

Appendix C

Emails Received

Comment Forms Received

Questionnaires Received

Questionnaire Results

Dusty Lane Community Letters

Response to Comment Categories

[REDACTED]

From: Mary Fremont <[REDACTED]>
Sent: Saturday, June 16, 2018 10:27 AM
To: SMF Interchange Study
Subject: Ivanhoe Interchange

Hello,

It has come to the DLC attention that the Sandy Rd option is not valid as a homeowner owns the land that Sandy is on.

I think all of us collectively liked Option 1 but now not feasible. Would it be possible to continue with option 1 but instead of using Sandy realign Dusty Ln from Ray Rd to the North side or parallel to freeway on ADOT owned land and connect it to Ivanhoe St.

I know some are still hoping for the no build option but I am being reasonable that it is happening and hoping we Can find a reasonable solution.

Mary Fremont
[REDACTED]

From: Richard Strassel <[REDACTED]>
Sent: Thursday, June 28, 2018 7:29 PM
To: SMF Interchange Study; Dusty Lane
Subject: comments on the Ivanhoe interchange

Hi, I want to say i appreciate all the time we have been given. I also want to say, that while there was a lot of talking points and acceptance of some idea's, they are, in fact, talking points and idea's only. I am struck by the fact, that late actions by someone?, can have this interchange even remotely considered. The well designed and developed Estrella interchange has been around since the inception of the 202, why, is it being challenged so late in the process?

The 202 itself will alleviate a substantial amount of traffic from 51st Avenue, from I-10 @ 51st ave to the GRIC community onward, thru the GRIC, and to the connection currently being utilized @ Riggs Rd. & the I-10 to Tuscon. The GRIC shows they know this path, I-10w & 51st AVE, is well used, as they have signs directing the traffic to get off there, to visit the Vee Quiva casino, as well as billboards along 51 st ave, suggesting that easiest route is to continue, even saying that is it "only" 6 miles to the casino, on 51st and almost 10 miles from their billboard on the I-10w @ 35th Ave. They fail to mention that the potential customers will pass thru nearly 60 intersections to get to their entrance. The potential customer will also pass through 13 traffic light controlled intersections, as well, among the 60 total intersections.

This is what Adot & the 202 is all about, relief of traffic from the neighborhoods. Am i incorrect in this thinking? I wish to address the Estrella interchange, that has been in the design from the inception. This is the answer to relieve all of that traffic, reducing stop/start. very poor environmental inefficiencies, noise etc, potential and frequent vehicle collisions on 51st ave, and frustration for all concerned getting to the VQ casino is, i think, why the Estrella, a well designed interchange was to be

built, to alleviate all of that and not simply to add a "casino only" exit for the benefit of one profit making benefactor, over another neighborhood, i:e:, the fragile DLC community. It is difficult for me to believe that the mission of Adot/202 it to benefit a single profit making entity(VQCasino) with the Ivanhoe interchange

My understanding is that \$10,000,000 has been approved for the interchange, if that is the case, simply apply those monies to an adaptation to the Estrella interchange to bring all of the casino traffic to its' current and adequate entrance, already in place and traffic controlled, from the West side of 51st Ave to the entrance and then all parties are well served.

Can Adot/202 or the FHWA give me an example of a last minute consideration of an interchange that ever benefited one commercial enterprise and nothing else? This Ivanhoe interchange does nothing for the DLC at all, in any way, other than inflict all the potential traffic, noise and light pollution, upon our small rural community that does not want it , never did and never will. Please consider that the Estrella exit provides enormous and adequate relief for so many, and need not require that Adot/202 need to make add one more interchange. The DLC should not be asked to sacrifice any more than we already have., The DLC has never been against the progress of the 202, we are totally not in favor of this interchange

The "no build" option is the ONLY option that should be permitted.

I hope i have made the point that Adot/202 has done a good job to this point, and will believe that they have indeed relieved the congestion of many neighborhoods, and that the design of Estrella is as good as it gets, even if that interchange is never modified, it lessens the impact of traffic on 51st Ave immensely as it stands.

Thanks! Dick Strassel

Since you have failed to develop any of your own alternatives, I am asking for a formal sit down with a few Dusty Lane Community members and the ADOT design team: people who know what is feasible and what is not, who know the rules and realities, who will honestly answer questions instead of telling us that they will have to research and get back to us every signal time. We don't have time for that. The no build option is our preference. However we, the DLC, are open to compromise. We just need for you to provide reasonable options that are both feasible and acceptable. Working together, I am sure that we can find at least one option that will work for everyone.

You can reach me at:



Sincerely,
Michael Rogers

[REDACTED]

From: Mary Fremont <[REDACTED]>
Sent: Tuesday, July 3, 2018 12:30 PM
To: SMF Interchange Study
Subject: DLC options

Thank you for listening and working with us. I am loving the 1A option and believe it will be the best for the Community. I know some are still worried about drainage but we live in the desert and I don't think any amount Of preparing will really tell us until it happens.

Thank you again for listening and our vote is 1A

Mary and Rock Fremont
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Thursday, July 19, 2018 3:20 PM
To: SMF Interchange Study
Cc: david cox; [REDACTED] Aryan lirange; [REDACTED]
Subject: Feedback on the Ivanhoe Street Interchange
Attachments: 51st Avenue and Estrella Drive to Komatke Lane.png; Komatke Lane to Vee Quiva.png; Video.MOV

Follow Up Flag: Follow up
Flag Status: Flagged

ADOT and Government Leaders,

My husband, David, and I are home owners on Ivanhoe Street in the Dusty Lane Community (DLC) where the Interchange is being proposed. We would personally like to request a **"No Build"** of the Ivanhoe Street Interchange and that all further efforts to pursue the build of it are stopped. There are several reasons for our request and our feedback is enclosed below:

Misuse / Abuse of Regional and Federal Funds for the Estimated cost of \$10 Million:

- There is an approved Interchange that will be built on Estrella Drive, west of 51st Avenue -
 - The distance from the Estrella Drive Interchange to the physical location of the entrance/exit to the Vee Quiva Hotel and Casino located at 51st Avenue and Komatke Lane is .7 miles (Google Map attached)
 - The time to drive this distance is a minute
 - The savings to the patrons of the Casino is **Less than a mile and less than a minute!**
- ADOT communicated the distance to the Vee Quiva Hotel and Casino is 2 miles from the Estrella Drive Interchange and needed to be improved -
 - The distance from the physical entrance/exit to the physical building of the Vee Quiva Hotel and Casino is 1.3 miles, and this distance is on GRIC property (Google Map attached)
 - ADOT is correct - $.7 + 1.3 = 2$
 - This is **Door Service** for the patrons of the casino!
- The traffic utilizing the proposed Interchange is estimated at 2,000 vehicles per day by the year 2040 = does not warrant the need for this Interchange
 - Current traffic congestion on 51st Avenue will be reduced by the utilization of the Loop 202 Freeway extension being built
 - The Dusty Lane community has not complained of traffic congestion on 51st Avenue in this vicinity - and, **we live it!**
 - The Dusty Lane Community has not experienced any delays from Emergency Responders - and, **we have utilized them!**

Building the Interchange to improve traffic flow in and out of the Vee Quiva Hotel and Casino would set a huge precedent on the future expectation of favorable government treatment and the use of the tax dollars:

- Other organizations operating in Arizona will expect the same/similar be given/done by our government to improve their business agenda
- It sends a message to the residents of Arizona that the Arizona, County and Federal Governments do not care about the people, communities, and spending our local and federal tax dollars wisely (especially when there are other more important items to spend our tax dollars on that would benefit the greater good of Arizona and the United States)

Adverse Possession:-

- The GRIC may try to claim Adverse Possession of the land for the road they build from Ivanhoe Street to Komatke Lane or to their building in the future if the Ivanhoe Street Interchange is built

Public Perception of our Government Officials giving favors, accepting payoff and engaging in sneakiness with the GRIC:

- Years and costs tied up with lawsuits filed by GRIC and rulings made in their favor
- Lawsuits currently in progress with GRIC
- The House just passed Bill H.R.4032 two days ago on July 17, 2018
- \$670,000.00 in publicly displayed/recorded lobbying expenses from the GRIC - YTD in 2018, and the people lobbied. The dollars lobbied in 2017 were higher.
- Non-public disclosed meetings between the Government Officials and the GRIC on the Ivanhoe Street Interchange

Misleading the Public to provide support on the Ivanhoe Street Interchange during the Public Feedback Period:

- The original picture published (on paper and online) of the location on Ivanhoe Street portrayed it as mostly bare land with trees and an image of what looked more like a building instead of a house - it looked like it was the perfect area to build it
 - The proposed location literally would dump traffic straight onto a residential street consisting of 8 homes and 4 more to the north on 45th Avenue = this impacts almost half of the residential homes here!
- The original picture published (on paper and online) of the location of the Dusty Lane Community showed mostly bare land with trees and what looked like a community of a few homes
 - The community is comprised of 25 residential homes and approximately 60-80 residents, including small children, pets, and farm animals
 - There are 15 additional property owners with the potential to build homes on their vacant parcels
 - Several types of wildlife live among us and wander on Ivanhoe Street and through the community
 - We are surrounded by South Mountain and natural desert plants
 - All streets are narrow dead end roads and there are no sidewalks, lane markings or street lights
- ADOT proposed "four" new alternative options to the public after receiving input from the Dusty Lane Community -
 - Option 1 - location is land-locked and not available. ADOT knew this beforehand when they tried to buy another piece of property for the freeway.
 - Options 2 and 3 clearly state "not feasible" = these are not real options
 - Option 4 was the original proposed option, with a right turn added
 - Nothing real was presented to the public for consideration with these alternatives during the Public Feedback Period!
 - Option 1A is under discussion between ADOT, The Federal Highway Administration, Maricopa Department of Transportation, and The Dusty Lane Community -

- This has not been presented to the public = more cost to support an Interchange that is not warranted, but needed for The Dusty Lane Community if the Interchange is built
- The Public Feedback Period has not been extended to communicate this option to the public and obtain their input on it
- All of the environmental and traffic studies are not complete (I personally requested copies of traffic studies and was told they are not complete yet)
- Some of the studies in progress or completed are/were not comparable to the physical type of environment of the Dusty Lane Community to provide real results for consideration (noise, pollution, etc.)

Personal Reasons:

- David and I own a home on Maryland and 61st avenue in Glendale that we resided in prior to buying our current residential home on Ivanhoe Street -
 - Maryland Avenue is a very busy / high traffic volume road connecting to several other residential streets
 - The location was extremely noisy, we had no privacy, and we were victims of crime on multiple occasions = we moved here to get away from all of that
- We enjoy the beauty of the mountains, natural desert and wildlife living among us - it's serene and peaceful = we don't want to lose our quality of life for Casino profits and entertainment!
- We knew the freeway was being considered in our location and we were/are fine with that -
 - Had we known an Interchange would be proposed for Ivanhoe Street, we would not have bought our home on Ivanhoe Street or any other home in the Dusty Lane Community
- We are concerned the property value of our home on Ivanhoe Street would decline if the Interchange is built
- In addition to being concerned of our property value declining, we are concerned we would not be able to sell it if the Interchange is built
- We are tax payers: income (dual income for Arizona State and Federal), property (several parcels in Arizona / multiple counties) and sales - we plainly vote **NO** on spending our tax dollars on something not warranted and won't provide benefits to the greater population of Arizona or the United States

Sincerely,
Brenda and David Cox



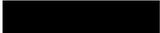
From: Michael Craig <[REDACTED]>
Sent: Tuesday, July 17, 2018 8:20 AM
To: Miller, Marsha
Cc: Spargo, Benjamin; Collinge, Chelsea; SMF Interchange Study; Dave Edwards
Subject: FW: Excess Land Parcels
Attachments: FW Excess Land Parcels

Follow Up Flag: Follow up
Flag Status: Flagged

I will be contacting Ms. Rodgers this week to schedule a meeting.

Michael Craig
Manager of R/W Property Management

205 S. 17th Ave, MD612E
Phoenix, Az 85007



www.azdot.gov



Infrastructure Delivery and Operations

From: Michael Craig
Sent: Tuesday, July 03, 2018 8:58 AM
To: 'Dusty Lane'
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin
Subject: RE: Excess Land Parcels

Hello Ms. Rodgers,

I would like to schedule a time to meet with you to go over your questions. Please let me know what your availability is the week of the 16th -20th because I will be out of the office next week. I think this will be the best way for us to ensure we are all on the same page. Thank you so much for your response and have a wonderful 4th of July.

Michael Craig
Manager of R/W Property Management

205 S. 17th Ave, MD612E
Phoenix, Az 85007



www.azdot.gov



Infrastructure Delivery and Operations

From: Dusty Lane [mailto:[REDACTED]]
Sent: Monday, July 02, 2018 4:32 PM
To: Michael Craig
Cc: Mike; anne rogers; Dave Edwards; Carmelo Acevedo; Dusty Lane; Aryan Lirange; Miller, Marsha; SMF Interchange Study; [REDACTED] Robert Samour; Spargo, Benjamin
Subject: Re: Excess Land Parcels

Thank you for your email. At the ADOT / Dusty Lane Community meeting, ADOT informed us that:

"ARS Title 28 Transportation; Section 7095 - Conveyance of Property not needed for transportation purposes

-Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose (Part B)

-Convey to the highest possible responsible bidder at a public auction (Part D)

-Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of \$10,000 or less without a public auction or thirty day notice period (Part F)"

We do understand that this would be done at the end of construction. ADOT also informed us that they would not pursue any zoning changes and that current zoning of 1 acre or more would apply to surplus properties. Wouldn't this make selling parcels at less than one acre illegal? Please help us to understand what ADOT is trying to explain to us if what they have proposed is in fact illegal.

Please advise,

Anne Rogers

On Fri, Jun 29, 2018 at 11:58 AM, Michael Craig <[REDACTED]> wrote:

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

Excess land disposals, accomplished by ADOT, are in compliance with Arizona Revised Statutes 28-7095, without exception. Accordingly, gifting certain remnant parcels for private or public use is illegal.

Lastly, ADOT does not dispose of excess land parcels until such time there is confidence that these parcels are not needed for any aspect of the project. With a possible traffic interchange in proximity of the Dusty Lane community, and with a land exchange pending with the City of Phoenix regarding South Mountain Park, ADOT will not declare these subject properties 'excess' until the above-issues have reached conclusion.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007





From: Dusty Lane [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

I understand that you should be receiving this email (below). Please let me know of any process, etc. that I will need to follow for the community or its residents.

Thank you.

Anne Rogers

Dusty Lane Community Leadership

----- Forwarded message -----

From: Dusty Lane < [REDACTED] >
Date: Thu, Jun 28, 2018 at 1:46 PM
Subject: Excess Land Parcels
To: SMF Interchange Study < [REDACTED] >
Cc: [REDACTED]; Chris < [REDACTED] >; Estuardo Calderon < [REDACTED] >; irene gon22 < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; "Spargo, Benjamin" < [REDACTED] >; Robert Samour < [REDACTED] >; Mike < [REDACTED] >; "Lirange, Aryan (FHWA)" < [REDACTED] >

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that

the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers
(Traducción para Estuardo)
Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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[REDACTED]

From: Whyte, Colleen <[REDACTED]>
Sent: Wednesday, May 30, 2018 9:46 AM
To: SMF Interchange Study
Subject: Invanhoe Interchange

Categories: Logged

To Whom It May Concern:

My first question – Is the Gila River Tribe paying for this change in the plans?

The tribe voted to deny the development of the 202 expansion on tribal land no matter the incentive or reimbursement. As a result, not only has this decision increased the cost of the expansion but has affected the South Mountain Park area as well. The less than 2,000 members of the tribe were allowed to determine the focus of this project and now the taxpayers and the residents of Laveen should be happy about better access for their casino? I think the responses of most of us who live in Laveen will be the same.

Absolutely not. Access will still be granted down 51st avenue as it has always been. End of story.

Colleen M. Whyte

E-mail: [REDACTED]

Sr. Tax Analyst
[REDACTED]

[REDACTED]

From: Laura Murphy <[REDACTED]>
Sent: Monday, June 18, 2018 4:55 PM
To: SMF Interchange Study
Cc: Laura Murphy
Subject: Ivanhoe Exit

Good afternoon,

The Ivanhoe exit is a wonderful plan. It makes sense to have an exit next to the Casino. Signage at the Casino can be seen at the exit too.

In addition, this will lessen the excessive traffic off of Estrella Drive. The community living east of 51st Ave on Estrella are very concerned with the traffic from the Estrella exit. A couple of reasons are the multiple fatal accidents that have occurred at the intersection of 51st Ave and Estrella. This will be compounded unless there is another option for an exit near the Casino. Another reason is that drivers will get lost and keep going east on Estrella into our community and then figure out that the street basically is a dead end and does not lead to the Casino. Thus, they will turn around and go back out. Too much traffic for this area.

If the Ivanhoe exit occurs ADOT could save a lot of money by not building that dog bone Estrella exit and use the money for the Ivanhoe exit. Our community does not find any need for the Estrella exit off the 202. The best exit for our community, which is called "Hidden Valley" is Dobbins and Ivanhoe exits.

Thank you for this opportunity to share our comments and concerns.

Laura A Murphy, CPA
Chief Financial Officer

Royce Masonry



www.roycemasonry.com

[REDACTED]

From: Shavitz, Ian <[REDACTED]>
Sent: Thursday, July 19, 2018 2:17 PM
To: SMF Interchange Study
Cc: [REDACTED] Javier Ramos
Subject: Ivanhoe Interchange Comment Letter (7-19-18) FINAL
Attachments: Ivanhoe Interchange Comment Letter (7-19-18) FINAL.pdf; ATT00001.txt

Follow Up Flag: Follow up
Flag Status: Flagged

Attached please find the Gila River Indian Community's comments on the Ivanhoe Interchange study. Thank you for your consideration.

Best,

Ian Shavitz
Counsel, Gila River Indian Community

The information contained in this e-mail message is intended only for the personal and confidential use of the recipient(s) named above. If you have received this communication in error, please notify us immediately by e-mail, and delete the original message.

From: Richard Strassel <[REDACTED]>
Sent: Wednesday, June 6, 2018 6:26 AM
To: Dusty Lane
Cc: Keith Meyer; [REDACTED]; Catherine Miranda; [REDACTED]; Genovese, John; Laurie Roberts; [REDACTED]; Sonu Wasu; Margot; [REDACTED]; ostrom jodi; Adriana Valenzuela; [REDACTED]; 87 almalarios; [REDACTED]; Mary Fremont; reina7 7; [REDACTED]; Maribel Guevara; [REDACTED]; Susan Wakefield; hopkins trudy; Mary Pitrat; Estuardo Calderon; Cesar Vargas; michael methvin; Thomas Watson; Michael Rogers; Ron Schuler; SMF Interchange Study; Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk Management); Spargo, Benjamin; Dan Siegel; Mike
Subject: Re: Proposed Ivanhoe will be catastrophic to Dusty Lane.

do you feel a traffic survey of vehicles entering/leaving the casino would be of benefit? I am willing to monitor it for a few hours i:e:, 6 - 9 pm sat, or a night when they have an event,to see just how many cars there actually are entering. Also would a parking space count of the outside and /or garage give us an idea of capacity in any form. I want to have it be known that the current approach off 51st ave or Estrella can easily handle any additional vehicular traffic. We all know that the entrance as it now stands, existing traffic pattern, traffic light, and signage seems more than adequate. If the Ivanhoe exchange is approved the LED signage will be flooding our neighborhood with light, all night, every night. Their signage at the other casino's is enormous, as it needs to attract 65mph traffic to to advise them to get off at this exit. I will do anything you feel will add to our defense of the DLC. Dick Strassel

On Wed, Jun 6, 2018 at 12:35 AM, Dusty Lane <[REDACTED]> wrote:
Mr. Meyer,

Thank you for responding to Mike Freer and the Dusty Lane Community.

We first initiated contact with ADOT in March. Many of our questions from March remain unanswered. Even our questions that ADOT promised to have answered before the Ivanhoe Interchange Open House are still unanswered a full week later. We would like answers to the questions that we have asked in March, April and now May.

ADOT has been running us in circles. When we reached out to Connect 202, they referred us to ADOT, due to our initial questions being related to sound studies. Connect 202 only works with the construction piece. When pressed for

answers to our questions, ADOT referred us back to Connect 202, even though the questions did not relate to construction.

When there are serious safety concerns, we expect that our concerns are taken seriously and acted upon. It does not appear that ADOT is following NEPA or FHWA guidelines. We are not asking for preferential treatment. We are asking for equal treatment.

Thank you again for responding to our community. Please let me know if you have any questions. We have maintained records of everything.

Respectfully,

Anne Rogers, MAED
Dusty Lane Community Leadership

On Tue, Jun 5, 2018 at 3:29 PM, Mike <[REDACTED]> wrote:

Dear Mr. Meyer,

I received a response from ADOT earlier today. It is attached. They informed that it would take weeks before they could respond to my email. I've also included my response to them. Our responses from ADOT have been mostly slow, when they chose to respond to us at all.

Anne Rogers, a member of the Dusty Lane Community Leadership team attended an ADOT budgeting meeting today. She requested that the funding of the Ivanhoe Interchange be postponed until ADOT can address our numerous safety concerns.

Thank you for any help that you can provide.

Best Regards,
Mike Freer
Dusty

From: [Keith Meyer](#)
Sent: Tuesday, June 05, 2018 2:21 PM
To: [REDACTED]
Subject: FW: Proposed Ivanhoe will be catastrophic to Dusty Lane.

Dear Mr. Freer,

We reviewed your complaint and have asked ADOT to please address your issue. If you are not contacted after two business days, please let me know. We see below that you Cc'd a number of ADOT employees who may have already responded to you about your concern.

Thank you,

Keith R. Meyer, Senior Investigator and Writer Ombudsman

Arizona Ombudsman-Citizens' Aide Office

P | [REDACTED] direct.

F | [REDACTED]

[REDACTED]

www.azoca.gov

From: Mike [mailto:[REDACTED]]

Sent: Tuesday, June 05, 2018 7:58 AM

To: Arizona Ombudsman <[REDACTED]>

[REDACTED]

Laurie Roberts <[REDACTED]> Sonu Wasu

<[REDACTED]>

Adriana Valenzuela <[REDACTED]>

87 almalarios <[REDACTED]> Mary

Fremont <[REDACTED]>

[REDACTED]

Cesar Vargas <[REDACTED]>

[REDACTED]

Thomas Watson <[REDACTED]> Anne

Rogers <[REDACTED]>

Ron Schuler <[REDACTED]>

[REDACTED]

Cc: SMF Interchange Study <[REDACTED]>

[REDACTED]

Anne Rogers <[REDACTED]>

Kimberly Noetzel <[REDACTED]>

Ryan Clickner

Dan Siegel

<[REDACTED]>

Subject: Proposed Ivanhoe will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP

Dusty Lane Community

[REDACTED]

----- Forwarded message -----

From: SMF Interchange Study <[REDACTED]>

To: Mike <[REDACTED]>

Cc: SMF Interchange Study <[REDACTED]> Anne Rogers <[REDACTED]>

Bcc:

Date: Tue, 5 Jun 2018 15:51:34 +0000

Subject: RE: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Good morning Mike,

We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Tuesday, June 5, 2018 7:58 AM

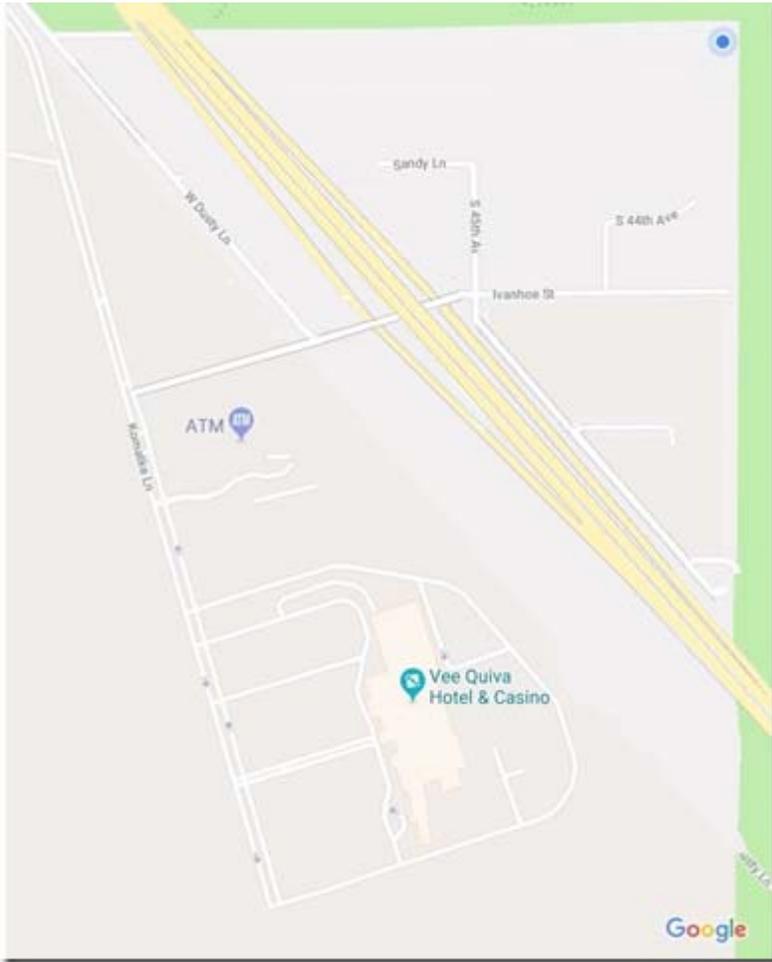
To: [REDACTED] Laurie Roberts
[REDACTED] Sonu Wasu < [REDACTED] >
[REDACTED] Adriana Valenzuela
[REDACTED] 87 almalarios < [REDACTED] >
[REDACTED] Mary Fremont < [REDACTED] >
[REDACTED] Cesar Vargas < [REDACTED] >
[REDACTED] Thomas Watson < [REDACTED] > Anne Rogers
[REDACTED] Ron Schuler < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED] Kimberly Noetzel < [REDACTED] > Ryan Clickner < [REDACTED] >
[REDACTED] Spargo, Benjamin < [REDACTED] > Dan Siegel < [REDACTED] >
Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they They do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.



Michael P. Freer
Dusty Lane Community

From: [SMF Interchange Study](#)
Sent: Tuesday, June 05, 2018 8:51 AM
To: [Mike](#)
Cc: [SMF Interchange Study](#) ; [Anne Rogers](#)
Subject: RE: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Good morning Mike,

We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Tuesday, June 5, 2018 7:58 AM

To: [REDACTED] Laurie Roberts
< [REDACTED] > Sonu Wasu
< [REDACTED] >
Adriana Valenzuela < [REDACTED] >
87 almalarios < [REDACTED] > Mary
Fremont < [REDACTED] >
Cesar Vargas < [REDACTED] >
Thomas Watson < [REDACTED] > Anne
Rogers < [REDACTED] > Ron Schuler < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >
Anne Rogers < [REDACTED] >
Kimberly Noetzel < [REDACTED] > Ryan Clickner
< [REDACTED] > Spargo, Benjamin < [REDACTED] > Dan Siegel
< [REDACTED] >
Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

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Michael P. Freer MAPM, PMP

Dusty Lane Community

([REDACTED]

[REDACTED]

From: lauren grove <[REDACTED]>
Sent: Saturday, June 30, 2018 10:03 PM
To: SMF Interchange Study
Subject: Proposed Ivanhoe exit

Please listen to the people who have a stake in this exit and don't want it. I've been a resident of Laveen for 34 years and have been paying gas tax and waiting for that long for the loop 202 to be completed. After all the meetings and planning and now you want to change the plan to include an exit we residents don't want.

Lauren Grove
[REDACTED]

Sent from my Verizon Motorola Droid

[REDACTED]

From: Eric Kissel <[REDACTED]>
Sent: Thursday, June 28, 2018 4:57 PM
To: anne rogers
Cc: SMF Interchange Study; [REDACTED] Spargo,
Benjamin; [REDACTED] Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
[REDACTED]

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:
Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
[REDACTED] Mike < [REDACTED] >
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Eric Kissel <[REDACTED]>
Sent: Thursday, June 28, 2018 10:04 AM
To: anne rogers
Cc: SMF Interchange Study; [REDACTED] Spargo,
Benjamin; [REDACTED]
Subject: Re: Bus maneuverability in the Dusty Lane Community

Yes ma'am. I am meeting with them today and we will be discussing the need for access.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
[REDACTED]

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 8:57 AM anne rogers <[REDACTED]> wrote:
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If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Eric Kissel <[REDACTED]>
Sent: Monday, July 2, 2018 9:35 AM
To: anne rogers
Cc: SMF Interchange Study; [REDACTED] Spargo, Benjamin; [REDACTED] Mike Freer; Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

I shared with them the size of the turn around that the city built outside of one of our schools. ADOT said that they were planning for it to be no less than 90'. I shared that our "D" turn around was 112' deep x 100' wide. They agreed that it must accommodate our buses. I believe that it is their intention to make sure that there is no issue in the event that we must travel beyond Galveston and the current Dusty Lane.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59



LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 6:12 PM Anne Rogers <[REDACTED]> wrote:
Thank you, Eric.

Does the cul de sac need to be 112' in diameter to fit the largest school bus? I think that communication is open and feel that ADOT and C202P are open to adjusting as needed.

Let me know and keep me posted. I appreciate your help!

Anne Rogers

Sent from my iPhone

On Jun 28, 2018, at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

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Anne Rogers

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Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Dusty Lane
<[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo
<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour
<[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
<[REDACTED]> Mike <[REDACTED]>
Subject: Bus maneuverability in the Dusty Lane Community

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If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Mary Fremont <[REDACTED]>
Sent: Friday, June 8, 2018 11:59 AM
To: Mary Fremont; SMF Interchange Study
Subject: Re: Comments for center segment

> On Jun 8, 2018, at 11:55 AM, Mary Fremont <[REDACTED]> wrote:

>

> ADOT:

>

> Your plans to add an interchange at the Ivanhoe Street community road

> is absurd. It is of no benefit to our community but will only Serve

> the GRIC casino. Please reconsider this option. We do not want it in our community. I am not against the freeway but do not Agree with this interchange being shoved down our throats, homes and lifestyle we are custom to.

>

> Please if you do have to put it in which is completely a waste of Phoenix tax payer money's put it someplace else and leave us alone.

>

> You have hidden agendas and we feel you do not care about us and it is already a done deal. Again NO, we don't want it.

>

> Mary Fremont

> [REDACTED]

> [REDACTED]

> [REDACTED]

> DLC

[REDACTED]

From: Michael Craig <[REDACTED]>
Sent: Friday, June 29, 2018 9:28 AM
To: 'Dusty Lane'
Cc: Mike; anne rogers; Carmelo Acevedo; Dave Edwards; Robert Samour; Miller, Marsha; Collinge, Chelsea; SMF Interchange Study
Subject: RE: Excess Land Parcels

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

Excess land disposals, accomplished by ADOT, are in compliance with Arizona Revised Statutes 28-7095, without exception. Accordingly, gifting certain remnant parcels for private or public use is illegal.

Lastly, ADOT does not dispose of excess land parcels until such time there is confidence that these parcels are not needed for any aspect of the project. With a possible traffic interchange in proximity of the Dusty Lane community, and with a land exchange pending with the City of Phoenix regarding South Mountain Park, ADOT will not declare these subject properties 'excess' until the above-issues have reached conclusion.

Michael Craig
Manager of R/W Property Management

205 S. 17th Ave, MD612E
Phoenix, Az 85007



www.azdot.gov

ADOT

Infrastructure Delivery and Operations

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

I understand that you should be receiving this email (below). Please let me know of any process, etc. that I will need to follow for the community or its residents.

Thank you.

Anne Rogers
Dusty Lane Community Leadership

----- Forwarded message -----

From: **Dusty Lane** <[REDACTED]>

Date: Thu, Jun 28, 2018 at 1:46 PM

Subject: Excess Land Parcels

To: SMF Interchange Study <[REDACTED]>

Cc: [REDACTED] Chris <[REDACTED]> Estuardo Calderon
<[REDACTED]> irene gon22 <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> "Spargo, Benjamin"
<[REDACTED]> Robert Samour <[REDACTED]> Mike <[REDACTED]>
<[REDACTED]> "Lirange, Aryan (FHWA)" <[REDACTED]>

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers

(Traducción para Estuardo)

Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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[REDACTED]

From: Michael Craig <[REDACTED]>
Sent: Friday, July 20, 2018 8:41 AM
To: 'Dusty Lane'
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin; Mike; Miller, Marsha; SMF Interchange Study
Subject: RE: Excess Land Parcels

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning Mrs. Rodgers,

I apologize for any confusion on the jurisdiction of Maricopa County zoning as it pertains to ADOT. ADOT is not subject to the zoning restrictions in the sale of excess land. As the seller of property the zoning responsibility falls on the purchasers. I suggest that you pursue the resource we gave you with Maricopa County to ensure the zoning standard are up held by anyone that would purchase the excess land from ADOT. Thank you for your email and have wonderful weekend.

Michael Craig
Manager of R/W Property Management
205 S. 17th Ave, MD612E
Phoenix, Az 85007



www.azdot.gov

ADOT

Infrastructure Delivery and Operations

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, July 19, 2018 6:43 PM
To: Michael Craig
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin; Mike; Miller, Marsha; SMF Interchange Study
Subject: Re: Excess Land Parcels

Michael,

I just want to thank you for meeting with us. I appreciate your willing to sit down with us and explain statute 28-7095 and to provide print outs of 28-7099 and 28-7092. I appreciate your pointing out that what we received during our meeting regarding our DLC concerns on June 27th was in fact not the whole picture. This better helps us to know what our options are in trying to preserve our community.

I just wanted to ask for clarification regarding the statement that ADOT will not adhere to current zoning laws of 1 acre lots or larger and will sell lots smaller than that as independent residential lots. I was confused when you told me that Maricopa does not have jurisdiction over ADOT and then when Carmelo said that it did. I appreciate the advice on where to go from here. It was very helpful!

We hope to stay in contact with you as the project comes to an end when you will have a better idea of the actual final measurements of the surplus properties.

Anne Rogers

On Tue, Jul 17, 2018 at 8:33 AM, Michael Craig <[REDACTED]> wrote:

Hello Ms. Rodgers,

Would you be available on the 18th at 2:30?

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007



www.azdot.gov



From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, July 06, 2018 9:48 AM
To: Michael Craig
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin; Mike

Subject: Re: Excess Land Parcels

Thank you very much for offering the opportunity to meet. I am available July 17-19 in the afternoons and evenings. Please let me know which day and time work best of you.

Thank you again,

Anne Rogers

On Tue, Jul 3, 2018 at 8:58 AM, Michael Craig <[REDACTED]> wrote:

Hello Ms. Rodgers,

I would like to schedule a time to meet with you to go over your questions. Please let me know what your availability is the week of the 16th -20th because I will be out of the office next week. I think this will be the best way for us to ensure we are all on the same page. Thank you so much for your response and have a wonderful 4th of July.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007



www.azdot.gov



From: Dusty Lane [mailto:[REDACTED]]
Sent: Monday, July 02, 2018 4:32 PM
To: Michael Craig
Cc: Mike; anne rogers; Dave Edwards; Carmelo Acevedo; Dusty Lane; Aryan Lirange; Miller, Marsha; SMF Interchange Study; [REDACTED] Robert Samour; Spargo, Benjamin
Subject: Re: Excess Land Parcels

Thank you for your email. At the ADOT / Dusty Lane Community meeting, ADOT informed us that:

"ARS Title 28 Transportation; Section 7095 - Conveyance of Property not needed for transportation purposes
-Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose (Part B)
-Convey to the highest possible responsible bidder at a public auction (Part D)
-Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of \$10,000 or less without a public auction or thirty day notice period (Part F)"

We do understand that this would be done at the end of construction. ADOT also informed us that they would not pursue any zoning changes and that current zoning of 1 acre or more would apply to surplus properties. Wouldn't this make selling parcels at less than one acre illegal? Please help us to understand what ADOT is trying to explain to us if what they have proposed is in fact illegal.

Please advise,

Anne Rogers

On Fri, Jun 29, 2018 at 11:58 AM, Michael Craig <[REDACTED]> wrote:

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

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Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007



www.azdot.gov



From: Dusty Lane [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

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Thank you.

Anne Rogers

Dusty Lane Community Leadership

----- Forwarded message -----

From: Dusty Lane < [REDACTED] >
Date: Thu, Jun 28, 2018 at 1:46 PM
Subject: Excess Land Parcels
To: SMF Interchange Study < [REDACTED] >
Cc: [REDACTED] Chris < [REDACTED] > Estuardo Calderon
< [REDACTED] > irene gon22 < [REDACTED] > Anne Rogers
< [REDACTED] > Carmelo Acevedo < [REDACTED] > "Spargo, Benjamin"
< [REDACTED] > Robert Samour < [REDACTED] > Mike < [REDACTED] >
< [REDACTED] > "Lirange, Aryan (FHWA)" < [REDACTED] >

Hi Marsha,

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Please let me know if these requests could be granted.

Thank you again!

Anne Rogers

(Traducción para Estuardo)

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Favor de decirnos si estos pedidos podrán ser concendidos.

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[REDACTED]

From: Cox, David D <[REDACTED]>
Sent: Monday, July 23, 2018 10:34 AM
To: SMF Interchange Study
Subject: Re: Feedback on the Ivanhoe Street Interchange

Blah blah blah same as always.

Sent from my iPhone

On Jul 23, 2018, at 9:20 AM, SMF Interchange Study <[REDACTED]> wrote:

Mrs. Cox,
Thank you for the time you've spent to provide your feedback regarding the study of the proposed traffic interchange at Ivanhoe Street. Your feedback will be include in the study record.

ADOT Study Team

From: [REDACTED] <[REDACTED]>
Sent: Thursday, July 19, 2018 3:20 PM
To: SMF Interchange Study <[REDACTED]>
Cc: david cox <[REDACTED]> | [REDACTED] Aryan lirange
<[REDACTED]>
Subject: Feedback on the Ivanhoe Street Interchange

ADOT and Government Leaders,

My husband, David, and I are home owners on Ivanhoe Street in the Dusty Lane Community (DLC) where the Interchange is being proposed. We would personally like to request a **"No Build"** of the Ivanhoe Street Interchange and that all further efforts to pursue the build of it are stopped. There are several reasons for our request and our feedback is enclosed below:

Misuse / Abuse of Regional and Federal Funds for the Estimated cost of \$10 Million:

- There is an approved Interchange that will be built on Estrella Drive, west of 51st Avenue -
 - The distance from the Estrella Drive Interchange to the physical location of the entrance/exit to the Vee Quiva Hotel and Casino located at 51st Avenue and Komatke Lane is .7 miles (Google Map attached)
 - The time to drive this distance is a minute
 - The savings to the patrons of the Casino is **Less than a mile and less than a minute!**
- ADOT communicated the distance to the Vee Quiva Hotel and Casino is 2 miles from the Estrella Drive Interchange and needed to be improved -

- The distance from the physical entrance/exit to the physical building of the Vee Quiva Hotel and Casino is 1.3 miles, and this distance is on GRIC property (Google Map attached)
- ADOT is correct - $.7 + 1.3 = 2$
 - This is **Door Service** for the patrons of the casino!
- The traffic utilizing the proposed Interchange is estimated at 2,000 vehicles per day by the year 2040 = does not warrant the need for this Interchange
 - Current traffic congestion on 51st Avenue will be reduced by the utilization of the Loop 202 Freeway extension being built
 - The Dusty Lane community has not complained of traffic congestion on 51st Avenue in this vicinity - and, **we live it!**
 - The Dusty Lane Community has not experienced any delays from Emergency Responders - and, **we have utilized them!**

Building the Interchange to improve traffic flow in and out of the Vee Quiva Hotel and Casino would set a huge precedent on the future expectation of favorable government treatment and the use of the tax dollars:

- Other organizations operating in Arizona will expect the same/similar be given/done by our government to improve their business agenda
- It sends a message to the residents of Arizona that the Arizona, County and Federal Governments do not care about the people, communities, and spending our local and federal tax dollars wisely (especially when there are other more important items to spend our tax dollars on that would benefit the greater good of Arizona and the United States)

Adverse Possession:-

- The GRIC may try to claim Adverse Possession of the land for the road they build from Ivanhoe Street to Komatke Lane or to their building in the future if the Ivanhoe Street Interchange is built

Public Perception of our Government Officials giving favors, accepting payoff and engaging in sneakiness with the GRIC:

- Years and costs tied up with lawsuits filed by GRIC and rulings made in their favor
- Lawsuits currently in progress with GRIC
- The House just passed Bill H.R.4032 two days ago on July 17, 2018
- \$670,000.00 in publicly displayed/recorded lobbying expenses from the GRIC - YTD in 2018, and the people lobbied. The dollars lobbied in 2017 were higher.
- Non-public disclosed meetings between the Government Officials and the GRIC on the Ivanhoe Street Interchange

Misleading the Public to provide support on the Ivanhoe Street Interchange during the Public Feedback Period:

- The original picture published (on paper and online) of the location on Ivanhoe Street portrayed it as mostly bare land with trees and an image of what looked more like a building instead of a house - it looked like it was the perfect area to build it
 - The proposed location literally would dump traffic straight onto a residential street consisting of 8 homes and 4 more to the north on 45th Avenue = this impacts almost half of the residential homes here!
- The original picture published (on paper and online) of the location of the Dusty Lane Community showed mostly bare land with trees and what looked like a community of a few homes
 - The community is comprised of 25 residential homes and approximately 60-80 residents, including small children, pets, and farm animals
 - There are 15 additional property owners with the potential to build homes on their vacant parcels
 - Several types of wildlife live among us and wander on Ivanhoe Street and through the community
 - We are surrounded by South Mountain and natural desert plants
 - All streets are narrow dead end roads and there are no sidewalks, lane markings or street lights
- ADOT proposed "four" new alternative options to the public after receiving input from the Dusty Lane Community -
 - Option 1 - location is land-locked and not available. ADOT knew this beforehand when they tried to buy another piece of property for the freeway.
 - Options 2 and 3 clearly state "not feasible" = these are not real options
 - Option 4 was the original proposed option, with a right turn added
 - Nothing real was presented to the public for consideration with these alternatives during the Public Feedback Period!
 - Option 1A is under discussion between ADOT, The Federal Highway Administration, Maricopa Department of Transportation, and The Dusty Lane Community -
 - This has not been presented to the public = more cost to support an Interchange that is not warranted, but needed for The Dusty Lane Community if the Interchange is built
 - The Public Feedback Period has not been extended to communicate this option to the public and obtain their input on it
 - All of the environmental and traffic studies are not complete (I personally requested copies of traffic studies and was told they are not complete yet)
 - Some of the studies in progress or completed are/were not comparable to the physical type of environment of the Dusty Lane Community to provide real results for consideration (noise, pollution, etc.)

Personal Reasons:

- David and I own a home on Maryland and 61st avenue in Glendale that we resided in prior to buying our current residential home on Ivanhoe Street -
 - Maryland Avenue is a very busy / high traffic volume road connecting to several other residential streets
 - The location was extremely noisy, we had no privacy, and we were victims of crime on multiple occasions = we moved here to get away from all of that
- We enjoy the beauty of the mountains, natural desert and wildlife living among us - it's serene and peaceful = we don't want to lose our quality of life for Casino profits and entertainment!

- We knew the freeway was being considered in our location and we were/are fine with that -
 - Had we known an Interchange would be proposed for Ivanhoe Street, we would not have bought our home on Ivanhoe Street or any other home in the Dusty Lane Community
- We are concerned the property value of our home on Ivanhoe Street would decline if the Interchange is built
- In addition to being concerned of our property value declining, we are concerned we would not be able to sell it if the Interchange is built
- We are tax payers: income (dual income for Arizona State and Federal), property (several parcels in Arizona / multiple counties) and sales - we plainly vote **NO** on spending our tax dollars on something not warranted and won't provide benefits to the greater population of Arizona or the United States

Sincerely,

Brenda and David Cox

[REDACTED]
Laveen, Arizona [REDACTED]

[REDACTED] (BC) and [REDACTED] (DC)

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[REDACTED]

From: Whyte, Colleen <[REDACTED]>
Sent: Tuesday, June 19, 2018 11:06 AM
To: SMF Interchange Study
Subject: RE: Ivanhoe Interchange

Still a benefit to the tribe at no cost to them other than esthetics.

Colleen M. Whyte

E-mail: [REDACTED]
Sr. Tax Analyst

Phone [REDACTED]

From: SMF Interchange Study <[REDACTED]>
Sent: Tuesday, June 19, 2018 11:02 AM
To: SMF Interchange Study <[REDACTED]> Whyte, Colleen <[REDACTED]>
Subject: RE: Ivanhoe Interchange

Hello Mrs. Whyte,

The cost of the proposed interchange being studied is estimated to be \$10 million. It would be funded through project contingency and/or regional funds.

You can find this and more information in the Q&A section on the project website at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/outreach/ivanhoe-street-study](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/ivanhoe-street-study).

Please let us know if you have any other questions.

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team

From: SMF Interchange Study
Sent: Saturday, June 2, 2018 1:10 PM
To: Whyte, Colleen <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]>
Subject: RE: Ivanhoe Interchange

Thank you for contacting the Loop 202 South Mountain Freeway Traffic Interchange study team. Your email and comments will be shared with the study team and entered into the official record for the Loop 202 South Mountain Freeway Traffic Interchange study.

We will respond to questions over the next few weeks. Thank you for your patience.

ADOT Loop 202 South Mountain Freeway Project Team

From: Whyte, Colleen [<mailto:> ██████████]

Sent: Wednesday, May 30, 2018 9:46 AM

To: SMF Interchange Study <██████████>

Subject: Invanhoe Interchange

To Whom It May Concern:

My first question – Is the Gila River Tribe paying for this change in the plans?

The tribe voted to deny the development of the 202 expansion on tribal land no matter the incentive or reimbursement. As a result, not only has this decision increased the cost of the expansion but has affected the South Mountain Park area as well. The less than 2,000 members of the tribe were allowed to determine the focus of this project and now the taxpayers and the residents of Laveen should be happy about better access for their casino? I think the responses of most of us who live in Laveen will be the same.

Absolutely not. Access will still be granted down 51st avenue as it has always been. End of story.

Colleen M. Whyte

E-mail: ██████████

Sr. Tax Analyst

██████████

Phone ██████████

From: [REDACTED]
Sent: Friday, June 22, 2018 2:18 PM
To: SMF Interchange Study
Cc: Spargo, Benjamin; [REDACTED] [REDACTED] [REDACTED]
ryan clickner; Dusty Lane; anne rogers; Mike
Subject: Re: Request for Dusty Lane Community - Research Study Information

Marsha,
Thank you for the new update. Have a nice weekend.

Best Regards,
Brenda Cox
Dusty Lane Community Resident

----- Original Message -----
From: "SMF Interchange Study" <[REDACTED]>
To: [REDACTED] "SMF Interchange Study" <[REDACTED]>
Cc: "Benjamin Spargo" <[REDACTED]>
[REDACTED] "ryan clickner" <[REDACTED]> [REDACTED] "Dusty Lane" <[REDACTED]> [REDACTED] "anne rogers" <[REDACTED]> [REDACTED] "Mike" <[REDACTED]>
Sent: Thursday, June 21, 2018 9:04:30 AM
Subject: RE: Request for Dusty Lane Community - Research Study Information

You're welcome.

The initial data comes from MAG high-level projections for the entire system. The study will look at more detail within the area.

Thanks,
Marsha Miller

-----Original Message-----
From: [REDACTED] [mailto:[REDACTED]]
Sent: Wednesday, June 20, 2018 9:01 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Spargo, Benjamin <[REDACTED]>
[REDACTED] ryan clickner <[REDACTED]> [REDACTED] Dusty Lane <[REDACTED]> [REDACTED] anne rogers <[REDACTED]> [REDACTED] Mike <[REDACTED]>
Subject: Re: Request for Dusty Lane Community - Research Study Information

Marsha,
Thank you for leading me to the air quality information. Where did the traffic projections and benefits advertised come from if the traffic information is still being evaluated? We are looking forward to the meeting on Wednesday.

Best Regards,
Brenda Cox
Dusty Lane Community Resident

----- Original Message -----
From: "SMF Interchange Study" <[REDACTED]>
To: [REDACTED] "SMF Interchange Study" <[REDACTED]> [REDACTED] "Benjamin Spargo" <[REDACTED]>
[REDACTED] "ryan clickner" <[REDACTED]>

Cc: "Dusty Lane" <[REDACTED]> "anne rogers" <[REDACTED]> "Mike" <[REDACTED]>

Sent: Wednesday, June 20, 2018 4:07:35 PM

Subject: RE: Request for Dusty Lane Community - Research Study Information

Hello Mrs. Cox,

Thank you for your email. The air quality information you're requesting is available in the FEIS located at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history) - See Chapter 4. Also, scroll down to "Technical Reports" and under "At the FEIS stage" click on "Air Quality Technical Report" to view the PDF.

The traffic information is being evaluated as part of the study, which will be complete in August. However, we can discuss how our team is working to gather and model the traffic information, as well as any other questions, at the DLC meeting on Wednesday night.

Thank you,
Marsha Miller

-----Original Message-----

From: [REDACTED] [mailto:[REDACTED]]

Sent: Tuesday, June 19, 2018 10:28 PM

To: SMF Interchange Study <[REDACTED]> Spargo, Benjamin <[REDACTED]>

Cc: Dusty Lane <[REDACTED]>

Subject: Request for Dusty Lane Community - Research Study Information

Team,

Will you please forward the following studies listed below that were performed to justify the need for the Ivanhoe Street Interchange and the associated benefits advertised to the public to support it? If you are not the right resources to acquire this information from, will you provide us the appropriate contact information to reach out to? The studies should contain the following elements: start and finish dates of the study, location(s) of study, describe how it was performed, who performed study (names, organizations, titles), raw data identified, describe the survey objects/respondents sampled, conclusions, recommendations, and approvals of study conclusions and recommendations. Will you please provide these to us by Friday, June 22nd?

Studies Requested:

- 1). Traffic study: To demonstrate the projections of 2,000 per day on each ramp through the year 2040. We would like to see the estimated traffic volume from 2019 through 2040.
- 2). Traffic study: demonstrating the quantity of vehicles per day, quantity by time of day, and by associated direction of travel - supporting study to demonstrate traffic will be reduced from 51st Avenue and how much traffic will utilize the Estrella Road Interchange, with and without the Ivanhoe Street Interchange
- 3). Improved response times from Emergency Responders to the Dusty Lane Community. Current and future state forecast and support model by emergency responder type.
- 4). Air Pollution Study, particularly with exhaust, in the Dusty Lane Community - current state and future forecast

Thank You,
Brenda Cox
Dusty Lane Community Resident

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, May 3, 2018 11:01 AM
To: [REDACTED]
Cc: SMF Interchange Study
Subject: ADOT - Loop 202 South Mountain Freeway - Ivanhoe Street Traffic Interchange Questionnaire and Open House Notice

Good morning,

My name is Marsha Miller and I am the public outreach communications manager working on behalf of the ADOT South Mountain Freeway team. We have opened the public comment period for the environmental study of a proposed traffic interchange at Ivanhoe Street and the Loop 202 South Mountain Freeway. The community can provide input by completing a questionnaire, sending us an email, calling the project line, commenting by mail, or attending the public open house on May 30.

We would greatly appreciate your assistance in sharing the below email with your parents, families, faculty, and staff. Please feel free to add any introduction language. Also, would you please let us know when you send the email out so we can keep track of it in our study record? Thank you!

Email Subject Line: PLEASE READ! Loop 202 South Mountain Freeway - Ivanhoe Street Traffic Interchange Questionnaire and Open House

Dear Parents and Families, Faculty and Staff,

The Arizona Department of Transportation (ADOT) invites you to participate in a brief questionnaire regarding the environmental study of a proposed new traffic interchange (TI) at Ivanhoe Street (located southeast of 51st Avenue and Estrella Drive in Maricopa County) and the Loop 202 South Mountain Freeway. Your input, along with potential environmental impacts (natural and human environment), will be included in the environmental study record used to make a decision on whether the Ivanhoe Street TI is built.

There will also be an opportunity for community members to complete this questionnaire in-person at the Center Segment Construction Update and Ivanhoe Street TI Open House from 6 to 8 p.m. on Wednesday, May 30, at the Laveen Elementary School District Office, Building A, 5001 W. Dobbins Road, Laveen, 85339. There is no formal presentation; however you can speak to members of the project team about the Ivanhoe Street and Loop 202 South Mountain Freeway study. Additionally, you can speak with team members from Connect 202 Partners about the Center Segment construction progress to date and what to expect for the rest of this year. If you are not able to provide input online, you can send an email to [REDACTED] call the project line at (833) 310-2470 or mail comments to c/o ADOT Communications, 101 N. 1st Avenue, Suite 1950, Phoenix, AZ 85003-1923.

The public comment deadline is **June 4, 2018**.

[Take the questionnaire now.](#)

We encourage you to view more information by visiting www.SouthMountainFreeway.com.

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, May 3, 2018 11:32 AM
To: SMF Interchange Study
Subject: ADOT - Loop 202 South Mountain Freeway - New Traffic Interchange Under Consideration at Ivanhoe Street

Dear resident,

The Arizona Department of Transportation (ADOT) invites you to participate in a brief questionnaire regarding the environmental study of a proposed new traffic interchange (TI) at Ivanhoe Street (located southeast of 51st Avenue and Estrella Drive in Maricopa County) and the Loop 202 South Mountain Freeway. Your input, along with potential environmental impacts (natural and human environment), will be included in the environmental study record used to make a decision on whether the Ivanhoe Street TI is built.

There will also be an opportunity for community members to complete this questionnaire in-person at the Center Segment Construction Update and Ivanhoe Street TI Open House from 6 to 8 p.m. on Wednesday, May 30, at the Laveen Elementary School District Office, Building A, 5001 W. Dobbins Road, Laveen, 85339. There is no formal presentation; however you can speak to members of the project team about the Ivanhoe Street and Loop 202 South Mountain Freeway study. Additionally, you can speak with team members from Connect 202 Partners about the Center Segment construction progress to date and what to expect for the rest of this year.

If you are not able to provide input online, you can send an email to [REDACTED] call the project line at (833) 310-2470 or mail comments to c/o ADOT Communications, 101 N. 1st Avenue, Suite 1950, Phoenix, AZ 85003-1923.

The public comment deadline is **June 4, 2018**.

[Take the questionnaire now.](#)

We encourage you to view more information by visiting www.SouthMountainFreeway.com.

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, May 10, 2018 2:22 PM
To: SMF Interchange Study
Subject: ADOT - Loop 202 South Mountain Freeway - New Traffic Interchange Under Consideration at Ivanhoe Street

Dear resident,

The Arizona Department of Transportation (ADOT) invites you to participate in a brief questionnaire regarding the environmental study of a proposed new traffic interchange (TI) at Ivanhoe Street (located southeast of 51st Avenue and Estrella Drive in Maricopa County) and the Loop 202 South Mountain Freeway. Your input, along with potential environmental impacts (natural and human environment), will be included in the environmental study record used to make a decision on whether the Ivanhoe Street TI is built.

There will also be an opportunity for community members to complete this questionnaire in-person at the Center Segment Construction Update and Ivanhoe Street TI Open House from 6 to 8 p.m. on Wednesday, May 30, at the Laveen Elementary School District Office, Building A, 5001 W. Dobbins Road, Laveen, 85339. There is no formal presentation; however you can speak to members of the project team about the Ivanhoe Street and Loop 202 South Mountain Freeway study. Additionally, you can speak with team members from Connect 202 Partners about the Center Segment construction progress to date and what to expect for the rest of this year.

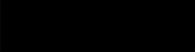
If you are not able to provide input online, you can send an email to [REDACTED] call the project line at (833) 310-2470 or mail comments to c/o ADOT Communications, 101 N. 1st Avenue, Suite 1950, Phoenix, AZ 85003-1923.

The public comment deadline is **June 4, 2018**.

[Take the questionnaire now.](#)

We encourage you to view more information by visiting www.SouthMountainFreeway.com.

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team



From: SMF Interchange Study
Sent: Monday, June 18, 2018 2:45 PM
To: Anne Rogers; Mike; Dusty Lane
Cc: SMF Interchange Study
Subject: ADOT and DLC Meeting to Discuss Access Concepts

Hello Anne and Mike,

Our team would like to set up a meeting with the residents of your community to discuss concepts and options, as well as have an open dialogue about your concerns. Please let me know two or three dates that your community would be available in the evening to meet at one of our offices either at 59th Avenue and Elliot or at 59th Avenue and I-10.

Thank you,
Marsha Miller

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Thursday, June 21, 2018 8:14 PM
To: [REDACTED]
Cc: [REDACTED] Dusty Lane; Mike; Margot; Stan Wright; Barbara Boulanger; [REDACTED] ostrom jodi; Adriana Valenzuela; [REDACTED] az topcat; 87 almarios; [REDACTED] Ron Schuler; Mary Fremont; reina7 7; Adamdimas; david cox; [REDACTED] Richard Strassel; Maribel Guevara; [REDACTED] Susan Wakefield; hopkins trudy; Mary Pitrat; Estuardo Calderon; irene gon22; Cesar Vargas; michael methvin; Thomas Watson; Michael Rogers; anne rogers; [REDACTED] [REDACTED] Robert Samour; SMF
Subject: Interchange Study
ADOT Socio-economic discrimination

Ms. Petty,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. We feel that we are experiencing socio-economic discrimination by the Arizona Department of Transportation. We are contacting you, Federal Highway Administration, in order to ask you to intervene.

ADOT is not following NEPA guidelines in selected areas of the project area for the Loop 202 South Mountain Freeway in the Phoenix Metropolitan area.

According to NEPA guidelines, in order to implement a sound wall, the area must meet feasibility requirements, including achieving a 5 dBA decrease after mitigation and a maximum of 63 dBA after mitigation. Reasonability factors are not considered until feasibility is met.

According to ADOT's DEIS, there were five monitoring points: 1, 6, 15, 16 and 22a in the Ahwatukee area of Phoenix that did not meet these feasibility requirements. According to their FEIS, the numbers were altered to show that only three of these same monitoring points did not meet feasibility requirements: 15, 16 and 22a. Two of these monitoring points were deemed unfeasible due to still being over the 63 dBA level. The third was deemed unfeasible due to only achieving a 4 dBA decrease post mitigation. Despite this shortfall, the entire Ahwatukee area has been granted a 20 ft. sound wall in all residential areas, including where unfeasible according to NEPA guidelines. Ahwatukee is the most affluent area of the Loop 202 South Mountain Freeway project area. The other areas of the project area lack such investments in protecting the sound and social impacts, including our community.

Our community will see the highest increase in sound for the entire project area. With a sound level increase of 30 dBA, not including an additional increase due to their newly introduced interchange in the center of our community, our sound level increase will be exponential and significant. Written into both the DEIS and the FEIS, our community was inaccurately seen as not eligible to qualify for the "substantial noise increase." They state that we do not qualify. It states that "MON-11, MON-12.... are not included for substantial noise level increase determination because they are within proposed SR 202L R/W." As a result, they are considering our 48 dBA to 78+ dBA increase as not being substantial. In ADOT's original plans, we were to have a sound wall of 20ft that stretched 5800 ft. We found out in March 2018 that this sound protection was being omitted completely. Appalled due to unfair treatment, we have advocated strongly for a sound wall, which we were recently granted. Not disclosed was that our sound wall would only reach 12 ft. We found that out at the Ivanhoe Interchange Open house on May 31st, only after direct questioning. Since then, they have told us that it will be between 12 and 14 ft. They are not planning on, however, extending the wall on either side of our community for better sound protection, again, as is recommended in Federal guidelines and as they are doing in Ahwatukee.

Marsha Miller with ADOT stated on 6/21/18 in an email to us "The cost-per-benefited-receptor is considered only after other feasibility and reasonableness criteria are met." It does appear that our wall at its recommended size is being denied on the sole reasonability factor of cost-effectiveness per benefitted receptor. Despite asking why we are not getting what is recommended, they have given us no other reason for its denial. If this is the case, we question how the Ahwatukee area was granted 20ft sound walls in areas where feasibility was not even met. Federal guidelines state that there are other reasonability factors that can be taken into consideration, not limited to cost-sharing with other like-sound communities. The Promontory at Foothills West development going in at the end of Ahwatukee, 1 mile away, would fit this description. Unfortunately, I cannot find any evidence that a sound study was ever conducted for this community, which will sell homes starting at \$750,000. Our questions from March regarding this community have gone unanswered by ADOT, so if a sound study exists for this community, ADOT is not releasing any information despite it being public information.

The Ahwatukee area is receiving more per mile than any other area of the freeway path including a 20 ft sound wall in all areas and a 6-mile 20-ft shared use path.

We ask that our community be granted a 20 ft. sound wall that stretches the 5800 ft. in accordance with ADOT recommendations in the sound reports and discontinue socio-economic discrimination of our community.

We, the Dusty Lane Community, are putting you on notice that ADOT is not following federal or state guidelines. We are asking that you intervene and require ADOT to treat all areas of the freeway path equally.

Thank you for your prompt attention to this matter. I look forward to hearing back from you.

Anne Rogers

[REDACTED]

From: SMF Interchange Study
Sent: Wednesday, June 13, 2018 4:29 PM
To: [REDACTED] Mike; Anne Rogers
Cc: Robert Samour; Carmelo Acevedo; SMF Interchange Study; Spargo, Benjamin
Subject: ADOT Traffic Interchange Study - Update and Alternative Concepts

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.

Thank you,
Marsha Miller

[REDACTED]

From: Margot <[REDACTED]>
Sent: Wednesday, June 6, 2018 10:59 AM
To: Richard Strassel
Cc: Dusty Lane; Keith Meyer; [REDACTED] Catherine Miranda; [REDACTED] Genovese, John; Laurie Roberts; [REDACTED] Sonu Wasu; [REDACTED] ostrom jodi; Adriana Valenzuela; [REDACTED] 87 almalarios; [REDACTED] Mary Fremont; reina7 7; [REDACTED] Maribel Guevara; [REDACTED] Susan Wakefield; hopkins trudy; Mary Pitrat; Estuardo Calderon; Cesar Vargas; michael methvin; Thomas Watson; Michael Rogers; Ron Schuler; SMF Interchange Study; Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk Management); Spargo, Benjamin; Dan Siegel; Mike
Subject: Re: Proposed Ivanhoie will be catastrophic to Dusty Lane.

I think the concern about the additional casino signage that will accompany the interchange is noteworthy, one that I had not previously considered among all the other pain points. The difference between the freeway in our collective "back yard" with and without an interchange is enormous: Cars getting on and off, stopping/going, idling, brake lights and headlights in all directions, additional signage, additional accidents, need for emergency vehicles (interchanges increase the potential for accidents exponentially) - all of these factors create additional noise, light and air pollution - to a degree that cannot be ignored. Having cars pass through at a consistent speed with sound barriers on either side and continuing on is a fraction of the imposition that an interchange would introduce.

