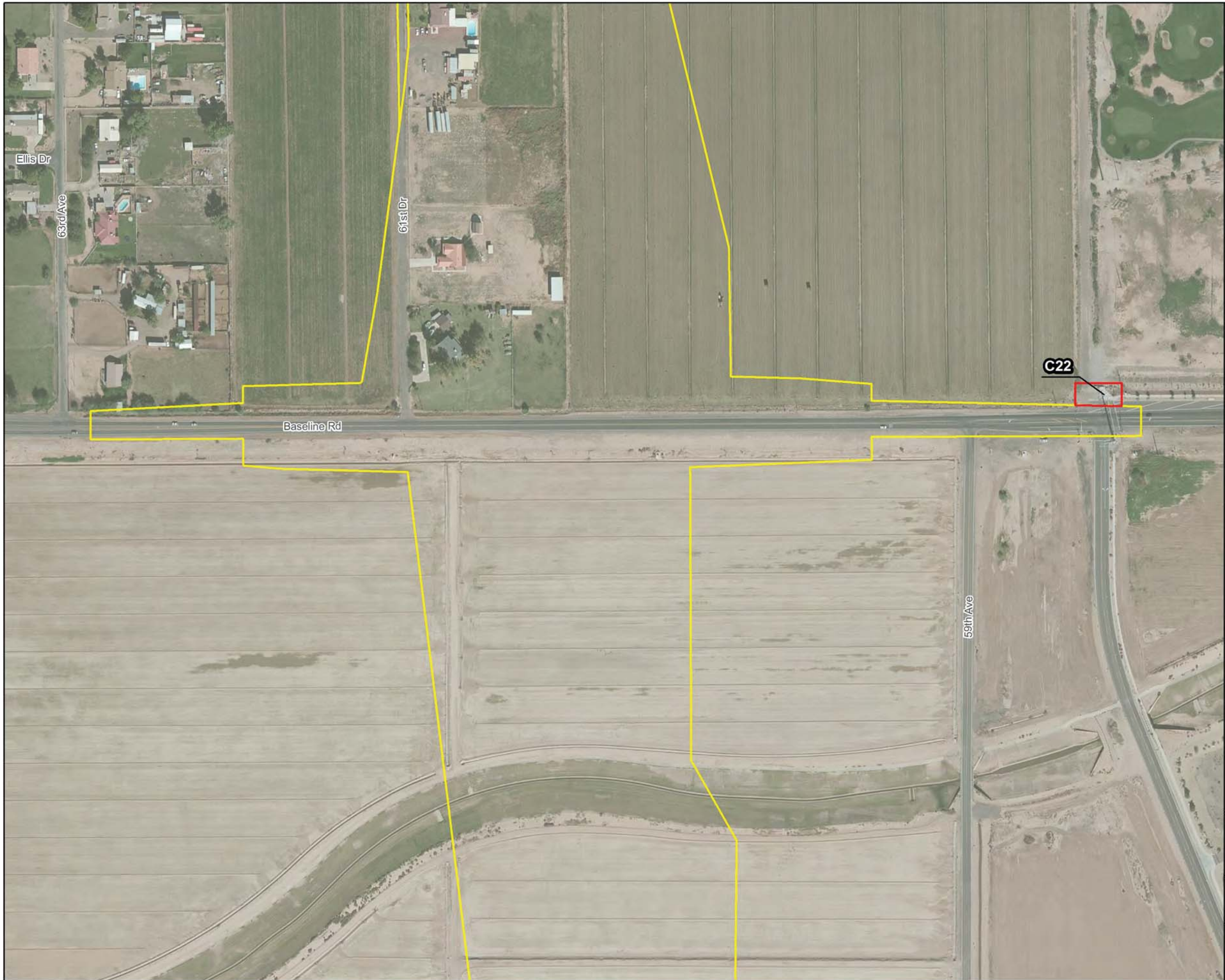
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Maricopa County, Arizona

EIS Re-Evaluation 7 Limits

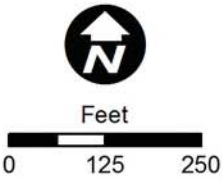
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- Previously Evaluated Limits
- Re-Evaluation 7 Limits



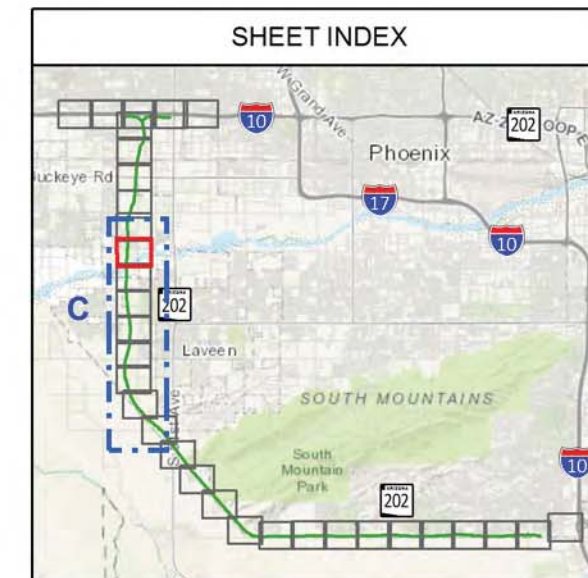
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Maricopa County, Arizona

EIS Re-Evaluation 7 Limits

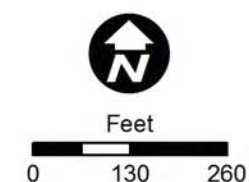
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- Previously Evaluated Limits
- Re-Evaluation 7 Limits