Piling on, I agree that ingress and egress from 51st Ave to the casino is adequate as it stands. I would also take it a step further and say that existing traffic volume on 51st Ave from Dobbins to Beltline will likely be cut in half once the freeway is in use. That means that 51st Avenue will be even MORE available to handle casino traffic than it was pre-freeway.

This cheap move is entirely about casino convenience. None of the other arguments ADOT have provided hold water, and I agree with Mikes statement in his email to the ADOT rep: if it doesn't make sense and they can't provide the level of design and construction needed to address our most basic concerns, the obvious answer is to not build the interchange .

-margot

On Jun 6, 2018, at 6:25 AM, Richard Strassel <[REDACTED]> wrote:

do you feel a traffic survey of vehicles entering/leaving the casino would be of benefit? I am willing to monitor it for a few hours i:e:, 6 - 9 pm sat, or a night when they have an event, to see just how many cars there actually are entering. Also would a parking space count of the outside and /or garage give us an idea of capacity in any form. I want to have it be known that the current approach off 51st ave or Estrella can easily handle

any additional vehicular traffic. We all know that the entrance as it now stands, existing traffic pattern, traffic light, and signage seems more than adequate. If the Ivanhoe exchange is approved the LED signage will be flooding our neighborhood with light, all night, every night. Their signage at the other casino's is enormous, as it needs to attract 65mph traffic to advise them to get off at this exit. I will do anything you feel will add to our defense of the DLC. Dick Strassel

On Wed, Jun 6, 2018 at 12:35 AM, Dusty Lane <[REDACTED]> wrote:
Mr. Meyer,

Thank you for responding to Mike Freer and the Dusty Lane Community.

We first initiated contact with ADOT in March. Many of our questions from March remain unanswered. Even our questions that ADOT promised to have answered before the Ivanhoe Interchange Open House are still unanswered a full week later. We would like answers to the questions that we have asked in March, April and now May.

ADOT has been running us in circles. When we reached out to Connect 202, they referred us to ADOT, due to our initial questions being related to sound studies. Connect 202 only works with the construction piece. When pressed for answers to our questions, ADOT referred us back to Connect 202, even though the questions did not relate to construction.

When there are serious safety concerns, we expect that our concerns are taken seriously and acted upon. It does not appear that ADOT is following NEPA or FHWA guidelines. We are not asking for preferential treatment. We are asking for equal treatment.

Thank you again for responding to our community. Please let me know if you have any questions. We have maintained records of everything.

Respectfully,

Anne Rogers, MAED
Dusty Lane Community Leadership

On Tue, Jun 5, 2018 at 3:29 PM, Mike <[REDACTED]> wrote:
Dear Mr. Meyer,

I received a response from ADOT earlier today. It is attached. They informed that it would take weeks before they could respond to my email. I've also included my response to them. Our responses from ADOT have been mostly slow, when they chose to respond to us at all.

Anne Rogers, a member of the Dusty Lane Community Leadership team attended an ADOT budgeting meeting today. She requested that the funding of the Ivanhoe Interchange be postponed until ADOT can address our numerous safety concerns.

Thank you for any help that you can provide.

Best Regards,
Mike Freer
Dusty

From: [Keith Meyer](#)
Sent: Tuesday, June 05, 2018 2:21 PM
To: [REDACTED]
Subject: FW: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Mr. Freer,

We reviewed your complaint and have asked ADOT to please address your issue. If you are not contacted after two business days, please let me know. We see below that you Cc'd a number of ADOT employees who may have already responded to you about your concern.

Thank you,

Keith R. Meyer, Senior Investigator and Writer Ombudsman

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

www.azoca.gov

From: Mike [[mailto:\[REDACTED\]](#)]
Sent: Tuesday, June 05, 2018 7:58 AM
To: Arizona Ombudsman <[REDACTED]>

[REDACTED] Laurie Roberts
<[REDACTED]> Sonu Wasu
<[REDACTED]>

[Redacted]
Adriana Valenzuela <[Redacted]>
87 almalarios <[Redacted]>
Mary Fremont <[Redacted]>
[Redacted]
Cesar Vargas
[Redacted] Thomas Watson
Anne Rogers
Ron Schuler <[Redacted]>
[Redacted]
Cc: SMF Interchange Study <[Redacted]>
Anne Rogers <[Redacted]>
Kimberly Noetzel <[Redacted]>
Ryan
Clickner <[Redacted]> Dan
Siegel <[Redacted]>

Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they They do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP

Dusty Lane Community

[REDACTED]

----- Forwarded message -----

From: SMF Interchange Study <[REDACTED]>
To: Mike <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]>
Bcc:
Date: Tue, 5 Jun 2018 15:51:34 +0000
Subject: RE: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Good morning Mike,

We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,

Marsha Miller

From: Mike [mailto:[REDACTED]]
Sent: Tuesday, June 5, 2018 7:58 AM

To: [REDACTED]
[REDACTED] Laurie Roberts
<[REDACTED]> Sonu Wasu
<[REDACTED]>
[REDACTED] Adriana Valenzuela <[REDACTED]>
[REDACTED] 87 almalarios <[REDACTED]>
[REDACTED] Mary Fremont <[REDACTED]>
[REDACTED]

[Redacted]
[Redacted]
Cesar Vargas <[Redacted]>
Thomas Watson <[Redacted]>
Anne Rogers <[Redacted]>
Ron Schuler <[Redacted]>
[Redacted]
Cc: SMF Interchange Study <[Redacted]>
[Redacted]
Anne Rogers <[Redacted]>
Kimberly Noetzel <[Redacted]>
Ryan Clickner <[Redacted]>
<[Redacted]>
Spargo, Benjamin <[Redacted]>
Dan Siegel <[Redacted]>

Subject: Proposed Ivanhoe will be catastrophic to Dusty Lane.

Dear Arizona,

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Dusty Lane Community

[Redacted]

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Sent: Tuesday, June 5, 2018 7:58 AM
To: [REDACTED]
[REDACTED]
Laurie Roberts < [REDACTED] >
Sonu Wasu < [REDACTED] >
Adriana Valenzuela < [REDACTED] > 87
almalarios < [REDACTED] > Mary Fremont
< [REDACTED] >
Cesar Vargas
< [REDACTED] > Thomas Watson
< [REDACTED] > Anne Rogers
< [REDACTED] > Ron Schuler < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED] Kimberly Noetzel < [REDACTED] > Ryan
Clickner < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Dan Siegel < [REDACTED] >
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Michael P. Freer MAPM, PMP

Dusty Lane Community



[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 20, 2018 9:01 PM
To: SMF Interchange Study
Cc: Spargo, Benjamin; [REDACTED] [REDACTED] [REDACTED]
ryan clickner; Dusty Lane; anne rogers; Mike
Subject: Re: Request for Dusty Lane Community - Research Study Information

Marsha,

Thank you for leading me to the air quality information. Where did the traffic projections and benefits advertised come from if the traffic information is still being evaluated? We are looking forward to the meeting on Wednesday.

Best Regards,
Brenda Cox
Dusty Lane Community Resident

----- Original Message -----

From: "SMF Interchange Study" <[REDACTED]>
To: [REDACTED] "SMF Interchange Study" <[REDACTED]> "Benjamin Spargo" <[REDACTED]> "ryan clickner" <[REDACTED]>
Cc: "Dusty Lane" <[REDACTED]> "anne rogers" <[REDACTED]> "Mike" <[REDACTED]>
Sent: Wednesday, June 20, 2018 4:07:35 PM
Subject: RE: Request for Dusty Lane Community - Research Study Information

Hello Mrs. Cox,
Thank you for your email. The air quality information you're requesting is available in the FEIS located at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history) - See Chapter 4. Also, scroll down to "Technical Reports" and under "At the FEIS stage" click on "Air Quality Technical Report" to view the PDF.

The traffic information is being evaluated as part of the study, which will be complete in August. However, we can discuss how our team is working to gather and model the traffic information, as well as any other questions, at the DLC meeting on Wednesday night.

Thank you,
Marsha Miller

-----Original Message-----

From: [REDACTED] [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 10:28 PM
To: SMF Interchange Study <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Cc: Dusty Lane <[REDACTED]>
Subject: Request for Dusty Lane Community - Research Study Information

Team,

Will you please forward the following studies listed below that were performed to justify the need for the Ivanhoe Street Interchange and the associated benefits advertised to the public to support it? If you are not the right resources to acquire this information from, will you provide us the appropriate contact information to reach out to? The studies should contain the following elements: start and finish dates of the study, location(s) of study, describe how it was performed, who performed study (names, organizations, titles), raw data identified, describe the survey objects/respondents sampled,

conclusions, recommendations, and approvals of study conclusions and recommendations. Will you please provide these to us by Friday, June 22nd?

Studies Requested:

- 1). Traffic study: To demonstrate the projections of 2,000 per day on each ramp through the year 2040. We would like to see the estimated traffic volume from 2019 through 2040.
- 2). Traffic study: demonstrating the quantity of vehicles per day, quantity by time of day, and by associated direction of travel - supporting study to demonstrate traffic will be reduced from 51st Avenue and how much traffic will utilize the Estrella Road Interchange, with and without the Ivanhoe Street Interchange
- 3). Improved response times from Emergency Responders to the Dusty Lane Community. Current and future state forecast and support model by emergency responder type.
- 4). Air Pollution Study, particularly with exhaust, in the Dusty Lane Community - current state and future forecast

Thank You,
Brenda Cox
Dusty Lane Community Resident

[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 19, 2018 10:28 PM
To: SMF Interchange Study; Spargo, Benjamin; [REDACTED]
Cc: Dusty Lane
Subject: Request for Dusty Lane Community - Research Study Information

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- 4). Air Pollution Study, particularly with exhaust, in the Dusty Lane Community - current state and future forecast

Thank You,
Brenda Cox
Dusty Lane Community Resident

From: Mike Freer <[REDACTED]>
Sent: Wednesday, July 11, 2018 10:44 AM
To: Robert Samour
Cc: SMF Interchange Study
Subject: Dusty Lane Community Noise Abatement

Mr. Samour,

Thank you and your team for meeting with us yesterday. We appreciate you trying to explain why ADOT believes that they are treating the Dusty Lane Community (DLC) fairly with respect to noise abatement. We feel that we made progress by your concession to create a barrier with a static wall height of 14'. We would like to believe that this is a fair compromise; however, upon review of the abatement for the Pecos and Center segment there still appears to be a disconnect between the design of abatement for the DLC and protections that are being used for other areas. All other areas are receiving variable abatement of 14' up to 20'. No areas in the Pecos or Center segments have a static wall height.

The foundation for our socio-economic discrimination complaint is that we are not being treated fairly with respect to other communities. ADOT maintains that they are legally prohibited from providing abatement that conforms to the same specifications as other areas because of the cost per receptor. Provisions in 772.13-k clearly gives ADOT a mechanism of averaging abatement for areas that do not meet the cost-reasonableness criteria. The ADOT 2011 Noise Abatement Policy informs that "a common noise environment may span an entire project area." This provision gives ADOT much latitude in determining areas that are to be averaged and that there are no legal reasons that restrict ADOT from funding a sound wall for the DLC as originally proposed in the 2016 Final Noise Report (Salt River Segment).

We would like to give ADOT the opportunity to explain engineering criteria behind the selection of a sound wall for the DLC that is significantly shorter than abatement provided to other areas.

NOISE BARRIER SUMMARY (CENTER SEGMENT)						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited receivers	Cost-Per-Benefited-Receiver
New Barrier SWL-2525-R (Sta 2519+01 to Sta 2538+96)	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500
Total for Recommended Barrier	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500
Note: ⁽¹⁾ Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.						

NOISE BARRIER SUMMARY (PECOS SEGMENT)

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited receivers	Cost-Per-Benefited-Receiver
New Barrier SWL-2050-R (Sta 2026+50 to Sta 2074+81)	14 to 20	4,788	90,548	\$3,169,200	137	\$30,900
New Barrier SWL-2080-R (Sta 2070+68 to Sta 2088+50)	14 to 16	1,793	28,329	\$1,052,400		
New Barrier SWL-2135-R (Sta 2087+82 to Sta 2181+41)	16 to 20	9,370	186,294	\$6,520,300	222	\$34,200
New Barrier SWL-2185-R (Sta 2178+86 to Sta 2196+50)	16	1,774	28,387	\$1,054,400		
New Barrier SWL-2240-R (Sta 2190+44 to Sta 2278+29)	14 to 20	7,650	147,700	\$5,169,500	165	\$31,400
New Barrier SWL-2340-R (Sta 2285+31 to Sta 2383+10)	16 to 18	9,800	160,398	\$5,614,000	248	\$30,700
New Barrier SWL-2385-R (Sta 2377+75 to Sta 2393+40)	16	1,568	25,095	\$939,200		
New Barrier SWL-2400-R (Sta 2388+43 to Sta 2406+16)	14 to 18	1,785	29,734	\$1,040,700		
New Barrier SWL-2470-R (Sta 2440+00 to Sta 2493+75)	20	5,393	107,866	\$3,775,400	96	\$39,400
Total for Recommended Barrier	14 to 20	43,921	804,351	\$28,335,100	868	\$32,700

Note:

⁽¹⁾ Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.

Regards,

Michael Freer
Dusty Lane Community



[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel
Cc: SMF Interchange Study; Dusty Lane; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); [REDACTED] Mike
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

From: Richard Strassel <[REDACTED]>
Sent: Thursday, June 28, 2018 7:29 PM
To: SMF Interchange Study; Dusty Lane
Subject: comments on the Ivanhoe interchange

Hi, I want to say i appreciate all the time we have been given. I also want to say, that while there was a lot of talking points and acceptance of some idea's, they are, in fact, talking points and idea's only. I am struck by the fact, that late actions by someone?, can have this interchange even remotely considered. The well designed and developed Estrella interchange has been around since the inception of the 202, why, is it being challenged so late in the process?

The 202 itself will alleviate a substantial amount of traffic from 51st Avenue, from I-10 @ 51st ave to the GRIC community onward, thru the GRIC, and to the connection currently being utilized @ Riggs Rd. & the 1-10 to Tuscon. The GRIC shows they know this path, I-10w & 51st AVE, is well used, as they have signs directing the traffic to get off there, to visit the Vee Quiva casino, as well as billboards along 51 st ave, suggesting that easiest route is to continue, even saying that is it "only" 6 miles to the casino, on 51st and almost 10 miles from their billboard on the I-10w @ 35th Ave. They fail to mention that the potential customers will pass thru nearly 60 intersections to get to their entrance. The potential customer will also pass through 13 traffic light controlled intersections, as well, among the 60 total intersections.

This is what Adot & the 202 is all about, relief of traffic from the neighborhoods. Am i incorrect in this thinking? I wish to address the Estrella interchange, that has been in the design from the inception. This is the answer to relieve all of that traffic, reducing stop/start. very poor environmental inefficiencies, noise etc, potential and frequent vehicle collisions on 51st ave, and frustration for all concerned getting to the VQ casino is, i think, why the Estrella, a well designed interchange was to be

built, to alleviate all of that and not simply to add a "casino only" exit for the benefit of one profit making benefactor, over another neighborhood, i:e:, the fragile DLC community. It is difficult for me to believe that the mission of Adot/202 it to benefit a single profit making entity(VQCasino) with the Ivanhoe interchange

My understanding is that \$10,000,000 has been approved for the interchange, if that is the case, simply apply those monies to an adaptation to the Estrella interchange to bring all of the casino traffic to its' current and adequate entrance, already in place and traffic controlled, from the West side of 51st Ave to the entrance and then all parties are well served.

Can Adot/202 or the FHWA give me an example of a last minute consideration of an interchange that ever benefited one commercial enterprise and nothing else? This Ivanhoe interchange does nothing for the DLC at all, in any way, other than inflict all the potential traffic, noise and light pollution, upon our small rural community that does not want it , never did and never will. Please consider that the Estrella exit provides enormous and adequate relief for so many, and need not require that Adot/202 need to make add one more interchange. The DLC should not be asked to sacrifice any more than we already have., The DLC has never been against the progress of the 202, we are totally not in favor of this interchange

The "no build" option is the ONLY option that should be permitted. I hope i have made the point that Adot/202 has done a good job to this point, and will believe that they have indeed relieved the congestion of many neighborhoods, and that the design of Estrella is as good as it gets, even if that interchange is never modified, it lessens the impact of traffic on 51st Ave immensely as it stands.

Thanks! Dick Strassel

[REDACTED]

From: SMF Interchange Study
Sent: Monday, July 9, 2018 3:39 PM
To: Mary Fremont
Cc: SMF Interchange Study
Subject: DLC Meeting Minutes and Agenda
Attachments: 071018 Center Segment Working Group Agenda.docx; 062718 Center Segment Group Discussion Meeting Minutes.docx

Hello Mrs. Fremont,
We wanted to make sure you're aware of the second meeting with ADOT and the Dusty Lane Community tomorrow from 5:30 to 7:30 p.m. at the I-10 Project Office, [REDACTED] Attached is the agenda for tomorrow and the minutes from the 6/27/18 meeting.

Thank you,
Marsha Miller

Since you have failed to develop any of your own alternatives, I am asking for a formal sit down with a few Dusty Lane Community members and the ADOT design team: people who know what is feasible and what is not, who know the rules and realities, who will honestly answer questions instead of telling us that they will have to research and get back to us every signal time. We don't have time for that. The no build option is our preference. However we, the DLC, are open to compromise. We just need for you to provide reasonable options that are both feasible and acceptable. Working together, I am sure that we can find at least one option that will work for everyone.

You can reach me at:



Sincerely,
Michael Rogers

[REDACTED]

From: Mary Fremont <[REDACTED]>
Sent: Tuesday, July 3, 2018 12:30 PM
To: SMF Interchange Study
Subject: DLC options

Thank you for listening and working with us. I am loving the 1A option and believe it will be the best for the Community. I know some are still worried about drainage but we live in the desert and I don't think any amount Of preparing will really tell us until it happens.

Thank you again for listening and our vote is 1A

Mary and Rock Fremont
[REDACTED]

[REDACTED]

From: Mike <[REDACTED]>
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer
Dusty Lane Community
[REDACTED]

[REDACTED]

From: Mike <[REDACTED]>
Sent: Wednesday, June 20, 2018 2:46 AM
To: [REDACTED] SMF Interchange Study
Cc: Anne Rogers; [REDACTED] Robert Samour
Subject: Dusty Lane Community Air Quality Concerns

Dear ADOT,

I am deeply concerned with the level of air pollution that that the South Mountain Loop 202 freeway will bring to the Dusty Lane Community. We have children and elderly people who live in our neighborhood. They are much more susceptible to high pollution levels than adults. I would like assurances that the air pollution has been studied for the Dusty Lane Community, and that our air will remain at safe levels. From what I have seen from ADOT so far, I have trouble believing that air quality was studied effectively.

It is obvious that ADOT had not considered the safety of the residents of Dusty Lane while planning the center segment. The first signs of problems were when I learned that initial designs did not include a sound wall for our neighborhood, and that noise levels would increase by 30 dBA. I was then informed that the Ivanhoe interchange was also being proposed without a sound wall. This interchange would raise sound levels another 5 dBA, bringing sound levels up to 78 dBA. Close to the point where permanent hearing damage can occur.

Even the sound study does not give me much faith. The sound report lists the speed limit of Dusty Lane to be 45 mph. The posted speed limit for Dusty Lane is 25 mph. There is a speed limit sign a few hundred feet away from where measurements were taken place. The high end for the sound levels in our neighborhood are based on a 20 minute period of time where one car was observed speeding through our neighborhood.

The Ivanhoe interchange as proposed is a major safety risk for my community. When I talked with people at ADOT about my concerns of the Ivanhoe interchange, I was told by ADOT that they believed that we would like the interchange because it would give us closer access to the freeway. It was apparent that it was never considered that creating a freeway exit onto a 25 mph residential street, or that building a road from a casino into a residential neighborhood will be a huge safety risk. Children live here. They don't need to dodge the drunk drivers that will be funneled into our neighborhood by the interchange.

In addition to this, the proposed design of the Ivanhoe Interchange effectively cut off pedestrian access to and from our community. We currently use Dusty Lane, a lightly traveled road for pedestrian egress. With the proposal, Dusty Lane would be a collector road for the interchange. There are thousand of homes permitted along 51st ave, It is naive to believe that as those homes are built that it will still be safe to walk, bike, or travel by wheelchair down Dusty Lane. ADOT had given so little thought to our community that when our streets were blocked off for pre-construction , school busses could not turn around. The solution was to place the bus stop 7/10 of a mile from the children's homes in a pedestrian corridor for the casino.

It appears that ADOT has not studied Dusty lane with any detail, I would hope that ADOT is not choosing to place us at risk. I fear that with such little attention paid to everything else, that the air quality for the Dusty Lane community was not studied effectively. I want to understand what the projected pollution increases will be, and how those projections will differ if the Ivanhoe interchange is built.

Regards,

Michael Freer MAPM, PMP
Dusty Lane Community



[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, May 4, 2018 8:08 AM
To: [REDACTED] anne rogers; Michael Rogers; Mike; [REDACTED] SMF Interchange Study
Subject: Dusty Lane Community Center Segment Construction Update - Reschedule Request
Categories: Logged

Dear ADOT,

Residents of the Dusty Lane Community received a mailer informing that ADOT is proposing significant design changes that will adversely impact our community This mailer was received on May 2, 2018. We were informed that an Open House meeting has been scheduled for May 30, 2018. We do not feel that 28 days notice is sufficient time for us to prepare input for this meeting.

The Dusty Lane Community leadership team is requesting that the Open House be scheduled for 90 day from when residents were informed of the design changes.

Regards,

Michael Freer
[REDACTED]

[REDACTED]

From: SMF Interchange Study
Sent: Friday, June 29, 2018 10:02 AM
To: Dusty Lane; [REDACTED] Anne Rogers; Mike Freer;
[REDACTED]
@gmail.com; [REDACTED]
[REDACTED]
Cc: Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); SMF Interchange Study
Subject: Dusty Lane Community Follow Up Meeting

Hello,

Thank you for attending the meeting with ADOT, FHWA and MCDOT on Wednesday evening. A follow up meeting has been scheduled for Tuesday, July 10 from 5:30 to 7:30 at the [REDACTED].

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

Anne Rogers

Sent from my iPhone

On Jun 28, 2018, at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
[REDACTED]

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:

Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Dusty Lane
< [REDACTED]> Anne Rogers < [REDACTED]> Carmelo Acevedo
< [REDACTED]> Spargo, Benjamin < [REDACTED]> Robert Samour
< [REDACTED]> Lirange, Aryan (FHWA) < [REDACTED]>
< [REDACTED]> Mike < [REDACTED]>
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Thursday, June 28, 2018 10:46 AM
To: SMF Interchange Study
Cc: [REDACTED] Chris; Estuardo Calderon; irene gon22; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Mike; [REDACTED] Lirange, Aryan (FHWA)
Subject: Excess Land Parcels

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers
(Traducción para Estuardo)
Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

[REDACTED]

From: [REDACTED]
Sent: Thursday, July 19, 2018 3:20 PM
To: SMF Interchange Study
Cc: david cox; [REDACTED] Aryan lirange; [REDACTED]
Subject: Feedback on the Ivanhoe Street Interchange
Attachments: 51st Avenue and Estrella Drive to Komatke Lane.png; Komatke Lane to Vee Quiva.png; Video.MOV

ADOT and Government Leaders,

My husband, David, and I are home owners on Ivanhoe Street in the Dusty Lane Community (DLC) where the Interchange is being proposed. We would personally like to request a **"No Build"** of the Ivanhoe Street Interchange and that all further efforts to pursue the build of it are stopped. There are several reasons for our request and our feedback is enclosed below:

Misuse / Abuse of Regional and Federal Funds for the Estimated cost of \$10 Million:

- There is an approved Interchange that will be built on Estrella Drive, west of 51st Avenue -
 - The distance from the Estrella Drive Interchange to the physical location of the entrance/exit to the Vee Quiva Hotel and Casino located at 51st Avenue and Komatke Lane is .7 miles (Google Map attached)
 - The time to drive this distance is a minute
 - The savings to the patrons of the Casino is **Less than a mile and less than a minute!**
- ADOT communicated the distance to the Vee Quiva Hotel and Casino is 2 miles from the Estrella Drive Interchange and needed to be improved -
 - The distance from the physical entrance/exit to the physical building of the Vee Quiva Hotel and Casino is 1.3 miles, and this distance is on GRIC property (Google Map attached)
 - ADOT is correct - $.7 + 1.3 = 2$
 - This is **Door Service** for the patrons of the casino!
- The traffic utilizing the proposed Interchange is estimated at 2,000 vehicles per day by the year 2040 = does not warrant the need for this Interchange
 - Current traffic congestion on 51st Avenue will be reduced by the utilization of the Loop 202 Freeway extension being built
 - The Dusty Lane community has not complained of traffic congestion on 51st Avenue in this vicinity - and, **we live it!**
 - The Dusty Lane Community has not experienced any delays from Emergency Responders - and, **we have utilized them!**

Building the Interchange to improve traffic flow in and out of the Vee Quiva Hotel and Casino would set a huge precedent on the future expectation of favorable government treatment and the use of the tax dollars:

- Other organizations operating in Arizona will expect the same/similar be given/done by our government to improve their business agenda

- It sends a message to the residents of Arizona that the Arizona, County and Federal Governments do not care about the people, communities, and spending our local and federal tax dollars wisely (especially when there are other more important items to spend our tax dollars on that would benefit the greater good of Arizona and the United States)

Adverse Possession:-

- The GRIC may try to claim Adverse Possession of the land for the road they build from Ivanhoe Street to Komatke Lane or to their building in the future if the Ivanhoe Street Interchange is built

Public Perception of our Government Officials giving favors, accepting payoff and engaging in sneakiness with the GRIC:

- Years and costs tied up with lawsuits filed by GRIC and rulings made in their favor
- Lawsuits currently in progress with GRIC
- The House just passed Bill H.R.4032 two days ago on July 17, 2018
- \$670,000.00 in publicly displayed/recorded lobbying expenses from the GRIC - YTD in 2018, and the people lobbied. The dollars lobbied in 2017 were higher.
- Non-public disclosed meetings between the Government Officials and the GRIC on the Ivanhoe Street Interchange

Misleading the Public to provide support on the Ivanhoe Street Interchange during the Public Feedback Period:

- The original picture published (on paper and online) of the location on Ivanhoe Street portrayed it as mostly bare land with trees and an image of what looked more like a building instead of a house - it looked like it was the perfect area to build it
 - The proposed location literally would dump traffic straight onto a residential street consisting of 8 homes and 4 more to the north on 45th Avenue = this impacts almost half of the residential homes here!
- The original picture published (on paper and online) of the location of the Dusty Lane Community showed mostly bare land with trees and what looked like a community of a few homes
 - The community is comprised of 25 residential homes and approximately 60-80 residents, including small children, pets, and farm animals
 - There are 15 additional property owners with the potential to build homes on their vacant parcels
 - Several types of wildlife live among us and wander on Ivanhoe Street and through the community
 - We are surrounded by South Mountain and natural desert plants
 - All streets are narrow dead end roads and there are no sidewalks, lane markings or street lights
- ADOT proposed "four" new alternative options to the public after receiving input from the Dusty Lane Community -
 - Option 1 - location is land-locked and not available. ADOT knew this beforehand when they tried to buy another piece of property for the freeway.
 - Options 2 and 3 clearly state "not feasible" = these are not real options
 - Option 4 was the original proposed option, with a right turn added
 - Nothing real was presented to the public for consideration with these alternatives during the Public Feedback Period!
 - Option 1A is under discussion between ADOT, The Federal Highway Administration, Maricopa Department of Transportation, and The Dusty Lane Community -

- This has not been presented to the public = more cost to support an Interchange that is not warranted, but needed for The Dusty Lane Community if the Interchange is built
- The Public Feedback Period has not been extended to communicate this option to the public and obtain their input on it
- All of the environmental and traffic studies are not complete (I personally requested copies of traffic studies and was told they are not complete yet)
- Some of the studies in progress or completed are/were not comparable to the physical type of environment of the Dusty Lane Community to provide real results for consideration (noise, pollution, etc.)

Personal Reasons:

- David and I own a home on Maryland and 61st avenue in Glendale that we resided in prior to buying our current residential home on Ivanhoe Street -
 - Maryland Avenue is a very busy / high traffic volume road connecting to several other residential streets
 - The location was extremely noisy, we had no privacy, and we were victims of crime on multiple occasions = we moved here to get away from all of that
- We enjoy the beauty of the mountains, natural desert and wildlife living among us - it's serene and peaceful = we don't want to lose our quality of life for Casino profits and entertainment!
- We knew the freeway was being considered in our location and we were/are fine with that -
 - Had we known an Interchange would be proposed for Ivanhoe Street, we would not have bought our home on Ivanhoe Street or any other home in the Dusty Lane Community
- We are concerned the property value of our home on Ivanhoe Street would decline if the Interchange is built
- In addition to being concerned of our property value declining, we are concerned we would not be able to sell it if the Interchange is built
- We are tax payers: income (dual income for Arizona State and Federal), property (several parcels in Arizona / multiple counties) and sales - we plainly vote **NO** on spending our tax dollars on something not warranted and won't provide benefits to the greater population of Arizona or the United States

Sincerely,
Brenda and David Cox



[REDACTED]

From: Miller, Marsha
Sent: Friday, June 22, 2018 10:20 AM
To: Anne Rogers
Cc: Mike Freer; [REDACTED] SMF Interchange Study
Subject: Follow Up DLC Meeting

Anne,

The team will be available on Friday, July 6 between 8 am and noon for a follow up to the June 27 meeting. If that window is not convenient, we'd consider meeting again in the evening the week of July 9. Please let me know your preference and I'll work with the team to get it scheduled.

Thanks,
Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, May 31, 2018 9:39 AM
To: [REDACTED]
Cc: SMF Interchange Study; [REDACTED] Mike
Subject: Following Up

Hello Anne and Mike,

It was nice to meet both of you last night as well as some of your neighbors. We recognize your time, hard work and efforts in pulling together so much information and providing our team with questions, comments and suggestions. As I mentioned to you Anne, I will personally respond to you/Mike when you send emails to this email address. Emails that come to this email will be recorded in the study report. I will keep you posted on the status of being able to get answers to your questions and please understand it may take some time to collect information gathered from several sources—and be approved by Rob or Carmelo.

Again, I appreciated our conversation last night and look forward to continuing the discussions.

Thank you,
Marsha Miller

ADOT Loop 202 South Mountain Freeway Project Team

From: Ryan Clickner <[REDACTED]>
Sent: Thursday, May 10, 2018 8:39 AM
To: Miller, Marsha; Collinge, Chelsea; SMF Interchange Study; [REDACTED]
Cc: Crystal Rubin; Nadia Garas
Subject: FW: Dusty Lane Petition
Attachments: Petition5-5-18.pdf

Categories: Logged

Marsha/Chelsea- Email from Anne Rogers with attachment. The attachment contains stakeholder contact information that I will be entering in SMS. Let me know if you have any questions. Thanks.

Ryan Clickner
Pecos/Center Segment Construction Outreach Lead



m: [REDACTED] / o: [REDACTED] ext. 114

From: Dusty Lane <[REDACTED]>
Sent: Wednesday, May 9, 2018 5:54 PM
To: Dusty Lane <[REDACTED]> Anne Rogers <[REDACTED]> Ivan Racic <[REDACTED]>
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Kimberly Noetzel <[REDACTED]> Ryan Clickner <[REDACTED]>
<[REDACTED]> Sue Olson (Risk Management) <[REDACTED]> Mike <[REDACTED]>
Subject: Dusty Lane Petition

Please find the attached petition from the Dusty Lane Community.

In addition to the requests in the petition, you should also know that there are not any community members that are in favor of this interchange at Ivanhoe. According to your updates sent to our legislators, "Based on community input since the start of construction, the Arizona Department of Transportation is considering two additional interchanges for the Loop 202 South Mountain Freeway." We, the Dusty Lane Community, have not received anything to give input during your construction period that you suggest above nor do we feel that the concerns that we are presenting are being taken seriously. According to your Social Conditions Report, the freeway itself would affect the character and cohesion of our community. Denying us a sound wall and the implementation of an interchange at Ivanhoe would destroy it.

We look forward to the open house on May 30th, however we have reservations that our concerns will simply be collected there as they have in the past. Community members are discouraged since previous questions submitted at previous open houses were collected but have gone unanswered.

We would like for you to hear our concerns and we would like to negotiate reasonable solutions. Would you be able to have a sit-down meeting with our leadership?

We look forward to hearing from your soon.

Anne Rogers
Dusty Lane Community Leadership

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[REDACTED]

From: Ryan Clickner <[REDACTED]>
Sent: Tuesday, May 8, 2018 7:26 AM
To: Miller, Marsha; Collinge, Chelsea; Dustin Krugel; SMF Interchange Study
Cc: Crystal Rubin; Nadia Garas
Subject: FW: The latest insult to our community and our way of life.

Categories: Logged

Good morning,

FYI - Anne Rogers replied to my email last night. Let me know if you have any questions.

Thanks.

Ryan Clickner
Pecos/Center Segment Construction Outreach Lead



m: [REDACTED] / o: [REDACTED] ext. 114
[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, May 7, 2018 7:43 PM
To: Ryan Clickner <[REDACTED]>
Cc: Dusty Lane <[REDACTED]>
Subject: Re: The latest insult to our community and our way of life.

Thank you for your email. I apologize if I have asked the wrong person about the interchange. The mailer that was received on May 2nd stated that "ADOT requested C202P to draft preliminary design plans to determine the feasibility of adding an interchange without acquiring additional properties." I thought that maybe you would know more. Thank you for the URL to the online questionnaire. I will be finding the time to fill out the paper version since the online version originally did not ask all of the same questions, was changed after responses were already received to add in those missing questions and it appears to be flawed since it asks "how many drivers in your household use Ivanhoe Street (0-10)" but when selecting an answer, you are not able to choose less than 1. The changed online questionnaire still does not allow for the additional comments. I appreciate the time that you have taken to respond. I look forward to seeing you on the 30th.

Anne Rogers

On Mon, May 7, 2018 at 12:03 PM, Ryan Clickner <[REDACTED]> wrote:

Anne,

Thank you for reaching out for more information.

The proposed interchange concept at Ivanhoe Street is being studied by the Arizona Department of Transportation (ADOT), not Connect 202 Partners (C202P), the developer responsible for constructing the current freeway design. Since C202P is not involved in or responsible for the study, I do not have information to provide in response to inquiries regarding the interchange concept. All inquiries about the study should be directed to the study team at [REDACTED]

As the entity responsible for the study, ADOT will be hosting the Center Segment Construction Update and Ivanhoe Street Traffic Interchange (TI) Open House to provide community members the opportunity to view renderings, provide input by talking with their team members, and completing the questionnaire in-person. Additionally, C202P Staff (including myself) will be there and available to answer current construction-related questions.

If you are unable to attend the open house, you can provide your input on the proposed traffic interchange via the online questionnaire, available on the study website: [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/outreach/ivanhoe-street-study](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/ivanhoe-street-study)

Thank you.

Ryan Clickner

Pecos/Center Segment Construction Outreach Lead

m: [REDACTED] / o: [REDACTED]
[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Wednesday, May 2, 2018 5:37 PM
To: Ryan Clickner <[REDACTED]>
Cc: Dusty Lane <[REDACTED]>
Subject: The latest insult to our community and our way of life.

I just wanted to let you know that we received the packet sent out by ADOT today. I really thought that we had open communication and were working together until I received this packet. If you have any feelers on ADOT's feelings on this interchange at Ivanhoe, now would be the time to share.

Anne Rogers

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[REDACTED]

From: Miller, Marsha
Sent: Wednesday, June 20, 2018 3:47 PM
To: SMF Interchange Study
Subject: FW: Dusty Lane Community Air Quality Concerns

From: Robert Samour [mailto:[REDACTED]]
Sent: Wednesday, June 20, 2018 3:37 PM
To: Miller, Marsha <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Cc: Carmelo Acevedo <[REDACTED]>
Subject: FW: Dusty Lane Community Air Quality Concerns

From: Mike [mailto:[REDACTED]]
Sent: Wednesday, June 20, 2018 2:46 AM
To: John Halikowski; Scott Omer; Kevin Biesty; Dallas Hammit; Kristine Ward; Floyd Roehrich Jr; SMF Interchange Study
Cc: Anne Rogers; [REDACTED] Robert Samour
Subject: Dusty Lane Community Air Quality Concerns

Dear ADOT,

I am deeply concerned with the level of air pollution that that the South Mountain Loop 202 freeway will bring to the Dusty Lane Community. We have children and elderly people who live in our neighborhood. They are much more susceptible to high pollution levels than adults. I would like assurances that the air pollution has been studied for the Dusty Lane Community, and that our air will remain at safe levels. From what I have seen from ADOT so far, I have trouble believing that air quality was studied effectively.

It is obvious that ADOT had not considered the safety of the residents of Dusty Lane while planning the center segment. The first signs of problems were when I learned that initial designs did not include a sound wall for our neighborhood, and that noise levels would increase by 30 dBA. I was then informed that the Ivanhoe interchange was also being proposed without a sound wall. This interchange would raise sound levels another 5 dBA, bringing sound levels up to 78 dBA. Close to the point where permanent hearing damage can occur.

Even the sound study does not give me much faith. The sound report lists the speed limit of Dusty Lane to be 45 mph. The posted speed limit for Dusty Lane is 25 mph. There is a speed limit sign a few hundred feet away from where measurements were taken place. The high end for the sound levels in our neighborhood are based on a 20 minute period of time where one car was observed speeding through our neighborhood.

The Ivanhoe interchange as proposed is a major safety risk for my community. When I talked with people at ADOT about my concerns of the Ivanhoe interchange, I was told by ADOT that they believed that we would like the interchange because it would give us closer access to the freeway. It was apparent that it was never considered that creating a freeway exit onto a 25 mph residential street, or that building a road from a casino into a residential neighborhood will be a huge safety risk. Children live here. They don't need to dodge the drunk drivers that will be funneled into our neighborhood by the interchange.

In addition to this, the proposed design of the Ivanhoe Interchange effectively cut off pedestrian access to and from our community. We currently use Dusty Lane, a lightly traveled road for pedestrian egress. With the proposal, Dusty Lane would be a collector road for the interchange. There are thousand of homes permitted along 51st ave, It is naive to believe that as those homes are built that it will still be safe to walk, bike, or travel by wheelchair down Dusty Lane. ADOT had given so little thought to our community that when our streets were blocked off for pre-construction , school busses could not turn around. The solution was to place the bus stop 7/10 of a mile from the children's homes in a pedestrian corridor for the casino.

It appears that ADOT has not studied Dusty lane with any detail, I would hope that ADOT is not choosing to place us at risk. I fear that with such little attention paid to everything else, that the air quality for the Dusty Lane community was not studied effectively. I want to understand what the projected pollution increases will be, and how those projections will differ if the Ivanhoe interchange is built.

Regards,

Michael Freer MAPM, PMP

Dusty Lane Community



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[REDACTED]

From: SMF Interchange Study
Sent: Wednesday, May 9, 2018 3:41 PM
To: [REDACTED]
Cc: SMF Interchange Study
Subject: Dusty Lane Sound Wall Update

Dusty Lane community residents,

ADOT previously committed in the Environmental Impact Statement to do additional noise analysis as the design of the freeway developed. Because the Developer of the Loop 202 South Mountain Freeway, Connect 202 Partners, did not receive clearance to begin work in the Center segment until February 2018, the final design is just now underway. Based on feedback from the community, ADOT is analyzing the sound wall design as part of the Center Segment final design. Any sound wall that is added to the South Mountain Freeway will be built similar to other Valley freeway sound walls and will include freeway aesthetics that is consistent with the rest of the project. We will notify you as soon as the analysis is finalized, which we anticipate to be before the open house on May 30th.

Thank you for your continued patience!
ADOT Loop 202 South Mountain Freeway Project Team

From: Mike Freer <[REDACTED]>
Sent: Friday, July 20, 2018 12:00 AM
To: SMF Interchange Study
Subject: Proposed Ivanhoe Interchange



[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Tuesday, June 19, 2018 10:05 AM
To: SMF Interchange Study
Cc: Robert Samour; Dusty Lane; anne rogers; Carmelo Acevedo; Miller, Marsha
Subject: Fwd: Dusty Lane Community- School Bus turn around

----- Forwarded message -----

From: anne rogers <[REDACTED]>
Date: Tue, Jun 19, 2018 at 12:55 PM
Subject: Dusty Lane Community- School Bus turn around
To: [REDACTED]
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>

Mr. Kissel,

My name is Anne Rogers and I live in the Dusty Lane Community, across from the Vee Quiva casino.

As you know, ADOT is constructing the South Mountain Freeway through our neighborhood. It was brought to our attention in early April that since Connect 202 Partners had closed our roads, the school bus was unable to maneuver our streets (turn around) and our 7 and 8 year old children were being asked to walk a half mile through construction in order to access the school bus.

We made contact with Connect 202 Partners and they were very responsive to our safety needs. They reopened the roads, as you know, which allowed access for our school bus.

This situation gave us insight into what it would be like once the freeway went through. Once the freeway is in place, the only safe maneuverable location for the school bus will be at 51st ave and Dusty Lane, a mile away from resident children. 7 and 8 year old children would have to traverse an intersection at Ivanhoe St. that is projected to see 2000 cars per on and off ramp due to the interchange being proposed for that very intersection. After crossing the 8000 car-intersection, students would then have to walk approximately one half mile on the freeway access road that has no sidewalks or shoulders just to get to 51st ave and Dusty Lane.

We have asked ADOT in early April to add a turn around in our community that would allow for safe maneuverability for our school bus. Shortly thereafter, a cul de sac appeared on the design at the end of 43rd ave. Unfortunately, whereas it did appear that they were watching out for the safety of our children, when asked, they were unable to tell me whether that cul de sac would be big enough to accommodate for the school bus. Three weeks after the question was presented, we have still not received an answer.

Would you be able tell me how much room would be needed for the school bus to safely turn around at the cul de sac so that we can request that it is made large enough?

We appreciate all that you do to keep our children safe!

Anne Rogers

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Monday, June 18, 2018 2:18 PM
To: SMF Interchange Study
Cc: anne rogers; Mike; Dusty Lane; Robert Samour; Spargo, Benjamin; Carmelo Acevedo
Subject: Fwd: Safety Concerns re: SMF Ivanhoe Interchange Proposal

----- Forwarded message -----

From: anne rogers <[REDACTED]>
Date: Mon, Jun 18, 2018 at 2:44 PM
Subject: Safety Concerns re: SMF Ivanhoe Interchange Proposal
To: [REDACTED]
Cc: [REDACTED] Dusty Lane
<[REDACTED]> Mike <[REDACTED]>

Hi Kelly,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. I am not sure if I have reached the right person, so I have copied a few others from your office just in case.

Our community has grave safety concerns regarding the SMF Loop 202 Ivanhoe Interchange Proposal.

We are a community who is bordered on all sides by the South Mountain Park and the Gila River Indian Community. We have one small connector road, barely large enough to accommodate two cars in some spots that connect us to 51st ave. Due to our location, all residential streets in our community are dead-end streets. There are no outlets. Due to our rural environment and safe streets with little traffic, our children play in the streets safely and runners, cyclists and walkers use our streets as if they were bike lanes since again, it is safe to do so.

When the SMF comes through, it will cut off all of our residential streets from our connector road of Dusty Lane with the exception of Ivanhoe St. ADOT is proposing placing an interchange at that very intersection and is projecting 2000 cars per on and off ramp. Having to navigate such an exponential increase in traffic at that intersection comes at great risk to our community.

Our concerns are as follows:

Increased response time for local emergency services. ADOT incorrectly claims that response time will decrease. Our local services do not use freeways. They use surface streets. Having to navigate so many cars will increase response time.

A trapped community- If there is an accident or flooding in that intersection or if our community were to experience a fire, Ivanhoe would be our only way out. An accidental fire could be catastrophic if we are having to fight 8000 cars in order to escape.

Flooding- Being at the base of a mountain, we experience deep and damaging floods. ADOT has informed us that they cannot improve or worsen flooding conditions. Unfortunately, they have eliminated our other options of egress and are placing the interchange at the very intersection that sees the highest waters and the worst damage. Before, we have

been able to use other residential streets to access our connector road, Dusty Lane. This choice and adding 2000 cars per on and off ramp will trap our community.

School bus / fire truck maneuverability- With all dead-end streets and only enough room for a standard-sized vehicle to do a 3 point turn in order to turn around, our school bus or a potential fire truck will be unable to turn around. ADOT has placed a cul de sac at the end of 43rd Ave, but their team is unaware of whether it is large enough to accommodate a large vehicle like a school bus. Three weeks after asking the question, they evidently still do not know as they have not gotten back to us.

Fire hydrants- According to Fire Prevention and the City Water Department, we currently have two in-service fire hydrants located on Dusty Lane. These hydrants will be located on the opposite side of the freeway once the freeway goes through. It is being argued that these hydrants are maintenance hydrants. Since 2012, during the final planning of this freeway, it appears that they are trying to change the designation of these hydrants. We feel that safety is more important than convenience of not having to provide us with the same service hydrant access that we had before the final planning of the freeway began.

On June 13, 2018, ADOT announced that they had released 4 new options in addition to the current Ivanhoe Interchange proposal. Of those 4, two were presented as unfeasible. One will cause the same concerns as the original proposal, still providing direct access. The last option appeared to be the only option given. It did solve a lot of the DLC's safety concerns, however it appears that they did not research this option before presenting it publicly, including to two news stations. It appears that the only "option" presented is in fact not an option at all as it uses private property. There is no road there.

We are asking that you intervene. This email serves as notice that ADOT does not truly appear to be watching out for the safety of our community and are placing us in danger by hurriedly adding an interchange to the plans at the last minute. Such haste does not give time to study safety impacts to a community such as ours. When asked, ADOT was unable to identify any proposal such as this one where a 65 mph freeway exited onto a 25 mph residential street. This makes it clear to us that our situation has not been studied appropriately in order to ensure the safety of our residents including our children.

Is there a metrics in the guideline regarding cost and safety? How much are they allotted when it comes to the safety of a community who has special circumstances? Do you have a list of safety concerns that are to be addressed in your guidelines?

Thank you for your time. I did try to call, but appears that your phone number does not allow for voicemails. Please let me know if there is a better time that I can try to reach you again.

We appreciate any and all help that you are able to provide our community.

Anne Rogers
Dusty Lane Community

[REDACTED]

From: Whyte, Colleen <[REDACTED]>
Sent: Wednesday, May 30, 2018 9:46 AM
To: SMF Interchange Study
Subject: Invanhoe Interchange

Categories: Logged

To Whom It May Concern:

My first question – Is the Gila River Tribe paying for this change in the plans?

The tribe voted to deny the development of the 202 expansion on tribal land no matter the incentive or reimbursement. As a result, not only has this decision increased the cost of the expansion but has affected the South Mountain Park area as well. The less than 2,000 members of the tribe were allowed to determine the focus of this project and now the taxpayers and the residents of Laveen should be happy about better access for their casino? I think the responses of most of us who live in Laveen will be the same.

Absolutely not. Access will still be granted down 51st avenue as it has always been. End of story.

Colleen M. Whyte

E-mail: [REDACTED]

Sr. Tax Analyst

Phone [REDACTED]

[REDACTED]

From: Laura Murphy <[REDACTED]>
Sent: Monday, June 18, 2018 4:55 PM
To: SMF Interchange Study
Cc: Laura Murphy
Subject: Ivanhoe Exit

Good afternoon,

The Ivanhoe exit is a wonderful plan. It makes sense to have an exit next to the Casino. Signage at the Casino can be seen at the exit too.

In addition, this will lessen the excessive traffic off of Estrella Drive. The community living east of 51st Ave on Estrella are very concerned with the traffic from the Estrella exit. A couple of reasons are the multiple fatal accidents that have occurred at the intersection of 51st Ave and Estrella. This will be compounded unless there is another option for an exit near the Casino. Another reason is that drivers will get lost and keep going east on Estrella into our community and then figure out that the street basically is a dead end and does not lead to the Casino. Thus, they will turn around and go back out. Too much traffic for this area.

If the Ivanhoe exit occurs ADOT could save a lot of money by not building that dog bone Estrella exit and use the money for the Ivanhoe exit. Our community does not find any need for the Estrella exit off the 202. The best exit for our community, which is called "Hidden Valley" is Dobbins and Ivanhoe exits.

Thank you for this opportunity to share our comments and concerns.

Laura A Murphy, CPA
Chief Financial Officer

[REDACTED]

[REDACTED]

[REDACTED]

From: Shavitz, Ian <[REDACTED]>
Sent: Thursday, July 19, 2018 2:17 PM
To: SMF Interchange Study
Cc: [REDACTED] Javier Ramos
Subject: Ivanhoe Interchange Comment Letter (7-19-18) FINAL
Attachments: Ivanhoe Interchange Comment Letter (7-19-18) FINAL.pdf; ATT00001.txt

Attached please find the Gila River Indian Community's comments on the Ivanhoe Interchange study. Thank you for your consideration.

Best,

Ian Shavitz
Counsel, Gila River Indian Community

The information contained in this e-mail message is intended only for the personal and confidential use of the recipient(s) named above. If you have received this communication in error, please notify us immediately by e-mail, and delete the original message.

[REDACTED]

From: Mary Fremont <[REDACTED]>
Sent: Saturday, June 16, 2018 10:27 AM
To: SMF Interchange Study
Subject: Ivanhoe Interchange

Hello,

It has come to the DLC attention that the Sandy Rd option is not valid as a homeowner owns the land that Sandy is on.

I think all of us collectively liked Option 1 but now not feasible. Would it be possible to continue with option 1 but instead of using Sandy realign Dusty Ln from Ray Rd to the North side or parallel to freeway on ADOT owned land and connect it to Ivanhoe St.

I know some are still hoping for the no build option but I am being reasonable that it is happening and hoping we Can find a reasonable solution.

Mary Fremont
[REDACTED]

[REDACTED]

From: lauren grove <[REDACTED]>
Sent: Saturday, June 30, 2018 10:03 PM
To: SMF Interchange Study
Subject: Proposed Ivanhoe exit

Please listen to the people who have a stake in this exit and don't want it. I've been a resident of Laveen for 34 years and have been paying gas tax and waiting for that long for the loop 202 to be completed. After all the meetings and planning and now you want to change the plan to include an exit we residents don't want.

Lauren Grove
[REDACTED], AZ 85339

Sent from my Verizon Motorola Droid

From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:58 PM
To: SMF Interchange Study
Subject: Proposed Ivanhoe Interchange

Dear ADOT,

Please add the following image to your public comments for the proposed Ivanhoe Interchange:



From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:59 PM
To: SMF Interchange Study
Subject: Proposed Ivanhoe Interchange

ADOT:



[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, June 19, 2018 11:32 AM
To: Dusty Lane; SMF Interchange Study; Spargo, Benjamin; Carmelo Acevedo; Robert Samour
Cc: Anne Rogers; Mike
Subject: RE: ADOT and DLC Meeting to Discuss Access Concepts

Hi Anne,

Let's schedule the meeting for Wednesday, June 27 from 5 to 8 p.m. at the I-10 project office located at [REDACTED]. That office will give us plenty of room for everyone that is able to attend.

We will have the team member's in attendance that can discuss the subjects related to the issues and concerns that have been brought up. Mr. Samour will be on annual leave starting on the 21st, returning on July 3. We would like to suggest meeting on the 27th initially to work together on reaching solutions and then meet again on Friday, July 6 with Mr. Samour as a follow up to the meeting on the 27th.

We are working this week to have the drainage summary and report to you and the community by Friday. Also, if it's amenable to you, I am going to draft an agenda and send to you so we can collaboratively develop the final agenda and all prepared when we meet on the 27th.

Thank you,
Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 5:34 PM
To: SMF Interchange Study <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike <[REDACTED]>
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha, for setting this up. Will the full design/project team be at this meeting so that we can discuss the feasibility of the various options discussed? Will Mr. Samour be there? Will the drainage plan sheets be completed for review before this meeting so that we have time to review them before our meeting?

We would like to give the following dates : June 22nd, June 27th and July 6th. How many community members do you feel would be reasonable to attend? We are unsure of your space accommodations and need to know what to present to property owners.

Thank you again for setting this up. We are excited to have the opportunity to discuss options that will ease our safety concerns versus having them compiled.

Thank you,

Anne Rogers

On Mon, Jun 18, 2018 at 5:44 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne and Mike,

Our team would like to set up a meeting with the residents of your community to discuss concepts and options, as well as have an open dialogue about your concerns. Please let me know two or three dates that your community would be available in the evening to meet at one of our offices either at 59th Avenue and Elliot or at 59th Avenue and I-10.

Thank you,

Marsha Miller

From: Mike Freer <[REDACTED]>
Sent: Friday, July 20, 2018 12:00 AM
To: SMF Interchange Study
Subject: Proposed Ivanhoe Interchange



[REDACTED]

From: Mike <[REDACTED]>
Sent: Tuesday, June 5, 2018 7:58 AM
To: [REDACTED]; Laurie Roberts;
[REDACTED]; Sonu Wasu;
[REDACTED]; Adriana Valenzuela;
@ [REDACTED]; Mary Fremont;
[REDACTED]; 87 almalarios;
@ [REDACTED].com;
[REDACTED]; Cesar Vargas;
[REDACTED]; Thomas Watson; [REDACTED]; Anne Rogers; Ron Schuler;
Cc: SMF Interchange Study; [REDACTED]; Anne Rogers;
[REDACTED]; Kimberly Noetzel; Ryan Clickner; [REDACTED]
Subject: Spargo, Benjamin; Dan Siegel
Proposed Ivanhoie will be catastrophic to Dusty Lane.
Categories: Logged

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP
Dusty Lane Community
[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:55 PM
To: SMF Interchange Study
Subject: Public Comments for the Ivanhoe Interchange

Dear ADOT,

Please add this image to your public comments section for the Ivanhoe Interchange



From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:56 PM
To: SMF Interchange Study
Subject: Public Comments for the Ivanhoe Interchange

Dear ADOT,

Please add the following image to your public comments section for the Ivanhoe Interchange:



From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:53 PM
To: SMF Interchange Study
Subject: Public Comments on Ivanhoe Interchange

Dear ADOT,

Please add the following image to the public comments section for the Ivanhoe Interchange:



[REDACTED]

From: SMF Interchange Study
Sent: Thursday, June 14, 2018 10:53 AM
To: Valori Pagone
Cc: SMF Interchange Study
Subject: RE: 32nd street onramp

Hi, Valori,

Thank you for contacting the Loop 202 South Mountain Freeway Traffic Interchange study team. Your email and comments have been shared with the study team and entered into the official record for the Loop 202 South Mountain Freeway Traffic Interchange study.

We encourage you to visit our website for more information related to the project:

[https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/outreach/32nd-street-interchange-study](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/32nd-street-interchange-study)

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team

From: SMFINFO [mailto:SMFINFO@C202P.com]
Sent: Tuesday, May 29, 2018 3:58 PM
To: Valori Pagone <[REDACTED]>
Cc: SMFINFO <SMFINFO@C202P.com>; SMF Interchange Study <[REDACTED]>
Subject: RE: 32nd street onramp

Ms. Pagone,

Thank you for your email.

The Arizona Department of Transportation (ADOT), not Connect 202 Partners (C202P), the developer responsible for constructing the current freeway design, is studying the proposed interchange concept at 32nd Street. All inquiries about the study should be directed to the study team at [REDACTED]

You can provide your input on the proposed traffic interchange via the online questionnaire, available on the study website: [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/outreach/32nd-street-interchange-study](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/32nd-street-interchange-study)

Kind regards,

Crystal

Crystal Rubin



Project Hotline: [1-855-763-5202](tel:1-855-763-5202)

Email: SMFinfo@C202p.com

From: Valori Pagone [<mailto:> 

Sent: Tuesday, May 29, 2018 10:20 AM

To: SMFINFO <SMFINFO@C202P.com>

Subject: 32nd street onramp

Hello.

I would love to see an on and offramp at 32nd street for the new loop 202 freeway extension going through Ahwatukee.

Many parents drop their kids off at high school and would then be able to continue on 32nd street south to quickly enter the freeway to perhaps get to work.

Thanks for taking my feedback!

Valori Pagone
85044 resident

The information transmitted is intended only for the person or entity to which it is addressed and may contain proprietary, business-confidential and/or privileged material. If you are not the intended recipient of this message you are hereby notified that any use, review, retransmission, dissemination, distribution, reproduction or any action taken in reliance upon this message is prohibited. If you received this in error, please contact the sender and delete the material from any computer. Any views expressed in this message are those of the individual sender and may not necessarily reflect the views of the company.

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Wednesday, June 20, 2018 2:37 PM
To: SMF Interchange Study
Cc: Carmelo Acevedo; Mike; Robert Samour; Spargo, Benjamin; anne rogers
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Hi Marsha. I'm just checking back regarding the right of way. I didn't think that it would take a full week to get that answer. I would also ask that you have a handful of copies of both option one and of the no build so that we are able to draw out option ideas. Having the no build and option one image copies will help us to problem solve road paths keeping in mind where the drainage is, etc.

Will this work?

Thank you.

Anne

On Tue, Jun 19, 2018 at 8:28 PM SMF Interchange Study <[REDACTED]> wrote:

Thanks Anne, we look forward to meeting and having an open, productive working session. I will plan to send you the agenda by the end of the week, if not sooner.

I will check on the status of the ROW regarding Sandy Lane in the morning.

We also want to work with the community to identify and provide the most feasible solutions.

I'll be back in touch soon.

Thanks,

Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 1:15 PM

To: SMF Interchange Study <[REDACTED]>

Cc: Dusty Lane <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]> Mike <[REDACTED]>

Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha.

Everything sounds great. I will let property owners know. I look forward to receiving the agenda so that we can working on it collaboratively. We do ask that your engineers and project team be candid with us so that we know probability of certain scenarios versus options that are are only options due to legality and protocol. Have you heard back from your right of way specialist in regards to Sandy Lane? This information will better help us to guide our discussion. We truly do want to work with you and your team to come up with solutions that will work with everyone. We thank you for providing this opportunity.

Anne Rogers

On Tue, Jun 19, 2018 at 2:32 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Let's schedule the meeting for Wednesday, June 27 from 5 to 8 p.m. at the I-10 project office located at [REDACTED]. That office will give us plenty of room for everyone that is able to attend.

We will have the team member's in attendance that can discuss the subjects related to the issues and concerns that have been brought up. Mr. Samour will be on annual leave starting on the 21st, returning on July 3. We would like to suggest meeting on the 27th initially to work together on reaching solutions and then meet again on Friday, July 6 with Mr. Samour as a follow up to the meeting on the 27th.

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Thank you,

Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 5:34 PM
To: SMF Interchange Study < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Robert Samour < [REDACTED] >
Cc: Anne Rogers < [REDACTED] >; Mike < [REDACTED] >
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

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Thank you again for setting this up. We are excited to have the opportunity to discuss options that will ease our safety concerns versus having them compiled.

Thank you,

Anne Rogers

On Mon, Jun 18, 2018 at 5:44 PM, SMF Interchange Study < [REDACTED] > wrote:

Hello Anne and Mike,

Our team would like to set up a meeting with the residents of your community to discuss concepts and options, as well as have an open dialogue about your concerns. Please let me know two or three dates that your community would be available in the evening to meet at one of our offices either at 59th Avenue and Elliot or at 59th Avenue and I-10.

Thank you,

Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, June 19, 2018 5:29 PM
To: anne rogers; SMF Interchange Study
Cc: Dusty Lane; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Mike
Subject: RE: ADOT and DLC Meeting to Discuss Access Concepts

Thanks Anne, we look forward to meeting and having an open, productive working session. I will plan to send you the agenda by the end of the week, if not sooner.

I will check on the status of the ROW regarding Sandy Lane in the morning.

We also want to work with the community to identify and provide the most feasible solutions.

I'll be back in touch soon.

Thanks,
Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 1:15 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Dusty Lane <[REDACTED]>, Spargo, Benjamin <[REDACTED]>, Carmelo Acevedo <[REDACTED]>, Robert Samour <[REDACTED]>, Mike <[REDACTED]>
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha.

Everything sounds great. I will let property owners know. I look forward to receiving the agenda so that we can working on it collaboratively. We do ask that your engineers and project team be candid with us so that we know probability of certain scenarios versus options that are are only options due to legality and protocol. Have you heard back from your right of way specialist in regards to Sandy Lane? This information will better help us to guide our discussion. We truly do want to work with you and your team to come up with solutions that will work with everyone. We thank you for providing this opportunity.

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Thank you,

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From: Dusty Lane [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 5:34 PM
To: SMF Interchange Study < [REDACTED] > Spargo, Benjamin < [REDACTED] >
Carmelo Acevedo < [REDACTED] > Robert Samour < [REDACTED] >
Cc: Anne Rogers < [REDACTED] > Mike < [REDACTED] >
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

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Thank you,

Anne Rogers

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Thank you,

Marsha Miller

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Tuesday, June 19, 2018 1:15 PM
To: SMF Interchange Study
Cc: Dusty Lane; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Mike
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

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From: Dusty Lane [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 5:34 PM
To: SMF Interchange Study < [REDACTED] > Spargo, Benjamin < [REDACTED] >
Carmelo Acevedo < [REDACTED] > Robert Samour < [REDACTED] >
Cc: Anne Rogers < [REDACTED] > Mike < [REDACTED] >
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

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Thank you,

Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Monday, June 18, 2018 8:22 AM
To: Dusty Lane; SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: RE: ADOT Traffic Interchange Study - Update and Alternative Concepts

Good morning Anne,
Yes, we are in touch with the right-of-way person on the project to get the information you asked about. As soon as I have it, I will send it to you.

Thanks for your patience,
Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 15, 2018 1:00 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]>, Anne Rogers <[REDACTED]>, Robert Samour <[REDACTED]>, Carmelo Acevedo <[REDACTED]>, Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Hi Marsha,

I am just checking back to see if you have our answer yet. I am assuming that you are not having to research this information, that it would be a matter of just looking at the research that was already done. Please let me know if I am wrong and need to be more patient.

Anne Rogers

On Thu, Jun 14, 2018 at 5:56 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Thank you for that question. I will check on that and get back to you.

Thanks,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 14, 2018 2:06 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you for your quick reply. Our community is discussing the options. Can you tell me whose property the Sandy Lane right-of-way falls on? Is it half and half or is the entire right of way on one sole property? Is this right-of-way exclusive or non-exclusive? We would like to know the manner in which this right-of-way was granted. Thank you for the clarification.

Anne Rogers

On Thu, Jun 14, 2018 at 12:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne,

Thank you for sending the concepts to the other property owners in the community. Yes, the gray line in Concept #1 showing the "new" Ray Road connecting to Dusty Lane would be paved. ADOT will work with MCDOT to improve other roads outside of the ADOT right-of-way (Sandy Lane; 45th Avenue).

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you Marsha, for the update. I have forwarded the options to property owners for evaluation. I would like to verify that Ray Rd would be paved as our current ingress/egress options are in interchange option #1.

Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Sunday, June 17, 2018 4:28 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Marsha,

Would you be able to provide me with the email address of your Federal Highway Administration contact, please?

I appreciate it!

Anne Rogers

On Fri, Jun 15, 2018 at 4:00 PM, Dusty Lane <[REDACTED]> wrote:
Hi Marsha,

I am just checking back to see if you have our answer yet. I am assuming that you are not having to research this information, that it would be a matter of just looking at the research that was already done. Please let me know if I am wrong and need to be more patient.

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Sent: Wednesday, June 13, 2018 6:33 PM
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[REDACTED]

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Cc: Anne Rogers; Mike
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha, for setting this up. Will the full design/project team be at this meeting so that we can discuss the feasibility of the various options discussed? Will Mr. Samour be there? Will the drainage plan sheets be completed for review before this meeting so that we have time to review them before our meeting?

We would like to give the following dates : June 22nd, June 27th and July 6th. How many community members do you feel would be reasonable to attend? We are unsure of your space accommodations and need to know what to present to property owners.

Thank you again for setting this up. We are excited to have the opportunity to discuss options that will ease our safety concerns versus having them compiled.

Thank you,

Anne Rogers

On Mon, Jun 18, 2018 at 5:44 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne and Mike,

Our team would like to set up a meeting with the residents of your community to discuss concepts and options, as well as have an open dialogue about your concerns. Please let me know two or three dates that your community would be available in the evening to meet at one of our offices either at 59th Avenue and Elliot or at 59th Avenue and I-10.

Thank you,

Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Wednesday, June 20, 2018 3:39 PM
To: Dusty Lane; SMF Interchange Study
Cc: Carmelo Acevedo; Mike; Robert Samour; Spargo, Benjamin; anne rogers
Subject: RE: ADOT and DLC Meeting to Discuss Access Concepts

Hi Anne,
Sorry, I've been in meetings all day and just getting back to my computer.

I received this information from our team:

The ROW coordinator for the project was out end of last week and into this week and we wanted to confirm everything with him before responding. ADOT has determined that there is no existing public street right-of-way along Sandy Lane east of the ADOT-owned land. There is a private agreement recorded between the adjacent land owners, but ADOT is not a party to that agreement. In other words, on the Concept #1 roll plot, ADOT would need to acquire new right-of-way to extend Sandy Lane from where it ends on the plot to 45th Avenue. The new Sandy Lane street could be aligned entirely on the north parcels (300-04-003N and 300-04-003L), entirely on the south parcel (300-04-022D), or some combination of both. This does not preclude us from moving Concept #1 forward.

We will not only have hard copies at the meeting, but will have electronic files to guide our discussions in real time. We are considering this meeting to be a true working session.

If you have questions about this, we will discuss further on Wednesday.

Thank you,
Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Wednesday, June 20, 2018 2:37 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Carmelo Acevedo <[REDACTED]>, Mike <[REDACTED]>, Robert Samour <[REDACTED]>, Spargo, Benjamin <[REDACTED]>, anne rogers <[REDACTED]>
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Hi Marsha. I'm just checking back regarding the right of way. I didn't think that it would take a full week to get that answer. I would also ask that you have a handful of copies of both option one and of the no build so that we are able to draw out option ideas. Having the no build and option one image copies will help us to problem solve road paths keeping in mind where the drainage is, etc.

Will this work?

Thank you.

Anne

On Tue, Jun 19, 2018 at 8:28 PM SMF Interchange Study <[REDACTED]> wrote:

Thanks Anne, we look forward to meeting and having an open, productive working session. I will plan to send you the agenda by the end of the week, if not sooner.

I will check on the status of the ROW regarding Sandy Lane in the morning.

We also want to work with the community to identify and provide the most feasible solutions.

I'll be back in touch soon.

Thanks,

Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Tuesday, June 19, 2018 1:15 PM

To: SMF Interchange Study < [REDACTED] >

Cc: Dusty Lane < [REDACTED] > Spargo, Benjamin < [REDACTED] > Carmelo Acevedo < [REDACTED] >
Robert Samour < [REDACTED] > Mike < [REDACTED] >

Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha.

Everything sounds great. I will let property owners know. I look forward to receiving the agenda so that we can working on it collaboratively. We do ask that your engineers and project team be candid with us so that we know probability of certain scenarios versus options that are only options due to legality and protocol. Have you heard back from your right of way specialist in regards to Sandy Lane? This information will better help us to guide our discussion. We truly do want to work with you and your team to come up with solutions that will work with everyone. We thank you for providing this opportunity.

Anne Rogers

On Tue, Jun 19, 2018 at 2:32 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Let's schedule the meeting for Wednesday, June 27 from 5 to 8 p.m. at the I-10 project office located at [REDACTED]
[REDACTED] That office will give us plenty of room for everyone that is able to attend.

We will have the team member's in attendance that can discuss the subjects related to the issues and concerns that have been brought up. Mr. Samour will be on annual leave starting on the 21st, returning on July 3. We would like to suggest meeting on the 27th initially to work together on reaching solutions and then meet again on Friday, July 6 with Mr. Samour as a follow up to the meeting on the 27th.

We are working this week to have the drainage summary and report to you and the community by Friday. Also, if it's amenable to you, I am going to draft an agenda and send to you so we can collaboratively develop the final agenda and all prepared when we meet on the 27th.

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 5:34 PM
To: SMF Interchange Study <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike <[REDACTED]>
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha, for setting this up. Will the full design/project team be at this meeting so that we can discuss the feasibility of the various options discussed? Will Mr. Samour be there? Will the drainage plan sheets be completed for review before this meeting so that we have time to review them before our meeting?

We would like to give the following dates : June 22nd, June 27th and July 6th. How many community members do you feel would be reasonable to attend? We are unsure of your space accommodations and need to know what to present to property owners.

Thank you again for setting this up. We are excited to have the opportunity to discuss options that will ease our safety concerns versus having them compiled.

Thank you,

Anne Rogers

On Mon, Jun 18, 2018 at 5:44 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne and Mike,

Our team would like to set up a meeting with the residents of your community to discuss concepts and options, as well as have an open dialogue about your concerns. Please let me know two or three dates that your community would be available in the evening to meet at one of our offices either at 59th Avenue and Elliot or at 59th Avenue and I-10.

Thank you,

Marsha Miller

[REDACTED]

From: Petty, Karla (FHWA) <[REDACTED]>
Sent: Tuesday, June 26, 2018 3:27 PM
To: anne rogers
Cc: Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Dusty Lane; Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: RE: ADOT Socio-economic discrimination

Good Afternoon,

The purpose of this communication is to provide a response to your question of June 23 regarding the appropriate setting to address your socio-economic concerns. I appreciate your patience in allowing me time to seek clarification on the scope of the Working Group Discussions. The intent of the Working Group Discussions is to address and discuss the concerns of the Dusty Lane Community, so yes, it is an appropriate setting to address concerns beyond the safety concerns.

I understand the Draft Agenda which is being shared with the DLC includes topics categorized under Freeway Related and Interchange Related. Based on the information you have provided, the socio-economic concerns you have expressed relate to noise mitigation through a sound wall and would be freeway related.

As mentioned in previous messages, FHWA will be represented at the Working Group Discussions. Mr. Aryan Lirange will be at the discussion meeting scheduled for the evening of June 27th and available to speak with you.

Regards,
Karla Petty

From: Petty, Karla (FHWA)
Sent: Saturday, June 23, 2018 10:12 AM
To: anne rogers <[REDACTED]>
Cc: Lirange, Aryan (FHWA) <[REDACTED]> Sarhan, Anthony (FHWA) <[REDACTED]> Deitering, Thomas (FHWA) <[REDACTED]> Hansen, Alan (FHWA) <[REDACTED]> Dusty Lane <[REDACTED]> Carmelo Acevedo <[REDACTED]> Mike <[REDACTED]> Spargo, Benjamin <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: RE: ADOT Socio-economic discrimination

Good Morning,

Yes, we will be reviewing your claims of socio-economic discrimination. There is information that needs to be reviewed, confirmed, clarified and understood. Federal oversight is one of FHWA responsibilities and we will ensure the federal requirements are being met.

As for your question regarding the appropriate setting in when to address the socio-economic concerns, I do not have an answer today. I will need to back in touch after seeking clarification on the scope of the Working Group Discussions. Look for a response before the meeting on the 27th.

Regards,
Karla Petty

From: anne rogers <[REDACTED]>
Sent: Saturday, June 23, 2018 8:10:25 AM
To: Petty, Karla (FHWA)
Cc: Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Dusty Lane; Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination

Thank you, Karla, for your response.

Whereas ADOT overall has been very unresponsive to most of our questions and concerns, they have been more responsive starting when I sent the first email to FHWA on June 18th regarding our safety concerns. Whereas our first request (email-May 9th) and our second request (verbally May 30th at the Ivanhoe Open House) for a working meeting went unaddressed, our third request (email- June 18th) has been granted and we are optimistic that they have started to listen to our safety concerns. As a result, I did not follow up with that first email, despite not having received an initial response from you. We did feel that ADOT was starting to respond appropriately. In this working session with ADOT, we agree that we (DLC and ADOT) have the opportunity to collaboratively find solutions to our safety concerns.

I am unsure, however, who told you that our concerns from my second letter (socio-economic discrimination) were being addressed or even would be addressed in our upcoming work session. From my understanding from correspondence with ADOT, this working session is to resolve safety concerns, for which we are grateful. ADOT has not responded, however, to the concerns regarding the socio-economic discrimination. ADOT continues to apparently refuse to cost-share despite us not being two times the cost reasonableness criteria (Section 772.13k), has not given us any other reason for denial of the original specifications of our sound wall in the recommendations, has provided us with contradictory information and it is clear that they are breaking selected guidelines in DLC and in Ahwatukee (See attached). We would like to know if you will ensure that they start following federal guidelines starting now in areas whose plans are not yet complete or if you will review their actions in Ahwatukee to ensure that we are treated equally. There is an expectation, from the Dusty Lane Community, that we receive equal treatment in regards to sound protection, safety and replacement of recreational areas as provided to residents in Ahwatukee.

We have received the agenda from the ADOT Ivanhoe Interchange study team. They have stated that they are open to the DLC adding concerns to the agenda. We, the DLC leadership, will add: pedestrian egress/recreational area replacement, zoning to be consistent with current zoning for DLC and street signage. In addition, as you stated, this preliminary agenda will be sent to DLC property owners to make sure that all of our safety concerns are covered. Do you feel that this meeting would be an appropriate setting to address our socio-economic concerns? If not, what do you suggest?

Thank you for adding Mr. Samour to the email. Mr. Samour has been the most direct with us and we have the utmost respect for him as a result.

Thank you for your email. We look forward to your clarification regarding equal treatment.

Anne Rogers

On Fri, Jun 22, 2018 at 9:23 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:

Ms. Rogers,

Good afternoon, I wanted to reply and acknowledge receipt of your email from yesterday evening (below) as well as your email of Monday, June 18th. For some unknown reason, the first email you sent on Monday, June 18th, was not

received by any of the four addressees in the FHWA Arizona Division office. It was, however, received by the South Mountain Freeway (SMF) Project Team and when they learned that we were unaware of the message, it was forwarded to Mr. Aryan Lirange of FHWA. This was on the afternoon of Wednesday, June 20th (see attached). Mr. Lirange, our Senior Urban Engineer, is the FHWA Arizona Division's primary contact and lead for the South Mountain Freeway project. Please include him on future SMF correspondences as this will expedite replies and ensure we are aware of the communication. He can be reached at [REDACTED] or [REDACTED].

I understand you contacted FHWA on behalf of the Dusty Lane Community and your two messages outlined concerns of safety and socio-economic discrimination. FHWA will review your concerns and take them into consideration as we ensure the project advances and is built in accordance with federal regulations and requirements. We will work with ADOT to ensure your concerns are promptly reviewed, considered and comprehensive responses are provided.

We are aware the SMF Project Team is planning two Dusty Lane Community Working Group Discussions. We understand that ADOT has developed a draft agenda for the first discussion that contains the concerns raised in your two recent emails. I also understand this agenda will be shared with the Dusty Lane Community in the coming days to seek the Community's input and ensure that all items of concern are included for discussion. FHWA Arizona Division plans to attend these discussions and encourages you to attend as well.

Please continue to engage the project team and ask questions about items that you feel need additional clarification. Mr. Rob Samour of ADOT has been copied for his awareness.

Regards,

Karla

Karla S. Petty | Division Administrator

Federal Highway Administration | Arizona Division

4000 N. Central Ave., Suite 1500 | Phoenix, AZ 85012

Office: [REDACTED] | Cell: [REDACTED]

Email: [REDACTED]

From: anne rogers [mailto:[REDACTED]]

Sent: Thursday, June 21, 2018 8:14 PM

To: Petty, Karla (FHWA) <[REDACTED]>
Cc: Lirange, Aryan (FHWA) <[REDACTED]> Deitering, Thomas (FHWA) <[REDACTED]> Hansen, Alan (FHWA) <[REDACTED]> Dusty Lane <[REDACTED]> Mike <[REDACTED]> Margot <[REDACTED]> Stan Wright <[REDACTED]> Barbara Boulanger <[REDACTED]> ostrom jodi <[REDACTED]> Adriana Valenzuela <[REDACTED]> az topcat <[REDACTED]> 87 almalarios <[REDACTED]> Ron Schuler <[REDACTED]> Mary Fremont <[REDACTED]> reina77 <[REDACTED]> Adamdimas <[REDACTED]> david cox <[REDACTED]> Richard Strassel <[REDACTED]> Maribel Guevara <[REDACTED]> Susan Wakefield <[REDACTED]> hopkins trudy <[REDACTED]> Mary Pitrat <[REDACTED]> Estuardo Calderon <[REDACTED]> irene gon22 <[REDACTED]> Cesar Vargas <[REDACTED]> michael methvin <[REDACTED]> Thomas Watson <[REDACTED]> Michael Rogers <[REDACTED]> anne rogers <[REDACTED]> Robert Samour <[REDACTED]> SMF Interchange Study <[REDACTED]>

Subject: ADOT Socio-economic discrimination

Ms. Petty,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. We feel that we are experiencing socio-economic discrimination by the Arizona Department of Transportation. We are contacting you, Federal Highway Administration, in order to ask you to intervene.

ADOT is not following NEPA guidelines in selected areas of the project area for the Loop 202 South Mountain Freeway in the Phoenix Metropolitan area.

According to NEPA guidelines, in order to implement a sound wall, the area must meet feasibility requirements, including achieving a 5 dBA decrease after mitigation and a maximum of 63 dBA after mitigation. Reasonability factors are not considered until feasibility is met.

According to ADOT's DEIS, there were five monitoring points: 1, 6, 15, 16 and 22a in the Ahwatukee area of Phoenix that did not meet these feasibility requirements. According to their FEIS, the numbers were altered to show that only three of these same monitoring points did not meet feasibility requirements: 15, 16 and 22a. Two of these monitoring points were deemed unfeasible due to still being over the 63 dBA level. The third was deemed unfeasible due to only achieving a 4 dBA decrease post mitigation. Despite this shortfall, the entire Ahwatukee area has been granted a 20 ft. sound wall in all residential areas, including where unfeasible according to NEPA guidelines. Ahwatukee is the most affluent area of the Loop 202 South Mountain Freeway project area. The other areas of the project area lack such investments in protecting the sound and social impacts, including our community.

Our community will see the highest increase in sound for the entire project area. With a sound level increase of 30 dBA, not including an additional increase due to their newly introduced interchange in the center of our community, our sound level increase will be exponential and significant. Written into both the DEIS and the FEIS, our community was inaccurately seen as not eligible to qualify for the "substantial noise increase." They state that we do not qualify. It states that "MON-11, MON-12.... are not included for substantial noise level increase determination because they are within proposed SR 202L R/W." As a result, they are considering our 48 dBA to 78+ dBA increase as not being substantial. In ADOT's original plans, we were to have a sound wall of 20ft that stretched 5800 ft. We found out in March 2018 that this sound protection was being omitted completely. Appalled due to unfair treatment, we have advocated strongly for a sound wall, which we were recently granted. Not disclosed was that our sound wall would only reach 12 ft. We found that out at the Ivanhoe Interchange Open house on May 31st, only after direct questioning. Since then, they have told us that it will be between 12 and 14 ft. They are not planning on, however, extending the wall on either side of our community for better sound protection, again, as is recommended in Federal guidelines and as they are doing in Ahwatukee.

Marsha Miller with ADOT stated on 6/21/18 in an email to us "The cost-per-benefitted-receptor is considered only after other feasibility and reasonableness criteria are met." It does appear that our wall at its recommended size is being denied on the sole reasonability factor of cost-effectiveness per benefitted receptor. Despite asking why we are not getting what is recommended, they have given us no other reason for its denial. If this is the case, we question how the Ahwatukee area was granted 20ft sound walls in areas where feasibility was not even met. Federal guidelines state that there are other reasonability factors that can be taken into consideration, not limited to cost-sharing with other like-sound communities. The Promontory at Foothills West development going in at the end of Ahwatukee, 1 mile away, would fit this description. Unfortunately, I cannot find any evidence that a sound study was ever conducted for this community, which will sell homes starting at \$750,000. Our questions from March regarding this community have gone unanswered by ADOT, so if a sound study exists for this community, ADOT is not releasing any information despite it being public information.

The Ahwatukee area is receiving more per mile than any other area of the freeway path including a 20 ft sound wall in all areas and a 6-mile 20-ft shared use path.

We ask that our community be granted a 20 ft. sound wall that stretches the 5800 ft. in accordance with ADOT recommendations in the sound reports and discontinue socio-economic discrimination of our community.

We, the Dusty Lane Community, are putting you on notice that ADOT is not following federal or state guidelines. We are asking that you intervene and require ADOT to treat all areas of the freeway path equally.

Thank you for your prompt attention to this matter. I look forward to hearing back from you.

Anne Rogers

----- Forwarded message -----

From: "Spargo, Benjamin" <[REDACTED]>
To: "Lirange, Aryan (FHWA)" <[REDACTED]>
Cc:
Bcc:
Date: Wed, 20 Jun 2018 22:12:12 +0000
Subject: FW: Safety Concerns re: SMF Ivanhoe Interchange Proposal

Ben Spargo, PE

M [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 2:18 PM
To: SMF Interchange Study <[REDACTED]>
Cc: anne rogers <[REDACTED]> Mike <[REDACTED]> Dusty Lane
<[REDACTED]> Robert Samour <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Carmelo Acevedo <[REDACTED]>
Subject: Fwd: Safety Concerns re: SMF Ivanhoe Interchange Proposal

----- Forwarded message -----

From: **anne rogers** <[REDACTED]>
Date: Mon, Jun 18, 2018 at 2:44 PM
Subject: Safety Concerns re: SMF Ivanhoe Interchange Proposal
To: [REDACTED]
Cc: [REDACTED] Dusty Lane
<[REDACTED]> Mike <[REDACTED]>

Hi Kelly,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. I am not sure if I have reached the right person, so I have copied a few others from your office just in case.

Our community has grave safety concerns regarding the SMF Loop 202 Ivanhoe Interchange Proposal.

We are a community who is bordered on all sides by the South Mountain Park and the Gila River Indian Community. We have one small connector road, barely large enough to accommodate two cars in some spots that connect us to 51st ave. Due to our location, all residential streets in our community are dead-end streets. There are no outlets. Due to our rural environment and safe streets with little traffic, our children play in the streets safely and runners, cyclists and walkers use our streets as if they were bike lanes since again, it is safe to do so.

When the SMF comes through, it will cut off all of our residential streets from our connector road of Dusty Lane with the exception of Ivanhoe St. ADOT is proposing placing an interchange at that very intersection and is projecting 2000 cars per on and off ramp. Having to navigate such an exponential increase in traffic at that intersection comes at great risk to our community.

Our concerns are as follows:

Increased response time for local emergency services. ADOT incorrectly claims that response time will decrease. Our local services do not use freeways. They use surface streets. Having to navigate so many cars will increase response time.

A trapped community- If there is an accident or flooding in that intersection or if our community were to experience a fire, Ivanhoe would be our only way out. An accidental fire could be catastrophic if we are having to fight 8000 cars in order to escape.

Flooding- Being at the base of a mountain, we experience deep and damaging floods. ADOT has informed us that they cannot improve or worsen flooding conditions. Unfortunately, they have eliminated our other options of egress and are placing the interchange at the very intersection that sees the highest waters and the worst damage. Before, we have been able to use other residential streets to access our connector road, Dusty Lane. This choice and adding 2000 cars per on and off ramp will trap our community.

School bus / fire truck maneuverability- With all dead-end streets and only enough room for a standard-sized vehicle to do a 3 point turn in order to turn around, our school bus or a potential fire truck will be unable to turn around. ADOT has placed a cul de sac at the end of 43rd Ave, but their team is unaware of whether it is large enough to accommodate a large vehicle like a school bus. Three weeks after asking the question, they evidently still do not know as they have not gotten back to us.

Fire hydrants- According to Fire Prevention and the City Water Department, we currently have two in-service fire hydrants located on Dusty Lane. These hydrants will be located on the opposite side of the freeway once the freeway goes through. It is being argued that these hydrants are maintenance hydrants. Since 2012, during the final planning of this freeway, it appears that they are trying to change the designation of these hydrants. We feel that safety is more important than convenience of not having to provide us with the same service hydrant access that we had before the final planning of the freeway began.

On June 13, 2018, ADOT announced that they had released 4 new options in addition to the current Ivanhoe Interchange proposal. Of those 4, two were presented as unfeasible. One will cause the same concerns as the original proposal, still providing direct access. The last option appeared to be the only option given. It did solve a lot of the DLC's safety concerns, however it appears that they did not research this option before presenting it publicly, including to two news stations. It appears that the only "option" presented is in fact not an option at all as it uses private property. There is no road there.

We are asking that you intervene. This email serves as notice that ADOT does not truly appear to be watching out for the safety of our community and are placing us in danger by hurriedly adding an interchange to the plans at the last minute. Such haste does not give time to study safety impacts to a community such as ours. When asked, ADOT was unable to identify any proposal such as this one where a 65 mph freeway exited onto a 25 mph residential street. This makes it clear to us that our situation has not been studied appropriately in order to ensure the safety of our residents including our children.

Is there a metrics in the guideline regarding cost and safety? How much are they allotted when it comes to the safety of a community who has special circumstances? Do you have a list of safety concerns that are to be addressed in your guidelines?

Thank you for your time. I did try to call, but appears that your phone number does not allow for voicemails. Please let me know if there is a better time that I can try to reach you again.

We appreciate any and all help that you are able to provide our community.

Anne Rogers

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 25, 2018 7:03 AM
To: Petty, Karla (FHWA)
Cc: anne rogers; Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination

Thank you, Karla, for your email.

We certainly were not expecting a response on a Saturday! Hopefully, you were able to disconnect for the rest of your weekend! We appreciate the guidance and we look forward to your recommendations.

Anne Rogers

On Sat, Jun 23, 2018 at 1:12 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:
Good Morning,

Yes, we will be reviewing your claims of socio-economic discrimination. There is information that needs to be reviewed, confirmed, clarified and understood. Federal oversight is one of FHWA responsibilities and we will ensure the federal requirements are being met.

As for your question regarding the appropriate setting in when to address the socio-economic concerns, I do not have an answer today. I will need to back in touch after seeking clarification on the scope of the Working Group Discussions. Look for a response before the meeting on the 27th.

Regards,
Karla Petty

From: anne rogers <[REDACTED]>
Sent: Saturday, June 23, 2018 8:10:25 AM
To: Petty, Karla (FHWA)
Cc: Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Dusty Lane; Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination

Thank you, Karla, for your response.

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I am unsure, however, who told you that our concerns from my second letter (socio-economic discrimination) were being addressed or even would be addressed in our upcoming work session. From my understanding from correspondence with ADOT, this working session is to resolve safety concerns, for which we are grateful. ADOT has not responded, however, to the concerns regarding the socio-economic discrimination. ADOT continues to apparently refuse to cost-share despite us not being two times the cost reasonableness criteria (Section 772.13k), has not given us any other reason for denial of the original specifications of our sound wall in the recommendations, has provided us with contradictory information and it is clear that they are breaking selected guidelines in DLC and in Ahwatukee (See attached). We would like to know if you will ensure that they start following federal guidelines starting now in areas whose plans are not yet complete or if you will review their actions in Ahwatukee to ensure that we are treated equally. There is an expectation, from the Dusty Lane Community, that we receive equal treatment in regards to sound protection, safety and replacement of recreational areas as provided to residents in Ahwatukee.

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Thank you for adding Mr. Samour to the email. Mr. Samour has been the most direct with us and we have the utmost respect for him as a result.

Thank you for your email. We look forward to your clarification regarding equal treatment.

Anne Rogers

On Fri, Jun 22, 2018 at 9:23 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:

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I understand you contacted FHWA on behalf of the Dusty Lane Community and your two messages outlined concerns of safety and socio-economic discrimination. FHWA will review your concerns and take them into consideration as we ensure the project advances and is built in accordance with federal regulations and requirements. We will work with ADOT to ensure your concerns are promptly reviewed, considered and comprehensive responses are provided.

We are aware the SMF Project Team is planning two Dusty Lane Community Working Group Discussions. We understand that ADOT has developed a draft agenda for the first discussion that contains the concerns raised in your two recent emails. I also understand this agenda will be shared with the Dusty Lane Community in the coming days to seek the Community's input and ensure that all items of concern are included for discussion. FHWA Arizona Division plans to attend these discussions and encourages you to attend as well.

Please continue to engage the project team and ask questions about items that you feel need additional clarification. Mr. Rob Samour of ADOT has been copied for his awareness.

Regards,

Karla

Karla S. Petty | Division Administrator

Federal Highway Administration | Arizona Division

[4000 N. Central Ave., Suite 1500 | Phoenix, AZ 85012](#)

Office: [REDACTED] | Cell: [REDACTED]

Email: [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Thursday, June 21, 2018 8:14 PM
To: Petty, Karla (FHWA) <[REDACTED]>
Cc: Lirange, Aryan (FHWA) <[REDACTED]>; Deitering, Thomas (FHWA) <[REDACTED]>; Hansen, Alan (FHWA) <[REDACTED]>; Dusty Lane <[REDACTED]>; Mike <[REDACTED]>; Margot <[REDACTED]>; Stan Wright <[REDACTED]>; Barbara <[REDACTED]>; Boulanger <[REDACTED]>; ostrom jodi <[REDACTED]>; Adriana <[REDACTED]>; Valenzuela <[REDACTED]>; az topcat <[REDACTED]>; 87 <[REDACTED]>; almalarios <[REDACTED]>; Ron Schuler <[REDACTED]>; Mary <[REDACTED]>; Fremont <[REDACTED]>; reina7 7 <[REDACTED]>; Adamdimas <[REDACTED]>; david cox <[REDACTED]>; Richard Strassel <[REDACTED]>; Maribel Guevara <[REDACTED]>; Susan Wakefield <[REDACTED]>; hopkins trudy <[REDACTED]>; Mary Pitrat <[REDACTED]>; Estuardo Calderon <[REDACTED]>; irenne gon22 <[REDACTED]>; Cesar Vargas <[REDACTED]>; michael methvin <[REDACTED]>; Thomas Watson <[REDACTED]>; Michael Rogers <[REDACTED]>; anne rogers <[REDACTED]>; Robert Samour <[REDACTED]>; SMF Interchange <[REDACTED]>; Study <[REDACTED]>

Subject: ADOT Socio-economic discrimination

Ms. Petty,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. We feel that we are experiencing socio-economic discrimination by the Arizona Department of Transportation. We are contacting you, Federal Highway Administration, in order to ask you to intervene.

ADOT is not following NEPA guidelines in selected areas of the project area for the Loop 202 South Mountain Freeway in the Phoenix Metropolitan area.

According to NEPA guidelines, in order to implement a sound wall, the area must meet feasibility requirements, including achieving a 5 dBA decrease after mitigation and a maximum of 63 dBA after mitigation. Reasonability factors are not considered until feasibility is met.

According to ADOT's DEIS, there were five monitoring points: 1, 6, 15, 16 and 22a in the Ahwatukee area of Phoenix that did not meet these feasibility requirements. According to their FEIS, the numbers were altered to show that only three of these same monitoring points did not meet feasibility requirements: 15, 16 and 22a. Two of these monitoring points were deemed unfeasible due to still being over the 63 dBA level. The third was deemed unfeasible due to only achieving a 4 dBA decrease post mitigation. Despite this shortfall, the entire Ahwatukee area has been granted a 20 ft. sound wall in all residential areas, including where unfeasible according to NEPA guidelines. Ahwatukee is the most affluent area of the Loop 202 South Mountain Freeway project area. The other areas of the project area lack such investments in protecting the sound and social impacts, including our community.

Our community will see the highest increase in sound for the entire project area. With a sound level increase of 30 dBA, not including an additional increase due to their newly introduced interchange in the center of our community, our sound level increase will be exponential and significant. Written into both the DEIS and the FEIS, our community was inaccurately seen as not eligible to qualify for the "substantial noise increase." They state that we do not qualify. It states that " MON-11, MON-12.... are not included for substantial noise level increase determination because they are within proposed SR 202L R/W." As a result, they are considering our 48 dBA to 78+ dBA increase as not being substantial. In ADOT's original plans, we were to have a sound wall of 20ft that stretched 5800 ft. We found out in March 2018 that this sound protection was being omitted completely. Appalled due to unfair treatment, we have advocated strongly for a sound wall, which we were recently granted. Not disclosed was that our sound wall would only reach 12 ft. We found that out at the Ivanhoe Interchange Open house on May 31st, only after direct questioning. Since then, they have told us that it will be between 12 and 14 ft. They are not planning on, however, extending the wall on either side of our community for better sound protection, again, as is recommended in Federal guidelines and as they are doing in Ahwatukee.

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We ask that our community be granted a 20 ft. sound wall that stretches the 5800 ft. in accordance with ADOT recommendations in the sound reports and discontinue socio-economic discrimination of our community.

We, the Dusty Lane Community, are putting you on notice that ADOT is not following federal or state guidelines. We are asking that you intervene and require ADOT to treat all areas of the freeway path equally.

Thank you for your prompt attention to this matter. I look forward to hearing back from you.

Anne Rogers

----- Forwarded message -----

From: "Spargo, Benjamin" <[REDACTED]>
To: "Lirange, Aryan (FHWA)" <[REDACTED]>
Cc:
Bcc:
Date: Wed, 20 Jun 2018 22:12:12 +0000
Subject: FW: Safety Concerns re: SMF Ivanhoe Interchange Proposal

Ben Spargo, PE

M [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 2:18 PM
To: SMF Interchange Study <[REDACTED]>
Cc: anne rogers <[REDACTED]> Mike <[REDACTED]> Dusty Lane
<[REDACTED]> Robert Samour <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Carmelo Acevedo <[REDACTED]>
Subject: Fwd: Safety Concerns re: SMF Ivanhoe Interchange Proposal

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From: **anne rogers** <[REDACTED]>
Date: Mon, Jun 18, 2018 at 2:44 PM
Subject: Safety Concerns re: SMF Ivanhoe Interchange Proposal
To: [REDACTED]
Cc: [REDACTED] Dusty Lane
<[REDACTED]> Mike <[REDACTED]>

Hi Kelly,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. I am not sure if I have reached the right person, so I have copied a few others from your office just in case.

Our community has grave safety concerns regarding the SMF Loop 202 Ivanhoe Interchange Proposal.

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connect us to 51st ave. Due to our location, all residential streets in our community are dead-end streets. There are no outlets. Due to our rural environment and safe streets with little traffic, our children play in the streets safely and runners, cyclists and walkers use our streets as if they were bike lanes since again, it is safe to do so.

When the SMF comes through, it will cut off all of our residential streets from our connector road of Dusty Lane with the exception of Ivanhoe St. ADOT is proposing placing an interchange at that very intersection and is projecting 2000 cars per on and off ramp. Having to navigate such an exponential increase in traffic at that intersection comes at great risk to our community.

Our concerns are as follows:

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A trapped community- If there is an accident or flooding in that intersection or if our community were to experience a fire, Ivanhoe would be our only way out. An accidental fire could be catastrophic if we are having to fight 8000 cars in order to escape.

Flooding- Being at the base of a mountain, we experience deep and damaging floods. ADOT has informed us that they cannot improve or worsen flooding conditions. Unfortunately, they have eliminated our other options of egress and are placing the interchange at the very intersection that sees the highest waters and the worst damage. Before, we have been able to use other residential streets to access our connector road, Dusty Lane. This choice and adding 2000 cars per on and off ramp will trap our community.

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We are asking that you intervene. This email serves as notice that ADOT does not truly appear to be watching out for the safety of our community and are placing us in danger by hurriedly adding an interchange to the plans at the last minute. Such haste does not give time to study safety impacts to a community such as ours. When asked, ADOT was unable to identify any proposal such as this one where a 65 mph freeway exited onto a 25 mph residential street. This makes it clear to us that our situation has not been studied appropriately in order to ensure the safety of our residents including our children.

Is there a metrics in the guideline regarding cost and safety? How much are they allotted when it comes to the safety of a community who has special circumstances? Do you have a list of safety concerns that are to be addressed in your guidelines?

Thank you for your time. I did try to call, but appears that your phone number does not allow for voicemails. Please let me know if there is a better time that I can try to reach you again.

We appreciate any and all help that you are able to provide our community.

Anne Rogers

Dusty Lane Community

[REDACTED]

From: Petty, Karla (FHWA) <[REDACTED]>
Sent: Saturday, June 23, 2018 10:12 AM
To: anne rogers
Cc: Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Dusty Lane; Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: RE: ADOT Socio-economic discrimination

Good Morning,

Yes, we will be reviewing your claims of socio-economic discrimination. There is information that needs to be reviewed, confirmed, clarified and understood. Federal oversight is one of FHWA responsibilities and we will ensure the federal requirements are being met.

As for your question regarding the appropriate setting in when to address the socio-economic concerns, I do not have an answer today. I will need to back in touch after seeking clarification on the scope of the Working Group Discussions. Look for a response before the meeting on the 27th.

Regards,
Karla Petty

From: anne rogers <[REDACTED]>
Sent: Saturday, June 23, 2018 8:10:25 AM
To: Petty, Karla (FHWA)
Cc: Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Dusty Lane; Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination

Thank you, Karla, for your response.

Whereas ADOT overall has been very unresponsive to most of our questions and concerns, they have been more responsive starting when I sent the first email to FHWA on June 18th regarding our safety concerns. Whereas our first request (email-May 9th) and our second request (verbally May 30th at the Ivanhoe Open House) for a working meeting went unaddressed, our third request (email- June 18th) has been granted and we are optimistic that they have started to listen to our safety concerns. As a result, I did not follow up with that first email, despite not having received an initial response from you. We did feel that ADOT was starting to respond appropriately. In this working session with ADOT, we agree that we (DLC and ADOT) have the opportunity to collaboratively find solutions to our safety concerns.

I am unsure, however, who told you that our concerns from my second letter (socio-economic discrimination) were being addressed or even would be addressed in our upcoming work session. From my understanding from correspondence with ADOT, this working session is to resolve safety concerns, for which we are grateful. ADOT has not responded, however, to the concerns regarding the socio-economic discrimination. ADOT continues to apparently refuse to cost-share despite us not being two times the cost reasonableness criteria (Section 772.13k), has not given us any other reason for denial of the original specifications of our sound wall in the recommendations, has provided us with contradictory information and it is clear that they are breaking selected guidelines in DLC and in Ahwatukee (See attached). We would like to know if you will ensure that they start following federal guidelines starting now in areas whose plans are not yet complete or if you will review their actions in Ahwatukee to ensure that we are treated

equally. There is an expectation, from the Dusty Lane Community, that we receive equal treatment in regards to sound protection, safety and replacement of recreational areas as provided to residents in Ahwatukee.

We have received the agenda from the ADOT Ivanhoe Interchange study team. They have stated that they are open to the DLC adding concerns to the agenda. We, the DLC leadership, will add: pedestrian egress/recreational area replacement, zoning to be consistent with current zoning for DLC and street signage. In addition, as you stated, this preliminary agenda will be sent to DLC property owners to make sure that all of our safety concerns are covered. Do you feel that this meeting would be an appropriate setting to address our socio-economic concerns? If not, what do you suggest?

Thank you for adding Mr. Samour to the email. Mr. Samour has been the most direct with us and we have the utmost respect for him as a result.

Thank you for your email. We look forward to your clarification regarding equal treatment.

Anne Rogers

On Fri, Jun 22, 2018 at 9:23 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:

Ms. Rogers,

Good afternoon, I wanted to reply and acknowledge receipt of your email from yesterday evening (below) as well as your email of Monday, June 18th. For some unknown reason, the first email you sent on Monday, June 18th, was not received by any of the four addressees in the FHWA Arizona Division office. It was, however, received by the South Mountain Freeway (SMF) Project Team and when they learned that we were unaware of the message, it was forwarded to Mr. Aryan Lirange of FHWA. This was on the afternoon of Wednesday, June 20th (see attached). Mr. Lirange, our Senior Urban Engineer, is the FHWA Arizona Division's primary contact and lead for the South Mountain Freeway project. Please include him on future SMF correspondences as this will expedite replies and ensure we are aware of the communication. He can be reached at [REDACTED] or [REDACTED].

I understand you contacted FHWA on behalf of the Dusty Lane Community and your two messages outlined concerns of safety and socio-economic discrimination. FHWA will review your concerns and take them into consideration as we ensure the project advances and is built in accordance with federal regulations and requirements. We will work with ADOT to ensure your concerns are promptly reviewed, considered and comprehensive responses are provided.

We are aware the SMF Project Team is planning two Dusty Lane Community Working Group Discussions. We understand that ADOT has developed a draft agenda for the first discussion that contains the concerns raised in your two recent emails. I also understand this agenda will be shared with the Dusty Lane Community in the coming days to seek the Community's input and ensure that all items of concern are included for discussion. FHWA Arizona Division plans to attend these discussions and encourages you to attend as well.

Please continue to engage the project team and ask questions about items that you feel need additional clarification. Mr. Rob Samour of ADOT has been copied for his awareness.

Regards,

Karla

Karla S. Petty | Division Administrator

Federal Highway Administration | Arizona Division

4000 N. Central Ave., Suite 1500 | Phoenix, AZ 85012

Office: [REDACTED] | Cell: [REDACTED]

Email: [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Thursday, June 21, 2018 8:14 PM
To: Petty, Karla (FHWA) <[REDACTED]>
Cc: Lirange, Aryan (FHWA) <[REDACTED]>; Deitering, Thomas (FHWA) <[REDACTED]>; Hansen, Alan (FHWA) <[REDACTED]>; Dusty Lane <[REDACTED]>; Mike <[REDACTED]>; Margot <[REDACTED]>; Stan Wright <[REDACTED]>; Barbara Boulanger <[REDACTED]>; ostrom jodi <[REDACTED]>; Adriana Valenzuela <[REDACTED]>; az topcat <[REDACTED]>; 87 almalarios <[REDACTED]>; Ron Schuler <[REDACTED]>; Mary Fremont <[REDACTED]>; reina7 7 <[REDACTED]>; Adamdimas <[REDACTED]>; david cox <[REDACTED]>; Richard Strassel <[REDACTED]>; Maribel Guevara <[REDACTED]>; Susan Wakefield <[REDACTED]>; hopkins trudy <[REDACTED]>; Mary Pitrat <[REDACTED]>; Estuardo Calderon <[REDACTED]>; irenne gon22 <[REDACTED]>; Cesar Vargas <[REDACTED]>; michael methvin <[REDACTED]>; Thomas Watson <[REDACTED]>; Michael Rogers <[REDACTED]>; anne rogers <[REDACTED]>; Robert Samour <[REDACTED]>; SMF Interchange Study <[REDACTED]>

Subject: ADOT Socio-economic discrimination

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----- Forwarded message -----

From: "Spargo, Benjamin" <[REDACTED]>
To: "Lirange, Aryan (FHWA)" <[REDACTED]>
Cc:
Bcc:
Date: Wed, 20 Jun 2018 22:12:12 +0000
Subject: FW: Safety Concerns re: SMF Ivanhoe Interchange Proposal

Ben Spargo, PE

M [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 2:18 PM
To: SMF Interchange Study <[REDACTED]>
Cc: anne rogers <[REDACTED]> Mike <[REDACTED]> Dusty Lane
<[REDACTED]> Robert Samour <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Carmelo Acevedo <[REDACTED]>
Subject: Fwd: Safety Concerns re: SMF Ivanhoe Interchange Proposal

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Date: Mon, Jun 18, 2018 at 2:44 PM
Subject: Safety Concerns re: SMF Ivanhoe Interchange Proposal
To: [REDACTED]
Cc: [REDACTED] Dusty Lane
<[REDACTED]> Mike <[REDACTED]>

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Anne Rogers

Dusty Lane Community

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Saturday, June 23, 2018 8:10 AM
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Cc: Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Dusty Lane; Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination
Attachments: revguidance.pdf

Thank you, Karla, for your response.

Whereas ADOT overall has been very unresponsive to most of our questions and concerns, they have been more responsive starting when I sent the first email to FHWA on June 18th regarding our safety concerns. Whereas our first request (email-May 9th) and our second request (verbally May 30th at the Ivanhoe Open House) for a working meeting went unaddressed, our third request (email- June 18th) has been granted and we are optimistic that they have started to listen to our safety concerns. As a result, I did not follow up with that first email, despite not having received an initial response from you. We did feel that ADOT was starting to respond appropriately. In this working session with ADOT, we agree that we (DLC and ADOT) have the opportunity to collaboratively find solutions to our safety concerns.

I am unsure, however, who told you that our concerns from my second letter (socio-economic discrimination) were being addressed or even would be addressed in our upcoming work session. From my understanding from correspondence with ADOT, this working session is to resolve safety concerns, for which we are grateful. ADOT has not responded, however, to the concerns regarding the socio-economic discrimination. ADOT continues to apparently refuse to cost-share despite us not being two times the cost reasonableness criteria (Section 772.13k), has not given us any other reason for denial of the original specifications of our sound wall in the recommendations, has provided us with contradictory information and it is clear that they are breaking selected guidelines in DLC and in Ahwatukee (See attached). We would like to know if you will ensure that they start following federal guidelines starting now in areas whose plans are not yet complete or if you will review their actions in Ahwatukee to ensure that we are treated equally. There is an expectation, from the Dusty Lane Community, that we receive equal treatment in regards to sound protection, safety and replacement of recreational areas as provided to residents in Ahwatukee.

We have received the agenda from the ADOT Ivanhoe Interchange study team. They have stated that they are open to the DLC adding concerns to the agenda. We, the DLC leadership, will add: pedestrian egress/recreational area replacement, zoning to be consistent with current zoning for DLC and street signage. In addition, as you stated, this preliminary agenda will be sent to DLC property owners to make sure that all of our safety concerns are covered. Do you feel that this meeting would be an appropriate setting to address our socio-economic concerns? If not, what do you suggest?

Thank you for adding Mr. Samour to the email. Mr. Samour has been the most direct with us and we have the utmost respect for him as a result.

Thank you for your email. We look forward to your clarification regarding equal treatment.

Anne Rogers

On Fri, Jun 22, 2018 at 9:23 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:

Ms. Rogers,

Good afternoon, I wanted to reply and acknowledge receipt of your email from yesterday evening (below) as well as your email of Monday, June 18th. For some unknown reason, the first email you sent on Monday, June 18th, was not received by any of the four addressees in the FHWA Arizona Division office. It was, however, received by the South Mountain Freeway (SMF) Project Team and when they learned that we were unaware of the message, it was forwarded to Mr. Aryan Lirange of FHWA. This was on the afternoon of Wednesday, June 20th (see attached). Mr. Lirange, our Senior Urban Engineer, is the FHWA Arizona Division's primary contact and lead for the South Mountain Freeway project. Please include him on future SMF correspondences as this will expedite replies and ensure we are aware of the communication. He can be reached at [REDACTED] or 602-382-8973.

I understand you contacted FHWA on behalf of the Dusty Lane Community and your two messages outlined concerns of safety and socio-economic discrimination. FHWA will review your concerns and take them into consideration as we ensure the project advances and is built in accordance with federal regulations and requirements. We will work with ADOT to ensure your concerns are promptly reviewed, considered and comprehensive responses are provided.

We are aware the SMF Project Team is planning two Dusty Lane Community Working Group Discussions. We understand that ADOT has developed a draft agenda for the first discussion that contains the concerns raised in your two recent emails. I also understand this agenda will be shared with the Dusty Lane Community in the coming days to seek the Community's input and ensure that all items of concern are included for discussion. FHWA Arizona Division plans to attend these discussions and encourages you to attend as well.

Please continue to engage the project team and ask questions about items that you feel need additional clarification. Mr. Rob Samour of ADOT has been copied for his awareness.

Regards,

Karla

Karla S. Petty | Division Administrator

Federal Highway Administration | Arizona Division

4000 N. Central Ave., Suite 1500 | Phoenix, AZ 85012

Office: [REDACTED] | Cell: [REDACTED]

Email: [REDACTED]

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 21, 2018 8:14 PM
To: Petty, Karla (FHWA) < [REDACTED]>
Cc: Lirange, Aryan (FHWA) < [REDACTED]>; Deitering, Thomas (FHWA) < [REDACTED]>; Hansen, Alan (FHWA) < [REDACTED]>; Dusty Lane < [REDACTED]>; Mike < [REDACTED]>; Margot < [REDACTED]>; Stan Wright < [REDACTED]>; Barbara Boulanger < [REDACTED]>; ostrom jodi < [REDACTED]>; Adriana Valenzuela < [REDACTED]>; az topcat < [REDACTED]>; 87 almalarios < [REDACTED]>; Ron Schuler < [REDACTED]>; Mary Fremont < [REDACTED]>; reina7 7 < [REDACTED]>; Adamdimas < [REDACTED]>; david cox < [REDACTED]>; Richard Strassel < [REDACTED]>; Maribel Guevara < [REDACTED]>; Susan Wakefield < [REDACTED]>; hopkins trudy < [REDACTED]>; Mary Pitrat < [REDACTED]>; Estuardo Calderon < [REDACTED]>; irenne gon22 < [REDACTED]>; Cesar Vargas < [REDACTED]>; michael methvin < [REDACTED]>; Thomas Watson < [REDACTED]>; Michael Rogers < [REDACTED]>; anne rogers < [REDACTED]>; Robert Samour < [REDACTED]>; SMF Interchange Study < [REDACTED]>

Subject: ADOT Socio-economic discrimination

Ms. Petty,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. We feel that we are experiencing socio-economic discrimination by the Arizona Department of Transportation. We are contacting you, Federal Highway Administration, in order to ask you to intervene.

ADOT is not following NEPA guidelines in selected areas of the project area for the Loop 202 South Mountain Freeway in the Phoenix Metropolitan area.

According to NEPA guidelines, in order to implement a sound wall, the area must meet feasibility requirements, including achieving a 5 dBA decrease after mitigation and a maximum of 63 dBA after mitigation. Reasonability factors are not considered until feasibility is met.

According to ADOT's DEIS, there were five monitoring points: 1, 6, 15, 16 and 22a in the Ahwatukee area of Phoenix that did not meet these feasibility requirements. According to their FEIS, the numbers were altered to show that only three of these same monitoring points did not meet feasibility requirements: 15, 16 and 22a. Two of these monitoring points were deemed unfeasible due to still being over the 63 dBA level. The third was deemed unfeasible due to only achieving a 4 dBA decrease post mitigation. Despite this shortfall, the entire Ahwatukee area has been granted a 20 ft. sound wall in all residential areas, including where unfeasible according to NEPA guidelines. Ahwatukee is the most affluent area of the Loop 202 South Mountain Freeway project area. The other areas of the project area lack such investments in protecting the sound and social impacts, including our community.

Our community will see the highest increase in sound for the entire project area. With a sound level increase of 30 dBA, not including an additional increase due to their newly introduced interchange in the center of our community, our sound level increase will be exponential and significant. Written into both the DEIS and the FEIS, our community was inaccurately seen as not eligible to qualify for the "substantial noise increase." They state that we do not qualify. It states that "MON-11, MON-12.... are not included for substantial noise level increase determination because they are within proposed SR 202L R/W." As a result, they are considering our 48 dBA to 78+ dBA increase as not being substantial. In ADOT's original plans, we were to have a sound wall of 20ft that stretched 5800 ft. We found out in March 2018 that this sound protection was being omitted completely. Appalled due to unfair treatment, we have advocated strongly for a sound wall, which we were recently granted. Not disclosed was that our sound wall would only reach 12 ft. We found that out at the Ivanhoe Interchange Open house on May 31st, only after direct questioning. Since then, they have told us that it will be between 12 and 14 ft. They are not planning on, however, extending the wall on either side of our community for better sound protection, again, as is recommended in Federal guidelines and as they are doing in Ahwatukee.

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We ask that our community be granted a 20 ft. sound wall that stretches the 5800 ft. in accordance with ADOT recommendations in the sound reports and discontinue socio-economic discrimination of our community.

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Thank you for your prompt attention to this matter. I look forward to hearing back from you.

Anne Rogers

----- Forwarded message -----

From: "Spargo, Benjamin" <[REDACTED]>
To: "Lirange, Aryan (FHWA)" <[REDACTED]>
Cc:
Bcc:
Date: Wed, 20 Jun 2018 22:12:12 +0000
Subject: FW: Safety Concerns re: SMF Ivanhoe Interchange Proposal

Ben Spargo, PE

M [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 2:18 PM
To: SMF Interchange Study <[REDACTED]>
Cc: anne rogers <[REDACTED]> Mike <[REDACTED]> Dusty Lane
<[REDACTED]> Robert Samour <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Carmelo Acevedo <[REDACTED]>
Subject: Fwd: Safety Concerns re: SMF Ivanhoe Interchange Proposal

----- Forwarded message -----

From: **anne rogers** <[REDACTED]>
Date: Mon, Jun 18, 2018 at 2:44 PM

Subject: Safety Concerns re: SMF Ivanhoe Interchange Proposal

To: [REDACTED]

Cc: [REDACTED] Dusty Lane

<[REDACTED] Mike <[REDACTED]

Hi Kelly,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. I am not sure if I have reached the right person, so I have copied a few others from your office just in case.

Our community has grave safety concerns regarding the SMF Loop 202 Ivanhoe Interchange Proposal.

We are a community who is bordered on all sides by the South Mountain Park and the Gila River Indian Community. We have one small connector road, barely large enough to accommodate two cars in some spots that connect us to 51st ave. Due to our location, all residential streets in our community are dead-end streets. There are no outlets. Due to our rural environment and safe streets with little traffic, our children play in the streets safely and runners, cyclists and walkers use our streets as if they were bike lanes since again, it is safe to do so.

When the SMF comes through, it will cut off all of our residential streets from our connector road of Dusty Lane with the exception of Ivanhoe St. ADOT is proposing placing an interchange at that very intersection and is projecting 2000 cars per on and off ramp. Having to navigate such an exponential increase in traffic at that intersection comes at great risk to our community.

Our concerns are as follows:

Increased response time for local emergency services. ADOT incorrectly claims that response time will decrease. Our local services do not use freeways. They use surface streets. Having to navigate so many cars will increase response time.

A trapped community- If there is an accident or flooding in that intersection or if our community were to experience a fire, Ivanhoe would be our only way out. An accidental fire could be catastrophic if we are having to fight 8000 cars in order to escape.

Flooding- Being at the base of a mountain, we experience deep and damaging floods. ADOT has informed us that they cannot improve or worsen flooding conditions. Unfortunately, they have eliminated our other options of egress and are placing the interchange at the very intersection that sees the highest waters and the worst damage. Before, we

have been able to use other residential streets to access our connector road, Dusty Lane. This choice and adding 2000 cars per on and off ramp will trap our community.

School bus / fire truck maneuverability- With all dead-end streets and only enough room for a standard-sized vehicle to do a 3 point turn in order to turn around, our school bus or a potential fire truck will be unable to turn around. ADOT has placed a cul de sac at the end of 43rd Ave, but their team is unaware of whether it is large enough to accommodate a large vehicle like a school bus. Three weeks after asking the question, they evidently still do not know as they have not gotten back to us.

Fire hydrants- According to Fire Prevention and the City Water Department, we currently have two in-service fire hydrants located on Dusty Lane. These hydrants will be located on the opposite side of the freeway once the freeway goes through. It is being argued that these hydrants are maintenance hydrants. Since 2012, during the final planning of this freeway, it appears that they are trying to change the designation of these hydrants. We feel that safety is more important than convenience of not having to provide us with the same service hydrant access that we had before the final planning of the freeway began.

On June 13, 2018, ADOT announced that they had released 4 new options in addition to the current Ivanhoe Interchange proposal. Of those 4, two were presented as unfeasible. One will cause the same concerns as the original proposal, still providing direct access. The last option appeared to be the only option given. It did solve a lot of the DLC's safety concerns, however it appears that they did not research this option before presenting it publicly, including to two news stations. It appears that the only "option" presented is in fact not an option at all as it uses private property. There is no road there.

We are asking that you intervene. This email serves as notice that ADOT does not truly appear to be watching out for the safety of our community and are placing us in danger by hurriedly adding an interchange to the plans at the last minute. Such haste does not give time to study safety impacts to a community such as ours. When asked, ADOT was unable to identify any proposal such as this one where a 65 mph freeway exited onto a 25 mph residential street. This makes it clear to us that our situation has not been studied appropriately in order to ensure the safety of our residents including our children.

Is there a metrics in the guideline regarding cost and safety? How much are they allotted when it comes to the safety of a community who has special circumstances? Do you have a list of safety concerns that are to be addressed in your guidelines?

Thank you for your time. I did try to call, but appears that your phone number does not allow for voicemails. Please let me know if there is a better time that I can try to reach you again.

We appreciate any and all help that you are able to provide our community.

Anne Rogers

Dusty Lane Community

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Tuesday, June 26, 2018 6:31 PM
To: Petty, Karla (FHWA)
Cc: anne rogers; Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination

Good evening,

Thank you for following up with us. We appreciate it. We will address those concerns along with our other concerns at our meeting tomorrow. We appreciate your feedback, your attendance through Aryan Lirange and your guidance.

We look forward to our meeting tomorrow and hope to come up with a solution that will address our concerns.

Thank you again.

Anne Rogers

On Tue, Jun 26, 2018 at 6:26 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:

Good Afternoon,

The purpose of this communication is to provide a response to your question of June 23 regarding the appropriate setting to address your socio-economic concerns. I appreciate your patience in allowing me time to seek clarification on the scope of the Working Group Discussions. The intent of the Working Group Discussions is to address and discuss the concerns of the Dusty Lane Community, so yes, it is an appropriate setting to address concerns beyond the safety concerns.

I understand the Draft Agenda which is being shared with the DLC includes topics categorized under Freeway Related and Interchange Related. Based on the information you have provided, the socio-economic concerns you have expressed relate to noise mitigation through a sound wall and would be freeway related.

As mentioned in previous messages, FHWA will be represented at the Working Group Discussions. Mr. Aryan Lirange will be at the discussion meeting scheduled for the evening of June 27th and available to speak with you.

Regards,

Karla Petty

From: Petty, Karla (FHWA)
Sent: Saturday, June 23, 2018 10:12 AM
To: anne rogers <[REDACTED]>
Cc: Lirange, Aryan (FHWA) <[REDACTED]> Sarhan, Anthony (FHWA) <[REDACTED]> Deitering, Thomas (FHWA) <[REDACTED]> Hansen, Alan (FHWA) <[REDACTED]> Dusty Lane <[REDACTED]> Carmelo Acevedo <[REDACTED]> Mike <[REDACTED]> Spargo, Benjamin <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: RE: ADOT Socio-economic discrimination

Good Morning,

Yes, we will be reviewing your claims of socio-economic discrimination. There is information that needs to be reviewed, confirmed, clarified and understood. Federal oversight is one of FHWA responsibilities and we will ensure the federal requirements are being met.

As for your question regarding the appropriate setting in when to address the socio-economic concerns, I do not have an answer today. I will need to back in touch after seeking clarification on the scope of the Working Group Discussions. Look for a response before the meeting on the 27th.

Regards,
Karla Petty

From: anne rogers <[REDACTED]>
Sent: Saturday, June 23, 2018 8:10:25 AM
To: Petty, Karla (FHWA)
Cc: Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Dusty Lane; Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination

Thank you, Karla, for your response.

Whereas ADOT overall has been very unresponsive to most of our questions and concerns, they have been more responsive starting when I sent the first email to FHWA on June 18th regarding our safety concerns. Whereas our first request (email-May 9th) and our second request (verbally May 30th at the Ivanhoe Open House) for a working meeting went unaddressed, our third request (email- June 18th) has been granted and we are optimistic that they have started to listen to our safety concerns. As a result, I did not follow up with that first email, despite not having received an initial response from you. We did feel that ADOT was starting to respond appropriately. In this working session with ADOT, we agree that we (DLC and ADOT) have the opportunity to collaboratively find solutions to our safety concerns.

I am unsure, however, who told you that our concerns from my second letter (socio-economic discrimination) were being addressed or even would be addressed in our upcoming work session. From my understanding from correspondence with ADOT, this working session is to resolve safety concerns, for which we are grateful. ADOT has not responded, however, to the concerns regarding the socio-economic discrimination. ADOT continues to apparently refuse to cost-share despite us not being two times the cost reasonableness criteria (Section 772.13k), has not given us any other reason for denial of the original specifications of our sound wall in the recommendations, has provided us with contradictory information and it is clear that they are breaking selected guidelines in DLC and in Ahwatukee (See attached). We would like to know if you will ensure that they start following federal guidelines starting now in areas whose plans are not yet complete or if you will review their actions in Ahwatukee to ensure that we are treated equally. There is an expectation, from the Dusty Lane Community, that we receive equal treatment in regards to sound protection, safety and replacement of recreational areas as provided to residents in Ahwatukee.

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Thank you for adding Mr. Samour to the email. Mr. Samour has been the most direct with us and we have the utmost respect for him as a result.

Thank you for your email. We look forward to your clarification regarding equal treatment.

Anne Rogers

On Fri, Jun 22, 2018 at 9:23 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:

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Please continue to engage the project team and ask questions about items that you feel need additional clarification. Mr. Rob Samour of ADOT has been copied for his awareness.

Regards,

Karla

Karla S. Petty | Division Administrator

Federal Highway Administration | Arizona Division

[4000 N. Central Ave., Suite 1500 | Phoenix, AZ 85012](http://4000.N.Central.Ave.,.Suite.1500|Phoenix,AZ.85012)

[Office:](#) [REDACTED] | [Cell:](#) [REDACTED]

[Email:](#) [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Thursday, June 21, 2018 8:14 PM
To: Petty, Karla (FHWA) <[REDACTED]>
Cc: Lirange, Aryan (FHWA) <[REDACTED]> Deitering, Thomas (FHWA) <[REDACTED]>
Hansen, Alan (FHWA) <[REDACTED]> Dusty Lane <[REDACTED]> Mike
<[REDACTED]> Margot <[REDACTED]> Stan Wright <[REDACTED]> Barbara
Boulanger <[REDACTED]> | ostrom jodi <[REDACTED]> Adriana
Valenzuela <[REDACTED]> | az topcat <[REDACTED]> 87
almalarios <[REDACTED]> Ron Schuler <[REDACTED]> Mary

Fremont <[REDACTED]> reina77 <[REDACTED]> Adamdimas <[REDACTED]>
david cox <[REDACTED]> Richard Strassel <[REDACTED]>
Maribel Guevara <[REDACTED]> Susan Wakefield <[REDACTED]>
hopkins trudy <[REDACTED]> Mary Pitrat <[REDACTED]> Estuardo Calderon
<[REDACTED]> irenne gon22 <[REDACTED]> Cesar Vargas
<[REDACTED]> michael methvin <[REDACTED]> Thomas Watson
<[REDACTED]> Michael Rogers <[REDACTED]> anne rogers <[REDACTED]>
<[REDACTED]> Robert Samour <[REDACTED]> SMF Interchange
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Subject: ADOT Socio-economic discrimination

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Cc:
Bcc:
Date: Wed, 20 Jun 2018 22:12:12 +0000
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Ben Spargo, PE

M [REDACTED]

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Sent: Monday, June 18, 2018 2:18 PM
To: SMF Interchange Study <[REDACTED]>
Cc: anne rogers <[REDACTED]>, Mike <[REDACTED]>, Dusty Lane <[REDACTED]>, Robert Samour <[REDACTED]>, Spargo, Benjamin <[REDACTED]>, Carmelo Acevedo <[REDACTED]>
Subject: Fwd: Safety Concerns re: SMF Ivanhoe Interchange Proposal

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Date: Mon, Jun 18, 2018 at 2:44 PM
Subject: Safety Concerns re: SMF Ivanhoe Interchange Proposal
To: [REDACTED]
Cc: [REDACTED], Dusty Lane <[REDACTED]>, Mike <[REDACTED]>

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When the SMF comes through, it will cut off all of our residential streets from our connector road of Dusty Lane with the exception of Ivanhoe St. ADOT is proposing placing an interchange at that very intersection and is projecting 2000 cars per on and off ramp. Having to navigate such an exponential increase in traffic at that intersection comes at great risk to our community.

Our concerns are as follows:

Increased response time for local emergency services. ADOT incorrectly claims that response time will decrease. Our local services do not use freeways. They use surface streets. Having to navigate so many cars will increase response time.

A trapped community- If there is an accident or flooding in that intersection or if our community were to experience a fire, Ivanhoe would be our only way out. An accidental fire could be catastrophic if we are having to fight 8000 cars in order to escape.

Flooding- Being at the base of a mountain, we experience deep and damaging floods. ADOT has informed us that they cannot improve or worsen flooding conditions. Unfortunately, they have eliminated our other options of egress and are placing the interchange at the very intersection that sees the highest waters and the worst damage. Before, we have been able to use other residential streets to access our connector road, Dusty Lane. This choice and adding 2000 cars per on and off ramp will trap our community.

School bus / fire truck maneuverability- With all dead-end streets and only enough room for a standard-sized vehicle to do a 3 point turn in order to turn around, our school bus or a potential fire truck will be unable to turn around. ADOT has placed a cul de sac at the end of 43rd Ave, but their team is unaware of whether it is large enough to accommodate a large vehicle like a school bus. Three weeks after asking the question, they evidently still do not know as they have not gotten back to us.