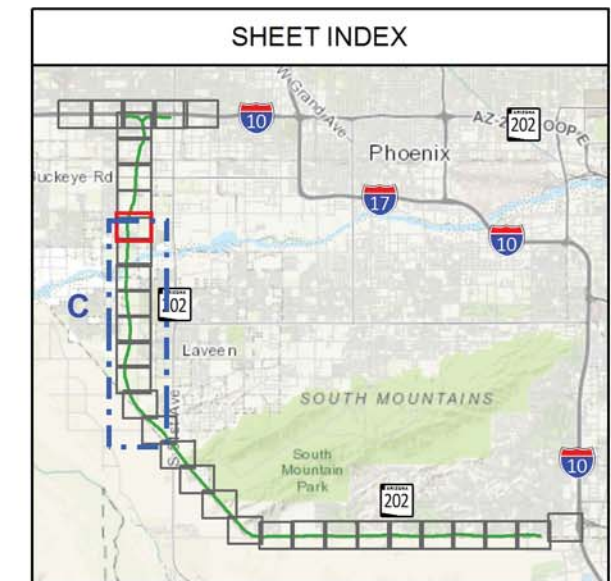
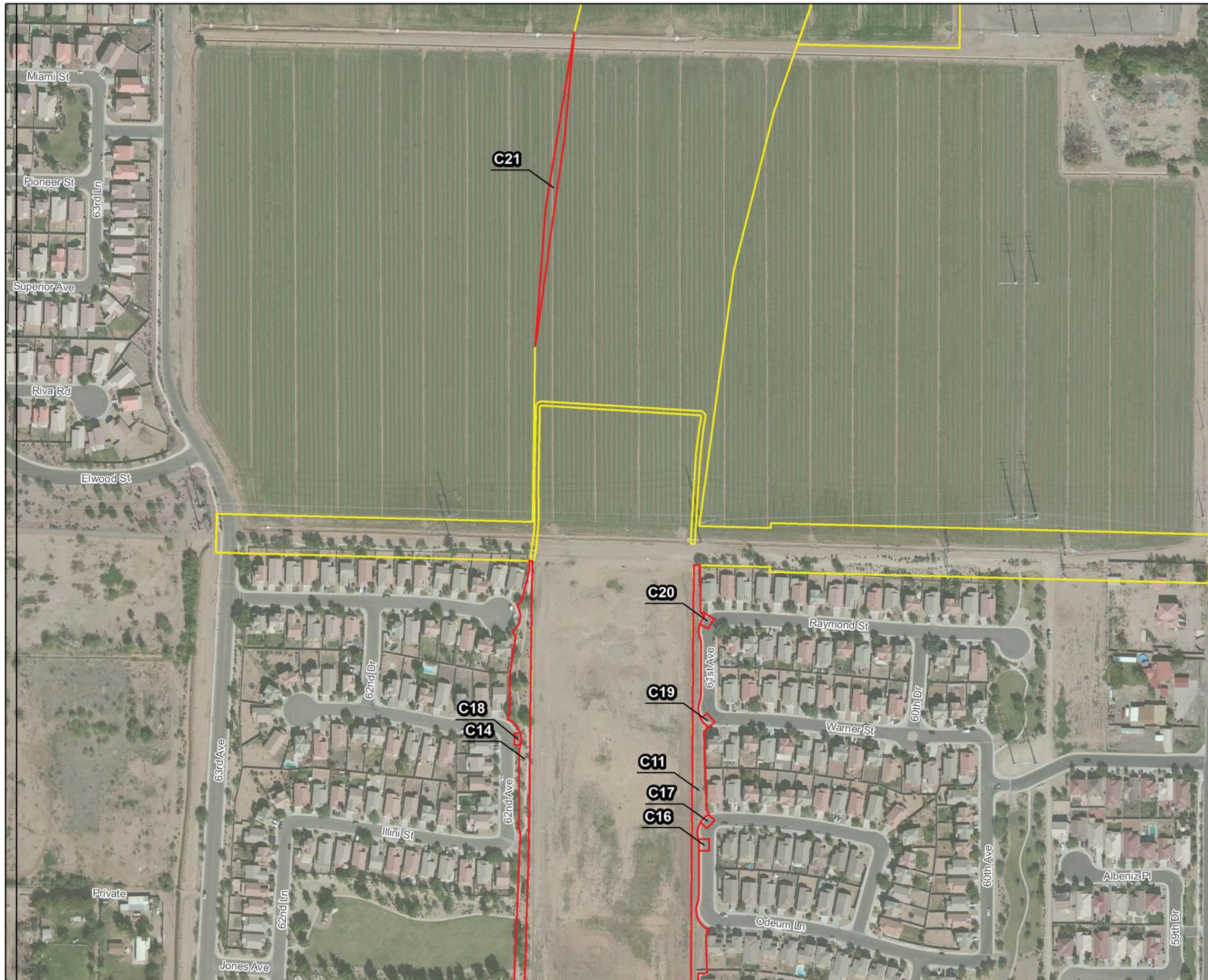
SR 202L South Mountain Freeway  
Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

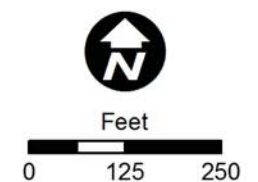
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**CONNECT** 202  
PARTNERS