Fire hydrants- According to Fire Prevention and the City Water Department, we currently have two in-service fire hydrants located on Dusty Lane. These hydrants will be located on the opposite side of the freeway once the freeway goes through. It is being argued that these hydrants are maintenance hydrants. Since 2012, during the final planning of this freeway, it appears that they are trying to change the designation of these hydrants. We feel that safety is more important than convenience of not having to provide us with the same service hydrant access that we had before the final planning of the freeway began.

On June 13, 2018, ADOT announced that they had released 4 new options in addition to the current Ivanhoe Interchange proposal. Of those 4, two were presented as unfeasible. One will cause the same concerns as the original proposal, still providing direct access. The last option appeared to be the only option given. It did solve a lot of the DLC's safety concerns, however it appears that they did not research this option before presenting it publicly, including to two news stations. It appears that the only "option" presented is in fact not an option at all as it uses private property. There is no road there.

We are asking that you intervene. This email serves as notice that ADOT does not truly appear to be watching out for the safety of our community and are placing us in danger by hurriedly adding an interchange to the plans at the last minute. Such haste does not give time to study safety impacts to a community such as ours. When asked, ADOT was unable to identify any proposal such as this one where a 65 mph freeway exited onto a 25 mph residential street. This makes it clear to us that our situation has not been studied appropriately in order to ensure the safety of our residents including our children.

Is there a metrics in the guideline regarding cost and safety? How much are they allotted when it comes to the safety of a community who has special circumstances? Do you have a list of safety concerns that are to be addressed in your guidelines?

Thank you for your time. I did try to call, but appears that your phone number does not allow for voicemails. Please let me know if there is a better time that I can try to reach you again.

We appreciate any and all help that you are able to provide our community.

Anne Rogers

Dusty Lane Community

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 18, 2018 8:36 AM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you, Marsha. We appreciate it. If you can find a solution that will address our safety concerns, then you will make a very happy DLC. In the meantime, can you provide me with the email of your Federal Highways Administration contact person?

Thank you!

Anne

On Mon, Jun 18, 2018 at 11:21 AM, SMF Interchange Study <[REDACTED]> wrote:

Good morning Anne,

Yes, we are in touch with the right-of-way person on the project to get the information you asked about. As soon as I have it, I will send it to you.

Thanks for your patience,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 15, 2018 1:00 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

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Anne Rogers

On Thu, Jun 14, 2018 at 5:56 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Thank you for that question. I will check on that and get back to you.

Thanks,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 14, 2018 2:06 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]>, Anne Rogers <[REDACTED]>, Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]>, Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

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Anne Rogers

On Thu, Jun 14, 2018 at 12:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne,

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Thank you,

Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study < [REDACTED]>
Cc: Mike < [REDACTED]> Anne Rogers < [REDACTED]> Robert Samour < [REDACTED]>
Carmelo Acevedo < [REDACTED]> Spargo, Benjamin < [REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

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Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study < [REDACTED]> wrote:

Good afternoon,

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We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.



Thank you,

Marsha Miller

[REDACTED]

From: Anne Rogers <[REDACTED]>
Sent: Thursday, June 28, 2018 6:12 PM
To: Eric Kissel
Cc: SMF Interchange Study; [REDACTED] Spargo,
Benjamin; [REDACTED] Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

Thank you, Eric.

Does the cul de sac need to be 112' in diameter to fit the largest school bus? I think that communication is open and feel that ADOT and C202P are open to adjusting as needed.

Let me know and keep me posted. I appreciate your help!

Anne Rogers

Sent from my iPhone

On Jun 28, 2018, at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
[REDACTED]

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:
Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Dusty Lane
< [REDACTED] > Anne Rogers < [REDACTED] > Carmelo Acevedo
< [REDACTED] > Spargo, Benjamin < [REDACTED] > Robert Samour
< [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
< [REDACTED] > Mike < [REDACTED] >
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, June 15, 2018 1:00 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Hi Marsha,

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Anne Rogers

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Hi Anne,

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Thanks,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 14, 2018 2:06 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

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Thank you,

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Thank you,

Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, June 14, 2018 3:56 PM
To: Dusty Lane; SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: RE: ADOT Traffic Interchange Study - Update and Alternative Concepts

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Thanks,
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Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, June 14, 2018 10:41 AM
To: Dusty Lane; SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: RE: ADOT Traffic Interchange Study - Update and Alternative Concepts

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Thank you,
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Sent: Wednesday, June 13, 2018 6:33 PM
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Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
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[REDACTED]

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Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: RE: ADOT Traffic Interchange Study - Update and Alternative Concepts

Hi Anne,
You can contact Aryan Lirange at [REDACTED] or o [REDACTED]. He said he'll be back in the office tomorrow.

Thanks,
Marsha

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Thank you,

Marsha Miller

[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Friday, July 6, 2018 12:06 PM
To: Ryan Clickner; anne rogers
Cc: Dusty Lane; Kimberly Noetzel; SMF Interchange Study
Subject: Re: Ahwatukee Sound wall height
Attachments: 01 Main Text from C202P Segment C Final Noise Report (1).pdf

Ryan,

Can you please supply us with the Final Noise Report for the Pecos Segment. I've attached the Final Noise Report for the Salt River Segment for your reference. It is not available at link that you provided.

From: [Ryan Clickner](#)
Sent: Friday, July 06, 2018 11:38 AM
To: [anne rogers](#)
Cc: [Dusty Lane](#) ; [Mike](#)
Subject: RE: Ahwatukee Sound wall height

Ann,

Please see the detailed information related to the EIS documents on the project website.

[https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history)

The EIS is the Environmental Impact Statement and the FEIS is the Final Environmental Impact Statement.

Thanks.

Ryan Clickner
Pecos/Center Segment Construction Outreach Lead



m: [REDACTED] / o: [REDACTED]
[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Friday, July 6, 2018 10:47 AM
To: Ryan Clickner [REDACTED]
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>
Subject: Re: Ahwatukee Sound wall height

Thank you, Ryan!

Is the EIS a different document than the FEIS? If so, do you have a copy or know where to find it?

Thank you!

Anne

On Fri, Jul 6, 2018 at 10:44 AM, Ryan Clickner [REDACTED] wrote:

Hi Ann,

The Pecos Segment sound walls range in heights from 16 to 20 feet. The height and locations of the sound walls were determined during the Environmental Impact Statement (EIS).

Please let me know if you have any questions.

Ryan Clickner

Pecos/Center Segment Construction Outreach Lead



m: [REDACTED] / o: [REDACTED] ext. 114
[REDACTED]

From: Dusty Lane <[REDACTED]>

Sent: Friday, July 6, 2018 10:01 AM

To: Ryan Clickner [REDACTED]

Cc: Mike <[REDACTED]> anne rogers <[REDACTED]>

Subject: Ahwatukee Sound wall height

Hi Ryan,

I wrote down that you said in March that Ahwatukee would be receiving 20 ft sound walls throughout. Is this accurate or is there a taper there of different heights?

Thank you.

Anne Rogers

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[REDACTED]

From: Ryan Clickner [REDACTED]
Sent: Friday, July 6, 2018 1:07 PM
To: Mike Freer; anne rogers
Cc: Dusty Lane; Kimberly Noetzel; SMF Interchange Study
Subject: RE: Ahwatukee Sound wall height

Mike,

I understand the information you requested was provided by the SMF Interchange Study which is your best source for anything related to the EIS or the proposed interchange.

Please contact me if you have any questions regarding construction activities.

Thanks.

Ryan Clickner
Pecos/Center Segment Construction Outreach Lead



m: [REDACTED] / o: [REDACTED] ext. 114
[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Friday, July 6, 2018 12:06 PM
To: Ryan Clickner <[REDACTED]>; anne rogers <[REDACTED]>
Cc: Dusty Lane <[REDACTED]>; Kimberly Noetzel <[REDACTED]>; SMF Interchange Study <[REDACTED]>
Subject: Re: Ahwatukee Sound wall height

Ryan,

Can you please supply us with the Final Noise Report for the Pecos Segment. I've attached the Final Noise Report for the Salt River Segment for your reference. It is not available at link that you provided.

From: [Ryan Clickner](#)
Sent: Friday, July 06, 2018 11:38 AM
To: [anne rogers](#)
Cc: [Dusty Lane](#) ; [Mike](#)
Subject: RE: Ahwatukee Sound wall height

Ann,

Please see the detailed information related to the EIS documents on the project website.

[https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history)

The EIS is the Environmental Impact Statement and the FEIS is the Final Environmental Impact Statement.

Thanks.

Ryan Clickner
Pecos/Center Segment Construction Outreach Lead



m: [REDACTED] / o: [REDACTED] ext. 114

From: anne rogers <[REDACTED]>
Sent: Friday, July 6, 2018 10:47 AM
To: Ryan Clickner <[REDACTED]>
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>
Subject: Re: Ahwatukee Sound wall height

Thank you, Ryan!

Is the EIS a different document than the FEIS? If so, do you have a copy or know where to find it?

Thank you!

Anne

On Fri, Jul 6, 2018 at 10:44 AM, Ryan Clickner <[REDACTED]> wrote:

Hi Ann,

The Pecos Segment sound walls range in heights from 16 to 20 feet. The height and locations of the sound walls were determined during the Environmental Impact Statement (EIS).

Please let me know if you have any questions.

Ryan Clickner
Pecos/Center Segment Construction Outreach Lead



m: [REDACTED] / o: [REDACTED] ext. 114
[REDACTED]

From: Dusty Lane <[REDACTED]>

Sent: Friday, July 6, 2018 10:01 AM

To: Ryan Clickner <[REDACTED]>

Cc: Mike <[REDACTED]> anne rogers <[REDACTED]>

Subject: Ahwatukee Sound wall height

Hi Ryan,

I wrote down that you said in March that Ahwatukee would be receiving 20 ft sound walls throughout. Is this accurate or is there a taper there of different heights?

Thank you.

Anne Rogers

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[REDACTED]

From: Eric Kissel <[REDACTED]>
Sent: Monday, July 2, 2018 9:35 AM
To: anne rogers
Cc: SMF Interchange Study; [REDACTED] Spargo,
Benjamin; [REDACTED] Mike Freer; Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

I shared with them the size of the turn around that the city built outside of one of our schools. ADOT said that they were planning for it to be no less than 90'. I shared that our "D" turn around was 112' deep x 100' wide. They agreed that it must accommodate our buses. I believe that it is their intention to make sure that there is no issue in the event that we must travel beyond Galveston and the current Dusty Lane.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
[REDACTED]

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 6:12 PM Anne Rogers <[REDACTED]> wrote:
Thank you, Eric.

Does the cul de sac need to be 112' in diameter to fit the largest school bus? I think that communication is open and feel that ADOT and C202P are open to adjusting as needed.

Let me know and keep me posted. I appreciate your help!

Anne Rogers

Sent from my iPhone

On Jun 28, 2018, at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:

Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Dusty Lane
<[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo
<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour
<[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
<[REDACTED]> Mike <[REDACTED]>
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now

open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Thursday, July 19, 2018 6:20 PM
To: SMF Interchange Study
Cc: anne rogers; Mike Freer; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); [REDACTED]; [REDACTED] Kimberly Noetzel
Subject: Re: Drainage Documents
Attachments: NolvanhoelInterchangePetition.pdf

Hi Marsha,

I wanted to make sure that I got this petition in on time, by July 19th, so that goes in the public record. It is attached.

We are also looking for a few things that you guys let us know during our meetings that we would be receiving:

- The slides from our first meeting (and the ones from our second)
- Meeting minutes from second meeting.
- Letters from the governor regarding the GRIC requests for the interchange. (It was supposed to be in my FOIA request, but we still do not have them).
- Official measurements from the closest houses to the right of way.

We appreciate it.

Anne Rogers

On Tue, Jul 10, 2018 at 2:26 PM, SMF Interchange Study <[REDACTED]> wrote:

Yes, we will send the slides. I'm working on saving them to a smaller PDF.

Thanks,

Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, July 9, 2018 6:09 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Dusty Lane <[REDACTED]> Mike Freer <[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]> [REDACTED] Kimberly Noetzel <[REDACTED]>
Subject: Re: Drainage Documents

Thank you, Marsha.

One of the meeting minutes points said to "see the slide." I did not see it in the minutes, but we requested that the presentation slides be shared. Can you please provide your presentation from our meeting to our homeowners?

Thank you! We appreciate it!

Anne Rogers

On Mon, Jul 9, 2018 at 3:25 PM, SMF Interchange Study <[REDACTED]> wrote:

Attached please find the minutes from the 6/27/18 meeting and the agenda for the 7/10/18 meeting.

Thank you,

Marsha Miller

From: SMF Interchange Study

Sent: Monday, July 9, 2018 2:55 PM

To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>

Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo

<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]>

Lirange, Aryan (FHWA) <[REDACTED]>

Subject: RE: Drainage Documents

Good afternoon,

Concept #1a will be updated to reflect the discussion with the group on 6/27/18.

As mentioned, Ryan Clickner with C202P is responsible for communications related to construction.

We can discuss the Taylor Morrison sound/noise information in our meeting tomorrow. An in-person discussion should hopefully answer your additional questions.

I will send out the meeting minutes and agenda shortly.

Thank you,

Marsha Miller

From: Dusty Lane [[mailto: \[REDACTED\]](mailto: [REDACTED])]
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study < [REDACTED] >
Cc: Mike Freer < [REDACTED] > Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] >
Spargo, Benjamin < [REDACTED] > Robert Samour < [REDACTED] >
Lirange, Aryan (FHWA) < [REDACTED] >
Subject: Re: Drainage Documents

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

I also had a question about the apparent cost sharing. It appears that Ahwatukee is being cost-averaged, that the new Taylor Morrison community is on its own and then we are being cost-averaged with a segment that is outside of our own and that does not have a noise environment similar to ours. Is it customary to cost-share areas that are not common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor

Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study <[REDACTED]> wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study <[REDACTED]>

Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Robert Samour <[REDACTED]>
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,

Marsha Miller

From: Mike [<mailto:> 
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study <

Cc: SMF Interchange Study <[redacted]> Anne Rogers
<[redacted]> Carmelo Acevedo <[redacted]> Spargo, Benjamin
<[redacted]> Robert Samour <[redacted]>
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)

Sent: Wednesday, June 20, 2018 11:16 AM

To: ['Mike'](#)

Cc: [SMF Interchange Study](#) ; [redacted] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Hi Mr. Freer,

I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,

Marsha Miller

From: Robert Samour [[mailto:\[redacted\]](mailto:[redacted])]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' <[redacted]>
Cc: SMF Interchange Study <[redacted]> Anne Rogers
<[redacted]> Miller, Marsha <[redacted]> Carmelo Acevedo
<[redacted]>
Subject: RE: Drainage Documents

[Mr. Freer](#)

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer

Dusty Lane Community



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[REDACTED]

From: Eric Kissel <[REDACTED]>
Sent: Thursday, June 28, 2018 4:57 PM
To: anne rogers
Cc: SMF Interchange Study; [REDACTED] Spargo,
Benjamin; [REDACTED] Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
[REDACTED]

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:
Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
[REDACTED] Mike < [REDACTED] >
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Thursday, June 28, 2018 10:38 AM
To: SMF Interchange Study
Cc: Eric Kissel; Dusty Lane; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike; Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

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Thanks,
Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Dusty Lane <[REDACTED]>
Anne Rogers <[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
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If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, June 28, 2018 10:30 AM
To: anne rogers; Eric Kissel
Cc: SMF Interchange Study; Dusty Lane; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike
Subject: RE: Bus maneuverability in the Dusty Lane Community

Anne,
To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]>, Dusty Lane <[REDACTED]>, Anne Rogers <[REDACTED]>, Carmelo Acevedo <[REDACTED]>, Spargo, Benjamin <[REDACTED]>, Robert Samour <[REDACTED]>, Lirange, Aryan (FHWA) <[REDACTED]>, Mike <[REDACTED]>
Subject: Bus maneuverability in the Dusty Lane Community

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If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Eric Kissel <[REDACTED]>
Sent: Thursday, June 28, 2018 10:04 AM
To: anne rogers
Cc: SMF Interchange Study; [REDACTED] Spargo,
Benjamin; [REDACTED]
Subject: Re: Bus maneuverability in the Dusty Lane Community

Yes ma'am. I am meeting with them today and we will be discussing the need for access.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
[REDACTED]

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 8:57 AM anne rogers <[REDACTED]> wrote:
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If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 3:55 PM
To: Eric Kissel
Cc: anne rogers; SMF Interchange Study; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike; Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

Thank you, Eric.

Now that I know of the depth and width needed, I will also advocate for that request. Thank you for that specification. Please let me know of any progress or if anything changes.

Take care,

Anne Rogers

On Thu, Jun 28, 2018 at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
[REDACTED]

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:

Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA)
< [REDACTED] > Mike < [REDACTED] >
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Mary Fremont <[REDACTED]>
Sent: Friday, June 8, 2018 11:59 AM
To: Mary Fremont; SMF Interchange Study
Subject: Re: Comments for center segment

> On Jun 8, 2018, at 11:55 AM, Mary Fremont <[REDACTED]> wrote:
>
> ADOT:
>
> Your plans to add an interchange at the Ivanhoe Street community road
> is absurd. It is of no benefit to our community but will only Serve
> the GRIC casino. Please reconsider this option. We do not want it in our community. I am not against the freeway but do
> not Agree with this interchange being shoved down our throats, homes and lifestyle we are custom to.
>
> Please if you do have to put it in which is completely a waste of Phoenix tax payer money's put it someplace else and
> leave us alone.
>
> You have hidden agendas and we feel you do not care about us and it is already a done deal. Again NO, we don't want
> it.
>
> Mary Fremont
> [REDACTED]
> [REDACTED]
> [REDACTED]

[REDACTED]

From: SMF Interchange Study
Sent: Friday, June 8, 2018 1:44 PM
To: Mary Fremont
Cc: SMF Interchange Study
Subject: RE: Comments for center segment

Mrs. Fremont,
Thank you for your email. We are working on alternative options based on the input we received from the public and at the May 30 open house. We will be sharing this information next week.

Thank you,
Marsha Miller
ADOT Loop 202 South Mountain Freeway Project Team

-----Original Message-----

From: Mary Fremont [mailto:[REDACTED]]
Sent: Friday, June 8, 2018 11:59 AM
To: Mary Fremont <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: Re: Comments for center segment

> On Jun 8, 2018, at 11:55 AM, Mary Fremont <[REDACTED]> wrote:

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> You have hidden agendas and we feel you do not care about us and it is already a done deal. Again NO, we don't want
> it.

>
> Mary Fremont
> [REDACTED]

[REDACTED]

From: SMF Interchange Study
Sent: Friday, June 29, 2018 7:26 AM
To: Richard Strassel
Cc: SMF Interchange Study; Dusty Lane
Subject: RE: comments on the Ivanhoe interchange

Mr. Strassel,

Thank you for attending and participating in the community meeting this week. We appreciate the time you've spent to provide your feedback and will include it in the study record.

Thank you,
Marsha Miller

From: Richard Strassel [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 7:29 PM
To: SMF Interchange Study <[REDACTED]> Dusty Lane <[REDACTED]>
Subject: comments on the Ivanhoe interchange

Hi, I want to say i appreciate all the time we have been given. I also want to say, that while there was a lot of talking points and acceptance of some idea's, they are, in fact, talking points and idea's only. I am struck by the fact, that late actions by someone?, can have this interchange even remotely considered. The well designed and developed Estrella interchange has been around since the inception of the 202, why, is it being challenged so late in the process?

The 202 itself will alleviate a substantial amount of traffic from 51st Avenue, from I-10 @ 51st ave to the GRIC community onward, thru the GRIC, and to the connection currently being utilized @ Riggs Rd. & the 1-10 to Tuscon. The GRIC shows they know this path, I-10w & 51st AVE, is well used, as they have signs directing the traffic to get off there, to visit the Vee Quiva casino, as well as billboards along 51 st ave, suggesting that easiest route is to continue, even saying that is it "only" 6 miles to the casino, on 51st and almost 10 miles from their billboard on the I-10w @ 35th Ave. They fail to mention that the potential customers will pass thru nearly 60 intersections to get to their entrance. The potential

customer will also pass through 13 traffic light controlled intersections, as well, among the 60 total intersections.

This is what Adot & the 202 is all about, relief of traffic from the neighborhoods. Am i incorrect in this thinking? I wish to address the Estrella interchange, that has been in the design from the inception. This is the answer to relieve all of that traffic, reducing stop/start. very poor environmental inefficiencies, noise etc, potential and frequent vehicle collisions on 51st ave, and frustration for all concerned getting to the VQ casino is, i think, why the Estrella, a well designed interchange was to be built, to alleviate all of that and not simply to add a "casino only" exit for the benefit of one profit making benefactor, over another neighborhood, i:e:, the fragile DLC community. It is difficult for me to believe that the mission of Adot/202 it to benefit a single profit making entity(VQCasino) with the Ivanhoe interchange

My understanding is that \$10,000,000 has been approved for the interchange, if that is the case, simply apply those monies to an adaptation to the Estrella interchange to bring all of the casino traffic to its' current and adequate entrance, already in place and traffic controlled, from the West side of 51st Ave to the entrance and then all parties are well served.

Can Adot/202 or the FHWA give me an example of a last minute consideration of an interchange that ever benefited one commercial enterprise and nothing else? This Ivanhoe interchange does nothing for the DLC at all, in any way, other than inflict all the potential traffic, noise and light pollution, upon our small rural community that does not want it , never did and never will. Please consider that the Estrella exit provides enormous and adequate relief for so many, and need not require that Adot/202 need to make add one more interchange. The DLC should not be asked to sacrifice any more than we already have., The DLC has never been against the progress of the 202, we are totally not in favor of this interchange

The "no build" option is the ONLY option that should be permitted.

I hope i have made the point that Adot/202 has done a good job to this point, and will believe that they have indeed relieved the congestion of many neighborhoods, and that the design of Estrella is as good as it gets, even if that interchange is never modified, it lessens the impact of traffic on 51st Ave immensely as it stands.

Thanks! Dick Strassel

[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, July 3, 2018 12:44 PM
To: Mary Fremont
Cc: SMF Interchange Study
Subject: RE: DLC options

Thank you for contacting ADOT regarding the proposed Ivanhoe Street traffic interchange. We appreciate the time you've spent to provide your feedback and will include it in the study record. Thank you again for your interest in this study.

Thank you,

ADOT Loop 202 South Mountain Freeway Project Team

-----Original Message-----

From: Mary Fremont [mailto:[REDACTED]]
Sent: Tuesday, July 3, 2018 12:30 PM
To: SMF Interchange Study <[REDACTED]>
Subject: DLC options

Thank you for listening and working with us. I am loving the 1A option and believe it will be the best for the Community. I know some are still worried about drainage but we live in the desert and I don't think any amount Of preparing will really tell us until it happens.

Thank you again for listening and our vote is 1A

Mary and Rock Fremont
[REDACTED]

[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Friday, June 22, 2018 1:52 PM
To: SMF Interchange Study
Cc: SMF Interchange Study; [REDACTED] Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,
Michael Freer
Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Friday, June 22, 2018 12:40 PM
To: [Mike](#)
Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Carmelo Acevedo](#); [Spargo, Benjamin](#); [Robert Samour](#)
Subject: RE: Drainage Documents

Mr. Freer,
Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,
Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'
Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,
I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,
Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Miller, Marsha < [REDACTED] >; Carmelo Acevedo < [REDACTED] >
Subject: RE: Drainage Documents

[Mr. Freer](#)

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

Thanks

Robert Samour, PE
Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007



azdot.gov

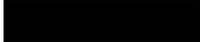


From: Mike [<mailto:> 
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study;  Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer
Dusty Lane Community


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[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, July 10, 2018 2:26 PM
To: anne rogers; SMF Interchange Study
Cc: Dusty Lane; Mike Freer; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA);
[REDACTED]
[REDACTED]
[REDACTED] Kimberly Noetzel
Subject: RE: Drainage Documents

Yes, we will send the slides. I'm working on saving them to a smaller PDF.

Thanks,
Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, July 9, 2018 6:09 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Dusty Lane <[REDACTED]>; Mike Freer <[REDACTED]>; Carmelo Acevedo <[REDACTED]>; Spargo, Benjamin <[REDACTED]>; Robert Samour <[REDACTED]>; Lirange, Aryan (FHWA) <[REDACTED]>; [REDACTED]
[REDACTED]
[REDACTED] Kimberly Noetzel
Subject: Re: Drainage Documents

Thank you, Marsha.

One of the meeting minutes points said to "see the slide." I did not see it in the minutes, but we requested that the presentation slides be shared. Can you please provide your presentation from our meeting to our homeowners?

Thank you! We appreciate it!

Anne Rogers

On Mon, Jul 9, 2018 at 3:25 PM, SMF Interchange Study <[REDACTED]> wrote:

Attached please find the minutes from the 6/27/18 meeting and the agenda for the 7/10/18 meeting.

Thank you,
Marsha Miller

From: SMF Interchange Study

Sent: Monday, July 9, 2018 2:55 PM

To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>

Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo

<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]>

Lirange, Aryan (FHWA) <[REDACTED]>

Subject: RE: Drainage Documents

Good afternoon,

Concept #1a will be updated to reflect the discussion with the group on 6/27/18.

As mentioned, Ryan Clickner with C202P is responsible for communications related to construction.

We can discuss the Taylor Morrison sound/noise information in our meeting tomorrow. An in-person discussion should hopefully answer your additional questions.

I will send out the meeting minutes and agenda shortly.

Thank you,

Marsha Miller

From: Dusty Lane [[mailto:\[REDACTED\]](mailto:[REDACTED])]

Sent: Friday, July 6, 2018 10:58 AM

To: SMF Interchange Study <[REDACTED]>

Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo

<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]>

Lirange, Aryan (FHWA) <[REDACTED]>

Subject: Re: Drainage Documents

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

I also had a question about the apparent cost sharing. It appears that Ahwatukee is being cost-averaged, that the new Taylor Morrison community is on its own and then we are being cost-averaged with a segment that is outside of our own and that does not have a noise environment similar to ours. Is it customary to cost-share areas that are not common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study <[REDACTED]> wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National

Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

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Thank you,

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Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Miller, Marsha < [REDACTED] > Carmelo Acevedo
< [REDACTED] >
Subject: RE: Drainage Documents

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Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
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Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

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Michael Freer

Dusty Lane Community
[REDACTED]

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[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Monday, July 9, 2018 6:09 PM
To: SMF Interchange Study
Cc: Dusty Lane; Mike Freer; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA);
[REDACTED]
[REDACTED]
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Sent: Monday, July 9, 2018 2:55 PM
To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]>
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Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study < [REDACTED]>
Cc: Mike Freer < [REDACTED]> Anne Rogers < [REDACTED]> Carmelo Acevedo < [REDACTED]>
< [REDACTED]> Spargo, Benjamin < [REDACTED]> Robert Samour < [REDACTED]>
Lirange, Aryan (FHWA) < [REDACTED]>
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Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
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Sent: Friday, June 22, 2018 12:40 PM

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Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
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Dusty Lane Community



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From: Mike Freer <[REDACTED]>
Sent: Monday, July 9, 2018 4:39 PM
To: SMF Interchange Study
Cc: Anne Rogers; [REDACTED] Ron Schuler
Subject: Re: Drainage Documents
Attachments: IMG_0445.JPG; IMG_0445.JPG

Thanks for sending out the meeting agenda. I was not aware that you had not received pictures,

Flooding Pictures - Aug 30, 2015 7:09 pm. About an hour after a microburst.
Wash running parallel to Sandy at 43rd dr.

From: [SMF Interchange Study](#)
Sent: Monday, July 09, 2018 3:25 PM
To: [Dusty Lane](#)
Cc: [Mike Freer](#) ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ;
[REDACTED] ; [SMF Interchange Study](#) ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [Kimberly Noetzel](#)
Subject: RE: Drainage Documents

Attached please find the minutes from the 6/27/18 meeting and the agenda for the 7/10/18 meeting.

Thank you,
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Cc: Mike Freer < [REDACTED] > Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] >
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Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
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Sent: Monday, June 18, 2018 2:56 PM

To: 'Mike' <[REDACTED]>

Cc: SMF Interchange Study <[REDACTED]> ; Anne Rogers

<[REDACTED]> ; Miller, Marsha <[REDACTED]> ; Carmelo Acevedo <[REDACTED]>

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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); [REDACTED]
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Hello Ms. Miler,

Thank you for the detailed explanation. Based on the information that you provided, I was able to find the data from the NOAA monitoring stations in the valley. There is a monitoring station over the mountain just north of us at in the Carver community. They are showing a 10 year, 10 minute downpour at .632" and a 30 minute downpour at 1.06".

I was disappointed to find that there are no monitoring stations on the south side of South Mountain that would collect more localized data as storms approach from the South.



POINT PRECIPITATION FREQUENCY (PF) ESTIMATES
 WITH 90% CONFIDENCE INTERVALS AND SUPPLEMENTARY INFORMATION
 NOAA Atlas 14, Volume 1, Version 5

[PF tabular](#)

[PF graphical](#)

[Supplementary information](#)

[Print page](#)

PDS-based precipitation frequency estimates with 90% confidence intervals (in inches) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.195 (0.162-0.238)	0.255 (0.213-0.311)	0.346 (0.287-0.420)	0.415 (0.342-0.502)	0.507 (0.412-0.611)	0.578 (0.464-0.693)	0.650 (0.512-0.777)	0.723 (0.561-0.864)	0.819 (0.619-0.950)	0.893 (0.661-1.07)
10-min	0.296 (0.247-0.362)	0.388 (0.324-0.473)	0.527 (0.437-0.640)	0.632 (0.521-0.764)	0.772 (0.626-0.930)	0.881 (0.707-1.06)	0.989 (0.780-1.18)	1.10 (0.854-1.32)	1.25 (0.943-1.49)	1.36 (1.01-1.63)
15-min	0.367 (0.307-0.445)	0.481 (0.402-0.566)	0.653 (0.542-0.794)	0.783 (0.648-0.947)	0.957 (0.779-1.15)	1.09 (0.877-1.31)	1.23 (0.967-1.47)	1.36 (1.06-1.63)	1.55 (1.17-1.85)	1.68 (1.25-2.02)
30-min	0.494 (0.413-0.604)	0.647 (0.541-0.790)	0.880 (0.730-1.07)	1.06 (0.870-1.27)	1.29 (1.05-1.55)	1.47 (1.18-1.76)	1.65 (1.30-1.97)	1.84 (1.43-2.19)	2.08 (1.57-2.49)	2.27 (1.65-2.72)
60-min	0.612 (0.511-0.747)	0.801 (0.670-0.978)	1.09 (0.904-1.32)	1.31 (1.08-1.58)	1.60 (1.30-1.92)	1.82 (1.46-2.18)	2.04 (1.61-2.44)	2.27 (1.77-2.72)	2.58 (1.95-3.08)	2.81 (2.08-3.37)
2-hr	0.707 (0.600-0.847)	0.915 (0.777-1.10)	1.23 (1.04-1.47)	1.46 (1.22-1.74)	1.78 (1.47-2.11)	2.02 (1.65-2.39)	2.28 (1.83-2.69)	2.53 (2.00-2.98)	2.87 (2.21-3.39)	3.14 (2.37-3.72)
	0.764	0.963	1.36	1.64	1.94	2.11	2.38	2.68	3.08	3.44

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Regards,
Michael Freer
Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Friday, June 22, 2018 12:40 PM
To: [Mike](#)
Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Carmelo Acevedo](#); [Spargo, Benjamin](#); [Robert Samour](#)
Subject: RE: Drainage Documents

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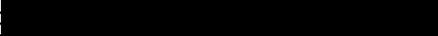
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Thank you,
Marsha Miller

From: Mike [<mailto:> 
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study <
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< Carmelo Acevedo < Spargo, Benjamin <
Robert Samour <

Thank you.

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Sent: Wednesday, June 20, 2018 11:16 AM
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From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] >
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Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

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To: Robert Samour
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[REDACTED]

From: SMF Interchange Study
Sent: Monday, June 25, 2018 7:54 AM
To: Mike Freer; SMF Interchange Study
Cc: SMF Interchange Study; [REDACTED] Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour
Subject: RE: Drainage Documents

Hello Mr. Freer,
Thank you for pointing out the conditions that your area experiences. The study team will be sure to evaluate the specific needs of the on-site drainage design.

Thank you,
Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM
To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]>; Anne Rogers <[REDACTED]>; Carmelo Acevedo <[REDACTED]>; Spargo, Benjamin <[REDACTED]>; Robert Samour <[REDACTED]>
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[REDACTED]

From: SMF Interchange Study
Sent: Thursday, June 21, 2018 2:02 PM
To: SMF Interchange Study; [REDACTED]
Cc: Anne Rogers; [REDACTED] Robert Samour
Subject: RE: Dusty Lane Community Air Quality Concerns

Hi Mr. Freer,
I wanted to follow up to clarify the statement below about the sound wall. A sound wall will be constructed with or without an interchange.

Thank you,
Marsha Miller

From: SMF Interchange Study
Sent: Thursday, June 21, 2018 11:43 AM
To: [REDACTED] SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> [REDACTED] Robert Samour
<[REDACTED]>
Subject: RE: Dusty Lane Community Air Quality Concerns

Mr. Freer,

We've been asked by the Arizona Department of Transportation to respond on their behalf. The Department is in receipt of your email. Your concerns are being heard and the Study team is working diligently to address them. We appreciate your continued patience as the team works through the re-evaluation process.

The air quality report for the project can be found at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history) - scroll down to "Technical Reports" and under "At the FEIS stage" click on "Air Quality Technical Report" to view the PDF.

To address your sound wall concerns, a sound wall would be included, as shown on recent alternative concepts, if an interchange is built and accommodate for the required noise reduction.

As you know, the Study team is working with the property owners of the Dusty Lane community to gather input and provide feasible solutions that take into account all of the elements noted in your email.

We encourage you and your community to attend the working session with the team on June 27 to collaboratively work through your concerns and possible solutions.

Sincerely,
ADOT Study Team

From: Mike [mailto:[REDACTED]]
Sent: Wednesday, June 20, 2018 2:46 AM
To: [REDACTED] SMF Interchange Study <[REDACTED]>

Cc: Anne Rogers <[REDACTED]> [REDACTED] Robert Samour

Subject: Dusty Lane Community Air Quality Concerns

Dear ADOT,

I am deeply concerned with the level of air pollution that that the South Mountain Loop 202 freeway will bring to the Dusty Lane Community. We have children and elderly people who live in our neighborhood. They are much more susceptible to high pollution levels than adults. I would like assurances that the air pollution has been studied for the Dusty Lane Community, and that our air will remain at safe levels. From what I have seen from ADOT so far, I have trouble believing that air quality was studied effectively.

It is obvious that ADOT had not considered the safety of the residents of Dusty Lane while planning the center segment. The first signs of problems were when I learned that initial designs did not include a sound wall for our neighborhood, and that noise levels would increase by 30 dBA. I was then informed that the Ivanhoe interchange was also being proposed without a sound wall. This interchange would raise sound levels another 5 dBA, bringing sound levels up to 78 dBA. Close to the point where permanent hearing damage can occur.

Even the sound study does not give me much faith. The sound report lists the speed limit of Dusty Lane to be 45 mph. The posted speed limit for Dusty Lane is 25 mph. There is a speed limit sign a few hundred feet away from where measurements were taken place. The high end for the sound levels in our neighborhood are based on a 20 minute period of time where one car was observed speeding through our neighborhood.

The Ivanhoe interchange as proposed is a major safety risk for my community. When I talked with people at ADOT about my concerns of the Ivanhoe interchange, I was told by ADOT that they believed that we would like the interchange because it would give us closer access to the freeway. It was apparent that it was never considered that creating a freeway exit onto a 25 mph residential street, or that building a road from a casino into a residential neighborhood will be a huge safety risk. Children live here. They don't need to dodge the drunk drivers that will be funneled into our neighborhood by the interchange.

In addition to this, the proposed design of the Ivanhoe Interchange effectively cut off pedestrian access to and from our community. We currently use Dusty Lane, a lightly traveled road for pedestrian egress. With the proposal, Dusty Lane would be a collector road for the interchange. There are thousand of homes permitted along 51st ave, It is naive to believe that as those homes are built that it will still be safe to walk, bike, or travel by wheelchair down Dusty Lane. ADOT had given so little thought to our community that when our streets were blocked off for pre-construction, school busses could not turn around. The solution was to place the bus stop 7/10 of a mile from the children's homes in a pedestrian corridor for the casino.

It appears that ADOT has not studied Dusty lane with any detail, I would hope that ADOT is not choosing to place us at risk. I fear that with such little attention paid to everything else, that the air quality for the Dusty Lane community was not studied effectively. I want to understand what the projected pollution increases will be, and how those projections will differ if the Ivanhoe interchange is built.

Regards,

Michael Freer MAPM, PMP



[REDACTED]

From: SMF Interchange Study
Sent: Friday, June 22, 2018 1:16 PM
To: Dusty Lane; SMF Interchange Study
Cc: Mike; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour
Subject: RE: Drainage Documents

Anne –

Sorry about that. That was the link for access by the internal team. Here is a link that will provide public access without needing any login information:

<https://app.e-builder.net/public/publicLanding.aspx?QS=60aa170e09494dcbb37fda5006858dc9>

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 12:44 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]>, Anne Rogers <[REDACTED]>, Carmelo Acevedo <[REDACTED]>, Spargo, Benjamin <[REDACTED]>, Robert Samour <[REDACTED]>
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To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>

Robert Samour <[REDACTED]>
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'
Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Carmelo Acevedo](#); [Spargo, Benjamin](#); [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,
I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,
Marsha Miller

From: Robert Samour [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]>; Anne Rogers <[REDACTED]>; Miller, Marsha <[REDACTED]>; Carmelo Acevedo <[REDACTED]>
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

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Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

[azdot.gov](#)



From: Mike [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer
Dusty Lane Community
[REDACTED]

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[REDACTED]

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Cc: SMF Interchange Study <[REDACTED]> Anne Rogers <[REDACTED]>
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206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



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[REDACTED]

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Senior Deputy State Engineer
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Phoenix, AZ 85007

azdot.gov



From: Mike [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM

To: Robert Samour

Cc: SMF Interchange Study; [REDACTED] Anne Rogers

Subject: Drainage Documents

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Regards,

Michael Freer

Dusty Lane Community
[REDACTED]

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[REDACTED]

From: Mike <[REDACTED]>
Sent: Monday, June 18, 2018 3:43 PM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers; Miller, Marsha; Carmelo Acevedo
Subject: Re: Drainage Documents

Mr. Samour,

Thank you for offering to host documentation on an FTP server. This would be the most convenient method. Please Let me know if this is possible.

If you could have your team provide a summary, it will go a long way answering our homeowners questions. Please post this summary (if possible) along with the drainage report, plan sheets, permits, and any other supplemental material that you have to the FTP site. I will create electronic copies and pass them along to our engineering contacts and any homeowners that are interested in reviewing them.

Regards,

Michael Freer
Dusty Lane Community
[REDACTED]

From: [Robert Samour](#)
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike'
Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Miller, Marsha](#); [Carmelo Acevedo](#)
Subject: RE: Drainage Documents

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Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

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Dusty Lane Community
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[REDACTED]

From: Robert Samour <[REDACTED]>
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike'
Cc: SMF Interchange Study; [REDACTED] Anne Rogers; Miller, Marsha; Carmelo Acevedo
Subject: RE: Drainage Documents

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[REDACTED]

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[REDACTED]

From: SMF Interchange Study
Sent: Friday, July 20, 2018 2:25 PM
To: Dusty Lane; SMF Interchange Study
Cc: anne rogers; Mike Freer; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); [REDACTED] Kimberly Noetzel
Subject: RE: Drainage Documents
Attachments: Dusty Lane Community 2018-06-27.pdf; Dusty Lane Community 2018-07-10.pdf; DLC Meeting Minutes 07102018.pdf; Freeway Proximity to DLC Properties 070618.pdf

Anne,

Thank you for providing the petition, it will be included in the record.

Attached to this email you will find:

- Presentation slides from 6/27 and 7/10 meetings
- Minutes from 7/10 meeting
- Distances between properties and freeway right-of-way

We understand the requested letters were provided to you today.

Thank you,

Chelsea Collinge

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, July 19, 2018 6:20 PM
To: SMF Interchange Study <[REDACTED]>
Cc: anne rogers <[REDACTED]> Mike Freer <[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]> Kimberly Noetzel <[REDACTED]>
Subject: Re: Drainage Documents

Hi Marsha,

I wanted to make sure that I got this petition in on time, by July 19th, so that goes in the public record. It is attached.

We are also looking for a few things that you guys let us know during our meetings that we would be receiving:

- The slides from our first meeting (and the ones from our second)
- Meeting minutes from second meeting.
- Letters from the governor regarding the GRIC requests for the interchange. (It was supposed to be in my FOIA request, but we still do not have them).
- Official measurements from the closest houses to the right of way.

We appreciate it.

Anne Rogers

Marsha Miller

From: SMF Interchange Study

Sent: Monday, July 9, 2018 2:55 PM

To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>

Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo

<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]>

Lirange, Aryan (FHWA) <[REDACTED]>

Subject: RE: Drainage Documents

Good afternoon,

Concept #1a will be updated to reflect the discussion with the group on 6/27/18.

As mentioned, Ryan Clickner with C202P is responsible for communications related to construction.

We can discuss the Taylor Morrison sound/noise information in our meeting tomorrow. An in-person discussion should hopefully answer your additional questions.

I will send out the meeting minutes and agenda shortly.

Thank you,

Marsha Miller

From: Dusty Lane [[mailto:\[REDACTED\]](mailto:[REDACTED])]

Sent: Friday, July 6, 2018 10:58 AM

To: SMF Interchange Study <[REDACTED]>

Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo

<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]>

Lirange, Aryan (FHWA) <[REDACTED]>

Subject: Re: Drainage Documents

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

I also had a question about the apparent cost sharing. It appears that Ahwatukee is being cost-averaged, that the new Taylor Morrison community is on its own and then we are being cost-averaged with a segment that is outside of our own and that does not have a noise environment similar to ours. Is it customary to cost-share areas that are not common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study <[REDACTED]> wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

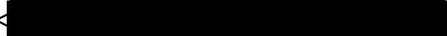
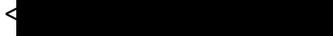
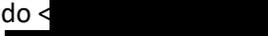
The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,

Marsha Miller

From: Mike [<mailto:> 
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study <
Cc: SMF Interchange Study < Anne Rogers
< Carmelo Acevedo < Spargo, Benjamin
< Robert Samour <
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)

Sent: Wednesday, June 20, 2018 11:16 AM

To: '[Mike](#)'

Cc: [SMF Interchange Study](#) ;  ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

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Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Miller, Marsha < [REDACTED] > Carmelo Acevedo
< [REDACTED] >
Subject: RE: Drainage Documents

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Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

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Regards,

Michael Freer

Dusty Lane Community
[REDACTED]

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[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Thursday, June 21, 2018 2:28 PM
To: SMF Interchange Study
Cc: Anne Rogers; [REDACTED] Robert Samour
Subject: Re: Dusty Lane Community Air Quality Concerns
Attachments: Re_ Follow up to our Phone Conversation Today_.eml

Ms. Miller,

I sent an email on 6/17/2018 in regards to modifications of the height and length of the sound wall. It is attached. I have not had a response to this email. Can you please follow up.

Regards,
Mike Freer
Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Thursday, June 21, 2018 2:02 PM
To: [SMF Interchange Study](#); [REDACTED]
Cc: [Anne Rogers](#); [REDACTED]; [Robert Samour](#)
Subject: RE: Dusty Lane Community Air Quality Concerns

Hi Mr. Freer,
I wanted to follow up to clarify the statement below about the sound wall. A sound wall will be constructed with or without an interchange.

Thank you,
Marsha Miller

From: SMF Interchange Study
Sent: Thursday, June 21, 2018 11:43 AM
To: [REDACTED] SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> [REDACTED] Robert Samour
<[REDACTED]>
Subject: RE: Dusty Lane Community Air Quality Concerns

Mr. Freer,

We've been asked by the Arizona Department of Transportation to respond on their behalf. The Department is in receipt of your email. Your concerns are being heard and the Study team is working diligently to address them. We appreciate your continued patience as the team works through the re-evaluation process.

The air quality report for the project can be found at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history) - scroll down to "Technical Reports" and under "At the FEIS stage" click on "Air Quality Technical Report" to view the PDF.

To address your sound wall concerns, a sound wall would be included, as shown on recent alternative concepts, if an interchange is built and accommodate for the required noise reduction.

As you know, the Study team is working with the property owners of the Dusty Lane community to gather input and provide feasible solutions that take into account all of the elements noted in your email.

We encourage you and your community to attend the working session with the team on June 27 to collaboratively work through your concerns and possible solutions.

Sincerely,
ADOT Study Team

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 2:46 AM
To: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED] SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Robert Samour
<[REDACTED]>
Subject: Dusty Lane Community Air Quality Concerns

Dear ADOT,

I am deeply concerned with the level of air pollution that that the South Mountain Loop 202 freeway will bring to the Dusty Lane Community. We have children and elderly people who live in our neighborhood. They are much more susceptible to high pollution levels than adults. I would like assurances that the air pollution has been studied for the Dusty Lane Community, and that our air will remain at safe levels. From what I have seen from ADOT so far, I have trouble believing that air quality was studied effectively.

It is obvious that ADOT had not considered the safety of the residents of Dusty Lane while planning the center segment. The first signs of problems were when I learned that initial designs did not include a sound wall for our neighborhood, and that noise levels would increase by 30 dBA. I was then informed that the Ivanhoe interchange was also being proposed without a sound wall. This interchange would raise sound levels another 5 dBA, bringing sound levels up to 78 dBA. Close to the point where permanent hearing damage can occur.

Even the sound study does not give me much faith. The sound report lists the speed limit of Dusty Lane to be 45 mph. The posted speed limit for Dusty Lane is 25 mph. There is a speed limit sign a few hundred feet away from where measurements were taken place. The high end for the sound levels in our neighborhood are based on a 20 minute period of time where one car was observed speeding through our neighborhood.

The Ivanhoe interchange as proposed is a major safety risk for my community. When I talked with people at ADOT about my concerns of the Ivanhoe interchange, I was told by ADOT that they believed that we would like the interchange because it would give us closer access to the freeway. It was apparent that it was never considered that creating a freeway exit onto a 25 mph residential street, or that building a road from a casino into a residential neighborhood will be a huge safety risk. Children live here. They don't need to dodge the drunk drivers that will be funneled into our neighborhood by the interchange.

In addition to this, the proposed design of the Ivanhoe Interchange effectively cut off pedestrian access to and from our community. We currently use Dusty Lane, a lightly traveled road for pedestrian egress. With the

proposal, Dusty Lane would be a collector road for the interchange. There are thousand of homes permitted along 51st ave, It is naive to believe that as those homes are built that it will still be safe to walk, bike, or travel by wheelchair down Dusty Lane. ADOT had given so little thought to our community that when our streets were blocked off for pre-construction , school busses could not turn around. The solution was to place the bus stop 7/10 of a mile from the children's homes in a pedestrian corridor for the casino.

It appears that ADOT has not studied Dusty lane with any detail, I would hope that ADOT is not choosing to place us at risk. I fear that with such little attention paid to everything else, that the air quality for the Dusty Lane community was not studied effectively. I want to understand what the projected pollution increases will be, and how those projections will differ if the Ivanhoe interchange is built.

Regards,

Michael Freer MAPM, PMP
Dusty Lane Community



[REDACTED]

From: SMF Interchange Study
Sent: Thursday, June 21, 2018 11:43 AM
To: [REDACTED] SMF Interchange Study
Cc: Anne Rogers; [REDACTED] Robert Samour
Subject: RE: Dusty Lane Community Air Quality Concerns

Mr. Freer,

We've been asked by the Arizona Department of Transportation to respond on their behalf. The Department is in receipt of your email. Your concerns are being heard and the Study team is working diligently to address them. We appreciate your continued patience as the team works through the re-evaluation process.

The air quality report for the project can be found at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history) - scroll down to "Technical Reports" and under "At the FEIS stage" click on "Air Quality Technical Report" to view the PDF.

To address your sound wall concerns, a sound wall would be included, as shown on recent alternative concepts, if an interchange is built and accommodate for the required noise reduction.

As you know, the Study team is working with the property owners of the Dusty Lane community to gather input and provide feasible solutions that take into account all of the elements noted in your email.

We encourage you and your community to attend the working session with the team on June 27 to collaboratively work through your concerns and possible solutions.

Sincerely,
ADOT Study Team

From: Mike [mailto:[REDACTED]]
Sent: Wednesday, June 20, 2018 2:46 AM
To: [REDACTED] SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Robert Samour
<[REDACTED]>
Subject: Dusty Lane Community Air Quality Concerns

Dear ADOT,

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Regards,

Michael Freer MAPM, PMP
Dusty Lane Community



[REDACTED]

From: SMF Interchange Study
Sent: Thursday, June 21, 2018 2:48 PM
To: Mike Freer; SMF Interchange Study
Cc: Anne Rogers; [REDACTED] Robert Samour
Subject: RE: Dusty Lane Community Air Quality Concerns

Hello Mr. Freer,
I am in the process of sending you a response shortly. Please hang tight.

Thanks,
Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Thursday, June 21, 2018 2:28 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]>; [REDACTED] Robert Samour
<[REDACTED]>
Subject: Re: Dusty Lane Community Air Quality Concerns

Ms. Miller,

I sent an email on 6/17/2018 in regards to modifications of the height and length of the sound wall. It is attached. I have not had a response to this email. Can you please follow up.

Regards,
Mike Freer
Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Thursday, June 21, 2018 2:02 PM
To: [SMF Interchange Study](#); [REDACTED]
Cc: [Anne Rogers](#); [REDACTED]; [Robert Samour](#)
Subject: RE: Dusty Lane Community Air Quality Concerns

Hi Mr. Freer,
I wanted to follow up to clarify the statement below about the sound wall. A sound wall will be constructed with or without an interchange.

Thank you,
Marsha Miller

From: SMF Interchange Study
Sent: Thursday, June 21, 2018 11:43 AM
To: [REDACTED] SMF Interchange Study <[REDACTED]>

Cc: Anne Rogers <[REDACTED]> Robert Samour

Subject: RE: Dusty Lane Community Air Quality Concerns

Mr. Freer,

We've been asked by the Arizona Department of Transportation to respond on their behalf. The Department is in receipt of your email. Your concerns are being heard and the Study team is working diligently to address them. We appreciate your continued patience as the team works through the re-evaluation process.

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We encourage you and your community to attend the working session with the team on June 27 to collaboratively work through your concerns and possible solutions.

Sincerely,
ADOT Study Team

From: Mike [mailto:[REDACTED]]
Sent: Wednesday, June 20, 2018 2:46 AM
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Regards,

Michael Freer MAPM, PMP
Dusty Lane Community



[REDACTED]

From: SMF Interchange Study
Sent: Monday, May 7, 2018 3:52 PM
To: Dusty Lane; Mike
Cc: [REDACTED] anne rogers; Michael Rogers; [REDACTED]
Subject: RE: Dusty Lane Community Center Segment Construction Update - Reschedule Request
Categories: Logged

Mr. Freer,

We understand the Dusty Lane community's concern regarding ADOT's study of a proposed traffic interchange (TI) at Ivanhoe Street. The May 30 open house is an opportunity for attendees to learn more about the design concept and ask the Study team questions to provide informed comments regarding the TI. The Open House is not a formal public hearing or council meeting in which comments must be submitted at that time to be included in the decision-making process.

The Federal Highway Administration's public notification period of an open house or public meeting is no less than 15 days and no more than 30 days in advance of the event. The Study team wanted to provide extended notice to the Dusty Lane community to comment between May 2 and June 4. If you would like the comment period extended beyond June 4, you may request an extension for ADOT's consideration. Please send that request back to this email address.

ADOT has committed to hosting the open house, as advertised, on May 30 and we hope you and the other residents can attend.

Thank you,

ADOT Loop 202 South Mountain Freeway Project Team

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, May 4, 2018 8:08 AM
To: [REDACTED] anne rogers <[REDACTED]> Michael Rogers <[REDACTED]> Mike SMF <[REDACTED]>
Subject: Dusty Lane Community Center Segment Construction Update - Reschedule Request

Dear ADOT,

Residents of the Dusty Lane Community received a mailer informing that ADOT is proposing significant design changes that will adversely impact our community. This mailer was received on May 2, 2018. We were informed that an Open House meeting has been scheduled for May 30, 2018. We do not feel that 28 days notice is sufficient time for us to prepare input for this meeting.

The Dusty Lane Community leadership team is requesting that the Open House be scheduled for 90 days from when residents were informed of the design changes.

Regards,

Michael Freer



Laveen, AZ 85339

[REDACTED]

From: Mike <[REDACTED]>
Sent: Friday, May 18, 2018 8:56 AM
To: SMF Interchange Study; Dusty Lane
Cc: [REDACTED] anne rogers; Michael Rogers; [REDACTED]
Subject: Re: Dusty Lane Community Center Segment Construction Update - Reschedule Request

ADOT Loop 202 South Mountain Freeway Project Team,

The Dusty Lane Community would like a 45 day extension to the public comment period. We request that the June 4th date be extended to July 19th, 2018.

We feel that an extension is justified for the following reasons:

- There are only three business days from the Open House until the end of the public comment period. This is insufficient time for Stakeholders to provide informed responses based on information gathered in the community meeting.
- We anticipate that there will be questions asked that ADOT will not be able to answer during the Open House. If residents are to submit informed responses, ADOT will need time to research and respond to our community members.
- ADOT has been slow at responding to questions asked by the Dusty Lane Leadership Team. It has taken weeks for ADOT to respond to our questions.
- Dusty lane is a rural community. Many Residents do not have internet access or in some cases telephones. They will have to wait for a mailed response from ADOT with answers to questions asked at the Open House. They will need Information mailed to them to provide informed responses and they will have to mail their positions back to ADOT.
- We anticipate NGO Stakeholders such as the Sierra Club to attend the Open House. They will need responses to questions from ADOT that are unanswerable in the Open House,. They will also need additional time to communicate information received from ADOT to their members.

Thank you for granting our request.

Regards,

Michael Freer
Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)

Sent: Monday, May 07, 2018 3:51 PM

To: [Dusty Lane](#) ; [Mike](#)

Cc: [redacted] ; [anne rogers](#) ; [Michael Rogers](#) ; [redacted] ; [redacted] ; [redacted] ; [redacted]

Subject: RE: Dusty Lane Community Center Segment Construction Update - Reschedule Request

Mr. Freer,

We understand the Dusty Lane community's concern regarding ADOT's study of a proposed traffic interchange (TI) at Ivanhoe Street. The May 30 open house is an opportunity for attendees to learn more about the design concept and ask the Study team questions to provide informed comments regarding the TI. The Open House is not a formal public hearing or council meeting in which comments must be submitted at that time to be included in the decision-making process.

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ADOT has committed to hosting the open house, as advertised, on May 30 and we hope you and the other residents can attend.

Thank you,

ADOT Loop 202 South Mountain Freeway Project Team

From: Dusty Lane [mailto:[redacted]]

Sent: Friday, May 4, 2018 8:08 AM

To: [redacted] [anne rogers](#) <[redacted]> [Michael Rogers](#) <[redacted]> [Mike SMF](#) <[redacted]>
<[redacted]> [Interchange Study](#) <[redacted]>

Subject: Dusty Lane Community Center Segment Construction Update - Reschedule Request

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The Dusty Lane Community leadership team is requesting that the Open House be scheduled for 90 days from when residents were informed of the design changes.

Regards,

Michael Freer

[redacted]
Laveen, AZ 85339

[REDACTED]

From: SMF Interchange Study
Sent: Friday, July 6, 2018 12:37 PM
To: SMF Interchange Study; Mike Freer; Dusty Lane; [REDACTED]; Anne Rogers; [REDACTED]
Cc: Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Ryan Clickner; Kimberly Noetzel
Subject: RE: Dusty Lane Community Follow Up Meeting
Attachments: ADOT NAP 2011.pdf

My apologies – please see the attached 2011 Noise Abatement Policy.

Thank you,

Chelsea Collinge

From: SMF Interchange Study
Sent: Friday, July 6, 2018 12:35 PM
To: Mike Freer <[REDACTED]>; SMF Interchange Study <[REDACTED]>; Dusty Lane <[REDACTED]>; Anne Rogers <[REDACTED]>
Cc: Miller, Marsha <[REDACTED]>; Carmelo Acevedo <[REDACTED]>; Spargo, Benjamin <[REDACTED]>; Robert Samour <[REDACTED]>; Lirange, Aryan (FHWA) <[REDACTED]>; SMF Interchange Study <[REDACTED]>; Ryan Clickner <[REDACTED]>; Kimberly Noetzel <[REDACTED]>
Subject: RE: Dusty Lane Community Follow Up Meeting

Mr. Freer,

The requested Noise Report is too large to be sent via email, but the reports for segments A (includes Pecos Road area), B (includes Taylor Morrison development) and C (same as previously provided and includes original Dusty Lane Community analysis as well as other areas to the north) can be downloaded here: <https://app.e-builder.net/public/publicLanding.aspx?QS=60aa170e09494dcbb37fda5006858dc9>

The ADOT Noise Abatement Policy (2011) is attached. Because the project was initiated prior to 2017, this is the effective policy. This version and the current (2017) policy are available on ADOT's web site: <https://www.azdot.gov/business/environmental-planning/noise/noise-abatement>. While there were changes between the 2011 and 2017 policy, the maximum reasonable cost of abatement is \$49,000 per benefited receptor in both policies.

Thank you,

Chelsea Collinge

goal is to provide information that is easily digested by the public, which often means taking time to translate technical information.

Understanding you would prefer the “raw” data, the Center Segment Schedule and Noise Analysis Calculations are attached.

Some items to note:

Center Segment Construction Schedule:

The attached schedule showing all construction activities in the Center segment including activities adjacent to the Dusty Lane community. The schedule for the South Mountain Freeway project is continuously evolving through weekly construction updates that are adjusted to match field progress, construction limitations, design progression, weather days, ROW acquisition, etc. These weekly updates are wrapped up into monthly schedule submittals, which are then officially submitted to ADOT. **As stated in your email, ADOT is not expected to provide future updates of this schedule.**

This schedule submittal includes project information known as of May 21, 2018. Each monthly update includes as-built information, logic updates, relationship changes and date projections including early start, early finish, late start, late finish, total float and free float. In project management, float or slack is the amount of time that a task in a project network can be delayed without causing a delay to the following: subsequent tasks ("free float") and project completion date ("total float"). Total float is associated with the path. If a project network chart/diagram has 4 non-critical paths then that project would have 4 total float values. The total float of a path is the combined free float values of all activities in a path. The total float represents the schedule flexibility and can also be measured by subtracting early start dates from late start dates of path completion. Float is core to critical path method, with the total floats of noncritical activities key to computing the critical path drag of an activity, i.e., the amount of time it is adding to the project's duration. Total float is not manually adjusted and used the program to calculate, based upon changes to logic like durations, predecessors, successors, lags and leads.

As stated in our previous email, Ryan Clickner will maintain communication with the DLC regarding traffic control to/from the DLC and is the best resource for scheduled construction information.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

The attached Noise Analysis Calculations were used to abide by the noise wall engineering feasibility and reasonability criteria for the DLC. The DLC noise wall lies in Section C. The DLC noise wall is noted as **New Barrier SWL-2610-R** in the calculations. The calculations used a common noise environment between 43rd Avenue and Elliot Road. Every new potential noise barrier between 43rd Avenue and Elliot Road is included in the common noise environment. As you pointed out, 23 CFR 772.13(k) states:

*On a Type I or Type II projects, a highway agency has the option to cost average noise abatement among benefited receptors within common noise environments if no single common noise environment exceeds two times the highway agency's cost reasonableness criteria **and collectively all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria.***

The calculations illustrate a 20-foot wall, when the reasonableness criteria is applied, exceeds the common noise per benefitted receptor criterion when **all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria.** However, as stated in the meeting, the DLC will receive a wall that conforms to our policy. ADOT additionally stated any additional changes exceeding our policy, **may be treated as aesthetic or visual mitigation.**

Our noise policy can be found on <https://www.azdot.gov/business/environmental-planning/noise>.

Request for June 27 Meeting Minutes:

ADOT is currently compiling the meeting minutes and will send to all meeting attendees as soon as possible.

FHWA Attendance at July 10 Meeting:

Tom Deitering with FHWA is expected to attend the July 10 meeting on behalf of Aryan Lirange.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]

Sent: Monday, July 2, 2018 4:50 PM

To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >

Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] > Ryan Clickner < [REDACTED] > Kimberly
Noetzel < [REDACTED] >

Subject: Re: Dusty Lane Community Follow Up Meeting

Ms. Collinge,

I have serious concerns that what we are being told in the community meeting is not being adhered to. You told us that you would provide us with documentation and are now pulling back. I am beginning to question whether ADOT is acting in good faith in searching for solutions for our community.

Request for Detailed Center Segment Construction Schedule:

I have many years of experience working with project schedules and I am aware that many portions of your project schedule are in the draft phase. As we only have one road in and out of our neighborhood, it would be beneficial if we understood how construction would effect our community. The center segment (or master project schedule if the center segment is not broken out) would give us far more detail on how construction activities will be managed. If you are unable to create PDF, you can place the project schedule in its native format in the FTP that has been setup for our community.

I do not expect you to update it. ADOT has done a great job of explaining that there are many areas of the project are in the design phase.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

I was told by Carmelo Acevedo that he would provide me with the calculations that were used to deny our neighborhood adequate noise abatement. I would like to have those calculations before the July 10th meeting so that I may ask informed questions.

I have requested to use provisions stated in FHWA –HEP-10-25 section 772.13-k to fund the sound wall in our community. As of yet I have not received an explanation that lines up with the verbiage in that section. Please make sure your team is prepared to discuss 772.13-k in detail. The way that it is written it specifically provides additional funding beyond the \$49,000 per receptor if the cost the cost of abatement is less than \$98,000 per receptor for a common noise area and the total cost for abatement will not exceed \$49,000 for the areas being averaged.

timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week’s discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week’s meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]

Sent: Friday, June 29, 2018 11:01 AM

To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >

[REDACTED] Anne Rogers < [REDACTED] > [REDACTED]

Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin

< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >

SMF Interchange Study < [REDACTED] >

Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I’ve attached a copy of the document for your reference.

[REDACTED]

From: SMF Interchange Study
Sent: Friday, July 6, 2018 12:35 PM
To: Mike Freer; SMF Interchange Study; Dusty Lane; [REDACTED]
[REDACTED] Anne Rogers; [REDACTED]
[REDACTED]
Cc: Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); SMF Interchange Study; Ryan Clickner; Kimberly Noetzel
Subject: RE: Dusty Lane Community Follow Up Meeting

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Thank you,

Chelsea Collinge

From: Mike Freer [mailto:[REDACTED]]
Sent: Thursday, July 5, 2018 8:41 AM
To: SMF Interchange Study <[REDACTED]> Dusty Lane <[REDACTED]>
[REDACTED] Anne Rogers <[REDACTED]>
[REDACTED]
Cc: Miller, Marsha <[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
SMF Interchange Study <[REDACTED]> Ryan Clickner <[REDACTED]> Kimberly
Noetzel <[REDACTED]>
Subject: Re: Dusty Lane Community Follow Up Meeting

Ms. Collinge,

Thank you for sending the project schedule for the center segment. The Wikipedia explanation of float is appreciated. It will allow community members unfamiliar with scheduling to understand the early start and late finish dates included in the schedule. It was good to see that major disruptions of traffic flow in our

date ("total float"). Total float is associated with the path. If a project network chart/diagram has 4 non-critical paths then that project would have 4 total float values. The total float of a path is the combined free float values of all activities in a path. The total float represents the schedule flexibility and can also be measured by subtracting early start dates from late start dates of path completion. Float is core to critical path method, with the total floats of noncritical activities key to computing the critical path drag of an activity, i.e., the amount of time it is adding to the project's duration. Total float is not manually adjusted and used the program to calculate, based upon changes to logic like durations, predecessors, successors, lags and leads.

As stated in our previous email, Ryan Clickner will maintain communication with the DLC regarding traffic control to/from the DLC and is the best resource for scheduled construction information.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

The attached Noise Analysis Calculations were used to abide by the noise wall engineering feasibility and reasonability criteria for the DLC. The DLC noise wall lies in Section C. The DLC noise wall is noted as **New Barrier SWL-2610-R** in the calculations. The calculations used a common noise environment between 43rd Avenue and Elliot Road. Every new potential noise barrier between 43rd Avenue and Elliot Road is included in the common noise environment. As you pointed out, 23 CFR 772.13(k) states:

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The calculations illustrate a 20-foot wall, when the reasonableness criteria is applied, exceeds the common noise per benefitted receptor criterion when **all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria.** However, as stated in the meeting, the DLC will receive a wall that conforms to our policy. ADOT additionally stated any additional changes exceeding our policy, **may be treated as aesthetic or visual mitigation.**

Our noise policy can be found on <https://www.azdot.gov/business/environmental-planning/noise>.

Request for June 27 Meeting Minutes:

ADOT is currently compiling the meeting minutes and will send to all meeting attendees as soon as possible.

FHWA Attendance at July 10 Meeting:

Tom Deitering with FHWA is expected to attend the July 10 meeting on behalf of Aryan Lirange.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]

Sent: Monday, July 2, 2018 4:50 PM

To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >

[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]

Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin

< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >

SMF Interchange Study < [REDACTED] > Ryan Clickner < [REDACTED] > Kimberly

Noetzel < [REDACTED] >

Subject: Re: Dusty Lane Community Follow Up Meeting

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Request for Detailed Center Segment Construction Schedule:

I have many years of experience working with project schedules and I am aware that many portions of your project schedule are in the draft phase. As we only have one road in and out of our neighborhood, it would be beneficial if we understood how construction would effect our community. The center segment (or master project schedule if the center segment is not broken out) would give us far more detail on how construction activities will be managed. If you are unable to create PDF, you can place the project schedule in its native format in the FTP that has been setup for our community.

I do not expect you to update it. ADOT has done a great job of explaining that there are many areas of the project are in the design phase.

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ADOT is trying to state that 772.13-k cannot be used is because the cost per receptor for Dusty Lane is above \$49,000. What other purpose would 772.13-k serve if not to provide additional funding to areas like the Dusty Lane Community?

Request for June 27 Meeting Minutes:

We appreciate sending the meeting minutes at your earliest convenience so that we can distribute to members of our community that were not able to attend.

Aryan Lirange of the NHWA is out of office on 7/10. Do you anticipate representatives of the NHWA will be in attendance?

Regards,

Michael Freer
Dusty Lane Community

From: [SMF Interchange Study](#)

Sent: Monday, July 02, 2018 3:05 PM

Thank you for attending the meeting with ADOT, FHWA and MCDOT on Wednesday evening. A follow up meeting has been scheduled for Tuesday, July 10 from 5:30 to 7:30 at the I-10 Project Office, [REDACTED]
[REDACTED]

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

goal is to provide information that is easily digested by the public, which often means taking time to translate technical information.

Understanding you would prefer the “raw” data, the Center Segment Schedule and Noise Analysis Calculations are attached.

Some items to note:

Center Segment Construction Schedule:

The attached schedule showing all construction activities in the Center segment including activities adjacent to the Dusty Lane community. The schedule for the South Mountain Freeway project is continuously evolving through weekly construction updates that are adjusted to match field progress, construction limitations, design progression, weather days, ROW acquisition, etc. These weekly updates are wrapped up into monthly schedule submittals, which are then officially submitted to ADOT. **As stated in your email, ADOT is not expected to provide future updates of this schedule.**

This schedule submittal includes project information known as of May 21, 2018. Each monthly update includes as-built information, logic updates, relationship changes and date projections including early start, early finish, late start, late finish, total float and free float. In project management, float or slack is the amount of time that a task in a project network can be delayed without causing a delay to the following: subsequent tasks ("free float") and project completion date ("total float"). Total float is associated with the path. If a project network chart/diagram has 4 non-critical paths then that project would have 4 total float values. The total float of a path is the combined free float values of all activities in a path. The total float represents the schedule flexibility and can also be measured by subtracting early start dates from late start dates of path completion. Float is core to critical path method, with the total floats of noncritical activities key to computing the critical path drag of an activity, i.e., the amount of time it is adding to the project's duration. Total float is not manually adjusted and used the program to calculate, based upon changes to logic like durations, predecessors, successors, lags and leads.

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The calculations illustrate a 20-foot wall, when the reasonableness criteria is applied, exceeds the common noise per benefitted receptor criterion when **all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria.** However, as stated in the meeting, the DLC will receive a wall that conforms to our policy. ADOT additionally stated any additional changes exceeding our policy, **may be treated as aesthetic or visual mitigation.**

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Tom Deitering with FHWA is expected to attend the July 10 meeting on behalf of Aryan Lirange.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]
Sent: Monday, July 2, 2018 4:50 PM
To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] > Ryan Clickner < [REDACTED] > Kimberly
Noetzel < [REDACTED] >
Subject: Re: Dusty Lane Community Follow Up Meeting

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I have many years of experience working with project schedules and I am aware that many portions of your project schedule are in the draft phase. As we only have one road in and out of our neighborhood, it would be beneficial if we understood how construction would effect our community. The center segment (or master project schedule if the center segment is not broken out) would give us far more detail on how construction activities will be managed. If you are unable to create PDF, you can place the project schedule in its native format in the FTP that has been setup for our community.

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timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week’s discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week’s meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]

Sent: Friday, June 29, 2018 11:01 AM

To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >

[REDACTED] Anne Rogers < [REDACTED] > [REDACTED]

Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin

< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >

SMF Interchange Study < [REDACTED] >

Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I’ve attached a copy of the document for your reference.

[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, July 3, 2018 11:54 AM
To: Mike Freer; SMF Interchange Study; Dusty Lane; [REDACTED]
[REDACTED] Anne Rogers; [REDACTED]
[REDACTED]
Cc: Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); SMF Interchange Study; Ryan Clickner; Kimberly Noetzel
Subject: RE: Dusty Lane Community Follow Up Meeting
Attachments: SMF Schedule - U22 May 2018 - Center Segment Construction.pdf; Barriers on SMF.pdf

Mr. Freer,

ADOT has a vested interest in finding solutions for all stakeholders. ADOT, its agency partners and C202P continue to dedicate ample time and resources to find solutions to all requests that best serve the public in a timely manner. ADOT's goal is to provide information that is easily digested by the public, which often means taking time to translate technical information.

Understanding you would prefer the "raw" data, the Center Segment Schedule and Noise Analysis Calculations are attached.

Some items to note:

Center Segment Construction Schedule:

The attached schedule showing all construction activities in the Center segment including activities adjacent to the Dusty Lane community. The schedule for the South Mountain Freeway project is continuously evolving through weekly construction updates that are adjusted to match field progress, construction limitations, design progression, weather days, ROW acquisition, etc. These weekly updates are wrapped up into monthly schedule submittals, which are then officially submitted to ADOT. **As stated in your email, ADOT is not expected to provide future updates of this schedule.**

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Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]
Sent: Monday, July 2, 2018 4:50 PM
To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] > Ryan Clickner < [REDACTED] > Kimberly
Noetzel < [REDACTED] >
Subject: Re: Dusty Lane Community Follow Up Meeting

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I have many years of experience working with project schedules and I am aware that many portions of your project schedule are in the draft phase. As we only have one road in and out of our neighborhood, it would be

Thank you for the follow up email. Due to time constraints, several items were not discussed at the June 27 meeting. All outstanding items, including the Dusty Lane Community's (DLC) socio-economic complaint to FHWA, have been incorporated into the agenda for our next meeting (July 10).

Following the June 27 discussion between ADOT and the DLC, staff have been working diligently to respond to the various issues, questions and requests made by the DLC. As mentioned at our meeting, providing accurate responses to stakeholders is paramount. We are still working on several action items from last week, but can provide answers/status updates for your requests:

Request for Detailed Center Segment Construction Schedule:

As you may know, the public private partnership between ADOT and C202P is a design-build-maintain contract. This means select areas of the freeway are under construction while others are still being designed. This unique method allows C202P to modify its construction schedule to move crews and operators to complete various construction activities more efficiently throughout the 22-mile corridor, and ultimately deliver the project three years sooner than originally anticipated. The construction schedule is complex and can change weekly, which is why a general schedule of major construction activities is available to the public on the [Center Segment webpage](#). While ADOT understands you may have requested a detailed schedule of construction activities, we believe the information that is available online best serves the public.

As major construction approaches the DLC, C202P's Community Outreach Segment Lead, Ryan Clickner, will regularly update your community of construction activities via doorhangers and/or email alerts. ADOT and C202P strive to provide timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

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Thank you,

Chelsea Collinge

From: Mike Freer [mailto:████████████████████]

Sent: Friday, June 29, 2018 11:01 AM

To: SMF Interchange Study <████████████████████> Dusty Lane <████████████████████>
████████████████████ Anne Rogers <████████████████████>

[REDACTED]

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Sent: Monday, July 2, 2018 4:50 PM
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Cc: Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); SMF Interchange Study; Ryan Clickner; Kimberly Noetzel
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Thank you,

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From: Mike Freer [mailto: [REDACTED]]
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To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] < [REDACTED] > Anne Rogers < [REDACTED] >
[REDACTED] < [REDACTED] >
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin < [REDACTED] >
[REDACTED] < [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] >
Subject: Re: Dusty Lane Community Follow Up Meeting

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- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I've attached a copy of the document for your reference.

We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,
Michael Freer
Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 29, 2018 10:02 AM

To: [Dusty Lane](#) ; [REDACTED] ; [REDACTED] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;

Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)

Subject: Dusty Lane Community Follow Up Meeting

Hello,

Thank you for attending the meeting with ADOT, FHWA and MCDOT on Wednesday evening. A follow up meeting has been scheduled for Tuesday, July 10 from 5:30 to 7:30 at the I-10 Project Office, [REDACTED]
[REDACTED]

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 4:20 PM
To: SMF Interchange Study
Cc: anne rogers; Mike Freer; [REDACTED]
[REDACTED] Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Ryan Clickner; Kimberly Noetzel
Subject: Re: Dusty Lane Community Follow Up Meeting

Thank you for that clarification. We appreciate it.

Anne Rogers

On Mon, Jul 2, 2018 at 7:04 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

The letters requested by Mike will be included in your FOIA request.

Thank you,

Chelsea Collinge

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, July 2, 2018 3:52 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]>; Dusty Lane <[REDACTED]>; [REDACTED]
[REDACTED] Miller, Marsha
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
Ryan Clickner <[REDACTED]> Kimberly Noetzel <[REDACTED]>
Subject: Re: Dusty Lane Community Follow Up Meeting

Chelsea,

Mike's request was for letters that GRIC sent to the Governor's office. My FOIA request was specifically between ADOT / GRIC / Gump Akin. Could you please provide the letters that Carmelo spoke of during the DLC / ADOT meeting regarding multiple letters between GRIC and the governor's office? If these were letters through you too and were covered and within the dates of my FOIA request, then we can be more patient as my FOIA request is being processed.

Thank you for the clarification.

Anne Rogers

On Mon, Jul 2, 2018 at 6:05 PM, SMF Interchange Study <[REDACTED]> wrote:

Mr. Freer,

Marsha is out of the office this week, I will be responding to stakeholder/DLC inquiries on her behalf.

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Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 29, 2018 11:01 AM
To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
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Subject: Re: Dusty Lane Community Follow Up Meeting

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We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)
Sent: Friday, June 29, 2018 10:02 AM

To: [Dusty Lane](#) ; [redacted] ; [redacted] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[redacted] ;
[redacted] ;
[redacted] ;
[redacted] ;

Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)

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[redacted]

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

[REDACTED]

From: Robert Samour <[REDACTED]>
Sent: Thursday, July 12, 2018 9:39 AM
To: 'Mike Freer'
Cc: SMF Interchange Study
Subject: RE: Dusty Lane Community Noise Abatement

Mike

I had an error in one of my sentences below. I meant to say this is the third e-mail the Department has received regarding this subject since June 21, 2018. I accidentally had the word not in there. Sorry about that.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

[REDACTED]
azdot.gov



From: Robert Samour
Sent: Thursday, July 12, 2018 9:33 AM
To: 'Mike Freer'
Cc: SMF Interchange Study
Subject: RE: Dusty Lane Community Noise Abatement

Mike

I have asked the team to put together a map showing the Dusty Lane Community along with a table showing the height of the wall, distance to the homes that will receive coverage from the proposed noise wall, and the decibel reduction at each location. The calculations that were used to develop the wall that was shown on Tuesday night at our meeting varied from 10 feet to 14 feet. While I agreed to eliminate the steps as part of our discussions on Tuesday, my team has not gone back to recalculate the decibel reductions at those locations. I should be able to have the information to you either late tomorrow or Monday. I will be forwarding the same information to our partners at the FHWA. As I mentioned after the meeting to you, I have asked the FHWA to reach out to their resource center to have someone review our calculations. If an error was made we can make adjustments. As discussed in the meeting on Tuesday night, the wall that was presented in the graphic, which I have included as an attachment, is the Department's final position on the wall, height and length. We will remove the steps as requested by the Dusty Lane Community and carry a constant 14 foot height.

I did get an e-mail from our office's executive assistant that you called yesterday afternoon. I will call you this morning. What I would like to follow up on is your comment below regarding your socio-economic decimation complaint. As I explained to the group on Tuesday night, if you would like me to get you in touch with the group that handles discrimination complaints against the Department I will. We take these types of comments serious and I want to make sure that if you are making a formal complaint of discrimination we need to start the process. This is not the third e-mail the Department has received regarding this subject since June 21, 2018. Previous e-mails have reference the socio-economic discrimination as a concern. We have a process for filing a formal complaint. Your latest e-mail

seems to indicate that your concern is now a complaint. Please respond if you or any of the Dusty Lane Community members would like to file a formal discrimination complaint

Thanks

Robert Samour, PE
Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike Freer [<mailto:>]
Sent: Wednesday, July 11, 2018 10:44 AM
To: Robert Samour
Cc: SMF Interchange Study
Subject: Dusty Lane Community Noise Abatement

Mr. Samour,

Thank you and your team for meeting with us yesterday. We appreciate you trying to explain why ADOT believes that they are treating the Dusty Lane Community (DLC) fairly with respect to noise abatement. We feel that we made progress by your concession to create a barrier with a static wall height of 14'. We would like to believe that this is a fair compromise; however, upon review of the abatement for the Pecos and Center segment there still appears to be a disconnect between the design of abatement for the DLC and protections that are being used for other areas. All other areas are receiving variable abatement of 14' up to 20'. No areas in the Pecos or Center segments have a static wall height.

The foundation for our socio-economic discrimination complaint is that we are not being treated fairly with respect to other communities. ADOT maintains that they are legally prohibited from providing abatement that conforms to the same specifications as other areas because of the cost per receptor. Provisions in 772.13-k clearly gives ADOT a mechanism of averaging abatement for areas that do not meet the cost-reasonableness criteria. The ADOT 2011 Noise Abatement Policy informs that "a common noise environment may span an entire project area." This provision gives ADOT much latitude in determining areas that are to be averaged and that there are no legal reasons that restrict ADOT from funding a sound wall for the DLC as originally proposed in the 2016 Final Noise Report (Salt River Segment).

We would like to give ADOT the opportunity to explain engineering criteria behind the selection of a sound wall for the DLC that is significantly shorter than abatement provided to other areas.

NOISE BARRIER SUMMARY (CENTER SEGMENT)						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited receivers	Cost-Per-Benefited-Receiver
New Barrier SWL-2525-R (Sta 2519+01 to Sta 2538+96)	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500
Total for Recommended Barrier	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500

Note:
^[1] Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.

NOISE BARRIER SUMMARY (PECOS SEGMENT)						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited receivers	Cost-Per-Benefited-Receiver
New Barrier SWL-2050-R (Sta 2026+50 to Sta 2074+81)	14 to 20	4,788	90,548	\$3,169,200	137	\$30,900
New Barrier SWL-2080-R (Sta 2070+68 to Sta 2088+50)	14 to 16	1,793	28,329	\$1,052,400		
New Barrier SWL-2135-R (Sta 2087+82 to Sta 2181+41)	16 to 20	9,370	186,294	\$6,520,300	222	\$34,200
New Barrier SWL-2185-R (Sta 2178+86 to Sta 2196+50)	16	1,774	28,387	\$1,054,400		
New Barrier SWL-2240-R (Sta 2190+44 to Sta 2278+29)	14 to 20	7,650	147,700	\$5,169,500	165	\$31,400
New Barrier SWL-2340-R (Sta 2285+31 to Sta 2383+10)	16 to 18	9,800	160,398	\$5,614,000	248	\$30,700
New Barrier SWL-2385-R (Sta 2377+75 to Sta 2393+40)	16	1,568	25,095	\$939,200		
New Barrier SWL-2400-R (Sta 2388+43 to Sta 2406+16)	14 to 18	1,785	29,734	\$1,040,700		
New Barrier SWL-2470-R (Sta 2440+00 to Sta 2493+75)	20	5,393	107,866	\$3,775,400	96	\$39,400
Total for Recommended Barrier	14 to 20	43,921	804,351	\$28,335,100	868	\$32,700

Note:
^[1] Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.

Regards,

Michael Freer
Dusty Lane 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.

Marsha is out of the office this week, I will be responding to stakeholder/DLC inquiries on her behalf.

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Thank you,

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From: Mike Freer [mailto: [REDACTED]]

Sent: Friday, June 29, 2018 11:01 AM

To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >

[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]

Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin

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Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 29, 2018 10:02 AM

To: [Dusty Lane](#) ; [REDACTED] ; [REDACTED] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;

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[REDACTED]

From: SMF Interchange Study
Sent: Monday, July 2, 2018 3:06 PM
To: Mike Freer; SMF Interchange Study; Dusty Lane; [REDACTED]
[REDACTED] Anne Rogers; [REDACTED]
[REDACTED]
Cc: Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); SMF Interchange Study; Ryan Clickner; Kimberly Noetzel
Subject: RE: Dusty Lane Community Follow Up Meeting
Attachments: RainfallModelingSummary_CenterSegmentB_Rev1.docx; StormRpt_08122014_R1.pdf

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Sent: Friday, June 29, 2018 11:01 AM

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[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]

Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin

< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >

SMF Interchange Study < [REDACTED] >

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Dusty Lane Community
[REDACTED]

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An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

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Thank you,

Marsha Miller

From: Mike Freer <[REDACTED]>
Sent: Friday, July 6, 2018 2:16 PM
To: SMF Interchange Study; Dusty Lane; [REDACTED] Anne Rogers; [REDACTED]
Cc: Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Ryan Clickner; Kimberly Noetzel
Subject: Re: Dusty Lane Community Follow Up Meeting

Ms. Collinge,

Thank you for uploading the documentation to the FTP server. I was hoping that it would be able to clarify some questions that I had on the Barriers on SMF document that you provided earlier this week. There are several sections in Section A (Pecos Segment) where the receptors and costs have been combined. The Section A document does give details on why those areas were averaged together.

Page 35 of the 2011 Noise Abatement Policy outlines provisions for averaging Common Noise Environments (CNE). The Barriers on SMF document defines that there are 3 CNEs on the Loop 202 South Mountain Freeway. Dusty lane is located in Section C. All but 5 barriers exceed the 2 times cost reasonableness criteria outlined in 772.13-K and are unbuildable per NHTWA guidelines. When those are removed from the calculations in the Cost per Receptor for Section C is \$32,796. This is far below the \$49,000 limit outlined in the 2011 Noise Abatement Policy.

	Receptors	Cost	Cost / Receptor
Section C			
New Barrier 2610-R	55	\$4,060,000	\$73,818
New Barrier 3145-L	42	\$747,200	\$76,790
New Barrier 3175-L		\$2,478,000	
New Barrier 3250-L	117	\$1,865,300	\$15,943
New Barrier 3250-R	121	\$1,836,300	\$15,176
CNE Cost of Noise Barriers		\$10,986,800	
CNE Number of Receptors Benefitted		335	
CNE Cost per benefited Receptor		\$32,796	

The Dusty Lane Community will experience a 30 dBA gain. This is an excessively high noise increase and NHTWA requires that abatement be installed that provides the maximum protection. ADOT has demonstrated that 20' sound walls are not cosmetic by building them for other communities on the Loop 202 project. **Failing to provide the Dusty Lane Community with 20' sound walls is socio-economic discrimination.**

Regards,

Michael Freer
Dusty Lane Community

Understanding you would prefer the “raw” data, the Center Segment Schedule and Noise Analysis Calculations are attached.

Some items to note:

Center Segment Construction Schedule:

The attached schedule showing all construction activities in the Center segment including activities adjacent to the Dusty Lane community. The schedule for the South Mountain Freeway project is continuously evolving through weekly construction updates that are adjusted to match field progress, construction limitations, design progression, weather days, ROW acquisition, etc. These weekly updates are wrapped up into monthly schedule submittals, which are then officially submitted to ADOT. **As stated in your email, ADOT is not expected to provide future updates of this schedule.**

This schedule submittal includes project information known as of May 21, 2018. Each monthly update includes as-built information, logic updates, relationship changes and date projections including early start, early finish, late start, late finish, total float and free float. In project management, float or slack is the amount of time that a task in a project network can be delayed without causing a delay to the following: subsequent tasks ("free float") and project completion date ("total float"). Total float is associated with the path. If a project network chart/diagram has 4 non-critical paths then that project would have 4 total float values. The total float of a path is the combined free float values of all activities in a path. The total float represents the schedule flexibility and can also be measured by subtracting early start dates from late start dates of path completion. Float is core to critical path method, with the total floats of noncritical activities key to computing the critical path drag of an activity, i.e., the amount of time it is adding to the project's duration. Total float is not manually adjusted and used the program to calculate, based upon changes to logic like durations, predecessors, successors, lags and leads.

As stated in our previous email, Ryan Clickner will maintain communication with the DLC regarding traffic control to/from the DLC and is the best resource for scheduled construction information.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

The attached Noise Analysis Calculations were used to abide by the noise wall engineering feasibility and reasonability criteria for the DLC. The DLC noise wall lies in Section C. The DLC noise wall is noted as **New Barrier SWL-2610-R** in the calculations. The calculations used a common noise environment between 43rd Avenue and Elliot Road. Every new potential noise barrier between 43rd Avenue and Elliot Road is included in the common noise environment. As you pointed out, 23 CFR 772.13(k) states:

*On a Type I or Type II projects, a highway agency has the option to cost average noise abatement among benefited receptors within common noise environments if no single common noise environment exceeds two times the highway agency's cost reasonableness criteria **and collectively all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria.***

The calculations illustrate a 20-foot wall, when the reasonableness criteria is applied, exceeds the common noise per benefitted receptor criterion when **all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria.** However, as stated in the meeting, the DLC will receive a wall that conforms to our policy. ADOT additionally stated any additional changes exceeding our policy, **may be treated as aesthetic or visual mitigation.**

Our noise policy can be found on <https://www.azdot.gov/business/environmental-planning/noise>.

Request for June 27 Meeting Minutes:

ADOT is currently compiling the meeting minutes and will send to all meeting attendees as soon as possible.

FHWA Attendance at July 10 Meeting:

Tom Deitering with FHWA is expected to attend the July 10 meeting on behalf of Aryan Lirange.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]
Sent: Monday, July 2, 2018 4:50 PM
To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] > Ryan Clickner < [REDACTED] > Kimberly
Noetzel < [REDACTED] >
Subject: Re: Dusty Lane Community Follow Up Meeting

Ms. Collinge,

I have serious concerns that what we are being told in the community meeting is not being adhered to. You told us that you would provide us with documentation and are now pulling back. I am beginning to question whether ADOT is acting in good faith in searching for solutions for our community.

Request for Detailed Center Segment Construction Schedule:

I have many years of experience working with project schedules and I am aware that many portions of your project schedule are in the draft phase. As we only have one road in and out of our neighborhood, it would be beneficial if we understood how construction would effect our community. The center segment (or master project schedule if the center segment is not broken out) would give us far more detail on how construction activities will be managed. If you are unable to create PDF, you can place the project schedule in its native format in the FTP that has been setup for our community.

I do not expect you to update it. ADOT has done a great job of explaining that there are many areas of the project are in the design phase.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

I was told by Carmelo Acevedo that he would provide me with the calculations that were used to deny our neighborhood adequate noise abatement. I would like to have those calculations before the July 10th meeting so that I may ask informed questions.

I have requested to use provisions stated in FHWA –HEP-10-25 section 772.13-k to fund the sound wall in our community. As of yet I have not received an explanation that lines up with the verbiage in that section. Please make sure your team is prepared to discuss 772.13-k in detail. The way that it is written it specifically provides additional funding beyond the \$49,000 per receptor if the cost the cost of abatement is less than \$98,000 per receptor for a common noise area and the total cost for abatement will not exceed \$49,000 for the areas being averaged.

ADOT is trying to state that 772.13-k cannot be used is because the cost per receptor for Dusty Lane is above \$49,000. What other purpose would 772.13-k serve if not to provide additional funding to areas like the Dusty Lane Community?

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week’s discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week’s meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [[mailto:](#) [REDACTED]]
Sent: Friday, June 29, 2018 11:01 AM
To: SMF Interchange Study <[REDACTED]> Dusty Lane <[REDACTED]>
[REDACTED] Anne Rogers <[REDACTED]>
[REDACTED]
Cc: Miller, Marsha <[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
SMF Interchange Study <[REDACTED]>
Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I’ve attached a copy of the document for your reference.

We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,
Michael Freer

[REDACTED]

From: Crystal Rubin <Crystal.Rubin@C202P.com>
Sent: Tuesday, May 8, 2018 9:45 AM
To: Felicita M Mendoza; Thomas Remes
Cc: SMF Interchange Study; Miller, Marsha; Collinge, Chelsea; Nadia Garas
Subject: RE: Dusty Lane Community needs your help with the new 202 freeway

Categories: Logged

Good morning, Felicita.

Thank you for forwarding the correspondence below. ADOT is currently conducting a study for the proposed interchange at Ivanhoe Street near the Dusty Lane community and is aware of Ms. Rogers' concerns.

Ms. Rogers has been informed to direct all inquiries about the interchange study to the study team at [REDACTED]. If you receive further inquiries regarding this study interchange, please feel free to direct them to the [REDACTED].

If you have any further questions, please let me know.

Thank you!

Crystal

Crystal Rubin

I-10/Salt River Segment Outreach Lead



Cell: 480-216-8445 / E-mail: crystal.rubin@c202p.com

From: Felicita M Mendoza [mailto:[REDACTED]]
Sent: Tuesday, May 8, 2018 9:07 AM
To: Thomas Remes <[REDACTED]> Crystal Rubin <Crystal.Rubin@C202P.com>
Subject: FW: Dusty Lane Community needs your help with the new 202 freeway

Good Morning,

Please read below.

Thank you

Felicita M. Mendoza
Office of Councilman Michael Nowakowski
City of Phoenix
200 W. Washington St., 11th Floor
Phoenix, AZ 85003

Phone: [REDACTED]

Email: [REDACTED]

Visit us at phoenix.gov/district7

Follow Councilman Nowakowski:



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From: Council District 7 PCC

Sent: Tuesday, May 08, 2018 8:16 AM

To: Felicita M Mendoza <[REDACTED]>

Subject: FW: Dusty Lane Community needs your help with the new 202 freeway

From: anne rogers [[mailto:\[REDACTED\]](mailto:[REDACTED])]

Sent: Saturday, May 05, 2018 7:47 AM

To: Council District 7 PCC <[REDACTED]>

Cc: Dusty Lane <[REDACTED]>

Subject: Dusty Lane Community needs your help with the new 202 freeway

Mr. Nowakowski,

My name is Anne Rogers and I live in a quaint and serene little area of Phoenix, bordered on all sides by South Mountain Park and the Gila River Indian Community, with only a small road in and out.

I am hoping that you can assist our community or point us in the right direction of someone who can. My community is looking for advice and support regarding a couple of issues in the construction of the new loop 202 South Mountain freeway. We are the Dusty Lane Community and the new freeway will run within a few hundred feet from most of our homes.

Up until recently, we had been led to believe that a sound wall was going to be constructed for us. That plan has changed and we have been informed that it will now be a chain link fence. We have been communicating with ADOT and Connect 202 Partners directly but they have not been forth coming or timely with the information that we have requested. That being said, we did feel that we were making progress towards coming to a solution.

On Wednesday, that changed. We received a packet of information showing a new plan that not only excludes the sound wall, but also includes a freeway interchange directly into our residential neighborhood. The only purpose for this exit would be to provide easy access to the Vee Quiva Casino. It would funnel an estimated 2000 cars per day through our sleepy neighborhood. This would be the first instance in the Phoenix metro, that I am aware of, where a freeway exit would open onto a 25 mph residential area, that is essentially blocked off from any way out other than through a freeway exit. I can't even begin to imagine the number of problems and the change to our quiet peaceful lives that this will cause. It is the very essence of what our property owners escaped by buying in this community.

After ADOT's acquisition of some of our properties, our community encompasses about 75 acres, owned by 37 people, there are about 25 houses left. The area is zoned for 1 acre lots. Our area is rural and somewhat spread out, removed from the closest busy street by about ½ mile. Yet, we are well within 30 minutes to down town. We have not opposed the construction of this freeway. We are only asking that ADOT afford our community the same considerations that other areas along this project have been afforded. Thank you for your efforts and your time.

Anne Rogers

[REDACTED]
Laveen, AZ 85339

[REDACTED]
Dusty Lane Community Leadership

This leads to the proposed interchange page

[https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/outreach/ivanhoe-street-study](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/ivanhoe-street-study)

Google earth overview of our neighborhood. 5-10 houses had been demolished for the freeway already when this picture was taken.

<https://www.google.com/maps/@33.3141694,-112.1551703,647m/data=!3m1!1e3>

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[REDACTED]

From: Crystal Rubin <Crystal.Rubin@C202P.com>
Sent: Tuesday, May 8, 2018 9:45 AM
To: Felicita M Mendoza; Thomas Remes
Cc: SMF Interchange Study; Miller, Marsha; Collinge, Chelsea; Nadia Garas
Subject: RE: Dusty Lane Community needs your help with the new 202 freeway

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Ms. Rogers has been informed to direct all inquiries about the interchange study to the study team at [REDACTED]. If you receive further inquiries regarding this study interchange, please feel free to direct them to the [REDACTED].

If you have any further questions, please let me know.

Thank you!

Crystal

Crystal Rubin
I-10/Salt River Segment Outreach Lead

Cell: 480-216-8445 / E-mail: crystal.rubin@c202p.com

From: Felicita M Mendoza [mailto:[REDACTED]]
Sent: Tuesday, May 8, 2018 9:07 AM
To: Thomas Remes <[REDACTED]> Crystal Rubin <Crystal.Rubin@C202P.com>
Subject: FW: Dusty Lane Community needs your help with the new 202 freeway

Good Morning,

Please read below.

Thank you

Felicita M. Mendoza
Office of Councilman Michael Nowakowski
City of Phoenix
200 W. Washington St., 11th Floor
Phoenix, AZ 85003
Phone: [REDACTED]

Fax: [REDACTED]
Email: [REDACTED]
Visit us at phoenix.gov/district7

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Sent: Saturday, May 05, 2018 7:47 AM
To: Council District 7 PCC <[REDACTED]>
Cc: Dusty Lane <[REDACTED]>
Subject: Dusty Lane Community needs your help with the new 202 freeway

Mr. Nowakowski,

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I am hoping that you can assist our community or point us in the right direction of someone who can. My community is looking for advice and support regarding a couple of issues in the construction of the new loop 202 South Mountain freeway. We are the Dusty Lane Community and the new freeway will run within a few hundred feet from most of our homes.

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Anne Rogers
[REDACTED]

Laveen, AZ 85339



Dusty Lane Community Leadership

This leads to the proposed interchange page

[https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/outreach/ivanhoe-street-study](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/ivanhoe-street-study)

Google earth overview of our neighborhood. 5-10 houses had been demolished for the freeway already when this picture was taken.

<https://www.google.com/maps/@33.3141694,-112.1551703,647m/data=!3m1!1e3>

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[REDACTED]

From: SMF Interchange Study
Sent: Friday, July 13, 2018 2:15 PM
To: Mike Freer; [REDACTED]
Cc: SMF Interchange Study; Robert Samour; [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: Dusty Lane Community Noise Abatement

Dusty Lane Community,
In follow up to our second meeting on Tuesday, July 10 regarding the South Mountain Freeway project, we wanted to provide contact information for the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) Civil Rights Offices. Over the last few weeks, both FHWA and ADOT have received e-mails from the DLC regarding socio-economic discrimination. We take these types of concerns very seriously. The contacts below can assist you if you would like to file a formal complaint.

Lisa Neie, FHWA Civil Rights Specialist (New Mexico and Arizona)

Phone Number: [REDACTED]
e-mail: [REDACTED]
Mailing Address: Federal Highway Administration, New Mexico Division
[REDACTED]
Santa Fe, NM 87507

Lucy Schrader, ADOT External Programs Civil Rights Administrator

Phone Number: [REDACTED]
e-mail: [REDACTED]
Mailing Address: Arizona Department of Transportation, Office of Civil Rights
[REDACTED]
Phoenix, AZ 85007

Please let ADOT know if we can be of further assistance on this or any other concerns that you have with the South Mountain Freeway project.

Thank you,
Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Thursday, July 12, 2018 12:36 PM
To: Robert Samour <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers <[REDACTED]>
Subject: Re: Dusty Lane Community Noise Abatement

Robert,

The letter that I sent to SMF interchange was an attempt to demonstrate that we are willing to back away from the 20' sound wall as originally proposed, as no areas in the Awatukee or Center segments will be receiving a static wall height of 20'. As I have vocalized, we are looking for a fair solution. As long as ADOT is continuing to work with our community, we will refrain from filing a formal complaint. I would like you to send me the process information that you offered for our records.

Thank for studying the noise levels in our community with a continuous 14' sound wall. And for informing in our 7/12/18 phone conversation that ADOT will stand behind its decision and build the Dusty Lane community a 14' tall 4,200 foot long sound wall in the event that FHWA determines that it is not justified.

Regards,
Michael Freer

From: [Robert Samour](#)
Sent: Thursday, July 12, 2018 9:32 AM
To: 'Mike Freer'
Cc: [SMF Interchange Study](#)
Subject: RE: Dusty Lane Community Noise Abatement

Mike

I have asked the team to put together a map showing the Dusty Lane Community along with a table showing the height of the wall, distance to the homes that will receive coverage from the proposed noise wall, and the decibel reduction at each location. The calculations that were used to develop the wall that was shown on Tuesday night at our meeting varied from 10 feet to 14 feet. While I agreed to eliminate the steps as part of our discussions on Tuesday, my team has not gone back to recalculate the decibel reductions at those locations. I should be able to have the information to you either late tomorrow or Monday. I will be forwarding the same information to our partners at the FHWA. As I mentioned after the meeting to you, I have asked the FHWA to reach out to their resource center to have someone review our calculations. If an error was made we can make adjustments. As discussed in the meeting on Tuesday night, the wall that was presented in the graphic, which I have included as an attachment, is the Department's final position on the wall, height and length. We will remove the steps as requested by the Dusty Lane Community and carry a constant 14 foot height.

I did get an e-mail from our office's executive assistant that you called yesterday afternoon. I will call you this morning. What I would like to follow up on is your comment below regarding your socio-economic discrimination complaint. As I explained to the group on Tuesday night, if you would like me to get you in touch with the group that handles discrimination complaints against the Department I will. We take these types of comments serious and I want to make sure that if you are making a formal complaint of discrimination we need to start the process. This is not the third e-mail the Department has received regarding this subject since June 21, 2018. Previous e-mails have reference the socio-economic discrimination as a concern. We have a process for filing a formal complaint. Your latest e-mail seems to indicate that your concern is now a complaint. Please respond if you or any of the Dusty Lane Community members would like to file a formal discrimination complaint

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[azdot.gov](#)



From: Mike Freer [mailto:████████████████████]
Sent: Wednesday, July 11, 2018 10:44 AM
To: Robert Samour
Cc: SMF Interchange Study
Subject: Dusty Lane Community Noise Abatement

Mr. Samour,

Thank you and your team for meeting with us yesterday. We appreciate you trying to explain why ADOT believes that they are treating the Dusty Lane Community (DLC) fairly with respect to noise abatement. We feel that we made progress by your concession to create a barrier with a static wall height of 14'. We would like to believe that this is a fair compromise; however, upon review of the abatement for the Pecos and Center segment there still appears to be a disconnect between the design of abatement for the DLC and protections that are being used for other areas. All other areas are receiving variable abatement of 14' up to 20'. No areas in the Pecos or Center segments have a static wall height.

The foundation for our socio-economic discrimination complaint is that we are not being treated fairly with respect to other communities. ADOT maintains that they are legally prohibited from providing abatement that conforms to the same specifications as other areas because of the cost per receptor. Provisions in 772.13-k clearly gives ADOT a mechanism of averaging abatement for areas that do not meet the cost-reasonableness criteria. The ADOT 2011 Noise Abatement Policy informs that "a common noise environment may span an entire project area." This provision gives ADOT much latitude in determining areas that are to be averaged and that there are no legal reasons that restrict ADOT from funding a sound wall for the DLC as originally proposed in the 2016 Final Noise Report (Salt River Segment).

We would like to give ADOT the opportunity to explain engineering criteria behind the selection of a sound wall for the DLC that is significantly shorter than abatement provided to other areas.

NOISE BARRIER SUMMARY (CENTER SEGMENT)						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited receivers	Cost-Per-Benefited-Receiver
New Barrier SWL-2525-R (Sta 2519+01 to Sta 2538+96)	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500
Total for Recommended Barrier	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500

Note:
[1] Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.

NOISE BARRIER SUMMARY (PECOS SEGMENT)						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited receivers	Cost-Per-Benefited-Receiver
New Barrier SWL-2050-R (Sta 2026+50 to Sta 2074+81)	14 to 20	4,788	90,548	\$3,169,200	137	\$30,900
New Barrier SWL-2080-R (Sta 2070+68 to Sta 2088+50)	14 to 16	1,793	28,329	\$1,052,400		
New Barrier SWL-2135-R (Sta 2087+82 to Sta 2181+41)	16 to 20	9,370	186,294	\$6,520,300	222	\$34,200
New Barrier SWL-2185-R (Sta 2178+86 to Sta 2196+50)	16	1,774	28,387	\$1,054,400		
New Barrier SWL-2240-R (Sta 2190+44 to Sta 2278+29)	14 to 20	7,650	147,700	\$5,169,500	165	\$31,400
New Barrier SWL-2340-R (Sta 2285+31 to Sta 2383+10)	16 to 18	9,800	160,398	\$5,614,000	248	\$30,700
New Barrier SWL-2385-R (Sta 2377+75 to Sta 2393+40)	16	1,568	25,095	\$939,200		
New Barrier SWL-2400-R (Sta 2388+43 to Sta 2406+16)	14 to 18	1,785	29,734	\$1,040,700		
New Barrier SWL-2470-R (Sta 2440+00 to Sta 2493+75)	20	5,393	107,866	\$3,775,400	96	\$39,400
Total for Recommended Barrier	14 to 20	43,921	804,351	\$28,335,100	868	\$32,700

Note:
⁽¹⁾ Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.

Regards,

Michael Freer
Dusty Lane Community

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[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Thursday, July 12, 2018 12:36 PM
To: Robert Samour
Cc: SMF Interchange Study; Anne Rogers
Subject: Re: Dusty Lane Community Noise Abatement

Robert,

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Regards,
Michael Freer
[REDACTED]

From: [Robert Samour](#)
Sent: Thursday, July 12, 2018 9:32 AM
To: 'Mike Freer'
Cc: [SMF Interchange Study](#)
Subject: RE: Dusty Lane Community Noise Abatement

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third e-mail the Department has received regarding this subject since June 21, 2018. Previous e-mails have reference the socio-economic discrimination as a concern. We have a process for filing a formal complaint. Your latest e-mail seems to indicate that your concern is now a complaint. Please respond if you or any of the Dusty Lane Community members would like to file a formal discrimination complaint

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike Freer [mailto: [REDACTED]]
Sent: Wednesday, July 11, 2018 10:44 AM
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Cc: SMF Interchange Study
Subject: Dusty Lane Community Noise Abatement

Mr. Samour,

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The foundation for our socio-economic discrimination complaint is that we are not being treated fairly with respect to other communities. ADOT maintains that they are legally prohibited from providing abatement that conforms to the same specifications as other areas because of the cost per receptor. Provisions in 772.13-k clearly gives ADOT a mechanism of averaging abatement for areas that do not meet the cost-reasonableness criteria. The ADOT 2011 Noise Abatement Policy informs that "a common noise environment may span an entire project area." This provision gives ADOT much latitude in determining areas that are to be averaged and that there are no legal reasons that restrict ADOT from funding a sound wall for the DLC as originally proposed in the 2016 Final Noise Report (Salt River Segment).

We would like to give ADOT the opportunity to explain engineering criteria behind the selection of a sound wall for the DLC that is significantly shorter than abatement provided to other areas.

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Total for Recommended Barrier	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500

Note:
⁽¹⁾ Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.

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Regards,

Michael Freer
 Dusty Lane Community



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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Thursday, July 19, 2018 6:43 PM
To: Michael Craig
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin; Mike; Miller, Marsha; SMF Interchange Study
Subject: Re: Excess Land Parcels

Michael,

I just want to thank you for meeting with us. I appreciate your willing to sit down with us and explain statute 28-7095 and to provide print outs of 28-7099 and 28-7092. I appreciate your pointing out that what we received during our meeting regarding our DLC concerns on June 27th was in fact not the whole picture. This better helps us to know what our options are in trying to preserve our community.

I just wanted to ask for clarification regarding the statement that ADOT will not adhere to current zoning laws of 1 acre lots or larger and will sell lots smaller than that as independent residential lots. I was confused when you told me that Maricopa does not have jurisdiction over ADOT and then when Carmelo said that it did. I appreciate the advice on where to go from here. It was very helpful!

We hope to stay in contact with you as the project comes to an end when you will have a better idea of the actual final measurements of the surplus properties.

Anne Rogers

On Tue, Jul 17, 2018 at 8:33 AM, Michael Craig <[REDACTED]> wrote:

Hello Ms. Rodgers,

Would you be available on the 18th at 2:30?

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007



www.azdot.gov

From: Dusty Lane [mailto: [REDACTED]]
Sent: Friday, July 06, 2018 9:48 AM
To: Michael Craig
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin; Mike

Subject: Re: Excess Land Parcels

Thank you very much for offering the opportunity to meet. I am available July 17-19 in the afternoons and evenings. Please let me know which day and time work best of you.

Thank you again,

Anne Rogers

On Tue, Jul 3, 2018 at 8:58 AM, Michael Craig < [REDACTED] > wrote:

Hello Ms. Rodgers,

I would like to schedule a time to meet with you to go over your questions. Please let me know what your availability is the week of the 16th -20th because I will be out of the office next week. I think this will be the best way for us to ensure we are all on the same page. Thank you so much for your response and have a wonderful 4th of July.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007



www.azdot.gov

From: Dusty Lane [mailto: [REDACTED]]
Sent: Monday, July 02, 2018 4:32 PM
To: Michael Craig
Cc: Mike; anne rogers; Dave Edwards; Carmelo Acevedo; Dusty Lane; Aryan Lirange; Miller, Marsha; SMF Interchange Study; [REDACTED] Robert Samour; Spargo, Benjamin
Subject: Re: Excess Land Parcels

Thank you for your email. At the ADOT / Dusty Lane Community meeting, ADOT informed us that:

"ARS Title 28 Transportation; Section 7095 - Conveyance of Property not needed for transportation purposes
-Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose (Part B)
-Convey to the highest possible responsible bidder at a public auction (Part D)
-Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of \$10,000 or less without a public auction or thirty day notice period (Part F)"

We do understand that this would be done at the end of construction. ADOT also informed us that they would not pursue any zoning changes and that current zoning of 1 acre or more would apply to surplus properties. Wouldn't this make selling parcels at less than one acre illegal? Please help us to understand what ADOT is trying to explain to us if what they have proposed is in fact illegal.

Please advise,

Anne Rogers

On Fri, Jun 29, 2018 at 11:58 AM, Michael Craig <[REDACTED]> wrote:

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

Excess land disposals, accomplished by ADOT, are in compliance with Arizona Revised Statutes 28-7095, without exception. Accordingly, gifting certain remnant parcels for private or public use is illegal.

Lastly, ADOT does not dispose of excess land parcels until such time there is confidence that these parcels are not needed for any aspect of the project. With a possible traffic interchange in proximity of the Dusty Lane community,

and with a land exchange pending with the City of Phoenix regarding South Mountain Park, ADOT will not declare these subject properties 'excess' until the above-issues have reached conclusion.

Michael Craig

Manager of R/W Property Management

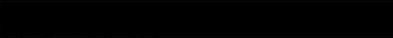
205 S. 17th Ave, MD612E

Phoenix, Az 85007



www.azdot.gov



From: Dusty Lane [mailto:
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

I understand that you should be receiving this email (below). Please let me know of any process, etc. that I will need to follow for the community or its residents.

Thank you.

Anne Rogers

Dusty Lane Community Leadership

----- Forwarded message -----

From: **Dusty Lane** <[REDACTED]>

Date: Thu, Jun 28, 2018 at 1:46 PM

Subject: Excess Land Parcels

To: SMF Interchange Study <[REDACTED]>

Cc: [REDACTED] Chris <[REDACTED]> Estuardo Calderon <[REDACTED]>

irene gon22 <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo

<[REDACTED]> "Spargo, Benjamin" <[REDACTED]> Robert Samour <[REDACTED]> Mike

<[REDACTED]> "Lirange, Aryan (FHWA)" <[REDACTED]>

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers

(Traducción para Estuardo)

Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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[REDACTED]

From: Robert Samour <[REDACTED]>
Sent: Thursday, July 12, 2018 9:33 AM
To: 'Mike Freer'
Cc: SMF Interchange Study
Subject: RE: Dusty Lane Community Noise Abatement
Attachments: Dusty Lane Community Noise Wall.pdf

Mike

I have asked the team to put together a map showing the Dusty Lane Community along with a table showing the height of the wall, distance to the homes that will receive coverage from the proposed noise wall, and the decibel reduction at each location. The calculations that were used to develop the wall that was shown on Tuesday night at our meeting varied from 10 feet to 14 feet. While I agreed to eliminate the steps as part of our discussions on Tuesday, my team has not gone back to recalculate the decibel reductions at those locations. I should be able to have the information to you either late tomorrow or Monday. I will be forwarding the same information to our partners at the FHWA. As I mentioned after the meeting to you, I have asked the FHWA to reach out to their resource center to have someone review our calculations. If an error was made we can make adjustments. As discussed in the meeting on Tuesday night, the wall that was presented in the graphic, which I have included as an attachment, is the Department's final position on the wall, height and length. We will remove the steps as requested by the Dusty Lane Community and carry a constant 14 foot height.

I did get an e-mail from our office's executive assistant that you called yesterday afternoon. I will call you this morning. What I would like to follow up on is your comment below regarding your socio-economic decimation complaint. As I explained to the group on Tuesday night, if you would like me to get you in touch with the group that handles discrimination complaints against the Department I will. We take these types of comments serious and I want to make sure that if you are making a formal complaint of discrimination we need to start the process. This is not the third e-mail the Department has received regarding this subject since June 21, 2018. Previous e-mails have reference the socio-economic discrimination as a concern. We have a process for filing a formal complaint. Your latest e-mail seems to indicate that your concern is now a complaint. Please respond if you or any of the Dusty Lane Community members would like to file a formal discrimination complaint

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

[REDACTED]
azdot.gov



From: Mike Freer [mailto:[REDACTED]]
Sent: Wednesday, July 11, 2018 10:44 AM
To: Robert Samour
Cc: SMF Interchange Study
Subject: Dusty Lane Community Noise Abatement

Mr. Samour,

Thank you and your team for meeting with us yesterday. We appreciate you trying to explain why ADOT believes that they are treating the Dusty Lane Community (DLC) fairly with respect to noise abatement. We feel that we made progress by your concession to create a barrier with a static wall height of 14'. We would like to believe that this is a fair compromise; however, upon review of the abatement for the Pecos and Center segment there still appears to be a disconnect between the design of abatement for the DLC and protections that are being used for other areas. All other areas are receiving variable abatement of 14' up to 20'. No areas in the Pecos or Center segments have a static wall height.

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Regards,

Michael Freer
Dusty Lane Community

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[REDACTED]

From: Robert Samour <[REDACTED]>
Sent: Friday, July 13, 2018 5:08 PM
To: 'Mike Freer'
Cc: SMF Interchange Study; Anne Rogers; 'Deitering, Thomas (FHWA)'; Carmelo Acevedo; Aryan Lirange; Miller, Marsha
Subject: RE: Dusty Lane Community Noise Abatement
Attachments: DLC Noise Wall and Receiver Map.pdf; DLC Noise Analysis Results by Receiver.pdf

Mike

The team has put together the map and table of the noise mitigation for the Dusty Lane Community. The map shows the location of the wall, the wall heights and the location of the receivers that were used in the modeling. The table lists the ID number, the receiver, the perpendicular distance to the wall, the unmitigated dBA level, the mitigated dBA level and the overall dBA reduction. The calculations were performed on the wall with the steps from 10 feet to 14 feet. As I mentioned in my previous e-mail, we did not go back and remodel the new dBA levels for the wall at a constant 14 feet. Please let me know if you have any questions.

Thanks

Robert Samour, PE
Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

[REDACTED]
azdot.gov



From: Mike Freer [mailto:[REDACTED]]
Sent: Thursday, July 12, 2018 12:36 PM
To: Robert Samour
Cc: SMF Interchange Study; Anne Rogers
Subject: Re: Dusty Lane Community Noise Abatement

Robert,

The letter that I sent to SMFinterchange was an attempt to demonstrate that we are willing to back away from the 20' sound wall as originally proposed, as no areas in the Awatukee or Center segments will be receiving a static wall height of 20'. As I have vocalized, we are looking for a fair solution. As long as ADOT is continuing to work with our community, we will refrain from filing a formal complaint. I would like you to send me the process information that you offered for our records.

Thank for studying the noise levels in our community with a continuous 14' sound wall. And for informing in our 7/12/18 phone conversation that ADOT will stand behind its decision and build the Dusty Lane community a 14' tall 4,200 foot long sound wall in the event that FHWA determines that it is not justified.

Regards,
Michael Freer

From: [Robert Samour](#)
Sent: Thursday, July 12, 2018 9:32 AM
To: 'Mike Freer'
Cc: [SMF Interchange Study](#)
Subject: RE: Dusty Lane Community Noise Abatement

Mike

I have asked the team to put together a map showing the Dusty Lane Community along with a table showing the height of the wall, distance to the homes that will receive coverage from the proposed noise wall, and the decibel reduction at each location. The calculations that were used to develop the wall that was shown on Tuesday night at our meeting varied from 10 feet to 14 feet. While I agreed to eliminate the steps as part of our discussions on Tuesday, my team has not gone back to recalculate the decibel reductions at those locations. I should be able to have the information to you either late tomorrow or Monday. I will be forwarding the same information to our partners at the FHWA. As I mentioned after the meeting to you, I have asked the FHWA to reach out to their resource center to have someone review our calculations. If an error was made we can make adjustments. As discussed in the meeting on Tuesday night, the wall that was presented in the graphic, which I have included as an attachment, is the Department's final position on the wall, height and length. We will remove the steps as requested by the Dusty Lane Community and carry a constant 14 foot height.

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Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike Freer [<mailto:>]
Sent: Wednesday, July 11, 2018 10:44 AM
To: Robert Samour
Cc: SMF Interchange Study
Subject: Dusty Lane Community Noise Abatement

Mr. Samour,

Thank you and your team for meeting with us yesterday. We appreciate you trying to explain why ADOT believes that they are treating the Dusty Lane Community (DLC) fairly with respect to noise abatement. We feel that we made progress by your concession to create a barrier with a static wall height of 14'. We would like to believe that this is a fair compromise; however, upon review of the abatement for the Pecos and Center segment there still appears to be a disconnect between the design of abatement for the DLC and protections that are being used for other areas. All other areas are receiving variable abatement of 14' up to 20'. No areas in the Pecos or Center segments have a static wall height.

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NOISE BARRIER SUMMARY (PECOS SEGMENT)						
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Regards,

Michael Freer
Dusty Lane Community

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[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Tuesday, June 19, 2018 1:18 PM
To: SMF Interchange Study
Cc: Robert Samour; Dusty Lane; Carmelo Acevedo; Mike
Subject: Re: Dusty Lane Community- School Bus turn around

Thank you so much for this information! I must have missed this email. It is good to know that this concern is now taken care of!

Anne Rogers

On Tue, Jun 19, 2018 at 3:28 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

When Rob talked to Mike and sent his subsequent email on June 6, he estimated the diameter of the cul-de-sac to be 88 feet. The exact future cul-de-sac diameter will be 90 feet (45-foot radius). This is a standard size to accommodate for school buses, fire trucks, trash trucks, etc. A radius for a school bus is 38.6 feet.

Thanks,

Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 10:05 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Robert Samour <[REDACTED]> Dusty Lane <[REDACTED]> anne rogers <[REDACTED]>
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Miller, Marsha <[REDACTED]>
Subject: Fwd: Dusty Lane Community- School Bus turn around

----- Forwarded message -----

From: anne rogers <[REDACTED]>
Date: Tue, Jun 19, 2018 at 12:55 PM
Subject: Dusty Lane Community- School Bus turn around
To: [REDACTED]
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>

Mr. Kissel,

My name is Anne Rogers and I live in the Dusty Lane Community, across from the Vee Quiva casino.

As you know, ADOT is constructing the South Mountain Freeway through our neighborhood. It was brought to our attention in early April that since Connect 202 Partners had closed our roads, the school bus was unable to maneuver our streets (turn around) and our 7 and 8 year old children were being asked to walk a half mile through construction in order to access the school bus.

We made contact with Connect 202 Partners and they were very responsive to our safety needs. They reopened the roads, as you know, which allowed access for our school bus.

This situation gave us insight into what it would be like once the freeway went through. Once the freeway is in place, the only safe maneuverable location for the school bus will be at 51st ave and Dusty Lane, a mile away from resident children. 7 and 8 year old children would have to traverse an intersection at Ivanhoe St. that is projected to see 2000 cars per on and off ramp due to the interchange being proposed for that very intersection. After crossing the 8000 car-intersection, students would then have to walk approximately one half mile on the freeway access road that has no sidewalks or shoulders just to get to 51st ave and Dusty Lane.

We have asked ADOT in early April to add a turn around in our community that would allow for safe maneuverability for our school bus. Shortly thereafter, a cul de sac appeared on the design at the end of 43rd ave. Unfortunately, whereas it did appear that they were watching out for the safety of our children, when asked, they were unable to tell me whether that cul de sac would be big enough to accommodate for the school bus. Three weeks after the question was presented, we have still not received an answer.

Would you be able tell me how much room would be needed for the school bus to safely turn around at the cul de sac so that we can request that it is made large enough?

We appreciate all that you do to keep our children safe!

Anne Rogers

[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, June 19, 2018 12:28 PM
To: anne rogers; SMF Interchange Study
Cc: Robert Samour; Dusty Lane; Carmelo Acevedo
Subject: RE: Dusty Lane Community- School Bus turn around

Hi Anne,

When Rob talked to Mike and sent his subsequent email on June 6, he estimated the diameter of the cul-de-sac to be 88 feet. The exact future cul-de-sac diameter will be 90 feet (45-foot radius). This is a standard size to accommodate for school buses, fire trucks, trash trucks, etc. A radius for a school bus is 38.6 feet.

Thanks,
Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 10:05 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Robert Samour <[REDACTED]> Dusty Lane <[REDACTED]> anne rogers <[REDACTED]>
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Miller, Marsha <[REDACTED]>
Subject: Fwd: Dusty Lane Community- School Bus turn around

----- Forwarded message -----

From: anne rogers <[REDACTED]>
Date: Tue, Jun 19, 2018 at 12:55 PM
Subject: Dusty Lane Community- School Bus turn around
To: [REDACTED]
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>

Mr. Kissel,

My name is Anne Rogers and I live in the Dusty Lane Community, across from the Vee Quiva casino.

As you know, ADOT is constructing the South Mountain Freeway through our neighborhood. It was brought to our attention in early April that since Connect 202 Partners had closed our roads, the school bus was unable to maneuver our streets (turn around) and our 7 and 8 year old children were being asked to walk a half mile through construction in order to access the school bus.

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Anne Rogers

[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, June 19, 2018 1:45 PM
To: anne rogers; SMF Interchange Study
Cc: Robert Samour; Dusty Lane; Carmelo Acevedo; Mike
Subject: RE: Dusty Lane Community- School Bus turn around

Hi Anne,
The information was discussed between Rob and Mike on the phone. Rob's subsequent email to Mike mentioned the team would get back to him on the exact diameter of the cul-de-sac.

Thanks,
Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 1:18 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Robert Samour <[REDACTED]> Dusty Lane <[REDACTED]> Carmelo Acevedo <[REDACTED]> Mike <[REDACTED]>
Subject: Re: Dusty Lane Community- School Bus turn around

Thank you so much for this information! I must have missed this email. It is good to know that this concern is now taken care of!

Anne Rogers

On Tue, Jun 19, 2018 at 3:28 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

When Rob talked to Mike and sent his subsequent email on June 6, he estimated the diameter of the cul-de-sac to be 88 feet. The exact future cul-de-sac diameter will be 90 feet (45-foot radius). This is a standard size to accommodate for school buses, fire trucks, trash trucks, etc. A radius for a school bus is 38.6 feet.

Thanks,

Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 10:05 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Robert Samour <[REDACTED]> Dusty Lane <[REDACTED]> anne rogers <[REDACTED]> Carmelo Acevedo <[REDACTED]> Miller, Marsha <[REDACTED]>
Subject: Fwd: Dusty Lane Community- School Bus turn around

----- Forwarded message -----

From: **anne rogers** <[REDACTED]>
Date: Tue, Jun 19, 2018 at 12:55 PM
Subject: Dusty Lane Community- School Bus turn around
To: [REDACTED]
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>

Mr. Kissel,

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Anne Rogers

[REDACTED]

From: Mike <[REDACTED]>
Sent: Thursday, May 31, 2018 10:52 PM
To: Robert Samour; SMF Interchange Study
Cc: [REDACTED]; Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk Management); Spargo, Benjamin
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment
Attachments: 01 Main Text from C202P Segment C Final Noise Report (1).pdf
Categories: [REDACTED]

Mr. Samour,

During the Ivanhoe Interchange Open House we learned that the maximum height of the Sound wall for our community would be 12 ft. The final noise report that you provided recommend a wall height that would reach 20'. Can you please explain why the design does not include the recommended sound wall?

Regards,

Michael Freer
Dusty Lane Community
[REDACTED]

From: [Robert Samour](#)
Sent: Friday, May 18, 2018 12:13 PM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#); [Sue Olson \(Risk Management\)](#); [REDACTED]
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Mr. Freer

In follow up to your request for the noise wall study, here is the full report provided to us by our Developer, Connect 202 Partners. I had my team reduce the file size so that it could be e-mailed. Please let me know if you have any questions. Also, in follow up to my e-mail to you earlier today, I will be calling at 3:00 p.m. to discuss an update to where we are on the noise wall and your request to extend the comment review period for our Ivanhoe Street interchange study.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A

Phoenix, AZ 85007

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Tuesday, April 24, 2018 9:16 AM
To: Robert Samour
Cc: [REDACTED]; Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk Management)
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment

Robert,

Thanks for the detailed response. We have been proactive about passing information along. It helps everyone sleep better when we can detail how you are trying to help us.

Anne stumbled across the attached document. We are hoping that it can help you get funding for our sound wall. It is called *Highway Traffic Noise: Analysis and Abatement Guidance* by the U.S. Department of Transportation. It discusses Federal requirements for sound abatement. It specifically addresses averaging the costs of abatement.

Section 772.13-k reads as follows:

“On a Type 1 or Type II projects, a highway agency has the option to cost average noise abatement among benefitted receptors within common noise environments if no single common noise environment exceeds two times the highways cost reasonableness criteria and collectively all common noise environments being averaged do not exceed the highway agency’s cost reasonableness criteria.”

According to the Executive Summary provided by Kim, the Dusty Lane Community is far below the 200% threshold outlined in the Federal guidelines. Does ADOT have the option of leaning on 772.13-k as a funding approach for the solution that is recommended in the Executive Summary?

Thanks you for offering to send us the complete sound study, and especially for breaking it up. It is kind of like Mayberry out here. Most people don’t use the internet, so there hasn’t been much investment in infrastructure. Our high speed internet barely qualifies as high speed. Smaller files are much better.

Best Regards,

Michael P. Freer MAPM, PMP

[REDACTED]
Laveen, AZ 85339
[REDACTED]

From: [Robert Samour](#)
Sent: Monday, April 23, 2018 11:41 AM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#); [Sue Olson \(Risk Management\)](#)
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Mike

Sorry it has taken me over a week to get back to you. I intended to get back to you late last week but I was out sick last Friday. I will have someone from my team forward you the noise study without having to make a FOIA request. The document is 23 Mb so I will have someone on my team break it into smaller files so that it can be e-mailed. The electronic version, if it is okay to e-mail to you, does not cost anything.