-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



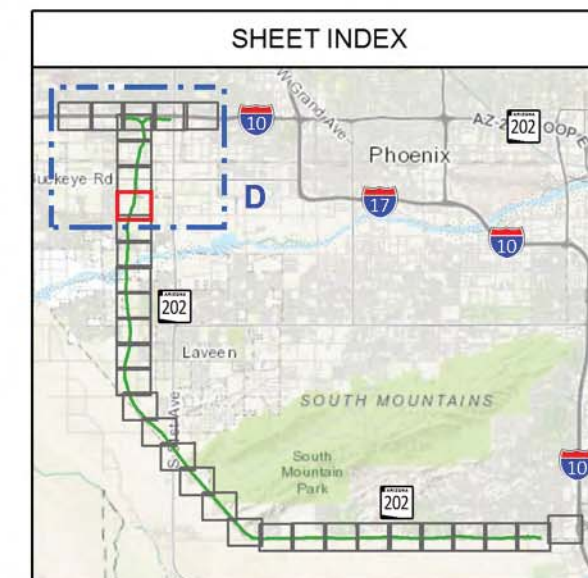
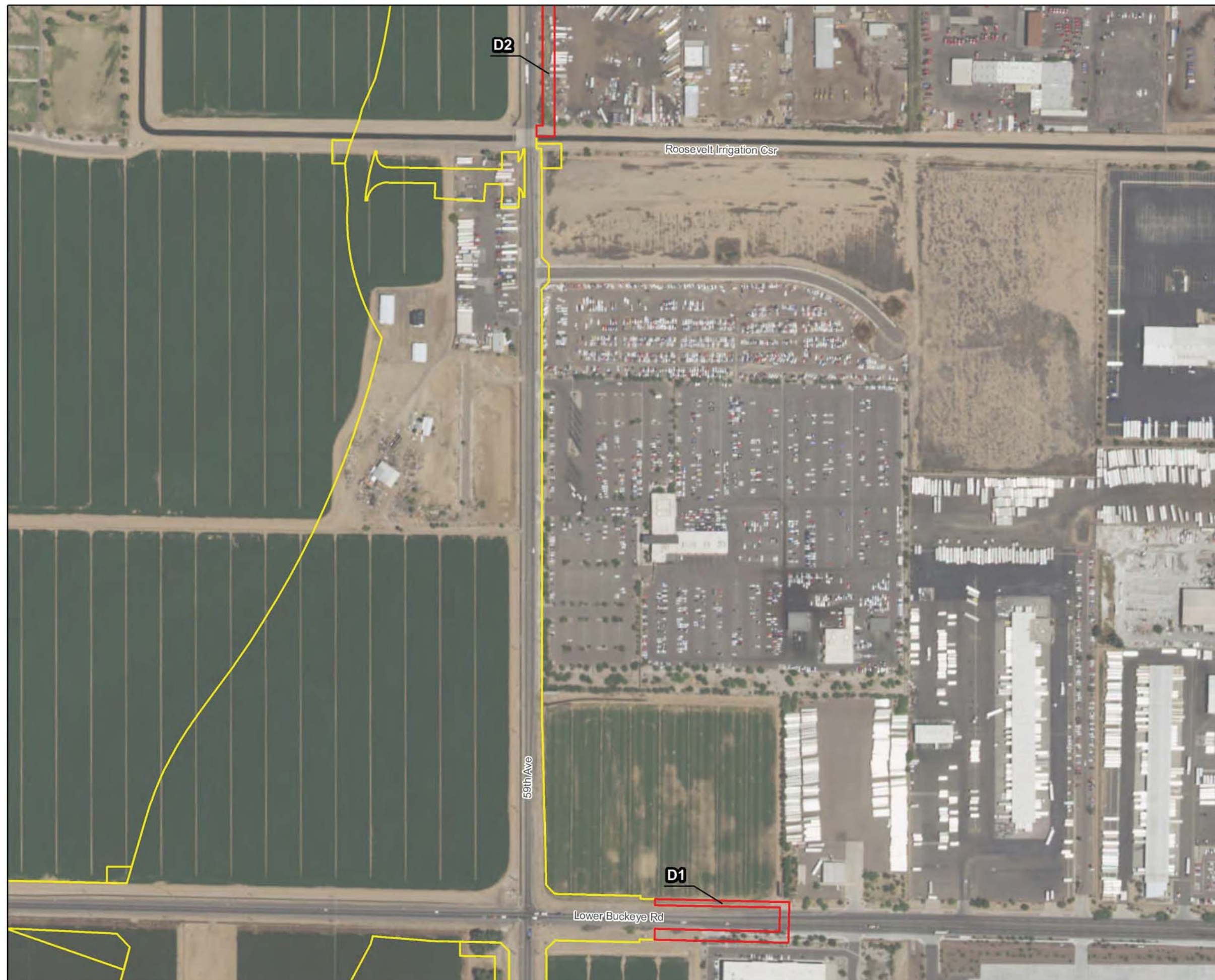
SR 202L South Mountain Freeway  
Maricopa County, Arizona

EIS Re-Evaluation 7 Limits

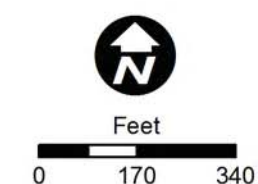
SHEET  
15 of 22

**CONNECT** 202  
PARTNERS





- Previously Evaluated Limits
- Re-Evaluation 7 Limits



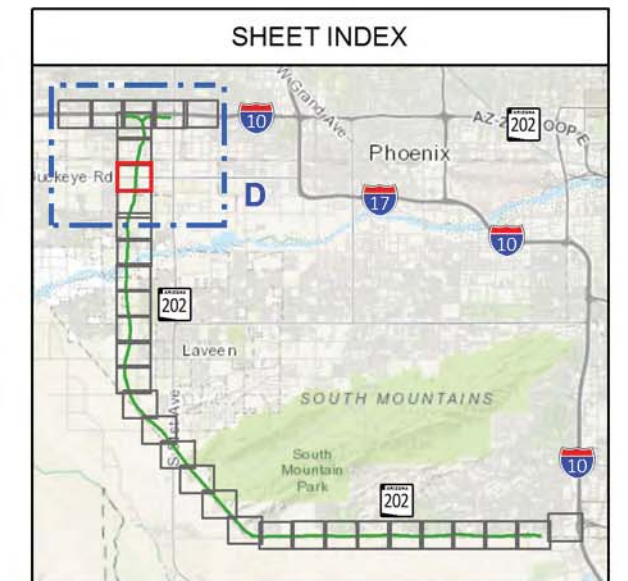
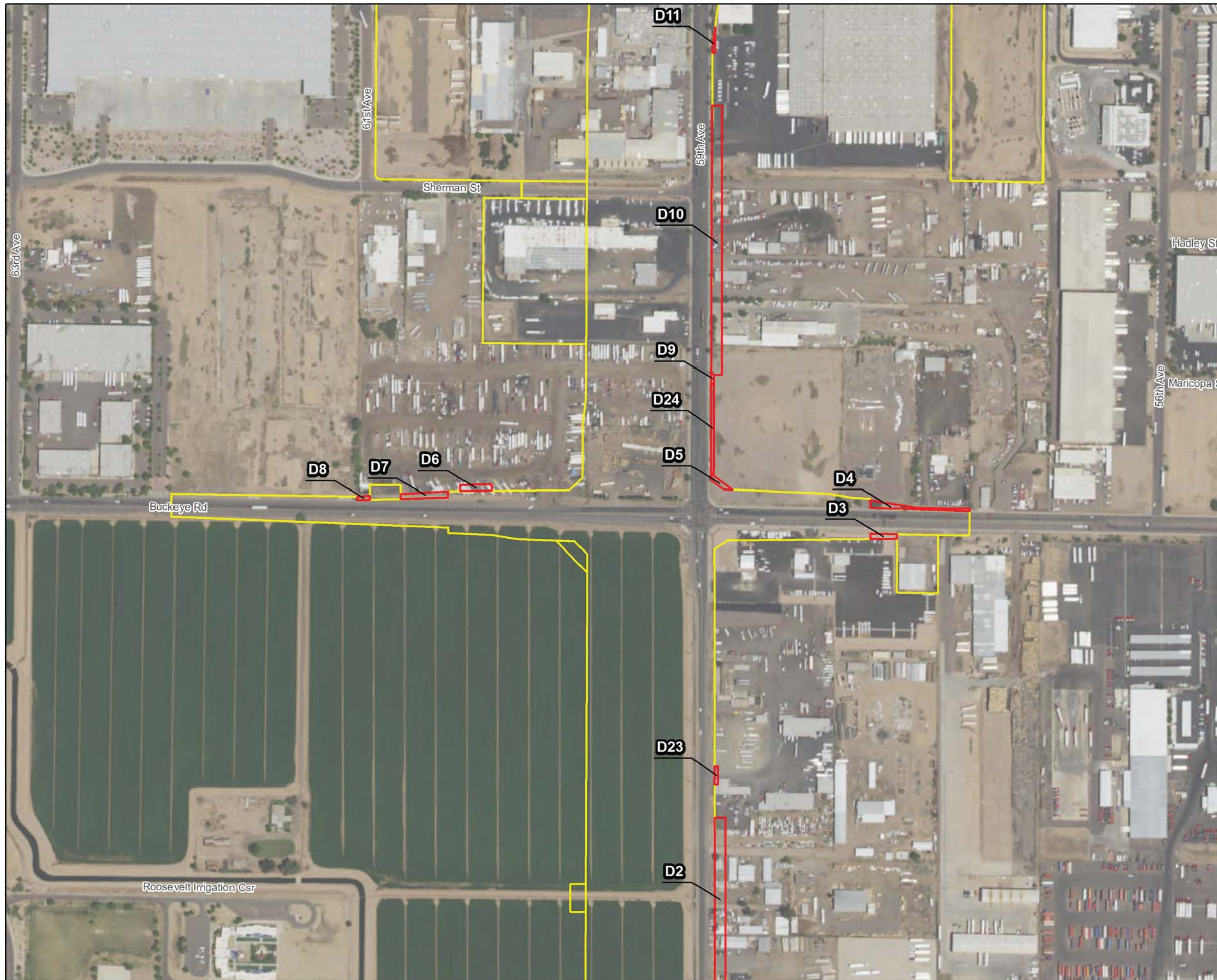
SR 202L South Mountain Freeway  
Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