As for your second question, I would have to see if the average cost per receptor was calculated over the full length of the project. It is calculated by wall location. The funding surpluses that you refer to from one wall location to another are not set aside in the event they are needed at another location. Each project estimate is developed based on the features needed (pavement, bridges, drainage, walls, utilities, etc.). Once the estimates are completed, contingency funds are set aside to address any project change order requests. With all of that said, we are still evaluating the noise study to see if the Developer's determination that your area does not qualify for a noise wall is correct. My team is still looking at the information presented. What I will be sending you is the copy of the Developer's noise study and how they have calculated the wall locations and costs.

I will try to get the report sent over to you in the next day or two.

Thanks

Robert Samour, PE
Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike [<mailto:>]
Sent: Friday, April 13, 2018 8:05 AM
To: Robert Samour
Cc: Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Samour,

Thanks for your direction. I will be reaching out to HDR to see what we can do for them.

I do have a request. We would like to see the sound study for the Dusty Lane community. Kimberly Noetzel supplied us with an executive summary, but it does not describe how the receptors were calculated. When I asked Ryan Clickner for a copy of the sound study, he told me I needed to make a FOIA request.

There is a page cost for the document. I do not know what document I need to request and I have been waiting for more than a week for Ryan to furnish me with this information. Can you supply me with the name or document number of the Dusty Lane Community subsection of the loop 202 sound study so that I can make an efficient FOIA request?

I have another question that you may be able to answer. What is the average cost per receptor for the entire South Mountain Loop 202 project, and can surpluses in other sections be used to pay for our sound wall for our community? Are there any regulations that prohibit this?

Thanks for all your help. As you requested, I will try to keep my requests of you to a minimum. I understand how demanding your job can be,

Best Regards,

Michael P. Freer MAPM, PMP

[REDACTED]
Laveen, AZ 85339
[REDACTED]

From: [Robert Samour](#)
Sent: Tuesday, April 10, 2018 4:58 PM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#)
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Freer,

Thank you for your follow up email. We are supportive of your effort to provide additional information about including a sound wall in the Dusty Lane community. Your timing is good as we are preparing to mail out an information packet in the coming weeks that will provide more information about the design and construction in the Dusty Lane area. As you receive the information about the design and construction, we encourage your community's participation, including providing statements from property owners and residents.

As I mentioned in my previous email, I've asked my team to revisit the noise mitigation opportunities in your community. I do not want to discourage your efforts in collecting information on your own. Our evaluation will assess potential noise impacts and examine various opportunities that may be available to mitigate those impacts.

It would be helpful to the project team to have contact information for the residents in the Dusty Lane community including resident's name, email address, and property/mailing address as part of our outreach effort. You may send this information either by email to [REDACTED] or regular U.S. mail to c/o ADOT Communications, [REDACTED], Phoenix, AZ 85003.

Please continue to use the developer's (C202P) contact information regarding any and all construction related inquiries:

SMFInfo@C202P.com

855.SMF.L202 ([REDACTED])

Para español: [REDACTED]

Thank you again for your e-mail.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Friday, April 06, 2018 12:03 PM
To: Robert Samour
Cc: [REDACTED] Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Saymour,

Thank you for taking the time to provide such a detailed response. I have know doubt that you are extremely busy and that you had to make an extra effort to answer my questions. It is appreciated by everyone in our community.

Our leadership team would like to help your Developer's design and the environmental teams create a position that allows you to build us a sound wall. We are working with our neighbors to collect statements from the property owners and residents of the Dusty Lane Community. When we are finished compiling this information, who would you recommend that we submit this information to? Please let me know if there are any hard deadlines that we need to work around.

Also, what information do you recommend that we collect that would help save our neighborhood? We have some residents that have been in our community for over 40 years, large families that have regular outdoor gatherings of more than 20 people several times per month, and we also have children with medical issues that would be severely harmed by excessive noise. Is it information like this that will help us plead our case?

I've reviewed the Executive Summary of the sound study for the Dusty Lane Community. It appears that we will experience sound level gains up to 25 dBa. Some areas are projected to have noise levels as high as 73 dBa, or about as loud as a vacuum cleaner. There is little doubt that noise levels will permeate our homes and adversely impact our lives. Please let me know if there is anything that we can do to stress how significantly we will be impacted to your Developer's design and environmental teams.

We are also currently working with Ryan Clickner of Connect 202 to understand the calculations used to determine the number of our receptors in our area. Once we determine the factors that are used to make the calculations, We will compile estimate to actuals on the number of receptors. If there is variance, it will help your team make a case for a change order based on cost effectiveness.

Thanks for your all of your help.

Best Regards,

Michael P. Freer MAPM, PMP
[REDACTED]

From: [Robert Samour](#)
Sent: Friday, April 06, 2018 9:24 AM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#)
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Freer

My name is Robert Samour and I am the Senior Deputy State Engineer and Project Director for ADOT on the South Mountain Freeway. I am responding to your e-mail to answer the questions you asked about our change order policy and levels of authority. Also to try and explain the ADOT noise wall policy.

Any change order requests or directives are reviewed by the ADOT team. Some come from the Developer, some are directed by the Department, and some come from outside stakeholders. Approval levels are based on the dollar value of the change order. Resident Engineers are authorized to \$75,000 per change order, the District Engineer is authorized to \$350,000, the Senior Deputy State Engineer is up to \$5 million, and the State Engineer is authorized up to \$10 million. The design plans do not include a noise wall in the location of your residence. The ADOT Noise Policy has three reasonableness factors that must be achieved to qualify for noise abatement, in this case, a noise wall. They are:

1. Viewpoints or Preferences of Property Owners and Residents
2. Noise Reduction Design Goal, and
3. Cost-effectiveness

The description of each is shown in section 8 of the 2011 policy, which was the policy in place at the time the contract was issued, and section 6 of the 2017 policy, which is what would be used for any future project. Both sections are very similar. I have attached copies both policies. The wall for this location was estimated at approximately \$4.06 million. The policy does not allow for the cost per receptor to exceed \$49,000. Based on the number of homes in your area, the cost per receptor was above the policy. I am including a link to the ADOT web page that gives you an overview of our noise policy.

<https://www.azdot.gov/business/environmental-planning/noise/overview>

I hope this answers your questions and gives you a little more information on the design decisions made. I will be asking my environmental team and the Developer's design team to revisit this area to see if some form of noise mitigation could be added. Please feel free to contact me or my team with any other questions. I am copying the ADOT Environmental Planning Group Noise Specialist, Ivan Racic, on this e-mail if you would like more detailed information on ADOT's noise policy.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

[REDACTED]
azdot.gov



From: Mike [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Tuesday, April 03, 2018 8:07 AM
To: Robert Samour
Cc: [REDACTED] Anne Rogers
Subject: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Samour,

It has recently come to my attention that ADOT will not be building a sound wall to protect my neighborhood from the disturbances that the Loop 202 Freeway will produce. I have been informed by both Kimberly Noetzel of ADOT and Ryan Clickner of Connect 202 that I should contact you. I would like to understand ADOTs change order process and the approval levels for this project. I am also requesting the contact information for the decision makers.

Please feel free to contact me at your convenience.

Regards,

Michael P. Freer MAPM, PMP



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[REDACTED]

From: SMF Interchange Study
Sent: Saturday, June 2, 2018 1:13 PM
To: Mike; Robert Samour; SMF Interchange Study
Cc: [REDACTED] Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk Management); Spargo, Benjamin
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment
Categories: Logged

Hello Mr. Freer,
Thank you for your email. Our team is evaluating your question regarding the height of the sound wall. We will be back in touch with you once we have more information.

Thank you,
Marsha Miller

From: Mike [mailto:[REDACTED]]
Sent: Thursday, May 31, 2018 10:52 PM
To: Robert Samour <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: [REDACTED] Anne Rogers <[REDACTED]> Ivan Racic <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Kimberly Noetzel <[REDACTED]> Ryan Clickner
<[REDACTED]> Sue Olson (Risk Management) <[REDACTED]> Spargo, Benjamin
<[REDACTED]>
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment

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Regards,

Michael Freer
Dusty Lane Community
[REDACTED]

From: [Robert Samour](#)
Sent: Friday, May 18, 2018 12:13 PM
To: 'Mike'

Cc: [REDACTED] ; Anne Rogers ; Ivan Racic ; Carmelo Acevedo ; Kimberly Noetzel ; Ryan Clickner ; Sue Olson (Risk Management) ; [REDACTED]
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Mr. Freer

In follow up to your request for the noise wall study, here is the full report provided to us by our Developer, Connect 202 Partners. I had my team reduce the file size so that it could be e-mailed. Please let me know if you have any questions. Also, in follow up to my e-mail to you earlier today, I will be calling at 3:00 p.m. to discuss an update to where we are on the noise wall and your request to extend the comment review period for our Ivanhoe Street interchange study.

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Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Tuesday, April 24, 2018 9:16 AM
To: Robert Samour
Cc: [REDACTED] Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk Management)
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment

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Michael P. Freer MAPM, PMP

[REDACTED]
Laveen, AZ 85339
[REDACTED]

From: [Robert Samour](#)
Sent: Monday, April 23, 2018 11:41 AM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#); [Sue Olson \(Risk Management\)](#)
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

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Thanks

Robert Samour, PE
Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

[REDACTED]
azdot.gov



From: Mike [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Friday, April 13, 2018 8:05 AM
To: Robert Samour
Cc: [REDACTED]; Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment

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Best Regards,

Michael P. Freer MAPM, PMP

[REDACTED]
Laveen, AZ 85339
[REDACTED]

From: [Robert Samour](#)
Sent: Tuesday, April 10, 2018 4:58 PM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#)
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Freer,

Thank you for your follow up email. We are supportive of your effort to provide additional information about including a sound wall in the Dusty Lane community. Your timing is good as we are preparing to mail out an information packet in the coming weeks that will provide more information about the design and construction in the Dusty Lane area. As you receive the information about the design and construction, we encourage your community's participation, including providing statements from property owners and residents.

As I mentioned in my previous email, I've asked my team to revisit the noise mitigation opportunities in your community. I do not want to discourage your efforts in collecting information on your own. Our evaluation will assess potential noise impacts and examine various opportunities that may be available to mitigate those impacts.

It would be helpful to the project team to have contact information for the residents in the Dusty Lane community including resident's name, email address, and property/mailling address as part of our outreach effort. You may send this

information either by email to [REDACTED] or regular U.S. mail to c/o ADOT Communications, [REDACTED], Phoenix, AZ 85003.

Please continue to use the developer's (C202P) contact information regarding any and all construction related inquiries:

SMFInfo@C202P.com

855.SMF.L202 ([REDACTED])

Para español: [REDACTED]

Thank you again for your e-mail.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Friday, April 06, 2018 12:03 PM
To: Robert Samour
Cc: [REDACTED] Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Saymour,

Thank you for taking the time to provide such a detailed response. I have know doubt that you are extremely busy and that you had to make an extra effort to answer my questions. It is appreciated by everyone in our community.

Our leadership team would like to help your Developer's design and the environmental teams create a position that allows you to build us a sound wall. We are working with our neighbors to collect statements from the property owners and residents of the Dusty Lane Community. When we are finished compiling this information, who would you recommend that we submit this information to? Please let me know if there are any hard deadlines that we need to work around.

Also, what information do you recommend that we collect that would help save our neighborhood? We have some residents that have been in our community for over 40 years, large families that have regular outdoor gatherings of more than 20 people several times per month, and we also have children with medical issues that would be severely harmed by excessive noise. Is it information like this that will help us plead our case?

I've reviewed the Executive Summary of the sound study for the Dusty Lane Community. It appears that we will experience sound level gains up to 25 dBa. Some areas are projected to have noise levels as high as 73 dBa, or about as loud as a vacuum cleaner. There is little doubt that noise levels will permeate our homes and adversely impact our lives. Please let me know if there is anything that we can do to stress how significantly we will be impacted to your Developer's design and environmental teams.

We are also currently working with Ryan Clickner of Connect 202 to understand the calculations used to determine the number of our receptors in our area. Once we determine the factors that are used to make the calculations, We will compile estimate to actuals on the number of receptors. If there is variance, it will help your team make a case for a change order based on cost effectiveness.

Thanks for your all of your help.

Best Regards,

Michael P. Freer MAPM, PMP
14011 S 43rd dr.
Laveen, AZ 85339
[REDACTED]

From: [Robert Samour](#)
Sent: Friday, April 06, 2018 9:24 AM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#)
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Freer

My name is Robert Samour and I am the Senior Deputy State Engineer and Project Director for ADOT on the South Mountain Freeway. I am responding to your e-mail to answer the questions you asked about our change order policy and levels of authority. Also to try and explain the ADOT noise wall policy.

Any change order requests or directives are reviewed by the ADOT team. Some come from the Developer, some are directed by the Department, and some come from outside stakeholders. Approval levels are based on the dollar value of the change order. Resident Engineers are authorized to \$75,000 per change order, the District Engineer is authorized to \$350,000, the Senior Deputy State Engineer is up to \$5 million, and the State Engineer is authorized up to \$10 million. The design plans do not include a noise wall in the location of your residence. The ADOT Noise Policy has three reasonableness factors that must be achieved to qualify for noise abatement, in this case, a noise wall. They are:

1. Viewpoints or Preferences of Property Owners and Residents
2. Noise Reduction Design Goal, and
3. Cost-effectiveness

The description of each is shown in section 8 of the 2011 policy, which was the policy in place at the time the contract was issued, and section 6 of the 2017 policy, which is what would be used for any future project. Both sections are very similar. I have attached copies both policies. The wall for this location was estimated at approximately \$4.06 million. The policy does not allow for the cost per receptor to exceed \$49,000. Based on the number of homes in your area, the cost per receptor was above the policy. I am including a link to the ADOT web page that gives you an overview of our noise policy.

<https://www.azdot.gov/business/environmental-planning/noise/overview>

I hope this answers your questions and gives you a little more information on the design decisions made. I will be asking my environmental team and the Developer's design team to revisit this area to see if some form of noise mitigation could be added. Please feel free to contact me or my team with any other questions. I am copying the ADOT Environmental Planning Group Noise Specialist, Ivan Racic, on this e-mail if you would like more detailed information on ADOT's noise policy.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike [<mailto:>]
Sent: Tuesday, April 03, 2018 8:07 AM
To: Robert Samour
Cc: Anne Rogers
Subject: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Samour,

It has recently come to my attention that ADOT will not be building a sound wall to protect my neighborhood from the disturbances that the Loop 202 Freeway will produce. I have been informed by both Kimberly Noetzel of ADOT and Ryan Clickner of Connect 202 that I should contact you. I would like to understand ADOT's change order process and the approval levels for this project. I am also requesting the contact information for the decision makers.

Please feel free to contact me at your convenience.

Regards,

Michael P. Freer MAPM, PMP
14011 S 43rd dr.
Laveen, AZ 85339

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[REDACTED]

From: Miller, Marsha
Sent: Tuesday, June 19, 2018 11:42 AM
To: Angela Horn - MCDOTX
Cc: Crystal Rubin; SMF Interchange Study; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: RE: Dusty Lane in unincorporated Laveen

Thanks for keeping us posted on these emails! It helps us keep a log of who they're reaching out to for our records.

Marsha Miller
Public Involvement Project Manager



HDR
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018-2311



hdrinc.com/follow-us

From: Angela Horn - MCDOTX [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 11:39 AM
To: Miller, Marsha <[REDACTED]>
Cc: Crystal Rubin <Crystal.Rubin@C202P.com>
Subject: FW: Dusty Lane in unincorporated Laveen

FYI. Please see comment from Ms. Rogers submitted to one of our PIO's. Our ombudsman will be sending out a response so that the information is consistent from resident to resident. This response will be similar to the one sent to Mr. Freer.

Questions, let me know.

[Did I provide excellent service? Tell us how we are doing.](#)

Angela Horn
Senior Planner
Transportation Systems Management
Office: [REDACTED] • Fax: [REDACTED]
[Maricopa County Department of Transportation](#)
2901 West Durango Street • Phoenix, Arizona 85009



Maricopa County
Department of Transportation

From: anne rogers [mailto: [REDACTED]]

Sent: Tuesday, June 19, 2018 9:15 AM

To: Ronald Coleman - MCDOTX < [REDACTED]>

Cc: Dusty Lane < [REDACTED]> Mike < [REDACTED]>

Subject: Dusty Lane in unincorporated Laveen

Hi Ron,

I left you a voicemail, but figured that I could also follow up via email so that when I hear back from you, you have an idea of our concerns.

As you know, ADOT is constructing the Loop 202 South Mountain Freeway through unincorporated Laveen. We are the Dusty Lane Community who is right across from the Vee Quiva Casino. ADOT is currently proposing an interchange at Ivanhoe St. in our community. This public freeway would have public access through Dusty Lane. ADOT has stated that public access would be through Komatke Lane on the indian reservation, but it does not appear that ADOT is leasing Komatke from the indian reservation, so I am not sure of the legality behind that statement.

The public road of Dusty Lane is not large enough for two cars to pass safely in some spots and does not have lane markings or shoulders. ADOT is not planning any improvements to this road and have stated that any and all maintenance would be up to MCDOT. ADOT is projecting 2000 cars per on and off ramp at Ivanhoe St. ADOT (and we) feel that the majority of this traffic would be going straight to the casino. We do feel, however, that our tiny connector road of Dusty Lane could see up to 500 cars per day or so as it is the only public road that would serve as a frontage road to access the interchange. Dusty Lane is not equipped to handle that amount of traffic. For the 25 cars or so that currently use Dusty Lane, it serves us just fine.

We have requested that ADOT either not build this interchange at all or that they isolate the Dusty Lane Community. If they isolate our community, blocking off access to the freeway, then our Dusty Lane connector road would continue to see the same amount of traffic that it currently sees. If they do not follow through with this choice, we feel that Dusty Lane will be in constant disrepair. We are unsure of what it would cost you to upkeep a road that is not designed for such traffic, but feel that it is unfair to you as much as their choices are unfair to us.

I look forward to your phone call. Thank you for your time.

Anne Rogers

From: Dusty Lane <[REDACTED]>
Sent: Wednesday, May 9, 2018 6:20 PM
To: SMF Interchange Study
Cc: anne rogers; Mike
Subject: Re: Dusty Lane Sound Wall Update

Categories: Logged

Thank you for your email and your commitment. We look forward to working with you on the implementation of the sound wall for our community.

It was advised that we also contact you to voice concerns regarding the proposed interchange into the middle of our community and onto a residential street: Ivanhoe. A choice such as this one is unprecedented. Ivanhoe is not a connector street, but a 25 mph residential street with children riding bikes and playing in the streets. Having only 30 cars or less per day use our streets, we have all successfully chosen a safe and private area where our children can play freely. Adding the projected 1,970 cars per day to our residential streets would further impact and/or destroy our way of life. Would you also be available to meet with our leadership regarding this proposed interchange before this May 30th open house? Our residents do not have much confidence in ADOT after having submitted questions at previous open houses only to have them unanswered. An offer, on your part, to communicate about possible scenarios would hopefully build confidence in our community that you are truly listening to our concerns with an intent to compromise versus checking off a box as required by regulation by holding an official event for stakeholders to walk around.

We look forward to hearing from your soon.

Anne Rogers
Dusty Lane Community Leadership

On Wed, May 9, 2018 at 3:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Dusty Lane community residents,

ADOT previously committed in the Environmental Impact Statement to do additional noise analysis as the design of the freeway developed. Because the Developer of the Loop 202 South Mountain Freeway, Connect 202 Partners, did not receive clearance to begin work in the Center segment until February 2018, the final design is just now underway. Based on feedback from the community, ADOT is analyzing the sound wall design as part of the Center Segment final design. Any sound wall that is added to the South Mountain Freeway will be built similar to other Valley freeway sound walls and will include freeway aesthetics that is consistent with the rest of the project. We will notify you as soon as the analysis is finalized, which we anticipate to be before the open house on May 30th.

Thank you for your continued patience!

ADOT Loop 202 South Mountain Freeway Project Team

[REDACTED]

From: Michael Craig <[REDACTED]>
Sent: Friday, June 29, 2018 9:28 AM
To: 'Dusty Lane'
Cc: Mike; anne rogers; Carmelo Acevedo; Dave Edwards; Robert Samour; Miller, Marsha; Collinge, Chelsea; SMF Interchange Study
Subject: RE: Excess Land Parcels

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

Excess land disposals, accomplished by ADOT, are in compliance with Arizona Revised Statutes 28-7095, without exception. Accordingly, gifting certain remnant parcels for private or public use is illegal.

Lastly, ADOT does not dispose of excess land parcels until such time there is confidence that these parcels are not needed for any aspect of the project. With a possible traffic interchange in proximity of the Dusty Lane community, and with a land exchange pending with the City of Phoenix regarding South Mountain Park, ADOT will not declare these subject properties 'excess' until the above-issues have reached conclusion.

Michael Craig
Manager of R/W Property Management

205 S. 17th Ave, MD612E
Phoenix, Az 85007
602- 712-6568



www.azdot.gov

ADOT

Infrastructure Delivery and Operations

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

I understand that you should be receiving this email (below). Please let me know of any process, etc. that I will need to follow for the community or its residents.

Thank you.

Anne Rogers
Dusty Lane Community Leadership

----- Forwarded message -----

From: **Dusty Lane** <[REDACTED]>
Date: Thu, Jun 28, 2018 at 1:46 PM
Subject: Excess Land Parcels
To: SMF Interchange Study <[REDACTED]>
Cc: [REDACTED] Chris <[REDACTED]> Estuardo Calderon
<[REDACTED]> irene gon22 <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> "Spargo, Benjamin"
<[REDACTED]> Robert Samour <[REDACTED]> Mike <[REDACTED]>
<[REDACTED]> "Lirange, Aryan (FHWA)" <[REDACTED]>

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers
(Traducción para Estuardo)
Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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[REDACTED]

From: Michael Craig <[REDACTED]>
Sent: Friday, July 20, 2018 8:41 AM
To: 'Dusty Lane'
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin; Mike; Miller, Marsha; SMF Interchange Study
Subject: RE: Excess Land Parcels

Good Morning Mrs. Rodgers,

I apologize for any confusion on the jurisdiction of Maricopa County zoning as it pertains to ADOT. ADOT is not subject to the zoning restrictions in the sale of excess land. As the seller of property the zoning responsibility falls on the purchasers. I suggest that you pursue the resource we gave you with Maricopa County to ensure the zoning standard are up held by anyone that would purchase the excess land from ADOT. Thank you for your email and have wonderful weekend.

Michael Craig
Manager of R/W Property Management

205 S. 17th Ave, MD612E
Phoenix, Az 85007
602- 712-6568



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Infrastructure Delivery and Operations

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, July 19, 2018 6:43 PM
To: Michael Craig
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin; Mike; Miller, Marsha; SMF Interchange Study
Subject: Re: Excess Land Parcels

Michael,

I just want to thank you for meeting with us. I appreciate your willing to sit down with us and explain statute 28-7095 and to provide print outs of 28-7099 and 28-7092. I appreciate your pointing out that what we received during our meeting regarding our DLC concerns on June 27th was in fact not the whole picture. This better helps us to know what our options are in trying to preserve our community.

I just wanted to ask for clarification regarding the statement that ADOT will not adhere to current zoning laws of 1 acre lots or larger and will sell lots smaller than that as independent residential lots. I was confused when you told me that Maricopa does not have jurisdiction over ADOT and then when Carmelo said that it did. I appreciate the advice on where to go from here. It was very helpful!

We hope to stay in contact with you as the project comes to an end when you will have a better idea of the actual final measurements of the surplus properties.

Anne Rogers

On Tue, Jul 17, 2018 at 8:33 AM, Michael Craig <[REDACTED]> wrote:

Hello Ms. Rodgers,

Would you be available on the 18th at 2:30?

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568



www.azdot.gov



From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, July 06, 2018 9:48 AM
To: Michael Craig
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin; Mike

Subject: Re: Excess Land Parcels

Thank you very much for offering the opportunity to meet. I am available July 17-19 in the afternoons and evenings. Please let me know which day and time work best of you.

Thank you again,

Anne Rogers

On Tue, Jul 3, 2018 at 8:58 AM, Michael Craig <[REDACTED]> wrote:

Hello Ms. Rodgers,

I would like to schedule a time to meet with you to go over your questions. Please let me know what your availability is the week of the 16th -20th because I will be out of the office next week. I think this will be the best way for us to ensure we are all on the same page. Thank you so much for your response and have a wonderful 4th of July.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568



www.azdot.gov



From: Dusty Lane [mailto:[REDACTED]]
Sent: Monday, July 02, 2018 4:32 PM
To: Michael Craig
Cc: Mike; anne rogers; Dave Edwards; Carmelo Acevedo; Dusty Lane; Aryan Lirange; Miller, Marsha; SMF Interchange Study; [REDACTED] Robert Samour; Spargo, Benjamin
Subject: Re: Excess Land Parcels

Thank you for your email. At the ADOT / Dusty Lane Community meeting, ADOT informed us that:

"ARS Title 28 Transportation; Section 7095 - Conveyance of Property not needed for transportation purposes
-Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose (Part B)
-Convey to the highest possible responsible bidder at a public auction (Part D)
-Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of \$10,000 or less without a public auction or thirty day notice period (Part F)"

We do understand that this would be done at the end of construction. ADOT also informed us that they would not pursue any zoning changes and that current zoning of 1 acre or more would apply to surplus properties. Wouldn't this make selling parcels at less than one acre illegal? Please help us to understand what ADOT is trying to explain to us if what they have proposed is in fact illegal.

Please advise,

Anne Rogers

On Fri, Jun 29, 2018 at 11:58 AM, Michael Craig <[REDACTED]> wrote:

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

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Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568



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From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig

Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

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Thank you.

Anne Rogers

Dusty Lane Community Leadership

----- Forwarded message -----

From: **Dusty Lane** <[REDACTED]>
Date: Thu, Jun 28, 2018 at 1:46 PM
Subject: Excess Land Parcels
To: SMF Interchange Study <[REDACTED]>
Cc: [REDACTED] Chris <[REDACTED]> Estuardo Calderon
<[REDACTED]> irenne gon22 <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> "Spargo, Benjamin"
<[REDACTED]> Robert Samour <[REDACTED]> Mike <[REDACTED]>
<[REDACTED]> "Lirange, Aryan (FHWA)" <[REDACTED]>

Hi Marsha,

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Please let me know if these requests could be granted.

Thank you again!

Anne Rogers
(Traducción para Estuardo)
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Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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[REDACTED]

From: SMF Interchange Study
Sent: Monday, July 23, 2018 9:20 AM
To: [REDACTED] SMF Interchange Study
Cc: david cox; [REDACTED] Aryan lirange; [REDACTED]
Subject: RE: Feedback on the Ivanhoe Street Interchange

Mrs. Cox,

Thank you for the time you've spent to provide your feedback regarding the study of the proposed traffic interchange at Ivanhoe Street. Your feedback will be include in the study record.

ADOT Study Team

From: [REDACTED] <[REDACTED]>
Sent: Thursday, July 19, 2018 3:20 PM
To: SMF Interchange Study <[REDACTED]>
Cc: david cox <[REDACTED]> [REDACTED] Aryan lirange <[REDACTED]>
Subject: Feedback on the Ivanhoe Street Interchange

ADOT and Government Leaders,

My husband, David, and I are home owners on Ivanhoe Street in the Dusty Lane Community (DLC) where the Interchange is being proposed. We would personally like to request a **"No Build"** of the Ivanhoe Street Interchange and that all further efforts to pursue the build of it are stopped. There are several reasons for our request and our feedback is enclosed below:

Misuse / Abuse of Regional and Federal Funds for the Estimated cost of \$10 Million:

- There is an approved Interchange that will be built on Estrella Drive, west of 51st Avenue -
 - The distance from the Estrella Drive Interchange to the physical location of the entrance/exit to the Vee Quiva Hotel and Casino located at 51st Avenue and Komatke Lane is .7 miles (Google Map attached)
 - The time to drive this distance is a minute
 - The savings to the patrons of the Casino is **Less than a mile and less than a minute!**
- ADOT communicated the distance to the Vee Quiva Hotel and Casino is 2 miles from the Estrella Drive Interchange and needed to be improved -
 - The distance from the physical entrance/exit to the physical building of the Vee Quiva Hotel and Casino is 1.3 miles, and this distance is on GRIC property (Google Map attached)
 - ADOT is correct - $.7 + 1.3 = 2$
 - This is **Door Service** for the patrons of the casino!
- The traffic utilizing the proposed Interchange is estimated at 2,000 vehicles per day by the year 2040 = does not warrant the need for this Interchange
 - Current traffic congestion on 51st Avenue will be reduced by the utilization of the Loop 202 Freeway extension being built

- The Dusty Lane community has not complained of traffic congestion on 51st Avenue in this vicinity - and, **we live it!**
- The Dusty Lane Community has not experienced any delays from Emergency Responders - and, **we have utilized them!**

Building the Interchange to improve traffic flow in and out of the Vee Quiva Hotel and Casino would set a huge precedent on the future expectation of favorable government treatment and the use of the tax dollars:

- Other organizations operating in Arizona will expect the same/similar be given/done by our government to improve their business agenda
- It sends a message to the residents of Arizona that the Arizona, County and Federal Governments do not care about the people, communities, and spending our local and federal tax dollars wisely (especially when there are other more important items to spend our tax dollars on that would benefit the greater good of Arizona and the United States)

Adverse Possession:-

- The GRIC may try to claim Adverse Possession of the land for the road they build from Ivanhoe Street to Komatke Lane or to their building in the future if the Ivanhoe Street Interchange is built

Public Perception of our Government Officials giving favors, accepting payoff and engaging in sneakiness with the GRIC:

- Years and costs tied up with lawsuits filed by GRIC and rulings made in their favor
- Lawsuits currently in progress with GRIC
- The House just passed Bill H.R.4032 two days ago on July 17, 2018
- \$670,000.00 in publicly displayed/recorded lobbying expenses from the GRIC - YTD in 2018, and the people lobbied. The dollars lobbied in 2017 were higher.
- Non-public disclosed meetings between the Government Officials and the GRIC on the Ivanhoe Street Interchange

Misleading the Public to provide support on the Ivanhoe Street Interchange during the Public Feedback Period:

- The original picture published (on paper and online) of the location on Ivanhoe Street portrayed it as mostly bare land with trees and an image of what looked more like a building instead of a house - it looked like it was the perfect area to build it
 - The proposed location literally would dump traffic straight onto a residential street consisting of 8 homes and 4 more to the north on 45th Avenue = this impacts almost half of the residential homes here!
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Personal Reasons:

- David and I own a home on Maryland and 61st avenue in Glendale that we resided in prior to buying our current residential home on Ivanhoe Street -
 - Maryland Avenue is a very busy / high traffic volume road connecting to several other residential streets
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Sincerely,

Brenda and David Cox
 4307 W. Ivanhoe Street
 Laveen, Arizona 85339

██████████ (BC) and ██████████ (DC)

[REDACTED]

From: Cox, David D <[REDACTED]>
Sent: Monday, July 23, 2018 10:34 AM
To: SMF Interchange Study
Subject: Re: Feedback on the Ivanhoe Street Interchange

Blah blah blah same as always.

Sent from my iPhone

On Jul 23, 2018, at 9:20 AM, SMF Interchange Study <[REDACTED]> wrote:

Mrs. Cox,
Thank you for the time you've spent to provide your feedback regarding the study of the proposed traffic interchange at Ivanhoe Street. Your feedback will be include in the study record.

ADOT Study Team

From: [REDACTED] <[REDACTED]>
Sent: Thursday, July 19, 2018 3:20 PM
To: SMF Interchange Study <[REDACTED]>
Cc: david cox <[REDACTED]> | [REDACTED] Aryan lirange
<[REDACTED]>
Subject: Feedback on the Ivanhoe Street Interchange

ADOT and Government Leaders,

My husband, David, and I are home owners on Ivanhoe Street in the Dusty Lane Community (DLC) where the Interchange is being proposed. We would personally like to request a **"No Build"** of the Ivanhoe Street Interchange and that all further efforts to pursue the build of it are stopped. There are several reasons for our request and our feedback is enclosed below:

Misuse / Abuse of Regional and Federal Funds for the Estimated cost of \$10 Million:

- There is an approved Interchange that will be built on Estrella Drive, west of 51st Avenue -
 - The distance from the Estrella Drive Interchange to the physical location of the entrance/exit to the Vee Quiva Hotel and Casino located at 51st Avenue and Komatke Lane is .7 miles (Google Map attached)
 - The time to drive this distance is a minute
 - The savings to the patrons of the Casino is **Less than a mile and less than a minute!**
- ADOT communicated the distance to the Vee Quiva Hotel and Casino is 2 miles from the Estrella Drive Interchange and needed to be improved -

- The distance from the physical entrance/exit to the physical building of the Vee Quiva Hotel and Casino is 1.3 miles, and this distance is on GRIC property (Google Map attached)
- ADOT is correct - $.7 + 1.3 = 2$
 - This is **Door Service** for the patrons of the casino!
- The traffic utilizing the proposed Interchange is estimated at 2,000 vehicles per day by the year 2040 = does not warrant the need for this Interchange
 - Current traffic congestion on 51st Avenue will be reduced by the utilization of the Loop 202 Freeway extension being built
 - The Dusty Lane community has not complained of traffic congestion on 51st Avenue in this vicinity - and, **we live it!**
 - The Dusty Lane Community has not experienced any delays from Emergency Responders - and, **we have utilized them!**

Building the Interchange to improve traffic flow in and out of the Vee Quiva Hotel and Casino would set a huge precedent on the future expectation of favorable government treatment and the use of the tax dollars:

- Other organizations operating in Arizona will expect the same/similar be given/done by our government to improve their business agenda
- It sends a message to the residents of Arizona that the Arizona, County and Federal Governments do not care about the people, communities, and spending our local and federal tax dollars wisely (especially when there are other more important items to spend our tax dollars on that would benefit the greater good of Arizona and the United States)

Adverse Possession:-

- The GRIC may try to claim Adverse Possession of the land for the road they build from Ivanhoe Street to Komatke Lane or to their building in the future if the Ivanhoe Street Interchange is built

Public Perception of our Government Officials giving favors, accepting payoff and engaging in sneakiness with the GRIC:

- Years and costs tied up with lawsuits filed by GRIC and rulings made in their favor
- Lawsuits currently in progress with GRIC
- The House just passed Bill H.R.4032 two days ago on July 17, 2018
- \$670,000.00 in publicly displayed/recorded lobbying expenses from the GRIC - YTD in 2018, and the people lobbied. The dollars lobbied in 2017 were higher.
- Non-public disclosed meetings between the Government Officials and the GRIC on the Ivanhoe Street Interchange

Misleading the Public to provide support on the Ivanhoe Street Interchange during the Public Feedback Period:

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This email message and any attachments are for the sole use of the intended recipient(s) and may contain information that is confidential or proprietary to US Foods. If you have received this message in error, please notify the sender by reply, and delete all copies of this message and any attachments.

[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Thursday, June 28, 2018 8:37 AM
To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA);
[REDACTED]
Subject: Re: Follow Up DLC Meeting

Hi Marsha,

One of the issues that everyone was in agreement on last night is that the Ivanhoe Interchange is unprecedented. It calls for the construction of an interchange in a residential community solely to benefit one commercial enterprise. It will set a precedent that allows companies like Amazon to demand dedicated interchanges regardless of how those interchanges will impact local communities.

A build decision for the Ivanhoe Interchange will have impacts far beyond the Dusty Lane Community and the Vee Quiva casino. Knowing this, ADOT should not build the Ivanhoe Interchange as it will have far reaching consequences and will reduce ADOT's ability to protect communities throughout Arizona.

Regards,

Michael Freer
Dusty Lane Community
[REDACTED]

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Wednesday, June 27, 2018 10:46 AM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha.

I have a Macbook and an ipad. I can download software onto my computer or download an app onto my ipad. Let me know what will work best.

Anne Rogers

On Wed, Jun 27, 2018 at 1:28 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

We are testing an online option for you. We're getting close to sending you a link. Are you using a desktop PC or could you download an app on a tablet?

Thanks,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Wednesday, June 27, 2018 8:40 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]>
Lirange, Aryan (FHWA) <[REDACTED]>

Subject: Re: Follow Up DLC Meeting

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Thank you!

Anne Rogers

On Tue, Jun 26, 2018 at 12:05 PM, SMF Interchange Study <[REDACTED]> wrote:

They are being compiled and we will have them ready for tomorrow.

Thank you,

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Sent: Tuesday, June 26, 2018 8:22 AM

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Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]>
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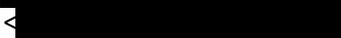
Subject: RE: Follow Up DLC Meeting

Yes, we will have elevation plans showing the sound wall.

From: Mike Freer [<mailto:> 

Sent: Tuesday, June 26, 2018 8:09 AM

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Michael Freer

Dusty lane Community



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Sent: Monday, June 25, 2018 3:38 PM

To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)

Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)

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Mr. Freer,

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■ **Would an interchange impact access to the South Mountain Park Preserve (SMPP) trail system?**

No, an interchange would not change access to (SMPP) Trails. The Maricopa Trail and Sun Circle Trail will go under the freeway at the closest multi use crossing; coordination with the Maricopa County Parks and Recreation department has been ongoing. This crossing will maintain that trail access to SMPP.

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If you can clarify what you mean by zoning and how many residents you anticipate at the meeting, that would also be helpful.

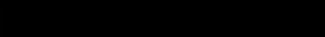
Thank you,

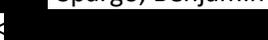
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Sent: Monday, June 25, 2018 2:23 PM

To: Dusty Lane < SMF Interchange Study <

Cc: Anne Rogers < Spargo, Benjamin < Carmelo Acevedo

< Robert Samour < Lirange, Aryan (FHWA) <

Subject: Re: Follow Up DLC Meeting

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Dusty Lane Community







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To: [Dusty Lane](#) ; [SMF Interchange Study](#)

Cc: [Anne Rogers](#) ; [Mike Freer](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)

Subject: RE: Follow Up DLC Meeting

Hello Anne,

To be sure the team is prepared to discuss the items you mentioned below, could you please clarify what you mean by pedestrian egress, recreational area replacement, and consistent zoning with the DLC?

Also, I want to make sure we have the room set up to accommodate for everyone. Can you let me know how many residents are planning to attend?

Thank you,

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From: Dusty Lane [<mailto:> [REDACTED]]
Sent: Saturday, June 23, 2018 9:25 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> Spargo, Benjamin <[REDACTED]>
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Thank you, Marsha, for the agenda.

I would like to request that you add the following:

- pedestrian egress/recreational area replacement
- zoning to be consistent with current zoning for DLC
- street signage

I have also sent the agenda to property owners for review. If anything additional comes up, I will forward those requests to be added to our agenda.

In addition, we would like for a representative from MCDOT be present at our working meeting as well. This will hopefully help us to be more productive while talking about county road modification, etc. Would you be able to invite a MCDOT representative who would have authority in that area?

Thank you again for setting this up. We really appreciate it.

Anne Rogers

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Anne,

Attached is the draft agenda. If you would, please send your suggestions back to me on Monday.

Thank you,

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To: Miller, Marsha <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

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Thank you.

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Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Wednesday, June 27, 2018 8:40 AM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Hi Marsha,

I am just checking back to see what your teleconferencing abilities entail. Is it just audio or audiovisual? Do I need a specific software that I need to download in advance? Please let me know so that I can be prepared for tonight. Also, if you could send me the updated agenda, I will print it off so that I have it ready before the meeting as well.

Thank you!

Anne Rogers

On Tue, Jun 26, 2018 at 12:05 PM, SMF Interchange Study <[REDACTED]> wrote:

They are being compiled and we will have them ready for tomorrow.

Thank you,

Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Tuesday, June 26, 2018 8:22 AM

To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Can you provide those before the meeting so that we can ask informed questions?

From: [SMF Interchange Study](#)

Sent: Tuesday, June 26, 2018 8:12 AM

To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)

Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)

Subject: RE: Follow Up DLC Meeting

Yes, we will have elevation plans showing the sound wall.

From: Mike Freer [<mailto:> [REDACTED]]

Sent: Tuesday, June 26, 2018 8:09 AM

To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>

Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo

<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>

Subject: Re: Follow Up DLC Meeting

Ms. Miller,

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Regards,

Michael Freer

Dusty lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Monday, June 25, 2018 3:38 PM

To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)

Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)

Subject: RE: Follow Up DLC Meeting

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If you can clarify what you mean by zoning and how many residents you anticipate at the meeting, that would also be helpful.

Thank you,

Marsha Miller

From: Mike Freer [[mailto:](#) ██████████]

Sent: Monday, June 25, 2018 2:23 PM

To: Dusty Lane <██████████> SMF Interchange Study <██████████>

Cc: Anne Rogers <██████████> Spargo, Benjamin <██████████> Carmelo Acevedo

<[REDACTED] Robert Samour <[REDACTED] Lirange, Aryan (FHWA) <[REDACTED]

Subject: Re: Follow Up DLC Meeting

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Regards,

Michael Freer

Dusty Lane Community

[REDACTED]





From: [SMF Interchange Study](#)

Sent: Monday, June 25, 2018 11:28 AM

To: [Dusty Lane](#) ; [SMF Interchange Study](#)

Cc: [Anne Rogers](#) ; [Mike Freer](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)

Subject: RE: Follow Up DLC Meeting

Hello Anne,

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Thank you,

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From: Dusty Lane [mailto: [REDACTED]]
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< [REDACTED]> Carmelo Acevedo < [REDACTED]> Robert Samour < [REDACTED]>
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I would like to request that you add the following:

- pedestrian egress/recreational area replacement
- zoning to be consistent with current zoning for DLC
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I have also sent the agenda to property owners for review. If anything additional comes up, I will forward those requests to be added to our agenda.

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Thank you again for setting this up. We really appreciate it.

Anne Rogers

On Fri, Jun 22, 2018 at 3:43 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

Attached is the draft agenda. If you would, please send your suggestions back to me on Monday.

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 11:49 AM
To: Miller, Marsha <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for following up. It would be more convenient to have an evening meeting again. What availability do you have for the week of July 9th?

Thank you for checking on the time. Do you know if the agenda will be ready today? I do have a few things to add to it as to make sure to have everything well thought-out.

Thank you.

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On Fri, Jun 22, 2018 at 1:19 PM, Miller, Marsha <[REDACTED]> wrote:

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Thanks,

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[REDACTED]

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Sent: Monday, June 25, 2018 11:28 AM

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From: Dusty Lane [[mailto: \[REDACTED\]](#)]

Sent: Saturday, June 23, 2018 9:25 AM

To: SMF Interchange Study <[\[REDACTED\]](#)>

Cc: Anne Rogers <[\[REDACTED\]](#)> Mike Freer <[\[REDACTED\]](#)> Spargo, Benjamin

<[\[REDACTED\]](#)> Carmelo Acevedo <[\[REDACTED\]](#)> Robert Samour <[\[REDACTED\]](#)> Lirange,

Aryan (FHWA) <[REDACTED]>

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Attached is the draft agenda. If you would, please send your suggestions back to me on Monday.

Thank you,

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From: Dusty Lane [mailto:[REDACTED]]

Sent: Friday, June 22, 2018 11:49 AM

To: Miller, Marsha <[REDACTED]>

Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

<[REDACTED]>

Subject: Re: Follow Up DLC Meeting

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Thank you.

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Thanks,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 4:32 PM
To: Michael Craig
Cc: Mike; anne rogers; Dave Edwards; Carmelo Acevedo; Dusty Lane; Lirange, Aryan (FHWA); Miller, Marsha; SMF Interchange Study; [REDACTED] Robert Samour; Spargo, Benjamin
Subject: Re: Excess Land Parcels

Thank you for your email. At the ADOT / Dusty Lane Community meeting, ADOT informed us that:

"ARS Title 28 Transportation; Section 7095 - Conveyance of Property not needed for transportation purposes
-Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose (Part B)
-Convey to the highest possible responsible bidder at a public auction (Part D)
-Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of \$10,000 or less without a public auction or thirty day notice period (Part F)"

We do understand that this would be done at the end of construction. ADOT also informed us that they would not pursue any zoning changes and that current zoning of 1 acre or more would apply to surplus properties. Wouldn't this make selling parcels at less than one acre illegal? Please help us to understand what ADOT is trying to explain to us if what they have proposed is in fact illegal.

Please advise,

Anne Rogers

On Fri, Jun 29, 2018 at 11:58 AM, Michael Craig <[REDACTED]> wrote:

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

Excess land disposals, accomplished by ADOT, are in compliance with Arizona Revised Statutes 28-7095, without exception. Accordingly, gifting certain remnant parcels for private or public use is illegal.

Lastly, ADOT does not dispose of excess land parcels until such time there is confidence that these parcels are not needed for any aspect of the project. With a possible traffic interchange in proximity of the Dusty Lane community, and with a land exchange pending with the City of Phoenix regarding South Mountain Park, ADOT will not declare these subject properties 'excess' until the above-issues have reached conclusion.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568



www.azdot.gov



From: Dusty Lane [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

I understand that you should be receiving this email (below). Please let me know of any process, etc. that I will need to follow for the community or its residents.

Thank you.

Anne Rogers

Dusty Lane Community Leadership

----- Forwarded message -----

From: Dusty Lane < [REDACTED] >
Date: Thu, Jun 28, 2018 at 1:46 PM
Subject: Excess Land Parcels
To: SMF Interchange Study < [REDACTED] >
Cc: [REDACTED] < [REDACTED] >, Chris < [REDACTED] >, Estuardo Calderon < [REDACTED] >, irenne gon22 < [REDACTED] >, Anne Rogers < [REDACTED] >, Carmelo Acevedo < [REDACTED] >

<[REDACTED] "Spargo, Benjamin" <[REDACTED] Robert Samour <[REDACTED] Mike
<[REDACTED] "Lirange, Aryan (FHWA)" <[REDACTED]

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers

(Traducción para Estuardo)

Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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

From: Mike Freer <[REDACTED]>
Sent: Tuesday, June 26, 2018 7:52 AM
To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Ms. Miller,

Will residents retain the ability to walk around the mountain located Dusty Lane and Ray while staying on the North side of the freeway? Or will we lose this popular walking path?

You have answered questions about regional trails; however have not answered questions about local trails popular with community residents. We can currently walk down Dusty Lane, or follow a local trail north of Dusty lane to an access road for a farm located at about 48th avenue and Dusty Lane. This access road leads to Estrella.

ADOT has provided Awatukee with 6 miles of multi-use paths. What are you doing to ensure that Dusty Lane residents can maintain walkability in our community?

Regards,
Michael Freer
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Monday, June 25, 2018 3:38 PM
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Aryan (FHWA) <[REDACTED]>

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Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

<[REDACTED]>

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[REDACTED]

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To: Mike Freer; Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: RE: Follow Up DLC Meeting

Thank you for those follow up questions. We will be sure to discuss that tomorrow.

From: Mike Freer [mailto:[REDACTED]]
Sent: Tuesday, June 26, 2018 7:30 AM
To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
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If Option 4 or the original proposal is selected how do you anticipate that pedestrians will enter or leave our neighborhood? Do you have any plans to provide ADA compliant access to our neighborhood?

Regards,
Michael Freer
[REDACTED]

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If you can clarify what you mean by zoning and how many residents you anticipate at the meeting, that would also be helpful.

Thank you,
Marsha Miller

From: Mike Freer [<mailto:> 
Sent: Monday, June 25, 2018 2:23 PM
To: Dusty Lane < SMF Interchange Study <
Cc: Anne Rogers < Spargo, Benjamin < Carmelo Acevedo
< Robert Samour < Lirange, Aryan (FHWA) <
Subject: Re: Follow Up DLC Meeting

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Regards,
Michael Freer
Dusty Lane Community






From: [SMF Interchange Study](#)
Sent: Monday, June 25, 2018 11:28 AM
To: [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Mike Freer](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
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Thank you,
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From: Dusty Lane [[mailto: \[REDACTED\]](#)]
Sent: Saturday, June 23, 2018 9:25 AM
To: SMF Interchange Study <[\[REDACTED\]](#)>
Cc: Anne Rogers <[\[REDACTED\]](#)> ; Mike Freer <[\[REDACTED\]](#)> ; Spargo, Benjamin <[\[REDACTED\]](#)> ; Carmelo Acevedo <[\[REDACTED\]](#)> ; Robert Samour <[\[REDACTED\]](#)> ; Lirange, <[\[REDACTED\]](#)>

Aryan (FHWA) <[REDACTED]>

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Anne,

Attached is the draft agenda. If you would, please send your suggestions back to me on Monday.

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]

Sent: Friday, June 22, 2018 11:49 AM

To: Miller, Marsha <[REDACTED]>

Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

<[REDACTED]>

Subject: Re: Follow Up DLC Meeting

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From: Mike Freer <[REDACTED]>
Sent: Tuesday, June 26, 2018 7:30 AM
To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Ms. Miller,

If Option 4 or the original proposal is selected how do you anticipate that pedestrians will enter or leave our neighborhood? Do you have any plans to provide ADA compliant access to our neighborhood?

Regards,
Michael Freer
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Monday, June 25, 2018 3:38 PM
To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
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Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo

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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 25, 2018 4:10 PM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for your email.

What we mean by zoning is that we ask that the zoning remain the same as it currently is: residential (non commercial) lots that are 1 acre or larger. We know that you will most than likely sell the unused small parcel segments when you are done in this area. We feel that the freeway has had severe impacts on the character and cohesion of our community. We feel that an open interchange would destroy it. We feel that selling small lots as if this were a housing development would do the same. We ask that ADOT combine parcel segments to sell as 1+ acre lots or even sell parcel segments to adjacent property owners if they combine it with existing parcels. I hope that this clarifies.

We did not ask that residents RSVP. I apologize for the oversight. I would anticipate that there will be approximately 20 residents in attendance. I would like to ask if you have the ability to teleconference me in? I am on the other side of the country and am unable to fly home for the meeting. I will be back for our second meeting. Let me know of your teleconferencing capabilities so that I know how to plan in accordance.

I believe that Mike will clarify the pedestrian egress. Thank you for your attention to detail when listening to our concerns.

Anne Rogers

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To: Dusty Lane < > SMF Interchange Study < >

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Subject: RE: Follow Up DLC Meeting

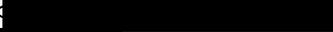
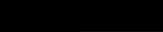
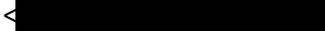
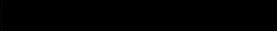
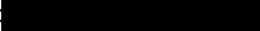
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Sent: Friday, June 22, 2018 11:49 AM
To: Miller, Marsha <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study <[REDACTED]>
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From: SMF Interchange Study
Sent: Monday, June 25, 2018 3:39 PM
To: Mike Freer; Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: RE: Follow Up DLC Meeting

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To: [Dusty Lane](#) ; [SMF Interchange Study](#)

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To: SMF Interchange Study <[\[REDACTED\]](#)>

Cc: Anne Rogers <[\[REDACTED\]](#)> Mike Freer <[\[REDACTED\]](#)> Spargo, Benjamin

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Subject: Re: Follow Up DLC Meeting

Can you provide those before the meeting so that we can ask informed questions?

From: [SMF Interchange Study](#)
Sent: Tuesday, June 26, 2018 8:12 AM
To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
Subject: RE: Follow Up DLC Meeting

Yes, we will have elevation plans showing the sound wall.

From: Mike Freer [mailto:[REDACTED]]
Sent: Tuesday, June 26, 2018 8:09 AM
To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Ms. Miller,

Will you be able to provide residents of Dusty Lane architectural drawings of the proposed sound wall? We have been told that the sound wall will decrease in height from a maximum 14' but have not been given specifics on where the drops will occur.

Regards,

Michael Freer
Dusty lane Community
[REDACTED]

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On Fri, Jun 22, 2018 at 3:43 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

Attached is the draft agenda. If you would, please send your suggestions back to me on Monday.

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]

Sent: Friday, June 22, 2018 11:49 AM

To: Miller, Marsha <[REDACTED]>

Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

<[REDACTED]>

Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for following up. It would be more convenient to have an evening meeting again. What availability do you have for the week of July 9th?

Thank you for checking on the time. Do you know if the agenda will be ready today? I do have a few things to add to it as to make sure to have everything well thought-out.

Thank you.

Anne Rogers

On Fri, Jun 22, 2018 at 1:19 PM, Miller, Marsha <[REDACTED]> wrote:

Anne,

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Thanks,

Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, June 26, 2018 8:13 AM
To: Mike Freer; Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: RE: Follow Up DLC Meeting

Yes, we will have elevation plans showing the sound wall.

From: Mike Freer [mailto:[REDACTED]]
Sent: Tuesday, June 26, 2018 8:09 AM
To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Ms. Miller,

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Regards,

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Dusty lane Community
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Monday, June 25, 2018 3:38 PM
To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
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Mr. Freer,
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If you can clarify what you mean by zoning and how many residents you anticipate at the meeting, that would also be helpful.

Thank you,
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From: Mike Freer [mailto: [REDACTED]]
Sent: Monday, June 25, 2018 2:23 PM
To: Dusty Lane < [REDACTED] > SMF Interchange Study < [REDACTED] >
Cc: Anne Rogers < [REDACTED] > Spargo, Benjamin < [REDACTED] > Carmelo Acevedo < [REDACTED] >
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Sent: Monday, June 25, 2018 11:28 AM
To: [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Mike Freer](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
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From: Dusty Lane [[mailto: \[REDACTED\]](#)]
Sent: Saturday, June 23, 2018 9:25 AM
To: SMF Interchange Study <[\[REDACTED\]](#)>
Cc: Anne Rogers <[\[REDACTED\]](#)> ; Mike Freer <[\[REDACTED\]](#)> ; Spargo, Benjamin <[\[REDACTED\]](#)> ; Carmelo Acevedo <[\[REDACTED\]](#)> ; Robert Samour <[\[REDACTED\]](#)> ; Lirange, <[\[REDACTED\]](#)>

Aryan (FHWA) <[REDACTED]>

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Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

<[REDACTED]>

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[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, June 26, 2018 8:08 AM
To: Mike Freer; Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: RE: Follow Up DLC Meeting

Thank you, we understand your questions. We will discuss at the meeting tomorrow.

From: Mike Freer [mailto:[REDACTED]]
Sent: Tuesday, June 26, 2018 7:52 AM
To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Ms. Miller,

Will residents retain the ability to walk around the mountain located Dusty Lane and Ray while staying on the North side of the freeway? Or will we lose this popular walking path?

You have answered questions about regional trails; however have not answered questions about local trails popular with community residents. We can currently walk down Dusty Lane, or follow a local trail north of Dusty lane to an access road for a farm located at about 48th avenue and Dusty Lane. This access road leads to Estrella.

ADOT has provided Awatukee with 6 miles of multi-use paths. What are you doing to ensure that Dusty Lane residents can maintain walkability in our community?

Regards,
Michael Freer
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Monday, June 25, 2018 3:38 PM
To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
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Cc: Anne Rogers < [REDACTED] > Spargo, Benjamin < [REDACTED] > Carmelo Acevedo < [REDACTED] >
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
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Dusty Lane Community
[REDACTED]





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Sent: Monday, June 25, 2018 11:28 AM

To: [Dusty Lane](#) ; [SMF Interchange Study](#)

Cc: [Anne Rogers](#) ; [Mike Freer](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)

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From: Dusty Lane [[mailto: \[REDACTED\]](#)]

Sent: Saturday, June 23, 2018 9:25 AM

To: SMF Interchange Study <[\[REDACTED\]](#)>

Cc: Anne Rogers <[\[REDACTED\]](#)> Mike Freer <[\[REDACTED\]](#)> Spargo, Benjamin

<[\[REDACTED\]](#)> Carmelo Acevedo <[\[REDACTED\]](#)> Robert Samour <[\[REDACTED\]](#)> Lirange,

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Sent: Friday, June 22, 2018 11:49 AM

To: Miller, Marsha <[REDACTED]>

Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

<[REDACTED]>

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Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

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[REDACTED]

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Sent: Tuesday, June 26, 2018 8:06 AM
To: Dusty Lane; SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: RE: Follow Up DLC Meeting

Okay, understood, thanks again for clarifying. I'll get back to you on the call in information.

Thanks,
Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Monday, June 25, 2018 4:10 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for your email.

What we mean by zoning is that we ask that the zoning remain the same as it currently is: residential (non commercial) lots that are 1 acre or larger. We know that you will most than likely sell the unused small parcel segments when you are done in this area. We feel that the freeway has had severe impacts on the character and cohesion of our community. We feel that an open interchange would destroy it. We feel that selling small lots as if this were a housing development would do the same. We ask that ADOT combine parcel segments to sell as 1+ acre lots or even sell parcel segments to adjacent property owners if they combine it with existing parcels. I hope that this clarifies.

We did not ask that residents RSVP. I apologize for the oversight. I would anticipate that there will be approximately 20 residents in attendance. I would like to ask if you have the ability to teleconference me in? I am on the other side of the country and am unable to fly home for the meeting. I will be back for our second meeting. Let me know of your teleconferencing capabilities so that I know how to plan in accordance.

I believe that Mike will clarify the pedestrian egress. Thank you for your attention to detail when listening to our concerns.

Anne Rogers

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To: Dusty Lane <████████████████████> SMF Interchange Study <████████████████████>

Cc: Anne Rogers <████████████████████> Spargo, Benjamin <████████████████████> Carmelo Acevedo

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Dusty Lane Community





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[REDACTED]

From: SMF Interchange Study
Sent: Friday, June 22, 2018 12:43 PM
To: Dusty Lane; Anne Rogers
Cc: Mike Freer; SMF Interchange Study; Spargo, Benjamin
Subject: RE: Follow Up DLC Meeting
Attachments: 062718 Center Segment Working Group Discussion DRAFT Agenda.docx

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On Fri, Jun 22, 2018 at 1:19 PM, Miller, Marsha <[REDACTED]> wrote:

Anne,

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Thanks,

Marsha Miller

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Friday, June 22, 2018 12:09 PM
To: SMF Interchange Study
Cc: Dusty Lane; Mike Freer
Subject: Re: Follow Up DLC Meeting

No worries. I understand the need for documentation. We will make sure that we keep the SMF email in the loop :-). I look forward to receiving the agenda and a date/time that will work for everyone.

Anne Rogers

On Fri, Jun 22, 2018 at 2:55 PM, SMF Interchange Study <[REDACTED]> wrote:

Okay, let me ask the team what dates/times they're available and I'll get back to you, probably on Monday.

We're still working on the agenda, but I will get it to you today. Thanks for your input.

Thanks,

Marsha Miller

PS: I inadvertently sent the last email from my HDR account. I need to keep these emails within the study email address, so I've removed my email from this chain.

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 11:49 AM
To: Miller, Marsha <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

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Thanks,

Marsha Miller

[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Monday, June 25, 2018 2:23 PM
To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Ms. Miller,

Dusty Lane is regularly traveled by pedestrians. Currently it is common to see community members walking, jogging or biking along Dusty. If Option 4 or the original proposed design is selected, increased traffic along Dusty Lane will prohibit residents from using it to enter or exit our community in anything other than a car or motorized transportation.

In addition to this, a well traveled path in and out of our community will be eliminated (Top Image). It is one of the more popular hiking paths for our community and allows us travel around the mountain shown (bottom image). It is a beautiful hike that follows the canal on the North Side of the Mountain, and loops around to the Maricopa Trail on the south.

Regards,
Michael Freer
Dusty Lane Community
[REDACTED]





From: [SMF Interchange Study](#)
Sent: Monday, June 25, 2018 11:28 AM
To: [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Mike Freer](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
Subject: RE: Follow Up DLC Meeting

Hello Anne,

To be sure the team is prepared to discuss the items you mentioned below, could you please clarify what you mean by pedestrian egress, recreational area replacement, and consistent zoning with the DLC?

Also, I want to make sure we have the room set up to accommodate for everyone. Can you let me know how many residents are planning to attend?

Thank you,
Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Saturday, June 23, 2018 9:25 AM
To: SMF Interchange Study < [REDACTED] >
Cc: Anne Rogers < [REDACTED] > ; Mike Freer < [REDACTED] > ; Spargo, Benjamin < [REDACTED] > ; Carmelo Acevedo < [REDACTED] > ; Robert Samour < [REDACTED] > ; Lirange, [REDACTED]

Aryan (FHWA) <[REDACTED]>

Subject: Re: Follow Up DLC Meeting

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Anne Rogers

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To: Miller, Marsha <[REDACTED]>

Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

<[REDACTED]>

Subject: Re: Follow Up DLC Meeting

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Thanks,

Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Monday, June 25, 2018 11:29 AM
To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Mike Freer; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: RE: Follow Up DLC Meeting

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Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
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< [REDACTED]>
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[REDACTED]

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To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Mike Freer; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: RE: Follow Up DLC Meeting

Also,
Yes, MCDOT representatives will be at the meeting.

Thanks,
Marsha Miller

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Sent: Saturday, June 23, 2018 9:25 AM
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Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
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Cc: Anne Rogers; Mike Freer; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: RE: Follow Up DLC Meeting

Thanks Anne,
I will add these items to the agenda.

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Saturday, June 23, 2018 9:25 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
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< [REDACTED]>
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Thanks,

Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Monday, June 25, 2018 7:47 AM
To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Mike Freer; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA); Kimberly Noetzel
Subject: RE: Follow Up DLC Meeting

Good morning Anne,

I received your additions to the agenda from Saturday and will incorporate them, thank you. We will be sure to discuss the DLC concerns regarding the sound wall height under that agenda item.

Thank you very much for the heads up on the property owner who lives on Sandy Lane. We look forward to meeting him and giving him a seat that hopefully provides him the best opportunity to be involved.

See you Wednesday evening.

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Monday, June 25, 2018 7:32 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

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Again, I want to reinforce how appreciative we are that you have granted our request to come in and meet with the project team. The DLC is confident that with compromise on both of our parts, we will come up with a feasible solution to our safety concerns. I do want to give you a heads up that the property owner who owns the Sandy Lane "path" has difficulty hearing and therefore has difficulty processing some of the ideas presented. As a result, he does get frustrated. You should also know that we, as a greater DLC, are in agreement with the ideas that will best protect our community.

I look forward to the updated agenda and our opportunity to meet with you on Wednesday.

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< [REDACTED]
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Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Friday, July 20, 2018 4:57 PM
To: [REDACTED] SMF Interchange Study
Cc: [REDACTED] Carmelo Acevedo; Spargo, Benjamin
Subject: SMF Receivers R15 R16 R22a
Attachments: R15 R16 R22a Maps from Segment A Final Noise Analysis and Mitigation Report.pdf; Response to DLC related to receivers R15 R16 R22a.pdf

Good afternoon,

Please see attached.