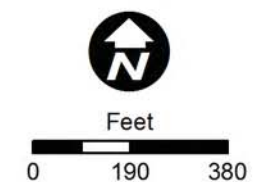
SHEET  
16 of 22

**CONNECT** 202  
PARTNERS





-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



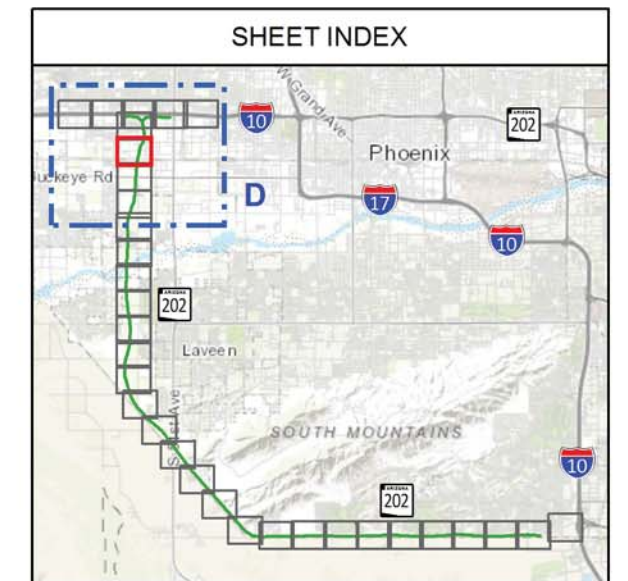
SR 202L South Mountain Freeway  
Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

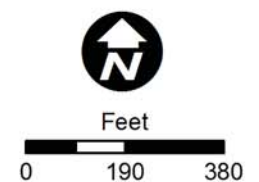
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-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



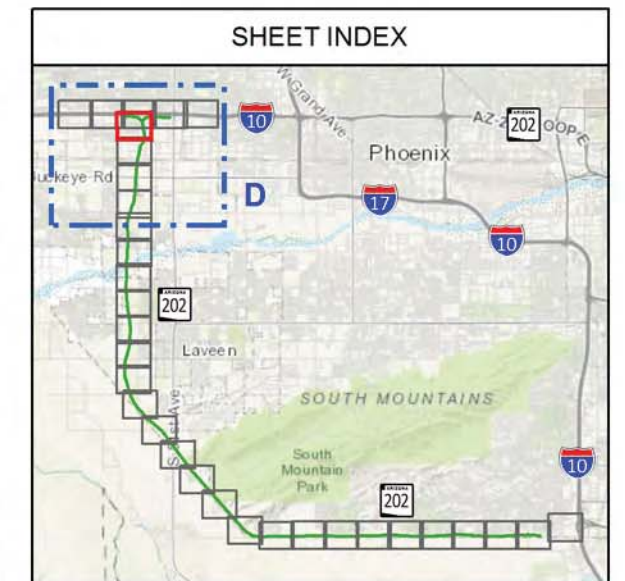
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Maricopa County, Arizona

EIS Re-Evaluation 7 Limits

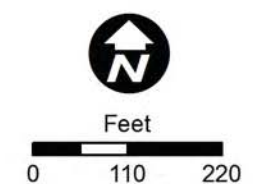
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**CONNECT 202**  
PARTNERS





- Previously Evaluated Limits
- Re-Evaluation 7 Limits



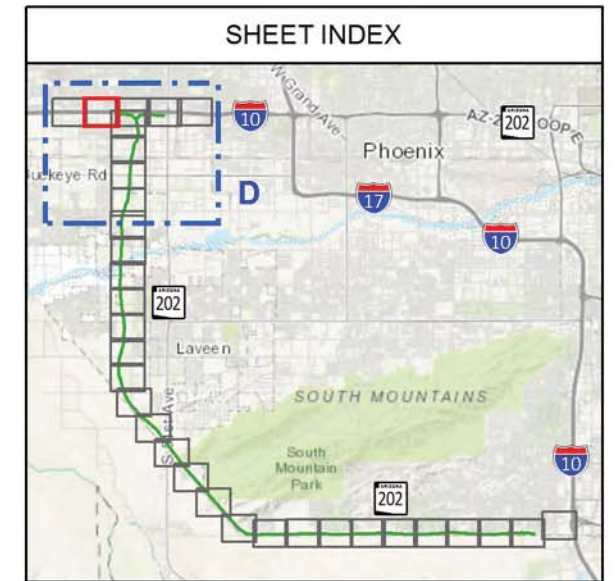
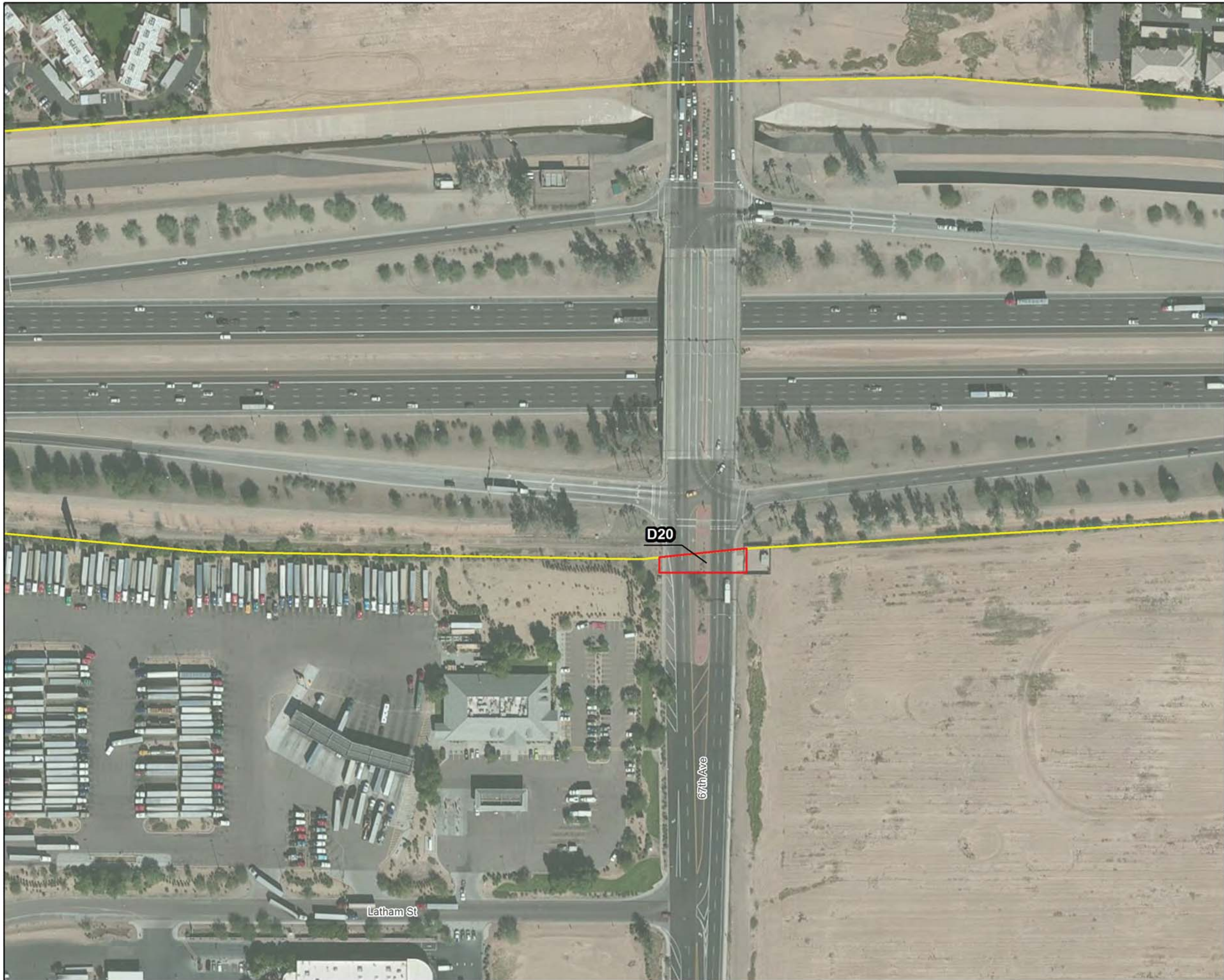
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Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

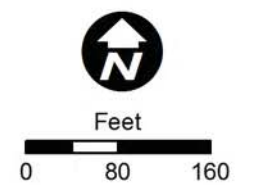
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**CONNECT** 202  
PARTNERS





-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



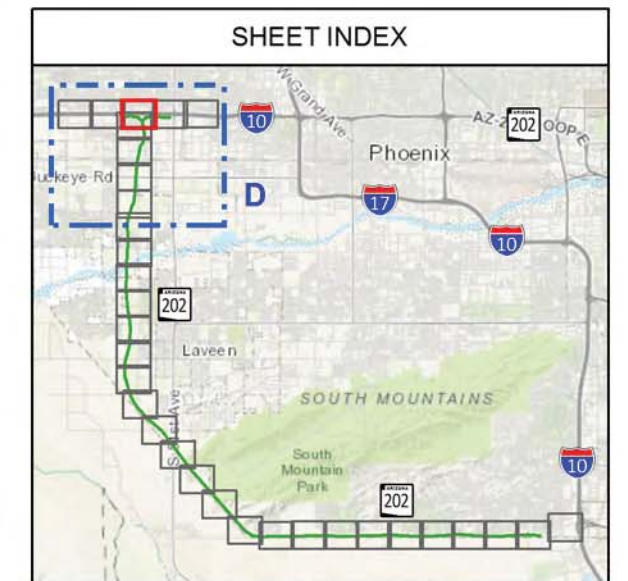
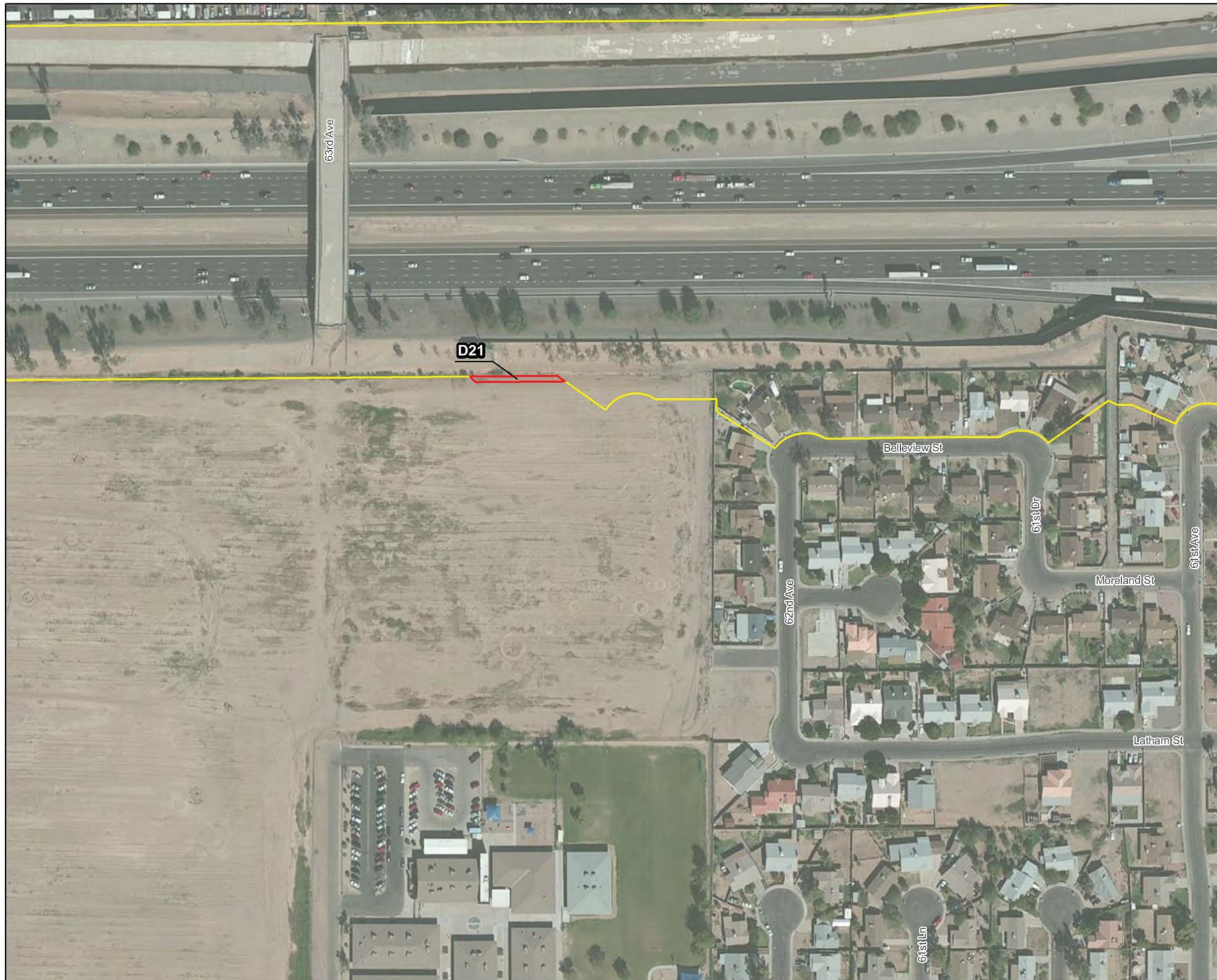
SR 202L South Mountain Freeway  
Maricopa County, Arizona