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team

[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 19, 2018 10:28 PM
To: SMF Interchange Study; Spargo, Benjamin; [REDACTED]
Cc: Dusty Lane
Subject: Request for Dusty Lane Community - Research Study Information

Team,

Will you please forward the following studies listed below that were performed to justify the need for the Ivanhoe Street Interchange and the associated benefits advertised to the public to support it? If you are not the right resources to acquire this information from, will you provide us the appropriate contact information to reach out to? The studies should contain the following elements: start and finish dates of the study, location(s) of study, describe how it was performed, who performed study (names, organizations, titles), raw data identified, describe the survey objects/respondents sampled, conclusions, recommendations, and approvals of study conclusions and recommendations. Will you please provide these to us by Friday, June 22nd?

Studies Requested:

- 1). Traffic study: To demonstrate the projections of 2,000 per day on each ramp through the year 2040. We would like to see the estimated traffic volume from 2019 through 2040.
- 2). Traffic study: demonstrating the quantity of vehicles per day, quantity by time of day, and by associated direction of travel - supporting study to demonstrate traffic will be reduced from 51st Avenue and how much traffic will utilize the Estrella Road Interchange, with and without the Ivanhoe Street Interchange
- 3). Improved response times from Emergency Responders to the Dusty Lane Community. Current and future state forecast and support model by emergency responder type.
- 4). Air Pollution Study, particularly with exhaust, in the Dusty Lane Community - current state and future forecast

Thank You,
Brenda Cox
Dusty Lane Community Resident

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Thursday, June 28, 2018 11:05 AM
To: SMF Interchange Study
Cc: Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike; [REDACTED] anne rogers
Subject: Signage requests

Hi Marsha,

I don't mean to bombard you, but feel that if I can elaborate on exact requests for the "easier" requests, it may speed us up when it comes to tabled items for our next meeting. Below is a section from my notes on the specific signage that we are looking for and a request for convex mirrors:

- A. On Freeway
 - 1. No engine breaking at any time
 - a. Coming off of the mountain depending on grade
 - b. On both exits at Ivanhoe Interchange
- B. In DLC
 - 1. 51st Ave/Dusty Lane: Local Traffic Only / No freeway access
 - 2. In cul de sac: No parking anytime and include red curbs?
 - 3. At Ray underpass: Local traffic only. No outlets.
 - a. (In underpass) Large Convex mirrors for better visibility for vehicle ingress/egress

We understand that this will require you to coordinate with MCDOT and/or others. Please let me know if this is something that could be prepared before our next meeting as to make our agenda shorter.

If you could also verify if both July 10th and 11th from 5:30 to 7:30 are open, I will coordinate on my side so that we can work out those details.

Thank you for all of your help! We appreciate it!

Anne Rogers

[REDACTED]

From: SMF Interchange Study
Sent: Friday, June 29, 2018 7:21 AM
To: Dusty Lane; SMF Interchange Study
Cc: Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike; [REDACTED] anne rogers
Subject: RE: Signage requests

Thanks Anne for sending your ideas on signage. I've asked the team if they can give me any sign information prior to our meeting. We will include this item on the agenda.

It looks like our next meeting will be from 5:30 to 7:30 pm on Tuesday, July 10. Please pass this on to property owner's; we will also email those who gave us their email addresses at the Wednesday meeting.

Thank you,
Marsha Miller

PS: I will be out of the office through July 6. We will try to respond as we can over the holiday week.

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 11:05 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]> Mike <[REDACTED]> anne rogers <[REDACTED]>
Subject: Signage requests

Hi Marsha,

I don't mean to bombard you, but feel that if I can elaborate on exact requests for the "easier" requests, it may speed us up when it comes to tabled items for our next meeting. Below is a section from my notes on the specific signage that we are looking for and a request for convex mirrors:

- A. On Freeway
 - 1. No engine breaking at any time
 - a. Coming off of the mountain depending on grade
 - b. On both exits at Ivanhoe Interchange
- B. In DLC
 - 1. 51st Ave/Dusty Lane: Local Traffic Only / No freeway access
 - 2. In cul de sac: No parking anytime and include red curbs?
 - 3. At Ray underpass: Local traffic only. No outlets.
 - a. (In underpass) Large Convex mirrors for better visibility for vehicle ingress/egress

We understand that this will require you to coordinate with MCDOT and/or others. Please let me know if this is something that could be prepared before our next meeting as to make our agenda shorter.

If you could also verify if both July 10th and 11th from 5:30 to 7:30 are open, I will coordinate on my side so that we can work out those details.

Thank you for all of your help! We appreciate it!

Anne Rogers

From: Dusty Lane <[REDACTED]>
Sent: Friday, May 25, 2018 1:02 PM
To: Jennifer Nalley
Cc: Crystal Rubin; SMF Interchange Study
Subject: Re: Questions that need to be answered well before the May 30th open house.

Categories: No recording necessary

Thank you so much for your help!

On Fri, May 25, 2018 at 10:58 AM Jennifer Nalley <Jennifer.Nalley@c202p.com> wrote:

Hi, Anne.

Thank you for your email. I am forwarding it to the TI study team on your behalf. Someone will respond by early next week, prior to the Open House.

If you have further questions regarding the proposed Ivanhoe Street TI, you may send them directly to the study team at [REDACTED]. This will ensure that you get a response as quickly as possible.

If there is anything else I can assist you with, please feel free to contact me.

 Jennifer Nalley
Public Outreach Coordinator
Office: 602-875-5804
jennifernalley@c202p.com

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, May 25, 2018 9:40 AM
To: Jennifer Nalley <Jennifer.Nalley@C202P.com>; Crystal Rubin <Crystal.Rubin@C202P.com>
Subject: Fwd: Questions that need to be answered well before the May 30th open house.

Hello Jennifer and Crystal,

I sent this to Ryan Clickner, but I guess he is out of town until May 30th. May 30th is when ADOT is having their open house and so, we really need these questions answered before then so that we better know which questions to ask on May 30th.

Thank you so much for your help!

Anne Rogers

----- Forwarded message -----

From: **Dusty Lane** <[REDACTED]>
Date: Fri, May 25, 2018 at 9:09 AM
Subject: Questions that need to be answered well before the May 30th open house.
To: Ryan Clickner <[REDACTED]> Kimberly Noetzel <[REDACTED]>
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>

I've noticed that the original plan to put the intersection on 51st Ave did not involve the BLM property. It seemed to be designed to go well around the property of concern and be designed for the GRIC to create their road to Komatke, if desired. Since the previous model shows that 51st Ave was a viable location for this interchange, was the decision to move it to Ivanhoe before or after the GRIC agreed to pay for this interchange? If so, is this a conflict of interest? Is it feasible to continue with the original plan and place this interchange on 51st ave? Will the Community's preferences and safety outweigh our community's preferences and safety? Will other communities' feedback, who are not directly affected by this interchange, be equally weighted with our community's feedback? Were you able to determine which of the ADOT surveys completed online did not really use Ivanhoe but were forced into answering at least 1 due to the Survey creation error? Were these thrown out? If so, do our homeowners need to resubmit theirs since they think that they are already turned in despite the error?

I appreciate the clarification, help and speedy response. We need this information to better guide what questions we submit on the 30th.

Anne Rogers

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From: Richard Strassel <[REDACTED]>
Sent: Wednesday, June 6, 2018 6:26 AM
To: Dusty Lane
Cc: Keith Meyer; [REDACTED]; Catherine Miranda; [REDACTED]; Genovese, John; Laurie Roberts; [REDACTED]; Sonu Wasu; Margot; [REDACTED]; ostrom jodi; Adriana Valenzuela; [REDACTED]; 87 almalarios; [REDACTED]; Mary Fremont; reina7 7; [REDACTED]; Maribel Guevara; [REDACTED]; Susan Wakefield; hopkins trudy; Mary Pitrat; Estuardo Calderon; Cesar Vargas; michael methvin; Thomas Watson; Michael Rogers; Ron Schuler; SMF Interchange Study; Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk Management); Spargo, Benjamin; Dan Siegel; Mike
Subject: Re: Proposed Ivanhoie will be catastrophic to Dusty Lane.

do you feel a traffic survey of vehicles entering/leaving the casino would be of benefit? I am willing to monitor it for a few hours i:e:, 6 - 9 pm sat, or a night when they have an event,to see just how many cars there actually are entering. Also would a parking space count of the outside and /or garage give us an idea of capacity in any form. I want to have it be known that the current approach off 51st ave or Estrella can easily handle any additional vehicular traffic. We all know that the entrance as it now stands, existing traffic pattern, traffic light, and signage seems more than adequate. If the Ivanhoe exchange is approved the LED signage will be flooding our neighborhood with light, all night, every night. Their signage at the other casino's is enormous, as it needs to attract 65mph traffic to to advise them to get off at this exit. I will do anything you feel will add to our defense of the DLC. Dick Strassel

On Wed, Jun 6, 2018 at 12:35 AM, Dusty Lane <[REDACTED]> wrote:
Mr. Meyer,

Thank you for responding to Mike Freer and the Dusty Lane Community.

We first initiated contact with ADOT in March. Many of our questions from March remain unanswered. Even our questions that ADOT promised to have answered before the Ivanhoe Interchange Open House are still unanswered a full week later. We would like answers to the questions that we have asked in March, April and now May.

ADOT has been running us in circles. When we reached out to Connect 202, they referred us to ADOT, due to our initial questions being related to sound studies. Connect 202 only works with the construction piece. When pressed for

answers to our questions, ADOT referred us back to Connect 202, even though the questions did not relate to construction.

When there are serious safety concerns, we expect that our concerns are taken seriously and acted upon. It does not appear that ADOT is following NEPA or FHWA guidelines. We are not asking for preferential treatment. We are asking for equal treatment.

Thank you again for responding to our community. Please let me know if you have any questions. We have maintained records of everything.

Respectfully,

Anne Rogers, MAED
Dusty Lane Community Leadership

On Tue, Jun 5, 2018 at 3:29 PM, Mike <[REDACTED]> wrote:

Dear Mr. Meyer,

I received a response from ADOT earlier today. It is attached. They informed that it would take weeks before they could respond to my email. I've also included my response to them. Our responses from ADOT have been mostly slow, when they chose to respond to us at all.

Anne Rogers, a member of the Dusty Lane Community Leadership team attended an ADOT budgeting meeting today. She requested that the funding of the Ivanhoe Interchange be postponed until ADOT can address our numerous safety concerns.

Thank you for any help that you can provide.

Best Regards,
Mike Freer
Dusty

From: [Keith Meyer](#)
Sent: Tuesday, June 05, 2018 2:21 PM
To: [REDACTED]
Subject: FW: Proposed Ivanhoe will be catastrophic to Dusty Lane.

Dear Mr. Freer,

We reviewed your complaint and have asked ADOT to please address your issue. If you are not contacted after two business days, please let me know. We see below that you Cc'd a number of ADOT employees who may have already responded to you about your concern.

Thank you,

Keith R. Meyer, Senior Investigator and Writer Ombudsman

Arizona Ombudsman-Citizens' Aide Office

P| [REDACTED] direct.

[REDACTED]

[REDACTED]

www.azoca.gov

From: Mike [mailto:[REDACTED]]

Sent: Tuesday, June 05, 2018 7:58 AM

To: Arizona Ombudsman <[REDACTED]>

[REDACTED]

Laurie Roberts <[REDACTED]> Sonu Wasu

<[REDACTED]>

Adriana Valenzuela <[REDACTED]>

87 almalarios <[REDACTED]> Mary

Fremont <[REDACTED]>

[REDACTED]

Cesar Vargas <[REDACTED]>

[REDACTED]

Thomas Watson <[REDACTED]> Anne

Rogers <[REDACTED]>

Ron Schuler <[REDACTED]>

[REDACTED]

Cc: SMF Interchange Study <[REDACTED]>

[REDACTED]

Anne Rogers <[REDACTED]>

Kimberly Noetzel <[REDACTED]>

Ryan Clickner

<[REDACTED]> Dan Siegel

<[REDACTED]>

Subject: Proposed Ivanhoe will be catastrophic to Dusty Lane.

Dear Arizona,

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Michael P. Freer MAPM, PMP

Dusty Lane Community

[REDACTED]

----- Forwarded message -----

From: SMF Interchange Study <[REDACTED]>

To: Mike <[REDACTED]>

Cc: SMF Interchange Study <[REDACTED]> Anne Rogers <[REDACTED]>

Bcc:

Date: Tue, 5 Jun 2018 15:51:34 +0000

Subject: RE: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Good morning Mike,

We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Tuesday, June 5, 2018 7:58 AM

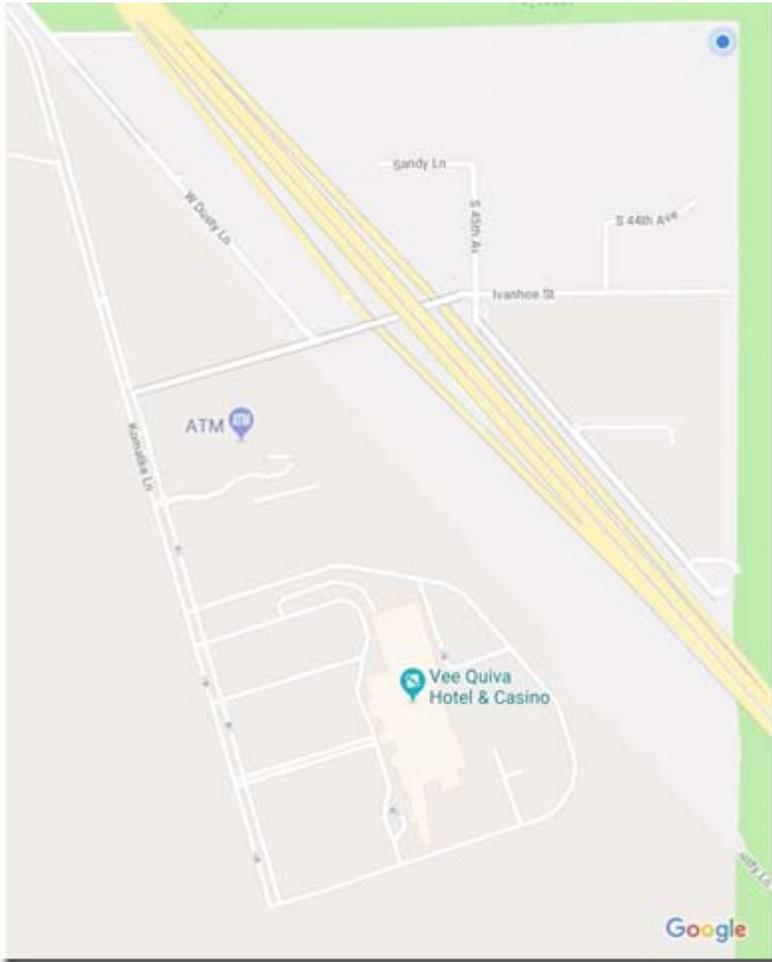
To: [REDACTED] Laurie Roberts
[REDACTED] Sonu Wasu < [REDACTED] > Adriana Valenzuela
[REDACTED] 87 almalarios < [REDACTED] >
[REDACTED] Mary Fremont < [REDACTED] >
[REDACTED] Cesar Vargas < [REDACTED] >
[REDACTED] Thomas Watson < [REDACTED] > Anne Rogers
[REDACTED] Ron Schuler < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED] Kimberly Noetzel < [REDACTED] > Ryan Clickner < [REDACTED] >
[REDACTED] Spargo, Benjamin < [REDACTED] > Dan Siegel < [REDACTED] >
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Michael P. Freer
Dusty Lane Community

From: [SMF Interchange Study](#)
Sent: Tuesday, June 05, 2018 8:51 AM
To: [Mike](#)
Cc: [SMF Interchange Study](#) ; [Anne Rogers](#)
Subject: RE: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Good morning Mike,

We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Tuesday, June 5, 2018 7:58 AM

To: [REDACTED] Laurie Roberts
< [REDACTED] > Sonu Wasu
< [REDACTED] >
Adriana Valenzuela < [REDACTED] >
87 almalarios < [REDACTED] > Mary
Fremont < [REDACTED] >
Cesar Vargas < [REDACTED] >
Thomas Watson < [REDACTED] > Anne
Rogers < [REDACTED] > Ron Schuler < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >
Anne Rogers < [REDACTED] >
Kimberly Noetzel < [REDACTED] > Ryan Clickner
< [REDACTED] > Spargo, Benjamin < [REDACTED] > Dan Siegel
< [REDACTED] >
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Michael P. Freer MAPM, PMP

Dusty Lane Community



[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Tuesday, June 5, 2018 9:35 PM
To: Keith Meyer; [REDACTED]
Cc: [REDACTED] Catherine Miranda; [REDACTED] DISTRICT5
@mail.maricopa.gov; Genovese, John; Laurie Roberts; [REDACTED] Sonu Wasu;
Margot; [REDACTED] ostrom jodi; Adriana Valenzuela; [REDACTED] 87
almalarios; [REDACTED] Mary Fremont; reina7 7; [REDACTED]
[REDACTED] Richard Strassel; Maribel Guevara;
[REDACTED] Susan Wakefield; hopkins trudy; Mary Pitrat; Estuardo Calderon; Cesar
Vargas; michael methvin; Thomas Watson; Michael Rogers; Ron Schuler; SMF Interchange Study;
Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk
Management); Spargo, Benjamin; Dan Siegel; Mike
Subject: Re: Proposed Ivanhoie will be catastrophic to Dusty Lane.
Categories: Logged

Mr. Meyer,

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Dusty Lane Community Leadership

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Arizona Ombudsman-Citizens' Aide Office

P| [REDACTED] direct.

F| [REDACTED]

[REDACTED]

www.azoca.gov

From: Mike [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Tuesday, June 05, 2018 7:58 AM
To: Arizona Ombudsman <[REDACTED]>
[REDACTED] Laurie
Roberts <[REDACTED]> Sonu Wasu
<[REDACTED]>
Adriana Valenzuela <[REDACTED]>

[REDACTED] 87 almalarios < [REDACTED] Mary
Fremont < [REDACTED]
[REDACTED]
Cesar Vargas < [REDACTED]
Thomas Watson < [REDACTED] Anne Rogers
< [REDACTED] Ron Schuler < [REDACTED]
Cc: SMF Interchange Study < [REDACTED]
[REDACTED] Anne Rogers < [REDACTED]
[REDACTED] Kimberly Noetzel < [REDACTED] Ryan Clickner < [REDACTED]
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Michael P. Freer MAPM, PMP

Dusty Lane Community

[REDACTED]

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To: Mike <[REDACTED]>

Cc: SMF Interchange Study <[REDACTED]> Anne Rogers <[REDACTED]>

Bcc:

Date: Tue, 5 Jun 2018 15:51:34 +0000

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[REDACTED] Anne Rogers <[REDACTED]> Ron Schuler <[REDACTED]>

[REDACTED]

[REDACTED]

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[REDACTED] Spargo, Benjamin <[REDACTED]> Dan Siegel <[REDACTED]>

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Michael P. Freer MAPM, PMP

Dusty Lane Community

[REDACTED]

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To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]>, Anne Rogers <[REDACTED]>
<[REDACTED]>, <[REDACTED]>
<[REDACTED]>, <[REDACTED]>, <[REDACTED]>, Laurie Roberts
<[REDACTED]>, <[REDACTED]>, <[REDACTED]>, Sonu Wasu <[REDACTED]>
<[REDACTED]>, <[REDACTED]>, <[REDACTED]>, Adriana Valenzuela
<[REDACTED]>, <[REDACTED]>, <[REDACTED]>, 87 almalarios <[REDACTED]>

From: [SMF Interchange Study](#)
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Michael P. Freer MAPM, PMP

Dusty Lane Community

[REDACTED]

[REDACTED]

From: Margot <[REDACTED]>
Sent: Wednesday, June 6, 2018 10:59 AM
To: Richard Strassel
Cc: Dusty Lane; Keith Meyer; [REDACTED] Catherine Miranda; [REDACTED] Genovese, John; Laurie Roberts; [REDACTED] Sonu Wasu; [REDACTED] ostrom jodi; Adriana Valenzuela; [REDACTED] 87 almalarios; [REDACTED] Mary Fremont; reina7 7; [REDACTED] Maribel Guevara; [REDACTED] Susan Wakefield; hopkins trudy; Mary Pitrat; Estuardo Calderon; Cesar Vargas; michael methvin; Thomas Watson; Michael Rogers; Ron Schuler; SMF Interchange Study; Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk Management); Spargo, Benjamin; Dan Siegel; Mike
Subject: Re: Proposed Ivanhoie will be catastrophic to Dusty Lane.

I think the concern about the additional casino signage that will accompany the interchange is noteworthy, one that I had not previously considered among all the other pain points. The difference between the freeway in our collective "back yard" with and without an interchange is enormous: Cars getting on and off, stopping/going, idling, brake lights and headlights in all directions, additional signage, additional accidents, need for emergency vehicles (interchanges increase the potential for accidents exponentially) - all of these factors create additional noise, light and air pollution - to a degree that cannot be ignored. Having cars pass through at a consistent speed with sound barriers on either side and continuing on is a fraction of the imposition that an interchange would introduce.

Piling on, I agree that ingress and egress from 51st Ave to the casino is adequate as it stands. I would also take it a step further and say that existing traffic volume on 51st Ave from Dobbins to Beltline will likely be cut in half once the freeway is in use. That means that 51st Avenue will be even MORE available to handle casino traffic than it was pre-freeway.

This cheap move is entirely about casino convenience. None of the other arguments ADOT have provided hold water, and I agree with Mikes statement in his email to the ADOT rep: if it doesn't make sense and they can't provide the level of design and construction needed to address our most basic concerns, the obvious answer is to not build the interchange .

-margot

On Jun 6, 2018, at 6:25 AM, Richard Strassel <[REDACTED]> wrote:

do you feel a traffic survey of vehicles entering/leaving the casino would be of benefit? I am willing to monitor it for a few hours i:e:, 6 - 9 pm sat, or a night when they have an event, to see just how many cars there actually are entering. Also would a parking space count of the outside and /or garage give us an idea of capacity in any form. I want to have it be known that the current approach off 51st ave or Estrella can easily handle

any additional vehicular traffic. We all know that the entrance as it now stands, existing traffic pattern, traffic light, and signage seems more than adequate. If the Ivanhoe exchange is approved the LED signage will be flooding our neighborhood with light, all night, every night. Their signage at the other casino's is enormous, as it needs to attract 65mph traffic to advise them to get off at this exit. I will do anything you feel will add to our defense of the DLC. Dick Strassel

On Wed, Jun 6, 2018 at 12:35 AM, Dusty Lane <[REDACTED]> wrote:
Mr. Meyer,

Thank you for responding to Mike Freer and the Dusty Lane Community.

We first initiated contact with ADOT in March. Many of our questions from March remain unanswered. Even our questions that ADOT promised to have answered before the Ivanhoe Interchange Open House are still unanswered a full week later. We would like answers to the questions that we have asked in March, April and now May.

ADOT has been running us in circles. When we reached out to Connect 202, they referred us to ADOT, due to our initial questions being related to sound studies. Connect 202 only works with the construction piece. When pressed for answers to our questions, ADOT referred us back to Connect 202, even though the questions did not relate to construction.

When there are serious safety concerns, we expect that our concerns are taken seriously and acted upon. It does not appear that ADOT is following NEPA or FHWA guidelines. We are not asking for preferential treatment. We are asking for equal treatment.

Thank you again for responding to our community. Please let me know if you have any questions. We have maintained records of everything.

Respectfully,

Anne Rogers, MAED
Dusty Lane Community Leadership

On Tue, Jun 5, 2018 at 3:29 PM, Mike <[REDACTED]> wrote:
Dear Mr. Meyer,

[Redacted] Adriana Valenzuela <[Redacted]>
[Redacted] 87 almalarios <[Redacted]>
[Redacted] Mary Fremont <[Redacted]>
[Redacted]
[Redacted] Cesar Vargas
[Redacted] Thomas Watson
[Redacted] Anne Rogers
[Redacted] Ron Schuler <[Redacted]>
[Redacted]
Cc: SMF Interchange Study <[Redacted]>
[Redacted] Anne Rogers <[Redacted]>
[Redacted] Kimberly Noetzel <[Redacted]> Ryan
Clickner <[Redacted]> Dan
Siegel <[Redacted]>

Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they They do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP

Dusty Lane Community

[REDACTED]

----- Forwarded message -----

From: SMF Interchange Study <[REDACTED]>
To: Mike <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]>
Bcc:
Date: Tue, 5 Jun 2018 15:51:34 +0000
Subject: RE: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Good morning Mike,

We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,

Marsha Miller

From: Mike [mailto:[REDACTED]]
Sent: Tuesday, June 5, 2018 7:58 AM

To: [REDACTED]
[REDACTED] Laurie Roberts
<[REDACTED]> Sonu Wasu
<[REDACTED]>
[REDACTED] Adriana Valenzuela <[REDACTED]>
[REDACTED] 87 almalarios <[REDACTED]>
[REDACTED] Mary Fremont <[REDACTED]>
[REDACTED]

[Redacted]
[Redacted]
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Ron Schuler <[Redacted]>
[Redacted]
Cc: SMF Interchange Study <[Redacted]>
[Redacted]
Anne Rogers <[Redacted]>
Kimberly Noetzel <[Redacted]>
Ryan Clickner <[Redacted]>
<[Redacted]>
Spargo, Benjamin <[Redacted]>
Dan Siegel <[Redacted]>
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Michael P. Freer MAPM, PMP

Dusty Lane Community

[Redacted]

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Michael P. Freer MAPM, PMP

Dusty Lane Community



[REDACTED]

From: Jennifer Nalley <Jennifer.Nalley@C202P.com>
Sent: Friday, May 25, 2018 10:59 AM
To: Dusty Lane; Crystal Rubin
Cc: SMF Interchange Study
Subject: RE: Questions that need to be answered well before the May 30th open house.

Categories: No recording necessary

Hi, Anne.

Thank you for your email. I am forwarding it to the TI study team on your behalf. Someone will respond by early next week, prior to the Open House.

If you have further questions regarding the proposed Ivanhoe Street TI, you may send them directly to the study team at [REDACTED]. This will ensure that you get a response as quickly as possible.

If there is anything else I can assist you with, please feel free to contact me.



From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, May 25, 2018 9:40 AM
To: Jennifer Nalley <Jennifer.Nalley@C202P.com>; Crystal Rubin <Crystal.Rubin@C202P.com>
Subject: Fwd: Questions that need to be answered well before the May 30th open house.

Hello Jennifer and Crystal,

I sent this to Ryan Clickner, but I guess he is out of town until May 30th. May 30th is when ADOT is having their open house and so, we really need these questions answered before then so that we better know which questions to ask on May 30th.

Thank you so much for your help!

Anne Rogers

----- Forwarded message -----

From: Dusty Lane <[REDACTED]>
Date: Fri, May 25, 2018 at 9:09 AM
Subject: Questions that need to be answered well before the May 30th open house.
To: Ryan Clickner <[REDACTED]> Kimberly Noetzel <[REDACTED]>
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>

I've noticed that the original plan to put the intersection on 51st Ave did not involve the BLM property. It seemed to be designed to go well around the property of concern and be designed for the GRIC to create their road to Komatke, if desired. Since the previous model shows that 51st Ave was a viable location for this interchange, was the decision to move it to Ivanhoe before or after the GRIC agreed to pay for this interchange? If so, is this a conflict of interest? Is it feasible to continue with the original plan and place this interchange on 51st ave? Will the Community's preferences and safety outweigh our community's preferences and safety? Will other communities' feedback, who are not directly affected by this interchange, be equally weighted with our community's feedback? Were you able to determine which of the ADOT surveys completed online did not really use Ivanhoe but were forced into answering at least 1 due to the Survey creation error? Were these thrown out? If so, do our homeowners need to resubmit theirs since they think that they are already turned in despite the error?

I appreciate the clarification, help and speedy response. We need this information to better guide what questions we submit on the 30th.

Anne Rogers

The information transmitted is intended only for the person or entity to which it is addressed and may contain proprietary, business-confidential and/or privileged material. If you are not the intended recipient of this message you are hereby notified that any use, review, retransmission, dissemination, distribution, reproduction or any action taken in reliance upon this message is prohibited. If you received this in error, please contact the sender and delete the material from any computer. Any views expressed in this message are those of the individual sender and may not necessarily reflect the views of the company.

[REDACTED]

From: SMF Interchange Study
Sent: Monday, June 25, 2018 7:54 AM
To: [REDACTED] SMF Interchange Study
Cc: Spargo, Benjamin; [REDACTED] [REDACTED] [REDACTED]
ryan clickner; Dusty Lane; anne rogers; Mike
Subject: RE: Request for Dusty Lane Community - Research Study Information

You're welcome,

Marsha Miller

-----Original Message-----

From: [REDACTED] [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 2:18 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Spargo, Benjamin <[REDACTED]>
[REDACTED] ryan clickner <[REDACTED]> Dusty Lane <[REDACTED]> anne
rogers <[REDACTED]> Mike <[REDACTED]>
Subject: Re: Request for Dusty Lane Community - Research Study Information

Marsha,
Thank you for the new update. Have a nice weekend.

Best Regards,
Brenda Cox
Dusty Lane Community Resident

----- Original Message -----

From: "SMF Interchange Study" <[REDACTED]>
To: [REDACTED] "SMF Interchange Study" <[REDACTED]>
Cc: "Benjamin Spargo" <[REDACTED]>
[REDACTED] "ryan clickner" <[REDACTED]> "Dusty Lane" <[REDACTED]> "anne
rogers" <[REDACTED]> "Mike" <[REDACTED]>
Sent: Thursday, June 21, 2018 9:04:30 AM
Subject: RE: Request for Dusty Lane Community - Research Study Information

You're welcome.

The initial data comes from MAG high-level projections for the entire system. The study will look at more detail within the area.

Thanks,
Marsha Miller

-----Original Message-----

From: [REDACTED] [mailto:[REDACTED]]
Sent: Wednesday, June 20, 2018 9:01 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Spargo, Benjamin <[REDACTED]>
[REDACTED] ryan clickner <[REDACTED]> Dusty Lane <[REDACTED]> anne
rogers <[REDACTED]> Mike <[REDACTED]>
Subject: Re: Request for Dusty Lane Community - Research Study Information

Marsha,

Thank you for leading me to the air quality information. Where did the traffic projections and benefits advertised come from if the traffic information is still being evaluated? We are looking forward to the meeting on Wednesday.

Best Regards,
Brenda Cox
Dusty Lane Community Resident

----- Original Message -----

From: "SMF Interchange Study" <[REDACTED]>
To: [REDACTED] "SMF Interchange Study" <[REDACTED]> "Benjamin Spargo" <[REDACTED]> "ryan clickner" <[REDACTED]>
Cc: "Dusty Lane" <[REDACTED]> "anne rogers" <[REDACTED]> "Mike" <[REDACTED]>

Sent: Wednesday, June 20, 2018 4:07:35 PM
Subject: RE: Request for Dusty Lane Community - Research Study Information

Hello Mrs. Cox,
Thank you for your email. The air quality information you're requesting is available in the FEIS located at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history) - See Chapter 4. Also, scroll down to "Technical Reports" and under "At the FEIS stage" click on "Air Quality Technical Report" to view the PDF.

The traffic information is being evaluated as part of the study, which will be complete in August. However, we can discuss how our team is working to gather and model the traffic information, as well as any other questions, at the DLC meeting on Wednesday night.

Thank you,
Marsha Miller

-----Original Message-----

From: [REDACTED] [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 10:28 PM
To: SMF Interchange Study <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Cc: Dusty Lane <[REDACTED]>
Subject: Request for Dusty Lane Community - Research Study Information

Team,

Will you please forward the following studies listed below that were performed to justify the need for the Ivanhoe Street Interchange and the associated benefits advertised to the public to support it? If you are not the right resources to acquire this information from, will you provide us the appropriate contact information to reach out to? The studies should contain the following elements: start and finish dates of the study, location(s) of study, describe how it was performed, who performed study (names, organizations, titles), raw data identified, describe the survey objects/respondents sampled, conclusions, recommendations, and approvals of study conclusions and recommendations. Will you please provide these to us by Friday, June 22nd?

Studies Requested:

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3). Improved response times from Emergency Responders to the Dusty Lane Community. Current and future state forecast and support model by emergency responder type.

4). Air Pollution Study, particularly with exhaust, in the Dusty Lane Community - current state and future forecast

Thank You,
Brenda Cox
Dusty Lane Community Resident

[REDACTED]

From: [REDACTED]
Sent: Friday, June 22, 2018 2:18 PM
To: SMF Interchange Study
Cc: Spargo, Benjamin; [REDACTED] [REDACTED] [REDACTED]
ryan clickner; Dusty Lane; anne rogers; Mike
Subject: Re: Request for Dusty Lane Community - Research Study Information

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Cc: "Benjamin Spargo" <[REDACTED]>
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Sent: Wednesday, June 20, 2018 9:01 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Spargo, Benjamin <[REDACTED]>
[REDACTED] ryan clickner <[REDACTED]> Dusty Lane <[REDACTED]> anne rogers <[REDACTED]> Mike <[REDACTED]>
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To: [REDACTED] "SMF Interchange Study" <[REDACTED]> [REDACTED] "Benjamin Spargo" <[REDACTED]> [REDACTED] "ryan clickner" <[REDACTED]>

Cc: "Dusty Lane" <[REDACTED]> "anne rogers" <[REDACTED]> "Mike" <[REDACTED]>

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Marsha Miller

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From: [REDACTED] [mailto:[REDACTED]]

Sent: Tuesday, June 19, 2018 10:28 PM

To: SMF Interchange Study <[REDACTED]> Spargo, Benjamin <[REDACTED]>

Cc: Dusty Lane <[REDACTED]>

Subject: Request for Dusty Lane Community - Research Study Information

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Thank You,
Brenda Cox
Dusty Lane Community Resident

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, June 21, 2018 9:05 AM
To: [REDACTED] SMF Interchange Study
Cc: Spargo, Benjamin; [REDACTED] [REDACTED] [REDACTED]
ryan clickner; Dusty Lane; anne rogers; Mike
Subject: RE: Request for Dusty Lane Community - Research Study Information

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Sent: Wednesday, June 20, 2018 9:01 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Spargo, Benjamin <[REDACTED]> [REDACTED] [REDACTED]
[REDACTED] ryan clickner <[REDACTED]> Dusty Lane <[REDACTED]> anne
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Thank You,
Brenda Cox
Dusty Lane Community Resident

[REDACTED]

From: SMF Interchange Study
Sent: Wednesday, June 20, 2018 4:08 PM
To: [REDACTED] SMF Interchange Study; Spargo, Benjamin; [REDACTED]
Cc: Dusty Lane; anne rogers; Mike
Subject: RE: Request for Dusty Lane Community - Research Study Information

Hello Mrs. Cox,
Thank you for your email. The air quality information you're requesting is available in the FEIS located at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history) - See Chapter 4. Also, scroll down to "Technical Reports" and under "At the FEIS stage" click on "Air Quality Technical Report" to view the PDF.

The traffic information is being evaluated as part of the study, which will be complete in August. However, we can discuss how our team is working to gather and model the traffic information, as well as any other questions, at the DLC meeting on Wednesday night.

Thank you,
Marsha Miller

-----Original Message-----

From: [REDACTED] [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 10:28 PM
To: SMF Interchange Study <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Cc: Dusty Lane <[REDACTED]>
Subject: Request for Dusty Lane Community - Research Study Information

Team,

Will you please forward the following studies listed below that were performed to justify the need for the Ivanhoe Street Interchange and the associated benefits advertised to the public to support it? If you are not the right resources to acquire this information from, will you provide us the appropriate contact information to reach out to? The studies should contain the following elements: start and finish dates of the study, location(s) of study, describe how it was performed, who performed study (names, organizations, titles), raw data identified, describe the survey objects/respondents sampled, conclusions, recommendations, and approvals of study conclusions and recommendations. Will you please provide these to us by Friday, June 22nd?

Studies Requested:

- 1). Traffic study: To demonstrate the projections of 2,000 per day on each ramp through the year 2040. We would like to see the estimated traffic volume from 2019 through 2040.
- 2). Traffic study: demonstrating the quantity of vehicles per day, quantity by time of day, and by associated direction of travel - supporting study to demonstrate traffic will be reduced from 51st Avenue and how much traffic will utilize the Estrella Road Interchange, with and without the Ivanhoe Street Interchange
- 3). Improved response times from Emergency Responders to the Dusty Lane Community. Current and future state forecast and support model by emergency responder type.
- 4). Air Pollution Study, particularly with exhaust, in the Dusty Lane Community - current state and future forecast

Thank You,
Brenda Cox
Dusty Lane Community Resident

From: Mike <[REDACTED]>
Sent: Tuesday, June 5, 2018 3:30 PM
To: Keith Meyer
Cc: [REDACTED]; Laurie Roberts; Sonu Wasu; Adriana Valenzuela; TractorJack123 @yahoo.com; 87 almalarios; Mary Fremont; [REDACTED]; riverside123 @gmail.com; [REDACTED]; Cesar Vargas; Thomas Watson; Ron Schuler; SMF Interchange Study; Anne Rogers; [REDACTED]; Kimberly Noetzel; Ryan Clickner; [REDACTED]; Spargo, Benjamin; Dan Siegel
Subject: Re: Proposed Ivanhoie will be catastrophic to Dusty Lane.
Attachments: RE_ Proposed Ivanhoie will be catastrophic to Dusty Lane. .eml; Re_ Proposed Ivanhoie will be catastrophic to Dusty Lane. .eml
Categories: Logged

Dear Mr. Meyer,

I received a response from ADOT earlier today. It is attached. They informed that it would take weeks before they could respond to my email. I've also included my response to them. Our responses from ADOT have been mostly slow, when they chose to respond to us at all.

Anne Rogers, a member of the Dusty Lane Community Leadership team attended an ADOT budgeting meeting today. She requested that the funding of the Ivanhoe Interchange be postponed until ADOT can address our numerous safety concerns.

Thank you for any help that you can provide.

Best Regards,
Mike Freer
Dusty

From: [Keith Meyer](#)
Sent: Tuesday, June 05, 2018 2:21 PM
To: [REDACTED]
Subject: FW: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Mr. Freer,

We reviewed your complaint and have asked ADOT to please address your issue. If you are not contacted after two business days, please let me know. We see below that you Cc'd a number of ADOT employees who may have already responded to you about your concern.

Thank you,

Keith R. Meyer, Senior Investigator and Writer Ombudsman

Arizona Ombudsman-Citizens' Aide Office

P| [REDACTED] direct.

F| [REDACTED]

www.azoca.gov

From: Mike [mailto:[REDACTED]]

Sent: Tuesday, June 05, 2018 7:58 AM

To: Arizona Ombudsman <[REDACTED]>

[REDACTED] Laurie Roberts

<[REDACTED]> Sonu Wasu <[REDACTED]>

[REDACTED] Adriana Valenzuela

<[REDACTED]> 87 almalarios <[REDACTED]>

[REDACTED] Mary Fremont <[REDACTED]>

[REDACTED] Cesar Vargas <[REDACTED]>

[REDACTED] Anne Rogers

[REDACTED] Thomas Watson <[REDACTED]>

[REDACTED] Ron Schuler <[REDACTED]>

Cc: SMF Interchange Study <[REDACTED]>

[REDACTED] Anne Rogers <[REDACTED]>

[REDACTED] Kimberly Noetzel <[REDACTED]>

[REDACTED] Ryan Clickner <[REDACTED]>

[REDACTED] Dan Siegel <[REDACTED]>

Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP

Dusty Lane Community

[REDACTED]

[REDACTED]

From: SMF Interchange Study
Sent: Monday, June 18, 2018 8:29 AM
To: Mary Fremont
Cc: SMF Interchange Study
Subject: RE: Ivanhoe Interchange

Hello Mrs. Freemont,
Thank you for your email and your suggestions to modify option 1. The team is continuing to receive feedback on the concepts in order to provide the most feasible solutions for the community. Yours will be included.

Thank you,

Marsha Miller

-----Original Message-----

From: Mary Fremont [mailto:[REDACTED]]
Sent: Saturday, June 16, 2018 10:27 AM
To: SMF Interchange Study <[REDACTED]>
Subject: Ivanhoe Interchange

Hello,

It has come to the DLC attention that the Sandy Rd option is not valid as a homeowner owns the land that Sandy is on.

I think all of us collectively liked Option 1 but now not feasible. Would it be possible to continue with option 1 but instead of using Sandy realign Dusty Ln from Ray Rd to the North side or parallel to freeway on ADOT owned land and connect it to Ivanhoe St.

I know some are still hoping for the no build option but I am being reasonable that it is happening and hoping we Can find a reasonable solution.

Mary Fremont
[REDACTED]

[REDACTED]

From: SMF Interchange Study
Sent: Saturday, June 2, 2018 1:10 PM
To: Whyte, Colleen
Cc: SMF Interchange Study
Subject: RE: Ivanhoe Interchange

Categories: Logged

Thank you for contacting the Loop 202 South Mountain Freeway Traffic Interchange study team. Your email and comments will be shared with the study team and entered into the official record for the Loop 202 South Mountain Freeway Traffic Interchange study.

We will respond to questions over the next few weeks. Thank you for your patience.

ADOT Loop 202 South Mountain Freeway Project Team

From: Whyte, Colleen [mailto:[REDACTED]]
Sent: Wednesday, May 30, 2018 9:46 AM
To: SMF Interchange Study <[REDACTED]>
Subject: Invanhoe Interchange

To Whom It May Concern:

My first question – Is the Gila River Tribe paying for this change in the plans?

The tribe voted to deny the development of the 202 expansion on tribal land no matter the incentive or reimbursement. As a result, not only has this decision increased the cost of the expansion but has affected the South Mountain Park area as well. The less than 2,000 members of the tribe were allowed to determine the focus of this project and now the taxpayers and the residents of Laveen should be happy about better access for their casino? I think the responses of most of us who live in Laveen will be the same.

Absolutely not. Access will still be granted down 51st avenue as it has always been. End of story.

Colleen M. Whyte
E-mail: [REDACTED]
Sr. Tax Analyst
Freeport-McMoRan, Inc.
Phone [REDACTED]

[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, June 19, 2018 11:09 AM
To: Whyte, Colleen
Cc: SMF Interchange Study
Subject: RE: Ivanhoe Interchange

Thank you, your comments will be shared with the team and entered into the study comment record.

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team

From: Whyte, Colleen [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 11:06 AM
To: SMF Interchange Study <[REDACTED]>
Subject: RE: Ivanhoe Interchange

Still a benefit to the tribe at no cost to them other than esthetics.

Colleen M. Whyte
E-mail: [REDACTED]
Sr. Tax Analyst
Freeport-McMoRan, Inc.
Phone [REDACTED]

From: SMF Interchange Study <[REDACTED]>
Sent: Tuesday, June 19, 2018 11:02 AM
To: SMF Interchange Study <[REDACTED]> Whyte, Colleen <[REDACTED]>
Subject: RE: Ivanhoe Interchange

Hello Mrs. Whyte,
The cost of the proposed interchange being studied is estimated to be \$10 million. It would be funded through project contingency and/or regional funds.

You can find this and more information in the Q&A section on the project website at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/outreach/ivanhoe-street-study](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/ivanhoe-street-study).

Please let us know if you have any other questions.

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team

From: SMF Interchange Study
Sent: Saturday, June 2, 2018 1:10 PM
To: Whyte, Colleen <[REDACTED]>

Cc: SMF Interchange Study <[REDACTED]>

Subject: RE: Ivanhoe Interchange

Thank you for contacting the Loop 202 South Mountain Freeway Traffic Interchange study team. Your email and comments will be shared with the study team and entered into the official record for the Loop 202 South Mountain Freeway Traffic Interchange study.

We will respond to questions over the next few weeks. Thank you for your patience.

ADOT Loop 202 South Mountain Freeway Project Team

From: Whyte, Colleen [[mailto:\[REDACTED\]](mailto:[REDACTED])]

Sent: Wednesday, May 30, 2018 9:46 AM

To: SMF Interchange Study <[REDACTED]>

Subject: Ivanhoe Interchange

To Whom It May Concern:

My first question – Is the Gila River Tribe paying for this change in the plans?

The tribe voted to deny the development of the 202 expansion on tribal land no matter the incentive or reimbursement. As a result, not only has this decision increased the cost of the expansion but has affected the South Mountain Park area as well. The less than 2,000 members of the tribe were allowed to determine the focus of this project and now the taxpayers and the residents of Laveen should be happy about better access for their casino? I think the responses of most of us who live in Laveen will be the same.

Absolutely not. Access will still be granted down 51st avenue as it has always been. End of story.

Colleen M. Whyte

E-mail: [REDACTED]

Sr. Tax Analyst

Freeport-McMoRan, Inc.

Phone [REDACTED]

[REDACTED]

From: SMFINFO <SMFINFO@C202P.com>
Sent: Monday, June 25, 2018 1:50 PM
To: Mario Cota
Cc: SMFINFO; SMF Interchange Study
Subject: RE: Ivanhoe Ramps

Good afternoon,

Thank you for reaching out for more information.

The proposed interchange concept at Ivanhoe Street is being studied by the Arizona Department of Transportation (ADOT), not Connect 202 Partners (C202P), the developer responsible for constructing the current freeway design. Since C202P is not involved in or responsible for the study, I do not have information to provide in response to inquiries regarding the interchange concept. All inquiries about the study should be directed to the study team at [REDACTED].

Thank you,

Ryan Clickner
Pecos/Center Segment Construction Outreach Lead
m: [REDACTED] / o: [REDACTED] ext. 114 [REDACTED]

-----Original Message-----

From: Mario Cota <[REDACTED]>
Sent: Friday, June 22, 2018 3:42 PM
To: SMFINFO <SMFINFO@C202P.com>
Subject: Ivanhoe Ramps

We're the Ivanhoe entrance and exit ramps from the South Mountain Freeway approved?

Sent from my iPad Mario Cota

The information transmitted is intended only for the person or entity to which it is addressed and may contain proprietary, business-confidential and/or privileged material. If you are not the intended recipient of this message you are hereby notified that any use, review, retransmission, dissemination, distribution, reproduction or any action taken in reliance upon this message is prohibited. If you received this in error, please contact the sender and delete the material from any computer. Any views expressed in this message are those of the individual sender and may not necessarily reflect the views of the company.

[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, June 12, 2018 3:38 PM
To: Brenda Leutenegger
Cc: SMF Interchange Study
Subject: RE: Proposed 32nd Street Traffic Interchange Study

Categories: Outside of comment period not logged

Hello Mrs. Leutenegger,
Thank you for contacting the Loop 202 South Mountain Freeway Traffic Interchange study team. Your email and comments will be shared with the study team and entered into the official record for the Loop 202 South Mountain Freeway Traffic Interchange study.

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team

From: Brenda Leutenegger [mailto:[REDACTED]]
Sent: Tuesday, June 12, 2018 1:06 PM
To: SMF Interchange Study <[REDACTED]>
Subject: Proposed 32nd Street Traffic Interchange Study

Hello,

I am a Lakewood Community homeowner and although I was unable to attend the public open house as I was out of town, wish to voice my opinion. I believe there has to be an interchange at 32nd street and the 202. There is so much traffic now going through the Lakewood community that if that interchange is not placed at 32nd Street, it will be a disaster as the traffic will double or triple. It is terrible even now when Lagos Elementary gets out as it almost comes to a stand still. If your team allows this to happen, it will be on your shoulders when everything turns into a nightmare as far as traffic conditions on Lakewood Parkway and how it will then cost millions of \$\$ extra to fix it.

Brenda Leutenegger
16864 S 36th Place
Phoenix, AZ 85048
cell:480-239-1191
email: [REDACTED]



Virus-free. www.avast.com

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, July 12, 2018 2:18 PM
To: lauren grove
Cc: SMF Interchange Study
Subject: RE: Proposed Ivanhoe exit

Ms. Grove,

Thank you for the time you've spent to provide your feedback regarding the study of the proposed traffic interchange at Ivanhoe Street. Your feedback will be include in the study record.

ADOT Study Team

From: lauren grove [mailto:[REDACTED]]
Sent: Saturday, June 30, 2018 10:03 PM
To: SMF Interchange Study <[REDACTED]>
Subject: Proposed Ivanhoe exit

Please listen to the people who have a stake in this exit and don't want it. I've been a resident of Laveen for 34 years and have been paying gas tax and waiting for that long for the loop 202 to be completed. After all the meetings and planning and now you want to change the plan to include an exit we residents don't want.

Lauren Grove
S 47th Ave Laveen, AZ 85339

Sent from my Verizon Motorola Droid

From: SMF Interchange Study
Sent: Monday, July 23, 2018 9:21 AM
To: Mike Freer; SMF Interchange Study
Subject: RE: Proposed Ivanhoe Interchange

Mr. Freer,
Thank you for the time you've spent to provide your feedback regarding the study of the proposed traffic interchange at Ivanhoe Street. Your feedback will be include in the study record.

ADOT Study Team

From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:59 PM
To: SMF Interchange Study <[REDACTED]>
Subject: Proposed Ivanhoe Interchange

ADOT:



[REDACTED]

From: Mike <[REDACTED]>
Sent: Tuesday, June 5, 2018 9:36 AM
To: SMF Interchange Study
Cc: SMF Interchange Study; Anne Rogers; [REDACTED];
[REDACTED]; Laurie Roberts; Sonu Wasu;
Valenzuela; 87 almalarios; Adriana
Mary Fremont;
[REDACTED]; Cesar Vargas; Thomas Watson; wookie922
@msn.com; Anne Rogers; Ron Schuler; SMF Interchange Study;
[REDACTED]; Anne Rogers; Kimberly
Noetzel; Ryan Clickner; [REDACTED]; Spargo, Benjamin; Dan Siegel

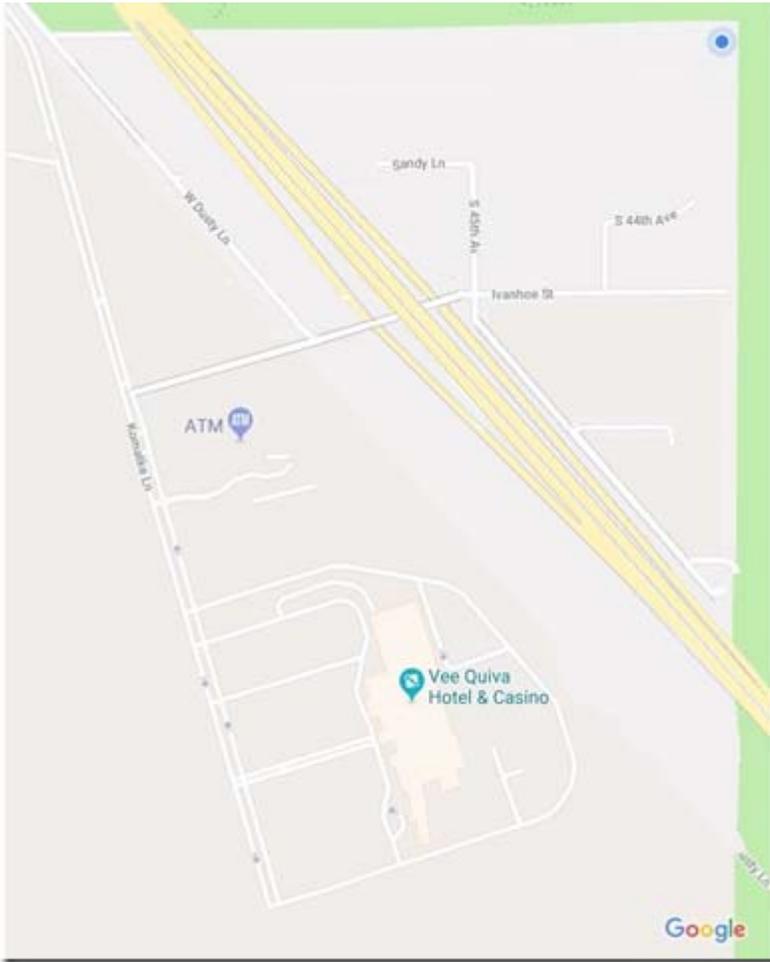
Subject: Re: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Categories: Logged

Pushing our concern off for weeks is not acceptable. We will not tolerate you working behind closed doors. We want to know what you are doing to address our needs. We fear that you will provide last minute details to protect your budget while using your project schedule as an excuse not to protect our community.

We demand transparency.

This, or anything that resembles this is not an acceptable solution:



Michael P. Freer
Dusty Lane Community

From: [SMF Interchange Study](#)

Sent: Tuesday, June 05, 2018 8:51 AM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [Anne Rogers](#)

Subject: RE: Proposed Ivanhoe will be catastrophic to Dusty Lane.

Good morning Mike,

We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,
Marsha Miller

From: Mike [mailto:]

Sent: Tuesday, June 5, 2018 7:58 AM

To: [redacted]
[redacted] Laurie Roberts <[redacted]>
[redacted] Sonu Wasu <[redacted]>
[redacted] Adriana Valenzuela <[redacted]>
[redacted] 87 almalarios <[redacted]> Mary Fremont
<[redacted]>
[redacted] Cesar Vargas
<[redacted]> Thomas Watson <[redacted]>
[redacted] Anne Rogers <[redacted]> Ron Schuler <[redacted]>

Cc: SMF Interchange Study <[redacted]>
[redacted] Anne Rogers <[redacted]>
Kimberly Noetzel <[redacted]> Ryan Clickner <[redacted]> Spargo,
Benjamin <[redacted]> Dan Siegel <[redacted]>

Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP
Dusty Lane Community
[redacted]

From: SMF Interchange Study
Sent: Tuesday, June 5, 2018 8:52 AM
To: Mike
Cc: SMF Interchange Study; Anne Rogers
Subject: RE: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Categories: Logged

Good morning Mike,
We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,
Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Tuesday, June 5, 2018 7:58 AM
To: [REDACTED]; Laurie Roberts <[REDACTED]>; Sonu Wasu <[REDACTED]>; Adriana Valenzuela <[REDACTED]>; 87 almalarios <[REDACTED]>; Mary Fremont <[REDACTED]>; Cesar Vargas <[REDACTED]>; Thomas Watson <[REDACTED]>; Anne Rogers <[REDACTED]>; Ron Schuler <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]>; Anne Rogers <[REDACTED]>; Kimberly Noetzel <[REDACTED]>; Ryan Clickner <[REDACTED]>; Benjamin <[REDACTED]>; Dan Siegel <[REDACTED]>; Spargo, <[REDACTED]>
Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP
Dusty Lane Community



[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, June 19, 2018 11:02 AM
To: SMF Interchange Study; Whyte, Colleen
Subject: RE: Ivanhoe Interchange

Hello Mrs. Whyte,

The cost of the proposed interchange being studied is estimated to be \$10 million. It would be funded through project contingency and/or regional funds.

You can find this and more information in the Q&A section on the project website at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/outreach/ivanhoe-street-study](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/ivanhoe-street-study).

Please let us know if you have any other questions.

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team

From: SMF Interchange Study
Sent: Saturday, June 2, 2018 1:10 PM
To: Whyte, Colleen <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]>
Subject: RE: Ivanhoe Interchange

Thank you for contacting the Loop 202 South Mountain Freeway Traffic Interchange study team. Your email and comments will be shared with the study team and entered into the official record for the Loop 202 South Mountain Freeway Traffic Interchange study.

We will respond to questions over the next few weeks. Thank you for your patience.

ADOT Loop 202 South Mountain Freeway Project Team

From: Whyte, Colleen [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Wednesday, May 30, 2018 9:46 AM
To: SMF Interchange Study <[REDACTED]>
Subject: Ivanhoe Interchange

To Whom It May Concern:

My first question – Is the Gila River Tribe paying for this change in the plans?

The tribe voted to deny the development of the 202 expansion on tribal land no matter the incentive or reimbursement. As a result, not only has this decision increased the cost of the expansion but has affected the South Mountain Park area as well. The less than 2,000 members of the tribe were allowed to determine the focus of this project and now the taxpayers and the residents of Laveen should be happy about better access for their casino? I think the responses of most of us who live in Laveen will be the same.

Absolutely not. Access will still be granted down 51st avenue as it has always been. End of story.

Colleen M. Whyte

E-mail: [REDACTED]

Sr. Tax Analyst

Freeport-McMoRan, Inc.

Phone [REDACTED]

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, June 22, 2018 11:49 AM
To: Miller, Marsha
Cc: Anne Rogers; Mike Freer; SMF Interchange Study
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for following up. It would be more convenient to have an evening meeting again. What availability do you have for the week of July 9th?

Thank you for checking on the time. Do you know if the agenda will be ready today? I do have a few things to add to it as to make sure to have everything well thought-out.

Thank you.

Anne Rogers

On Fri, Jun 22, 2018 at 1:19 PM, Miller, Marsha <[REDACTED]> wrote:

Anne,

The team will be available on Friday, July 6 between 8 am and noon for a follow up to the June 27 meeting. If that window is not convenient, we'd consider meeting again in the evening the week of July 9. Please let me know your preference and I'll work with the team to get it scheduled.

Thanks,

Marsha Miller

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, June 28, 2018 10:32 AM
To: Mike Freer; Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA);
[REDACTED]
Subject: RE: Follow Up DLC Meeting

Mr. Freer,
We have received your feedback and will include it in the study record.

Thank you,
Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 8:37 AM
To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
[REDACTED]
Subject: Re: Follow Up DLC Meeting

Hi Marsha,

One of the issues that everyone was in agreement on last night is that the Ivanhoe Interchange is unprecedented. It calls for the construction of an interchange in a residential community solely to benefit one commercial enterprise. It will set a precedent that allows companies like Amazon to demand dedicated interchanges regardless of how those interchanges will impact local communities.

A build decision for the Ivanhoe Interchange will have impacts far beyond the Dusty Lane Community and the Vee Quiva casino. Knowing this, ADOT should not build the Ivanhoe Interchange as it will have far reaching consequences and will reduce ADOT's ability to protect communities throughout Arizona.

Regards,

Michael Freer
Dusty Lane Community
[REDACTED]

[REDACTED]

From: SMF Interchange Study
Sent: Thursday, June 21, 2018 3:34 PM
To: Mike
Cc: Robert Samour; Ivan Racic; Miller, Marsha; SMF Interchange Study; Anne Rogers; [REDACTED]
Subject: RE: Follow up to our Phone Conversation Today.

Mr. Freer,

The cost-per-benefited-receptor is considered only after other feasibility and reasonableness criteria are met. The Dusty Lane noise abatement measures proposed meet all acoustic and engineering feasibility and reasonableness criteria collectively, as required by 23 CFR 772.13(d)(2)(iv).

Increasing the noise barrier to 20 ft. would have a negative effect on the cost-per-benefited-receptor criteria. 23 CFR 772.5 reads in part, "*Benefited receptor*. The recipient of an abatement measure that receives a noise reduction at or above the minimum threshold of 5 dB(A), but not to exceed the highway agency's reasonableness design goal". FHWA (FHWA-HEP-12-051) states the goal of the noise barrier is to achieve a substantial reduction in noise levels; not to reduce noise levels below the Noise Abatement Criteria (NAC).

We look forward to seeing you at the upcoming meeting on Wednesday for further discussion.

Thank you,

Marsha Miller

From: Mike [mailto:[REDACTED]]
Sent: Sunday, June 17, 2018 7:53 PM
To: Ivan Racic <[REDACTED]>
Cc: Robert Samour <[REDACTED]> Miller, Marsha <[REDACTED]> SMF Interchange Study <[REDACTED]> Anne Rogers <[REDACTED]>
Subject: Re: Follow up to our Phone Conversation Today.

MR. Racic,

We feel that the same acoustic standards used for other residents effected by the loop 202 should be used to determine sound abatement for the Dusty Lane community. I've attached the U.S Department of Transportation, Federal Highway Administration *Highway Traffic Noise: Analysis and Abatement* PDF document. It details Federal guidelines on noise abatement.

Section 772.13-k reads as follows:

"On a Type 1 or Type II projects, a highway agency has the option to cost average noise abatement among benefitted receptors within common noise environments if no single common noise environment exceeds two times the highways cost reasonableness criteria and collectively all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria."

Your email does not make me understand why ADOT choses to use cost as the only factor in determining wall height and length. We are far below the two times cost reasonableness constraint discussed Federal guidelines. Based on figures provided by ADOT, there is plenty of buffer available to build the recommended abatement while maintaining an average cost below \$49,00 per receptor.

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Regards,

Michael P Freer
Dusty Lane Community
[REDACTED]

From: [Ivan Racic](#)
Sent: Tuesday, June 12, 2018 2:36 PM
To: [REDACTED]
Cc: [Robert Samour](#) ; [Miller, Marsha](#)
Subject: RE: Follow up to our Phone Conversation Today.

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- Engineering
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- Maintenance requirements, access to adjacent properties
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Reasonableness factors are collectively achieving and taking into account:

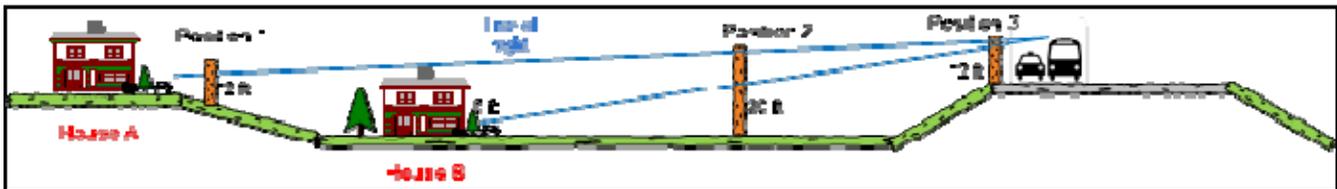
1. Viewpoints or preferences of property owners and residents,
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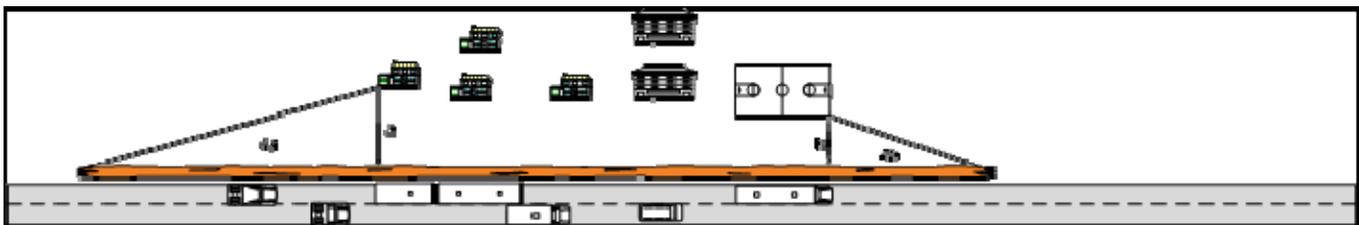
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Ivan Racic
Air & Noise Planner
 MD EM04, Room 59
 1611 W. Jackson St.