EIS Re-Evaluation 7 Limits

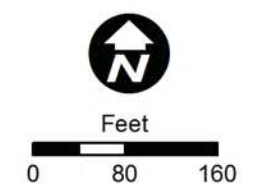
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**CONNECT** 202  
PARTNERS





- Previously Evaluated Limits
- Re-Evaluation 7 Limits



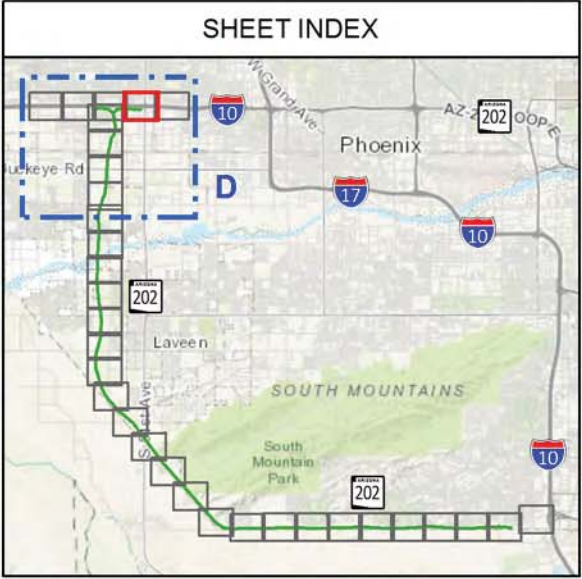
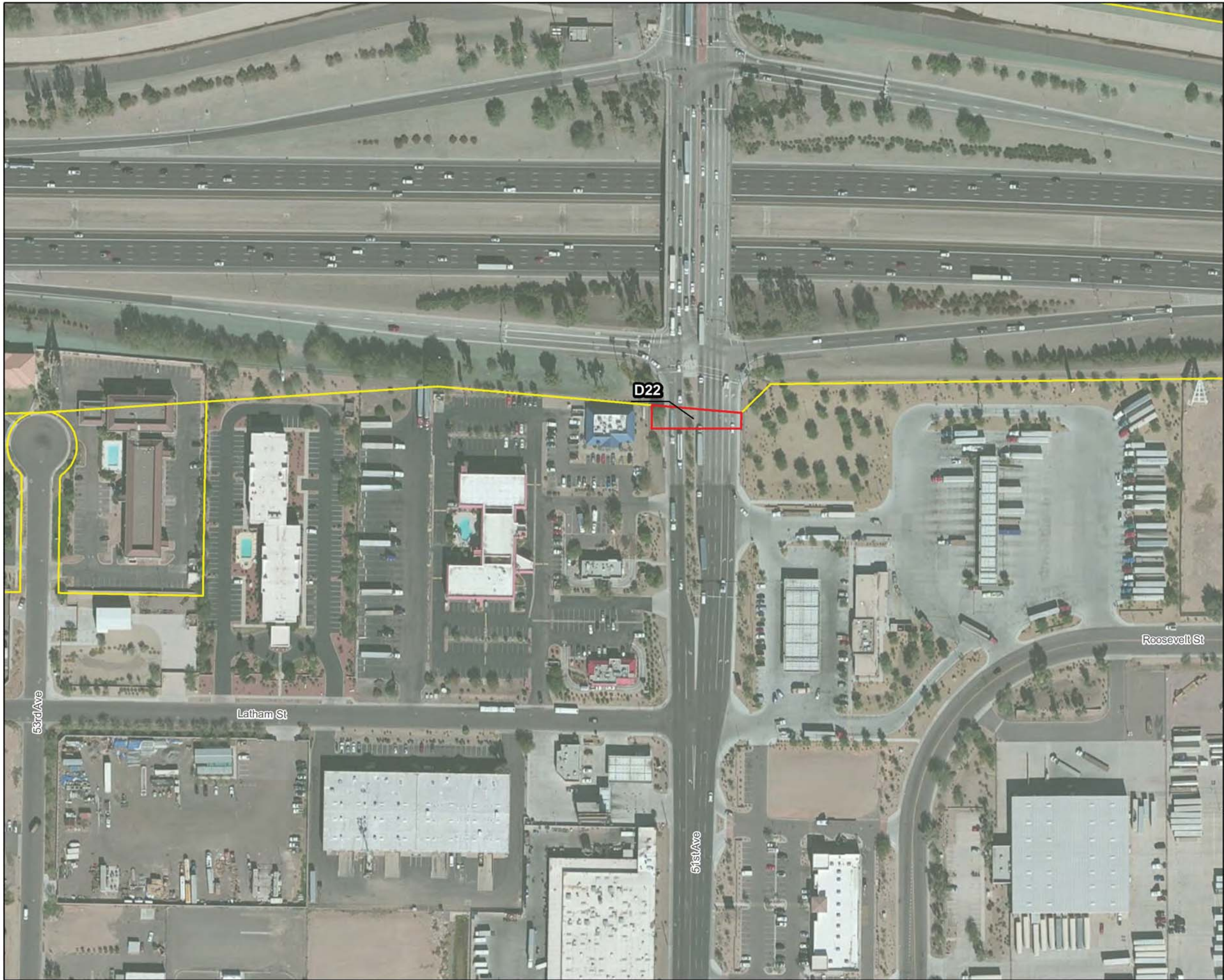
SR 202L South Mountain Freeway  
Maricopa County, Arizona



EIS Re-Evaluation 7 Limits

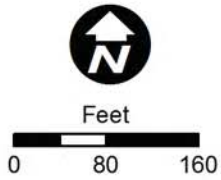
SHEET  
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**CONNECT** 202  
PARTNERS





-  Previously Evaluated Limits
-  Re-Evaluation 7 Limits



SR 202L South Mountain Freeway  
Maricopa County, Arizona

EIS Re-Evaluation 7 Limits

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# **SOUTH MOUNTAIN FREEWAY PROJECT**

FEIS/ROD Reevaluation #7

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## **Appendix-B      Section 106 Consultation Summary**

**Class III Survey Report: A Class III Cultural Resources Survey of 73 Parcels for the Loop 202-South Mountain Freeway Environmental Impact Statement Reevaluation #7, Maricopa County, Arizona. (Bowler and Langan, 2018)**

Letters	Date Sent	Purpose of Consultation	Consulting Parties	Response
Agencies	May 09, 2018	<ul style="list-style-type: none"> <li>• Adequacy of Class III report (Bowler and Langan, 2018)</li> <li>• Site treatment recommendations</li> </ul>	Arizona State Land Department	Concur; May 22, 2018
			Arizona State Museum	No Response
			Bureau of Indian Affairs	Concur; May 14, 2018
			Bureau of Land Management	Concur; June 04, 2018
			Bureau of Reclamation	Responded in an email to Linda Davis, ADOT HPT, that any burials uncovered on Reclamation land would trigger NAGPRA and to revise the report accordingly; May 10, 2018
			City of Avondale	Concur; May 10, 2018
			City of Chandler	No Response
			City of Glendale	No Response
			City of Phoenix Archaeology Section	Concur; May 15, 2018
			City of Phoenix, Historic Preservation Office	No Response
			City of Tolleson	No Response
			Flood Control District of Maricopa County	No Response
			Maricopa County Department of Transportation	No Response
			Roosevelt Irrigation District	No Response
			Salt River Project	No Response
			State Historic Preservation Office	Concur; May 09, 2018
			Western Area Power Administration	No Response
			U.S. Army Corps of Engineers	No Response

**Class III Survey Report: A Class III Cultural Resources Survey of 73 Parcels for the Loop 202-South Mountain Freeway Environmental Impact Statement Reevaluation #7, Maricopa County, Arizona. (Bowler and Langan, 2018)**

Letters	Date Sent	Purpose of Consultation	Consulting Parties	Response
Tribes	May 09 2018	<ul style="list-style-type: none"> <li>• Adequacy of Class III report (Bowler and Langan, 2018)</li> <li>• Site treatment recommendations</li> </ul>	Ak-Chin Indian Community	No Response
			Chemehuevi Tribe	No Response
			Colorado River Indian Tribes	No Response
			Fort McDowell Yavapai Nation	No Response
			Fort Mojave Indian Tribe	No Response
			Fort Yuma-Quechan Tribe	No Response
			Gila River Indian Community	Concur but also stress their concurrence does not demonstrate support for the Loop 202 construction project; May 10, 2018
			Havasupai Tribe	No Response
			Hopi Tribe	Concur and requests continued consultation, including being provided a copy of the monitoring report; May 23, 2018
			Hualapai Tribe	No Response
			Kaibab Band of Paiute Indians	No Response
			Navajo Nation	No Response
			Pascua Yaqui Tribe	No Response
			Pueblo of Zuni	No Response
			Salt River Pima-Maricopa Indian Community	No Response
			San Carlos Apache Tribe	No Response
			San Juan Southern Paiute	No Response
			Tohono O'odham Nation	No Response
			Tonto Apache Tribe	No Response
			Yavapai-Apache Nation	No Response
			Yavapai-Prescott Indian Tribe	No Response