Phoenix, AZ 85007

██████████
azdot.gov



From: Robert Samour
Sent: Wednesday, June 06, 2018 5:11 PM
To: 'Mike'
Cc: Miller, Marsha; Carmelo Acevedo; ██████████ Ivan Racic
Subject: Follow up to our Phone Conversation Today.
Importance: High

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I will be working with the team to finish the layout of the alternatives discussed at the open house on Wednesday, May 30th. We look to get those posted to our website as early as next week. I will have the team send you an e-mail with the link when they are posted. I will also asked my team to look at end of 43rd Avenue to see if a bus could turn around.

Please feel free to contact me on my mobile phone at (602) 768-4392 if you have any questions or would like additional information.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

██████████
azdot.gov



From: Thomas Remes [mailto: [REDACTED]]
Sent: Wednesday, May 30, 2018 4:03 PM
To: [REDACTED]
Cc: Robert Samour
Subject: City Hydrants
Importance: High

Ms. Rogers:

Thank you for your email.

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I hope this response helps to clarify my comments to you.

Tom Remes
Freeway Coordination Manager
City Manager's Office
City of Phoenix
602-262-4413 Office
[REDACTED]

From: anne rogers [mailto: [REDACTED]]
Sent: Friday, May 25, 2018 10:15 AM
To: Thomas Remes < [REDACTED] >
Subject: Fwd: City Hydrants

Hi Mr. Remes,

I wanted to follow up in regards to the fire hydrants. Unfortunately, it seems that each time we speak up, it gets worse, but I am not really sure what else to do but to ask for help again. The fire hydrants that we have been asking about had been yellow up until the beginning of May. The black paint on the tops is fresh. They were not painted black until we pushed that we wanted them on our side of the freeway. Unfortunately, we do not seem to have any pictures of their bright yellow state before, so whereas we know that they (whoever they are) were being vindictive, we did not feel like we could do anything about it. We have since contacted both Fire Prevention, 602-262-6771 and the City Water Department at 602-262-5077, both of which found our hydrants, told us that they are showing as in service and that they are not maintenance hydrants. I hate to be negative, but after what I have seen already, I have a feeling that it is only a short amount of time before those records are changed. It is clear that they were/are working hydrants that no one wants to deal with them, even if it means saving a life. It is a sad world that we live in when convenience is more important than safety. Please help us before this opportunity passes. Please see email below from the City Water Department.

Anne Rogers

----- Forwarded message -----

From: **Debra Chard** <[REDACTED]>
Date: Fri, May 25, 2018 at 9:32 AM
Subject: RE: City Hydrants
To: anne rogers <[REDACTED]>

These are working in service hydrants.

From: anne rogers [mailto:[REDACTED]]
Sent: Friday, May 25, 2018 9:30 AM
To: Debra Chard <[REDACTED]>
Subject: Re: City Hydrants

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Thank you again! This really helps :-)

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On May 25, 2018, at 9:28 AM, Debra Chard <[REDACTED]> wrote:

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Have a great holiday weekend!

DEBRA CHARD

SUPPORT SERVICES AIDE

CAMPBELL YARD

602-262-5077

[REDACTED]

From: Mike <[REDACTED]>
Sent: Sunday, June 17, 2018 7:53 PM
To: Ivan Racic
Cc: Robert Samour; Miller, Marsha; SMF Interchange Study; Anne Rogers;
[REDACTED]
Subject: Re: Follow up to our Phone Conversation Today.
Attachments: revguidance.pdf

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[REDACTED]

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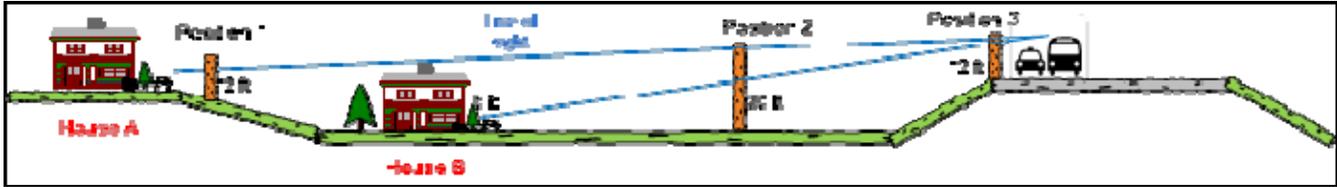
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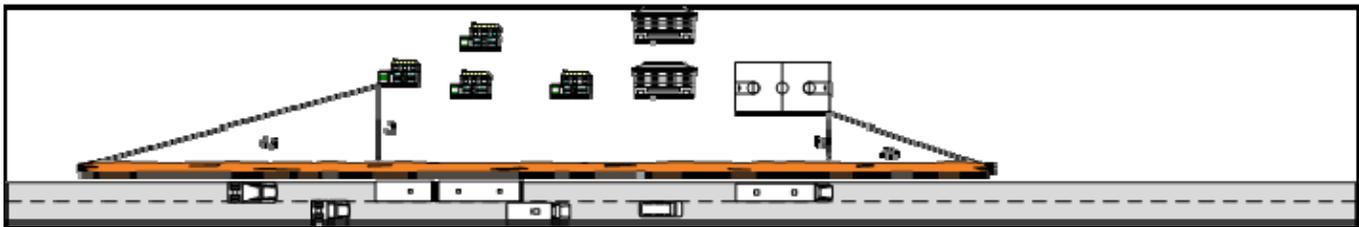
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MD EM04, Room 59
1611 W. Jackson St.
Phoenix, AZ 85007

azdot.gov

ADOT
Environmental Planning



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Sent: Wednesday, June 06, 2018 5:11 PM
To: 'Mike'
Cc: Miller, Marsha; Carmelo Acevedo; [REDACTED] Ivan Racic
Subject: Follow up to our Phone Conversation Today.
Importance: High

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Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
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Cc: Robert Samour
Subject: City Hydrants
Importance: High

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Freeway Coordination Manager
City Manager's Office
City of Phoenix
602-262-4413 Office
[REDACTED]

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SUPPORT SERVICES AIDE

CAMPBELL YARD

602-262-5077

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We look forward to seeing you at the upcoming meeting on Wednesday for further discussion.

Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Sunday, June 17, 2018 7:53 PM
To: Ivan Racic < [REDACTED] >
Cc: Robert Samour < [REDACTED] > Miller, Marsha < [REDACTED] > SMF Interchange Study
< [REDACTED] > Anne Rogers < [REDACTED] >
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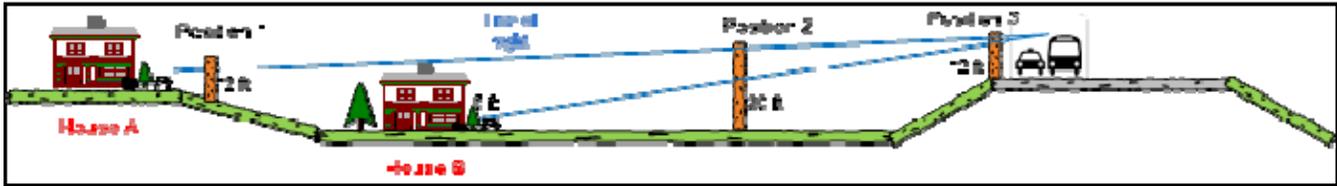
1. Viewpoints or preferences of property owners and residents,
2. Barrier noise reduction design goal of at least 7 dBA – at least half of the benefited receptors in the first row closest to the transportation facility shall achieve this, and
3. Cost-effectiveness with a maximum cost of abatement of \$49,000 per benefited receptor (cost-per-benefited-receptor) with barrier costs calculated at \$35 per square foot (\$85 per square foot if constructed on a structure such as a concrete barrier).

How is the location and height of a noise wall determined?

The purpose of the noise wall is to break the line of sight between the noise source, freeway traffic, and the receptors or noise sensitive areas such as a residence, ramada, or playground while achieving the regulatory required 5 dBA noise reduction at 50 percent of impacted receptors.

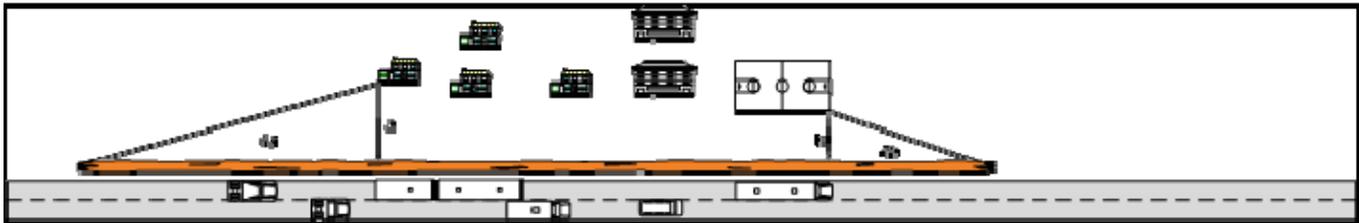
Computer software is used to model the freeway traffic, adjacent terrain, and receptors. Within the model, the noise source is placed at 12 feet above the road surface (see Position 3 below), while the receptor is placed 5 feet above ground level (see House B below). The regulatory required 5 dBA noise reduction is achieved by breaking the line of sight between the top noise source and the receptor. Every additional 2 feet of wall height improves noise reduction by 1 dBA. For comparison, a healthy human ear only notices changes in noise of 3 dBA or greater.

The position of the wall depends on the topography of the terrain, but in principle the most optimal noise reduction is achieved by placing the wall as close as possible to either the noise source or the receptor. In the case of an elevated freeway, such as the South Mountain Freeway near the Dusty Lane Community, it is best to position the wall next to the roadway (see Position 3 below).



As shown in the illustration above, if the wall is placed at Position 1, the line of sight is only broken for House A (achieving 5 dBA reduction). It would fail to shield House B. If the wall is at Position 2, the line of sight would be broken for both houses, but the wall height would need to be 20 feet high. If the wall is at Position 3, close to the roadway, the line of sight is also broken for both houses; achieving 5 dBA noise reduction at House A and 7 dBA noise reduction at House B. Position 3 is the only wall that meets the regulatory requirements for acoustic feasibility (5 dBA) and noise reduction design goal (7 dBA).

The extent of the wall height and length are determined by the location of the furthestmost noise sensitive areas. The beginning and the end of the wall is typically four times the perpendicular distance between the furthestmost receptor and the roadway (see illustration below). Typically, the height at the ends of the walls is slightly lower than the height of the wall in the area where receptors are closest to the roadway.



Ivan Racic
Air & Noise Planner
MD EM04, Room 59
1611 W. Jackson St.
Phoenix, AZ 85007

azdot.gov

ADOT
Environmental Planning



From: Robert Samour
Sent: Wednesday, June 06, 2018 5:11 PM
To: 'Mike'
Cc: Miller, Marsha; Carmelo Acevedo; [REDACTED] Ivan Racic
Subject: Follow up to our Phone Conversation Today.
Importance: High

Mr. Freer

I wanted to follow up with you on our phone call today regarding the various items you asked about.

Status of the fire hydrants:

As I mentioned, I received this correspondence in the e-mail below from the City Manager's Office that was sent to Ms. Rogers on May 30, 2018 regarding the City of Phoenix hydrants on Dusty Lane. As you can see, the hydrants are for maintenance of the water transmission main not for the fire department. There is also a memo attached from the Phoenix Fire Department, who is contracted by the county fire district, explaining how they provide water during a fire.

Noise Wall Height:

I have asked the team to respond to your question on the noise wall height. At the request of the community ADOT went back and looked to see if a wall could be included in this location even though it exceeded the cost per benefited receiver shown in the policy. ADOT has agreed to add a noise wall after looking at it closer. As we discussed on the phone, the Department's Air and Noise Planner from our Environmental Planning Group provided guidance on this wall and the proposed design height. I would like him to provide the details on the policy, decibel reduction and proposed height. I hope to have a more detailed response to you soon.

Alternatives for the Interchange:

I will be working with the team to finish the layout of the alternatives discussed at the open house on Wednesday, May 30th. We look to get those posted to our website as early as next week. I will have the team send you an e-mail with the link when they are posted. I will also asked my team to look at end of 43rd Avenue to see if a bus could turn around.

Please feel free to contact me on my mobile phone at (602) 768-4392 if you have any questions or would like additional information.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Thomas Remes [<mailto:> [REDACTED]]
Sent: Wednesday, May 30, 2018 4:03 PM
To: [REDACTED]
Cc: Robert Samour
Subject: City Hydrants
Importance: High

Ms. Rogers:

Thank you for your email.

When we spoke earlier this month, I let you know that the hydrants will stay in place and not be moved due to freeway construction. I also stated that the hydrants in this area are blow off (maintenance) hydrants for the City of Phoenix transmission (large) water main. This is the reason they have black bonnets. Since these are maintenance hydrants connected to the large water main, there is no guarantee of water availability. If the transmission (large) water main is out of service there may not be water. The fire department is aware of this condition. When a fire department (whether it is the City or whoever the County Fire District contracts to) responds to a County island that is not part of the City of Phoenix, they are prepared with additional water via tanker trucks. I have asked the Phoenix Fire Department to explain their process in a memo that I have attached.

I hope this response helps to clarify my comments to you.

Tom Remes
Freeway Coordination Manager
City Manager's Office
City of Phoenix
602-262-4413 Office
[REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Friday, May 25, 2018 10:15 AM
To: Thomas Remes <[REDACTED]>
Subject: Fwd: City Hydrants

Hi Mr. Remes,

I wanted to follow up in regards to the fire hydrants. Unfortunately, it seems that each time we speak up, it gets worse, but I am not really sure what else to do but to ask for help again. The fire hydrants that we have been asking about had been yellow up until the beginning of May. The black paint on the tops is fresh. They were not painted black until we pushed that we wanted them on our side of the freeway. Unfortunately, we do not seem to have any pictures of their bright yellow state before, so whereas we know that they (whoever they are) were being vindictive, we did not feel like we could do anything about it. We have since contacted both Fire Prevention, 602-262-6771 and the City Water Department at 602-262-5077, both of which found our hydrants, told us that they are showing as in service and that they are not maintenance hydrants. I hate to be negative, but after what I have seen already, I have a feeling that it is only a short amount of time before those records are changed. It is clear that they were/are working hydrants that no one wants to deal with them, even if it means saving a life. It is a sad world that we live in when convenience is more important than safety. Please help us before this opportunity passes. Please see email below from the City Water Department.

Anne Rogers

----- Forwarded message -----

From: Debra Chard <[REDACTED]>
Date: Fri, May 25, 2018 at 9:32 AM
Subject: RE: City Hydrants
To: anne rogers <[REDACTED]>

These are working in service hydrants.

From: anne rogers [mailto:[REDACTED]]
Sent: Friday, May 25, 2018 9:30 AM
To: Debra Chard <[REDACTED]>
Subject: Re: City Hydrants

Thank you soooo much! I really appreciate it. Can I confirm as well, that these are in fact working hydrants versus maintenance hydrants?

Thank you again! This really helps :-)

Anne Rogers

On May 25, 2018, at 9:28 AM, Debra Chard <[REDACTED]> wrote:

Per our conversation the two hydrants in question are city owned and maintained assets. Quarter section 09-18 valve 204 (Dusty & Sandy) and quarter section 010-18 valve 304 (Dusty and Ray).

Have a great holiday weekend!

DEBRA CHARD

SUPPORT SERVICES AIDE

CAMPBELL YARD

602-262-5077

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[REDACTED]

From: Mike <[REDACTED]>
Sent: Thursday, May 31, 2018 11:45 PM
To: SMF Interchange Study; [REDACTED]
Cc: SMF Interchange Study; [REDACTED]
Subject: Re: Following Up

Categories: Logged

Ms. Miller,

It was good meeting with the folks from ADOT. It is obvious that everyone takes pride in their work, and they enjoyed displaying the fruits of their efforts. The Open House left us with many questions including sound wall height being less recommended in the final noise report, the lack of pedestrian egress, and the lack of enhancements needed for Dusty Lane for safety reasons such as widening to standard road widths and painting lanes with shoulders that will allow it to handle increased traffic. We also anxiously await your final solution for protecting our community that will block casino traffic access to our neighborhood.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Your engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. We would like you to keep in mind that if there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP
Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Thursday, May 31, 2018 9:38 AM
To: [REDACTED]
Cc: [SMF Interchange Study](#); [REDACTED]; [Mike](#)
Subject: Following Up

Hello Anne and Mike,

It was nice to meet both of you last night as well as some of your neighbors. We recognize your time, hard work and efforts in pulling together so much information and providing our team with questions, comments and suggestions. As I mentioned to you Anne, I will personally respond to you/Mike when you send emails to this email address. Emails that come to this email will be recorded in the study report. I will keep you posted on the status of being able to get answers to your questions and please understand it may take some time to collect information gathered from several sources—and be approved by Rob or Carmelo.

Again, I appreciated our conversation last night and look forward to continuing the discussions.

Thank you,
Marsha Miller

ADOT Loop 202 South Mountain Freeway Project Team

[REDACTED]

From: SMF Interchange Study
Sent: Friday, June 1, 2018 11:33 AM
To: Mike; SMF Interchange Study; [REDACTED]
Cc: SMF Interchange Study; [REDACTED]
Subject: RE: Following Up

Categories: Logged

Hello Mike,

Thank you for your email and additional comments. We are working hard to gather all of the comments from the open house, the questionnaire and the emails received from both you and Anne. Our team is working on alternative options as I send this email to you to incorporate the concerns raised. We will be in touch with you in the next couple weeks regarding those alternatives.

Thank you,
Marsha Miller

ADOT Loop 202 South Mountain Freeway Project Team

From: Mike [mailto:[REDACTED]]
Sent: Thursday, May 31, 2018 11:45 PM
To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]>
Subject: Re: Following Up

Ms. Miller,

It was good meeting with the folks from ADOT. It is obvious that everyone takes pride in their work, and they enjoyed displaying the fruits of their efforts. The Open House left us with many questions including sound wall height being less recommended in the final noise report, the lack of pedestrian egress, and the lack of enhancements needed for Dusty Lane for safety reasons such as widening to standard road widths and painting lanes with shoulders that will allow it to handle increased traffic. We also anxiously await your final solution for protecting our community that will block casino traffic access to our neighborhood.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Your engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. We would like you to keep in mind that if there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP
Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Thursday, May 31, 2018 9:38 AM
To: [REDACTED]
Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Mike](#)
Subject: Following Up

Hello Anne and Mike,

It was nice to meet both of you last night as well as some of your neighbors. We recognize your time, hard work and efforts in pulling together so much information and providing our team with questions, comments and suggestions. As I mentioned to you Anne, I will personally respond to you/Mike when you send emails to this email address. Emails that come to this email will be recorded in the study report. I will keep you posted on the status of being able to get answers to your questions and please understand it may take some time to collect information gathered from several sources—and be approved by Rob or Carmelo.

Again, I appreciated our conversation last night and look forward to continuing the discussions.

Thank you,
Marsha Miller

ADOT Loop 202 South Mountain Freeway Project Team

[REDACTED]

From: SMF Interchange Study
Sent: Tuesday, June 19, 2018 8:59 AM
To: Laura Murphy; SMF Interchange Study
Subject: RE: Ivanhoe Exit

Hello Mrs. Murphy,

Thank you for your email and comments related to the Ivanhoe Street Traffic Interchange. Your email and comments will be shared with the study team and entered into the official record for the Loop 202 South Mountain Freeway Traffic Interchange study.

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team

From: Laura Murphy [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 4:55 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Laura Murphy <[REDACTED]>
Subject: Ivanhoe Exit

Good afternoon,

The Ivanhoe exit is a wonderful plan. It makes sense to have an exit next to the Casino. Signage at the Casino can be seen at the exit too.

In addition, this will lessen the excessive traffic off of Estrella Drive. The community living east of 51st Ave on Estrella are very concerned with the traffic from the Estrella exit. A couple of reasons are the multiple fatal accidents that have occurred at the intersection of 51st Ave and Estrella. This will be compounded unless there is another option for an exit near the Casino. Another reason is that drivers will get lost and keep going east on Estrella into our community and then figure out that the street basically is a dead end and does not lead to the Casino. Thus, they will turn around and go back out. Too much traffic for this area.

If the Ivanhoe exit occurs ADOT could save a lot of money by not building that dog bone Estrella exit and use the money for the Ivanhoe exit. Our community does not find any need for the Estrella exit off the 202. The best exit for our community, which is called "Hidden Valley" is Dobbins and Ivanhoe exits.

Thank you for this opportunity to share our comments and concerns.

Laura A Murphy, CPA
Chief Financial Officer

Royce Masonry
PO BOX 729, Glendale, AZ 85311
Cell: 602-319-4203
Direct Office: 602-424-9765

www.roycemasonry.com

[REDACTED]

From: Whyte, Colleen <[REDACTED]>
Sent: Tuesday, June 19, 2018 11:06 AM
To: SMF Interchange Study
Subject: RE: Ivanhoe Interchange

Still a benefit to the tribe at no cost to them other than esthetics.

Colleen M. Whyte
E-mail: [REDACTED]
Sr. Tax Analyst
Freeport-McMoRan, Inc.
Phone [REDACTED]

From: SMF Interchange Study <[REDACTED]>
Sent: Tuesday, June 19, 2018 11:02 AM
To: SMF Interchange Study <[REDACTED]> Whyte, Colleen <[REDACTED]>
Subject: RE: Ivanhoe Interchange

Hello Mrs. Whyte,
The cost of the proposed interchange being studied is estimated to be \$10 million. It would be funded through project contingency and/or regional funds.

You can find this and more information in the Q&A section on the project website at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/outreach/ivanhoe-street-study](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/ivanhoe-street-study).

Please let us know if you have any other questions.

Thank you,
ADOT Loop 202 South Mountain Freeway Project Team

From: SMF Interchange Study
Sent: Saturday, June 2, 2018 1:10 PM
To: Whyte, Colleen <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]>
Subject: RE: Ivanhoe Interchange

Thank you for contacting the Loop 202 South Mountain Freeway Traffic Interchange study team. Your email and comments will be shared with the study team and entered into the official record for the Loop 202 South Mountain Freeway Traffic Interchange study.

We will respond to questions over the next few weeks. Thank you for your patience.

ADOT Loop 202 South Mountain Freeway Project Team

From: Whyte, Colleen [mailto: [REDACTED]]

Sent: Wednesday, May 30, 2018 9:46 AM

To: SMF Interchange Study < [REDACTED]>

Subject: Invanhoe Interchange

To Whom It May Concern:

My first question – Is the Gila River Tribe paying for this change in the plans?

The tribe voted to deny the development of the 202 expansion on tribal land no matter the incentive or reimbursement. As a result, not only has this decision increased the cost of the expansion but has affected the South Mountain Park area as well. The less than 2,000 members of the tribe were allowed to determine the focus of this project and now the taxpayers and the residents of Laveen should be happy about better access for their casino? I think the responses of most of us who live in Laveen will be the same.

Absolutely not. Access will still be granted down 51st avenue as it has always been. End of story.

Colleen M. Whyte

E-mail: [REDACTED]

Sr. Tax Analyst

Freeport-McMoRan, Inc.

Phone [REDACTED]

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Thursday, June 28, 2018 11:05 AM
To: SMF Interchange Study
Cc: Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike; [REDACTED] anne rogers
Subject: Signage requests

Hi Marsha,

I don't mean to bombard you, but feel that if I can elaborate on exact requests for the "easier" requests, it may speed us up when it comes to tabled items for our next meeting. Below is a section from my notes on the specific signage that we are looking for and a request for convex mirrors:

- A. On Freeway
 - 1. No engine breaking at any time
 - a. Coming off of the mountain depending on grade
 - b. On both exits at Ivanhoe Interchange
- B. In DLC
 - 1. 51st Ave/Dusty Lane: Local Traffic Only / No freeway access
 - 2. In cul de sac: No parking anytime and include red curbs?
 - 3. At Ray underpass: Local traffic only. No outlets.
 - a. (In underpass) Large Convex mirrors for better visibility for vehicle ingress/egress

We understand that this will require you to coordinate with MCDOT and/or others. Please let me know if this is something that could be prepared before our next meeting as to make our agenda shorter.

If you could also verify if both July 10th and 11th from 5:30 to 7:30 are open, I will coordinate on my side so that we can work out those details.

Thank you for all of your help! We appreciate it!

Anne Rogers

From: Dusty Lane <[REDACTED]>
Sent: Thursday, July 19, 2018 6:43 PM
To: Michael Craig
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin; Mike; Miller, Marsha; SMF Interchange Study
Subject: Re: Excess Land Parcels

Follow Up Flag: Follow up
Flag Status: Flagged

Michael,

I just want to thank you for meeting with us. I appreciate your willing to sit down with us and explain statute 28-7095 and to provide print outs of 28-7099 and 28-7092. I appreciate your pointing out that what we received during our meeting regarding our DLC concerns on June 27th was in fact not the whole picture. This better helps us to know what our options are in trying to preserve our community.

I just wanted to ask for clarification regarding the statement that ADOT will not adhere to current zoning laws of 1 acre lots or larger and will sell lots smaller than that as independent residential lots. I was confused when you told me that Maricopa does not have jurisdiction over ADOT and then when Carmelo said that it did. I appreciate the advice on where to go from here. It was very helpful!

We hope to stay in contact with you as the project comes to an end when you will have a better idea of the actual final measurements of the surplus properties.

Anne Rogers

On Tue, Jul 17, 2018 at 8:33 AM, Michael Craig <[REDACTED]> wrote:

Hello Ms. Rodgers,

Would you be available on the 18th at 2:30?

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568





From: Dusty Lane [mailto: [REDACTED]]
Sent: Friday, July 06, 2018 9:48 AM
To: Michael Craig
Cc: anne rogers; Dave Edwards; Carmelo Acevedo; Robert Samour; Spargo, Benjamin; Mike

Subject: Re: Excess Land Parcels

Thank you very much for offering the opportunity to meet. I am available July 17-19 in the afternoons and evenings. Please let me know which day and time work best of you.

Thank you again,

Anne Rogers

On Tue, Jul 3, 2018 at 8:58 AM, Michael Craig < [REDACTED] > wrote:

Hello Ms. Rodgers,

I would like to schedule a time to meet with you to go over your questions. Please let me know what your availability is the week of the 16th -20th because I will be out of the office next week. I think this will be the best way for us to ensure we are all on the same page. Thank you so much for your response and have a wonderful 4th of July.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568





From: Dusty Lane [mailto: [REDACTED]]
Sent: Monday, July 02, 2018 4:32 PM
To: Michael Craig
Cc: Mike; anne rogers; Dave Edwards; Carmelo Acevedo; Dusty Lane; Aryan Lirange; Miller, Marsha; SMF Interchange Study; [REDACTED] Robert Samour; Spargo, Benjamin
Subject: Re: Excess Land Parcels

Thank you for your email. At the ADOT / Dusty Lane Community meeting, ADOT informed us that:

"ARS Title 28 Transportation; Section 7095 - Conveyance of Property not needed for transportation purposes
-Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose (Part B)
-Convey to the highest possible responsible bidder at a public auction (Part D)
-Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of \$10,000 or less without a public auction or thirty day notice period (Part F)"

We do understand that this would be done at the end of construction. ADOT also informed us that they would not pursue any zoning changes and that current zoning of 1 acre or more would apply to surplus properties. Wouldn't this make selling parcels at less than one acre illegal? Please help us to understand what ADOT is trying to explain to us if what they have proposed is in fact illegal.

Please advise,

Anne Rogers

On Fri, Jun 29, 2018 at 11:58 AM, Michael Craig < [REDACTED] > wrote:

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

Excess land disposals, accomplished by ADOT, are in compliance with Arizona Revised Statutes 28-7095, without exception. Accordingly, gifting certain remnant parcels for private or public use is illegal.

Lastly, ADOT does not dispose of excess land parcels until such time there is confidence that these parcels are not needed for any aspect of the project. With a possible traffic interchange in proximity of the Dusty Lane community, and with a land exchange pending with the City of Phoenix regarding South Mountain Park, ADOT will not declare these subject properties 'excess' until the above-issues have reached conclusion.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568



www.azdot.gov



From: Dusty Lane [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

I understand that you should be receiving this email (below). Please let me know of any process, etc. that I will need to follow for the community or its residents.

Thank you.

Anne Rogers

Dusty Lane Community Leadership

----- Forwarded message -----

From: **Dusty Lane** <[REDACTED]>

Date: Thu, Jun 28, 2018 at 1:46 PM

Subject: Excess Land Parcels

To: SMF Interchange Study <[REDACTED]>

Cc: [REDACTED] Chris <[REDACTED]> Estuardo Calderon <[REDACTED]>
irene gon22 <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo
<[REDACTED]> "Spargo, Benjamin" <[REDACTED]> Robert Samour <[REDACTED]> Mike
<[REDACTED]> "Lirange, Aryan (FHWA)" <[REDACTED]>

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers
(Traducción para Estuardo)
Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Wednesday, June 27, 2018 8:40 AM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Hi Marsha,

I am just checking back to see what your teleconferencing abilities entail. Is it just audio or audiovisual? Do I need a specific software that I need to download in advance? Please let me know so that I can be prepared for tonight. Also, if you could send me the updated agenda, I will print it off so that I have it ready before the meeting as well.

Thank you!

Anne Rogers

On Tue, Jun 26, 2018 at 12:05 PM, SMF Interchange Study <[REDACTED]> wrote:

They are being compiled and we will have them ready for tomorrow.

Thank you,

Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Tuesday, June 26, 2018 8:22 AM

To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Can you provide those before the meeting so that we can ask informed questions?

From: [SMF Interchange Study](#)

Sent: Tuesday, June 26, 2018 8:12 AM

To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)

Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)

Subject: RE: Follow Up DLC Meeting

Yes, we will have elevation plans showing the sound wall.

From: Mike Freer [<mailto:> [REDACTED]]

Sent: Tuesday, June 26, 2018 8:09 AM

To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>

Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo

<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>

Subject: Re: Follow Up DLC Meeting

Ms. Miller,

Will you be able to provide residents of Dusty Lane architectural drawings of the proposed sound wall? We have been told that the sound wall will decrease in height from a maximum 14' but have not been given specifics on where the drops will occur.

Regards,

Michael Freer

Dusty lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Monday, June 25, 2018 3:38 PM

To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)

Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)

Subject: RE: Follow Up DLC Meeting

Mr. Freer,

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- There will not be bike access to the freeway at this or any other location.
- Any park infrastructure (trailheads, parking, etc.) would be on City of Phoenix property at the discretion of the City of Phoenix Parks and Recreation Department.

If you can clarify what you mean by zoning and how many residents you anticipate at the meeting, that would also be helpful.

Thank you,

Marsha Miller

From: Mike Freer [[mailto:](#) ██████████]

Sent: Monday, June 25, 2018 2:23 PM

To: Dusty Lane <██████████> SMF Interchange Study <██████████>

Cc: Anne Rogers <██████████> Spargo, Benjamin <██████████> Carmelo Acevedo

<[REDACTED] Robert Samour <[REDACTED] Lirange, Aryan (FHWA) <[REDACTED]

Subject: Re: Follow Up DLC Meeting

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Regards,

Michael Freer

Dusty Lane Community

[REDACTED]





From: [SMF Interchange Study](#)

Sent: Monday, June 25, 2018 11:28 AM

To: [Dusty Lane](#) ; [SMF Interchange Study](#)

Cc: [Anne Rogers](#) ; [Mike Freer](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)

Subject: RE: Follow Up DLC Meeting

Hello Anne,

To be sure the team is prepared to discuss the items you mentioned below, could you please clarify what you mean by pedestrian egress, recreational area replacement, and consistent zoning with the DLC?

Also, I want to make sure we have the room set up to accommodate for everyone. Can you let me know how many residents are planning to attend?

Thank you,

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From: Dusty Lane [<mailto:> [REDACTED]]
Sent: Saturday, June 23, 2018 9:25 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> Spargo, Benjamin <[REDACTED]>
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- zoning to be consistent with current zoning for DLC
- street signage

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In addition, we would like for a representative from MCDOT be present at our working meeting as well. This will hopefully help us to be more productive while talking about county road modification, etc. Would you be able to invite a MCDOT representative who would have authority in that area?

Thank you again for setting this up. We really appreciate it.

Anne Rogers

On Fri, Jun 22, 2018 at 3:43 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

Attached is the draft agenda. If you would, please send your suggestions back to me on Monday.

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 11:49 AM
To: Miller, Marsha <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for following up. It would be more convenient to have an evening meeting again. What availability do you have for the week of July 9th?

Thank you for checking on the time. Do you know if the agenda will be ready today? I do have a few things to add to it as to make sure to have everything well thought-out.

Thank you.

Anne Rogers

On Fri, Jun 22, 2018 at 1:19 PM, Miller, Marsha <[REDACTED]> wrote:

Anne,

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Thanks,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 25, 2018 4:10 PM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for your email.

What we mean by zoning is that we ask that the zoning remain the same as it currently is: residential (non commercial) lots that are 1 acre or larger. We know that you will most than likely sell the unused small parcel segments when you are done in this area. We feel that the freeway has had severe impacts on the character and cohesion of our community. We feel that an open interchange would destroy it. We feel that selling small lots as if this were a housing development would do the same. We ask that ADOT combine parcel segments to sell as 1+ acre lots or even sell parcel segments to adjacent property owners if they combine it with existing parcels. I hope that this clarifies.

We did not ask that residents RSVP. I apologize for the oversight. I would anticipate that there will be approximately 20 residents in attendance. I would like to ask if you have the ability to teleconference me in? I am on the other side of the country and am unable to fly home for the meeting. I will be back for our second meeting. Let me know of your teleconferencing capabilities so that I know how to plan in accordance.

I believe that Mike will clarify the pedestrian egress. Thank you for your attention to detail when listening to our concerns.

Anne Rogers

On Mon, Jun 25, 2018 at 6:38 PM, SMF Interchange Study <[REDACTED]> wrote:

Mr. Freer,

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Sent: Monday, June 25, 2018 2:23 PM

To: Dusty Lane < > SMF Interchange Study < >

Cc: Anne Rogers < > Spargo, Benjamin < > Carmelo Acevedo

< > Robert Samour < > Lirange, Aryan (FHWA) < >

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Dusty Lane Community





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To: [Dusty Lane](#) ; [SMF Interchange Study](#)

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Sent: Saturday, June 23, 2018 9:25 AM
To: SMF Interchange Study < [REDACTED]>
Cc: Anne Rogers < [REDACTED]> Mike Freer < [REDACTED]> Spargo, Benjamin
< [REDACTED]> Carmelo Acevedo < [REDACTED]> Robert Samour < [REDACTED]>
Lirange, Aryan (FHWA) < [REDACTED]>
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Sent: Friday, June 22, 2018 11:49 AM
To: Miller, Marsha <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

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Thanks,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 25, 2018 7:32 AM
To: SMF Interchange Study
Cc: Anne Rogers; Mike Freer; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Hi Marsha,

I just wanted to follow up and let you know that property owners did not have anything in addition to add to the request that I gave you in my Saturday email. Those additions to the agenda should take care of our concerns. I am waiting on the FHWA to determine whether discussing the discrepancies from what we are seeing in Ahwatukee and what we are seeing in the DLC are appropriate for this meeting. If so, that would be the only addition.

Again, I want to reinforce how appreciative we are that you have granted our request to come in and meet with the project team. The DLC is confident that with compromise on both of our parts, we will come up with a feasible solution to our safety concerns. I do want to give you a heads up that the property owner who owns the Sandy Lane "path" has difficulty hearing and therefore has difficulty processing some of the ideas presented. As a result, he does get frustrated. You should also know that we, as a greater DLC, are in agreement with the ideas that will best protect our community.

I look forward to the updated agenda and our opportunity to meet with you on Wednesday.

Anne Rogers

On Sat, Jun 23, 2018 at 12:25 PM, Dusty Lane <[REDACTED]> wrote:

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[REDACTED]

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Sent: Friday, June 22, 2018 11:49 AM
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Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

< [REDACTED]
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[REDACTED]

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Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Wednesday, June 27, 2018 10:46 AM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha.

I have a Macbook and an ipad. I can download software onto my computer or download an app onto my ipad. Let me know what will work best.

Anne Rogers

On Wed, Jun 27, 2018 at 1:28 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

We are testing an online option for you. We're getting close to sending you a link. Are you using a desktop PC or could you download an app on a tablet?

Thanks,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Wednesday, June 27, 2018 8:40 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>

Subject: Re: Follow Up DLC Meeting

Hi Marsha,

I am just checking back to see what your teleconferencing abilities entail. Is it just audio or audiovisual? Do I need a specific software that I need to download in advance? Please let me know so that I can be prepared for tonight. Also, if you could send me the updated agenda, I will print it off so that I have it ready before the meeting as well.

Thank you!

Anne Rogers

On Tue, Jun 26, 2018 at 12:05 PM, SMF Interchange Study <[REDACTED]> wrote:

They are being compiled and we will have them ready for tomorrow.

Thank you,

Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Tuesday, June 26, 2018 8:22 AM

To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Can you provide those before the meeting so that we can ask informed questions?

From: [SMF Interchange Study](#)
Sent: Tuesday, June 26, 2018 8:12 AM

To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)

Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)

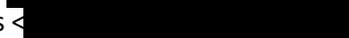
Subject: RE: Follow Up DLC Meeting

Yes, we will have elevation plans showing the sound wall.

From: Mike Freer [<mailto:> 

Sent: Tuesday, June 26, 2018 8:09 AM

To: Dusty Lane < SMF Interchange Study <

Cc: Anne Rogers < Spargo, Benjamin < Carmelo Acevedo

< Robert Samour < Lirange, Aryan (FHWA) <

Subject: Re: Follow Up DLC Meeting

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Dusty lane Community



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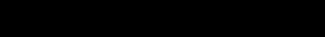
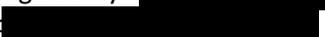
Thank you,

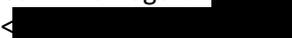
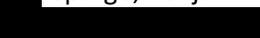
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Thanks,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Tuesday, June 5, 2018 9:35 PM
To: Keith Meyer; [REDACTED]
Cc: [REDACTED] Catherine Miranda; [REDACTED] DISTRICT5
@mail.maricopa.gov; Genovese, John; Laurie Roberts; [REDACTED] Sonu Wasu;
Margot; [REDACTED] ostrom jodi; Adriana Valenzuela; [REDACTED] 87
almalarios; [REDACTED] Mary Fremont; reina7 7; [REDACTED]
[REDACTED] Richard Strassel; Maribel Guevara;
[REDACTED] Susan Wakefield; hopkins trudy; Mary Pitrat; Estuardo Calderon; Cesar
Vargas; michael methvin; Thomas Watson; Michael Rogers; Ron Schuler; SMF Interchange Study;
Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk
Management); Spargo, Benjamin; Dan Siegel; Mike
Subject: Re: Proposed Ivanhoie will be catastrophic to Dusty Lane.
Categories: Logged

Mr. Meyer,

Thank you for responding to Mike Freer and the Dusty Lane Community.

We first initiated contact with ADOT in March. Many of our questions from March remain unanswered. Even our questions that ADOT promised to have answered before the Ivanhoe Interchange Open House are still unanswered a full week later. We would like answers to the questions that we have asked in March, April and now May.

ADOT has been running us in circles. When we reached out to Connect 202, they referred us to ADOT, due to our initial questions being related to sound studies. Connect 202 only works with the construction piece. When pressed for answers to our questions, ADOT referred us back to Connect 202, even though the questions did not relate to construction.

When there are serious safety concerns, we expect that our concerns are taken seriously and acted upon. It does not appear that ADOT is following NEPA or FHWA guidelines. We are not asking for preferential treatment. We are asking for equal treatment.

Thank you again for responding to our community. Please let me know if you have any questions. We have maintained records of everything.

Respectfully,

Anne Rogers, MAED
Dusty Lane Community Leadership

On Tue, Jun 5, 2018 at 3:29 PM, Mike <[REDACTED]> wrote:
Dear Mr. Meyer,

I received a response from ADOT earlier today. It is attached. They informed that it would take weeks before they could respond to my email. I've also included my response to them. Our responses from ADOT have been mostly slow, when they chose to respond to us at all.

Anne Rogers, a member of the Dusty Lane Community Leadership team attended an ADOT budgeting meeting today. She requested that the funding of the Ivanhoe Interchange be postponed until ADOT can address our numerous safety concerns.

Thank you for any help that you can provide.

Best Regards,
Mike Freer
Dusty

From: [Keith Meyer](#)
Sent: Tuesday, June 05, 2018 2:21 PM
To: [REDACTED]
Subject: FW: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Mr. Freer,

We reviewed your complaint and have asked ADOT to please address your issue. If you are not contacted after two business days, please let me know. We see below that you Cc'd a number of ADOT employees who may have already responded to you about your concern.

Thank you,

Keith R. Meyer, Senior Investigator and Writer Ombudsman

Arizona Ombudsman-Citizens' Aide Office

P | [REDACTED] direct.

F | [REDACTED]

[REDACTED]

www.azoca.gov

From: Mike [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Tuesday, June 05, 2018 7:58 AM
To: Arizona Ombudsman <[REDACTED]>
[REDACTED] Laurie
Roberts <[REDACTED]> Sonu Wasu
<[REDACTED]>
Adriana Valenzuela <[REDACTED]>

[REDACTED] 87 almalarios < [REDACTED] Mary
Fremont < [REDACTED]
[REDACTED]
Cesar Vargas < [REDACTED]
Thomas Watson < [REDACTED] Anne Rogers
< [REDACTED] Ron Schuler < [REDACTED]
Cc: SMF Interchange Study < [REDACTED]
[REDACTED] Anne Rogers < [REDACTED]
[REDACTED] Kimberly Noetzel < [REDACTED] Ryan Clickner < [REDACTED]
[REDACTED] Dan Siegel < [REDACTED]
Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they They do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP

Dusty Lane Community

[REDACTED]

----- Forwarded message -----

From: SMF Interchange Study <[REDACTED]>

To: Mike <[REDACTED]>

Cc: SMF Interchange Study <[REDACTED]> Anne Rogers <[REDACTED]>

Bcc:

Date: Tue, 5 Jun 2018 15:51:34 +0000

Subject: RE: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Good morning Mike,

We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,

Marsha Miller

From: Mike [mailto:[REDACTED]]

Sent: Tuesday, June 5, 2018 7:58 AM

To: [REDACTED] Laurie Roberts <[REDACTED]>

[REDACTED] Sonu Wasu <[REDACTED]>

[REDACTED] Adriana Valenzuela <[REDACTED]>

[REDACTED] 87 almalarios <[REDACTED]> Mary Fremont

[REDACTED]

[REDACTED] Cesar Vargas

[REDACTED]

[REDACTED] Thomas Watson <[REDACTED]>

[REDACTED] Anne Rogers <[REDACTED]> Ron Schuler <[REDACTED]>

[REDACTED]

Cc: SMF Interchange Study <[REDACTED]>

[REDACTED] Anne Rogers <[REDACTED]>

[REDACTED] Kimberly Noetzel <[REDACTED]> Ryan Clickner <[REDACTED]>

[REDACTED] Spargo, Benjamin <[REDACTED]> Dan Siegel <[REDACTED]>

Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

From: [SMF Interchange Study](#)
Sent: Tuesday, June 05, 2018 8:51 AM
To: [Mike](#)
Cc: [SMF Interchange Study](#) ; [Anne Rogers](#)
Subject: RE: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Good morning Mike,

We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Tuesday, June 5, 2018 7:58 AM
To: [REDACTED] Laurie Roberts
< [REDACTED] > Sonu Wasu
< [REDACTED] >
Adriana Valenzuela < [REDACTED] >
87 almalarios < [REDACTED] > Mary
Fremont < [REDACTED] >
Cesar Vargas < [REDACTED] >
Thomas Watson < [REDACTED] > Anne Rogers
< [REDACTED] > Ron Schuler < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >
Anne Rogers < [REDACTED] >
Kimberly Noetzel < [REDACTED] > Ryan Clickner < [REDACTED] >
Spargo, Benjamin < [REDACTED] > Dan Siegel < [REDACTED] >
Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report. Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP

Dusty Lane Community



From: Dusty Lane <[REDACTED]>
Sent: Friday, May 25, 2018 1:02 PM
To: Jennifer Nalley
Cc: Crystal Rubin; SMF Interchange Study
Subject: Re: Questions that need to be answered well before the May 30th open house.

Categories: No recording necessary

Thank you so much for your help!

On Fri, May 25, 2018 at 10:58 AM Jennifer Nalley <Jennifer.Nalley@c202p.com> wrote:

Hi, Anne.

Thank you for your email. I am forwarding it to the TI study team on your behalf. Someone will respond by early next week, prior to the Open House.

If you have further questions regarding the proposed Ivanhoe Street TI, you may send them directly to the study team at [REDACTED]. This will ensure that you get a response as quickly as possible.

If there is anything else I can assist you with, please feel free to contact me.

 Jennifer Nalley
Public Outreach Coordinator
Office: 602-875-5804
jennifernalley@c202p.com

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, May 25, 2018 9:40 AM
To: Jennifer Nalley <Jennifer.Nalley@C202P.com>; Crystal Rubin <Crystal.Rubin@C202P.com>
Subject: Fwd: Questions that need to be answered well before the May 30th open house.

Hello Jennifer and Crystal,

I sent this to Ryan Clickner, but I guess he is out of town until May 30th. May 30th is when ADOT is having their open house and so, we really need these questions answered before then so that we better know which questions to ask on May 30th.

Thank you so much for your help!

Anne Rogers

----- Forwarded message -----

From: **Dusty Lane** <[REDACTED]>
Date: Fri, May 25, 2018 at 9:09 AM
Subject: Questions that need to be answered well before the May 30th open house.
To: Ryan Clickner <[REDACTED]> Kimberly Noetzel <[REDACTED]>
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>

I've noticed that the original plan to put the intersection on 51st Ave did not involve the BLM property. It seemed to be designed to go well around the property of concern and be designed for the GRIC to create their road to Komatke, if desired. Since the previous model shows that 51st Ave was a viable location for this interchange, was the decision to move it to Ivanhoe before or after the GRIC agreed to pay for this interchange? If so, is this a conflict of interest? Is it feasible to continue with the original plan and place this interchange on 51st ave? Will the Community's preferences and safety outweigh our community's preferences and safety? Will other communities' feedback, who are not directly affected by this interchange, be equally weighted with our community's feedback? Were you able to determine which of the ADOT surveys completed online did not really use Ivanhoe but were forced into answering at least 1 due to the Survey creation error? Were these thrown out? If so, do our homeowners need to resubmit theirs since they think that they are already turned in despite the error?

I appreciate the clarification, help and speedy response. We need this information to better guide what questions we submit on the 30th.

Anne Rogers

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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Thursday, June 14, 2018 2:06 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you for your quick reply. Our community is discussing the options. Can you tell me whose property the Sandy Lane right-of-way falls on? Is it half and half or is the entire right of way on one sole property? Is this right-of-way exclusive or non-exclusive? We would like to know the manner in which this right-of-way was granted. Thank you for the clarification.

Anne Rogers

On Thu, Jun 14, 2018 at 12:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne,

Thank you for sending the concepts to the other property owners in the community. Yes, the gray line in Concept #1 showing the "new" Ray Road connecting to Dusty Lane would be paved. ADOT will work with MCDOT to improve other roads outside of the ADOT right-of-way (Sandy Lane; 45th Avenue).

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you Marsha, for the update. I have forwarded the options to property owners for evaluation. I would like to verify that Ray Rd would be paved as our current ingress/egress options are in interchange option #1.

Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 4:32 PM
To: Michael Craig
Cc: Mike; anne rogers; Dave Edwards; Carmelo Acevedo; Dusty Lane; Lirange, Aryan (FHWA); Miller, Marsha; SMF Interchange Study; [REDACTED] Robert Samour; Spargo, Benjamin
Subject: Re: Excess Land Parcels

Thank you for your email. At the ADOT / Dusty Lane Community meeting, ADOT informed us that:

"ARS Title 28 Transportation; Section 7095 - Conveyance of Property not needed for transportation purposes
-Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose (Part B)
-Convey to the highest possible responsible bidder at a public auction (Part D)
-Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of \$10,000 or less without a public auction or thirty day notice period (Part F)"

We do understand that this would be done at the end of construction. ADOT also informed us that they would not pursue any zoning changes and that current zoning of 1 acre or more would apply to surplus properties. Wouldn't this make selling parcels at less than one acre illegal? Please help us to understand what ADOT is trying to explain to us if what they have proposed is in fact illegal.

Please advise,

Anne Rogers

On Fri, Jun 29, 2018 at 11:58 AM, Michael Craig <[REDACTED]> wrote:

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

Excess land disposals, accomplished by ADOT, are in compliance with Arizona Revised Statutes 28-7095, without exception. Accordingly, gifting certain remnant parcels for private or public use is illegal.

Lastly, ADOT does not dispose of excess land parcels until such time there is confidence that these parcels are not needed for any aspect of the project. With a possible traffic interchange in proximity of the Dusty Lane community, and with a land exchange pending with the City of Phoenix regarding South Mountain Park, ADOT will not declare these subject properties 'excess' until the above-issues have reached conclusion.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568



www.azdot.gov



From: Dusty Lane [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

I understand that you should be receiving this email (below). Please let me know of any process, etc. that I will need to follow for the community or its residents.

Thank you.

Anne Rogers

Dusty Lane Community Leadership

----- Forwarded message -----

From: Dusty Lane < [REDACTED] >
Date: Thu, Jun 28, 2018 at 1:46 PM
Subject: Excess Land Parcels
To: SMF Interchange Study < [REDACTED] >
Cc: [REDACTED] < [REDACTED] >, Chris < [REDACTED] >, Estuardo Calderon < [REDACTED] >, irenne gon22 < [REDACTED] >, Anne Rogers < [REDACTED] >, Carmelo Acevedo < [REDACTED] >

<[REDACTED] "Spargo, Benjamin" <[REDACTED] Robert Samour <[REDACTED] Mike
<[REDACTED] "Lirange, Aryan (FHWA)" <[REDACTED]

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers

(Traducción para Estuardo)

Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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From: Dusty Lane <[REDACTED]>
Sent: Wednesday, May 9, 2018 6:20 PM
To: SMF Interchange Study
Cc: anne rogers; Mike
Subject: Re: Dusty Lane Sound Wall Update

Categories: Logged

Thank you for your email and your commitment. We look forward to working with you on the implementation of the sound wall for our community.

It was advised that we also contact you to voice concerns regarding the proposed interchange into the middle of our community and onto a residential street: Ivanhoe. A choice such as this one is unprecedented. Ivanhoe is not a connector street, but a 25 mph residential street with children riding bikes and playing in the streets. Having only 30 cars or less per day use our streets, we have all successfully chosen a safe and private area where our children can play freely. Adding the projected 1,970 cars per day to our residential streets would further impact and/or destroy our way of life. Would you also be available to meet with our leadership regarding this proposed interchange before this May 30th open house? Our residents do not have much confidence in ADOT after having submitted questions at previous open houses only to have them unanswered. An offer, on your part, to communicate about possible scenarios would hopefully build confidence in our community that you are truly listening to our concerns with an intent to compromise versus checking off a box as required by regulation by holding an official event for stakeholders to walk around.

We look forward to hearing from your soon.

Anne Rogers
Dusty Lane Community Leadership

On Wed, May 9, 2018 at 3:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Dusty Lane community residents,

ADOT previously committed in the Environmental Impact Statement to do additional noise analysis as the design of the freeway developed. Because the Developer of the Loop 202 South Mountain Freeway, Connect 202 Partners, did not receive clearance to begin work in the Center segment until February 2018, the final design is just now underway. Based on feedback from the community, ADOT is analyzing the sound wall design as part of the Center Segment final design. Any sound wall that is added to the South Mountain Freeway will be built similar to other Valley freeway sound walls and will include freeway aesthetics that is consistent with the rest of the project. We will notify you as soon as the analysis is finalized, which we anticipate to be before the open house on May 30th.

Thank you for your continued patience!

ADOT Loop 202 South Mountain Freeway Project Team

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 4:20 PM
To: SMF Interchange Study
Cc: anne rogers; Mike Freer; [REDACTED]; [REDACTED]; JoannCosta10@yahoo.com; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Ryan Clickner; Kimberly Noetzel
Subject: Re: Dusty Lane Community Follow Up Meeting

Thank you for that clarification. We appreciate it.

Anne Rogers

On Mon, Jul 2, 2018 at 7:04 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

The letters requested by Mike will be included in your FOIA request.

Thank you,

Chelsea Collinge

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, July 2, 2018 3:52 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]>; Dusty Lane <[REDACTED]>; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; Miller, Marsha; Carmelo Acevedo <[REDACTED]>; Spargo, Benjamin; Robert Samour <[REDACTED]>; Lirange, Aryan (FHWA) <[REDACTED]>; Ryan Clickner <[REDACTED]>; Kimberly Noetzel <[REDACTED]>

Subject: Re: Dusty Lane Community Follow Up Meeting

Chelsea,

Mike's request was for letters that GRIC sent to the Governor's office. My FOIA request was specifically between ADOT / GRIC / Gump Akin. Could you please provide the letters that Carmelo spoke of during the DLC / ADOT meeting regarding multiple letters between GRIC and the governor's office? If these were letters through you too and were covered and within the dates of my FOIA request, then we can be more patient as my FOIA request is being processed.

Thank you for the clarification.

Anne Rogers

On Mon, Jul 2, 2018 at 6:05 PM, SMF Interchange Study <[REDACTED]> wrote:

Mr. Freer,

Marsha is out of the office this week, I will be responding to stakeholder/DLC inquiries on her behalf.

Thank you for the follow up email. Due to time constraints, several items were not discussed at the June 27 meeting. All outstanding items, including the Dusty Lane Community's (DLC) socio-economic complaint to FHWA, have been incorporated into the agenda for our next meeting (July 10).

Following the June 27 discussion between ADOT and the DLC, staff have been working diligently to respond to the various issues, questions and requests made by the DLC. As mentioned at our meeting, providing accurate responses to stakeholders is paramount. We are still working on several action items from last week, but can provide answers/status updates for your requests:

Request for Detailed Center Segment Construction Schedule:

As you may know, the public private partnership between ADOT and C202P is a design-build-maintain contract. This means select areas of the freeway are under construction while others are still being designed. This unique method allows C202P to modify its construction schedule to move crews and operators to complete various construction

activities more efficiently throughout the 22-mile corridor, and ultimately deliver the project three years sooner than originally anticipated. The construction schedule is complex and can change weekly, which is why a general schedule of major construction activities is available to the public on the [Center Segment webpage](#). While ADOT understands you may have requested a detailed schedule of construction activities, we believe the information that is available online best serves the public.

As major construction approaches the DLC, C202P's Community Outreach Segment Lead, Ryan Clickner, will regularly update your community of construction activities via doorhangers and/or email alerts. ADOT and C202P strive to provide timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week's discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week's meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]

Sent: Friday, June 29, 2018 11:01 AM

To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >

[REDACTED] Anne Rogers < [REDACTED] > [REDACTED]

Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin

< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >

SMF Interchange Study < [REDACTED] >

Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I've attached a copy of the document for your reference.

We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 29, 2018 10:02 AM

To: [Dusty Lane](#) ; [redacted] ; [redacted] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[redacted] ;
[redacted] ;
[redacted] ;
[redacted] ;

Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)

Subject: Dusty Lane Community Follow Up Meeting

Hello,

Thank you for attending the meeting with ADOT, FHWA and MCDOT on Wednesday evening. A follow up meeting has been scheduled for Tuesday, July 10 from 5:30 to 7:30 at the I-10 Project Office, [1021 N. 59th Avenue](#) (just north of Roosevelt Street).

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

< [REDACTED] >
Subject: Re: Drainage Documents

Thank you, Marsha.

One of the meeting minutes points said to "see the slide." I did not see it in the minutes, but we requested that the presentation slides be shared. Can you please provide your presentation from our meeting to our homeowners?

Thank you! We appreciate it!

Anne Rogers

On Mon, Jul 9, 2018 at 3:25 PM, SMF Interchange Study < [REDACTED] > wrote:

Attached please find the minutes from the 6/27/18 meeting and the agenda for the 7/10/18 meeting.

Thank you,

Marsha Miller

From: SMF Interchange Study
Sent: Monday, July 9, 2018 2:55 PM
To: Dusty Lane < [REDACTED] > SMF Interchange Study < [REDACTED] >
Cc: Mike Freer < [REDACTED] > Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] >
< [REDACTED] > Spargo, Benjamin < [REDACTED] > Robert Samour < [REDACTED] >
Lirange, Aryan (FHWA) < [REDACTED] >
Subject: RE: Drainage Documents

Good afternoon,

Concept #1a will be updated to reflect the discussion with the group on 6/27/18.

As mentioned, Ryan Clickner with C202P is responsible for communications related to construction.

We can discuss the Taylor Morrison sound/noise information in our meeting tomorrow. An in-person discussion should hopefully answer your additional questions.

I will send out the meeting minutes and agenda shortly.

Thank you,

Marsha Miller

From: Dusty Lane [<mailto:> [REDACTED]]
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]>
Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Drainage Documents

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

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common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study <[REDACTED]> wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Robert Samour <[REDACTED]>
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
< [REDACTED]> Carmelo Acevedo < [REDACTED]> Spargo, Benjamin
< [REDACTED]> Robert Samour < [REDACTED]>
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'
Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,

I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
< [REDACTED]> Miller, Marsha < [REDACTED]> Carmelo Acevedo
< [REDACTED]>
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer

Dusty Lane Community



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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, June 22, 2018 12:44 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour
Subject: Re: Drainage Documents

It looks like we need a username/password to access these documents on the link that you provided.

Let us know.

Anne

On Fri, Jun 22, 2018 at 3:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

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Thank you,

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Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] >
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Phoenix, AZ 85007
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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); [REDACTED]
Subject: Re: Drainage Documents

Follow Up Flag: Follow up
Flag Status: Flagged

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Michael Freer

Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

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To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Robert Samour < [REDACTED] >
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Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] >
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Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
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Dusty Lane Community
[REDACTED]

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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 3:55 PM
To: Eric Kissel
Cc: anne rogers; SMF Interchange Study; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike; Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

Thank you, Eric.

Now that I know of the depth and width needed, I will also advocate for that request. Thank you for that specification. Please let me know of any progress or if anything changes.

Take care,

Anne Rogers

On Thu, Jun 28, 2018 at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
(602) 237-9100 x3016

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:

Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA)
< [REDACTED] > Mike < [REDACTED] >
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 18, 2018 8:36 AM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you, Marsha. We appreciate it. If you can find a solution that will address our safety concerns, then you will make a very happy DLC. In the meantime, can you provide me with the email of your Federal Highways Administration contact person?

Thank you!

Anne

On Mon, Jun 18, 2018 at 11:21 AM, SMF Interchange Study <[REDACTED]> wrote:

Good morning Anne,

Yes, we are in touch with the right-of-way person on the project to get the information you asked about. As soon as I have it, I will send it to you.

Thanks for your patience,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 15, 2018 1:00 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Hi Marsha,

I am just checking back to see if you have our answer yet. I am assuming that you are not having to research this information, that it would be a matter of just looking at the research that was already done. Please let me know if I am wrong and need to be more patient.

Anne Rogers

On Thu, Jun 14, 2018 at 5:56 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Thank you for that question. I will check on that and get back to you.

Thanks,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 14, 2018 2:06 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you for your quick reply. Our community is discussing the options. Can you tell me whose property the Sandy Lane right-of-way falls on? Is it half and half or is the entire right of way on one sole property? Is this right-of-way exclusive or non-exclusive? We would like to know the manner in which this right-of-way was granted. Thank you for the clarification.

Anne Rogers

On Thu, Jun 14, 2018 at 12:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne,

Thank you for sending the concepts to the other property owners in the community. Yes, the gray line in Concept #1 showing the "new" Ray Road connecting to Dusty Lane would be paved. ADOT will work with MCDOT to improve other roads outside of the ADOT right-of-way (Sandy Lane; 45th Avenue).

Thank you,

Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study < [REDACTED]>
Cc: Mike < [REDACTED]> Anne Rogers < [REDACTED]> Robert Samour < [REDACTED]>
Carmelo Acevedo < [REDACTED]> Spargo, Benjamin < [REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you Marsha, for the update. I have forwarded the options to property owners for evaluation. I would like to verify that Ray Rd would be paved as our current ingress/egress options are in interchange option #1.

Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study < [REDACTED]> wrote:

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.



Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you Marsha, for the update. I have forwarded the options to property owners for evaluation. I would like to verify that Ray Rd would be paved as our current ingress/egress options are in interchange option #1.

Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Thursday, June 14, 2018 2:06 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you for your quick reply. Our community is discussing the options. Can you tell me whose property the Sandy Lane right-of-way falls on? Is it half and half or is the entire right of way on one sole property? Is this right-of-way exclusive or non-exclusive? We would like to know the manner in which this right-of-way was granted. Thank you for the clarification.

Anne Rogers

On Thu, Jun 14, 2018 at 12:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne,

Thank you for sending the concepts to the other property owners in the community. Yes, the gray line in Concept #1 showing the "new" Ray Road connecting to Dusty Lane would be paved. ADOT will work with MCDOT to improve other roads outside of the ADOT right-of-way (Sandy Lane; 45th Avenue).

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you Marsha, for the update. I have forwarded the options to property owners for evaluation. I would like to verify that Ray Rd would be paved as our current ingress/egress options are in interchange option #1.

Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 4:32 PM
To: Michael Craig
Cc: Mike; anne rogers; Dave Edwards; Carmelo Acevedo; Dusty Lane; Lirange, Aryan (FHWA); Miller, Marsha; SMF Interchange Study; [REDACTED] Robert Samour; Spargo, Benjamin
Subject: Re: Excess Land Parcels

Thank you for your email. At the ADOT / Dusty Lane Community meeting, ADOT informed us that:

"ARS Title 28 Transportation; Section 7095 - Conveyance of Property not needed for transportation purposes
-Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose (Part B)
-Convey to the highest possible responsible bidder at a public auction (Part D)
-Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of \$10,000 or less without a public auction or thirty day notice period (Part F)"

We do understand that this would be done at the end of construction. ADOT also informed us that they would not pursue any zoning changes and that current zoning of 1 acre or more would apply to surplus properties. Wouldn't this make selling parcels at less than one acre illegal? Please help us to understand what ADOT is trying to explain to us if what they have proposed is in fact illegal.

Please advise,

Anne Rogers

On Fri, Jun 29, 2018 at 11:58 AM, Michael Craig <[REDACTED]> wrote:

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

Excess land disposals, accomplished by ADOT, are in compliance with Arizona Revised Statutes 28-7095, without exception. Accordingly, gifting certain remnant parcels for private or public use is illegal.

Lastly, ADOT does not dispose of excess land parcels until such time there is confidence that these parcels are not needed for any aspect of the project. With a possible traffic interchange in proximity of the Dusty Lane community, and with a land exchange pending with the City of Phoenix regarding South Mountain Park, ADOT will not declare these subject properties 'excess' until the above-issues have reached conclusion.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568



www.azdot.gov



From: Dusty Lane [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

I understand that you should be receiving this email (below). Please let me know of any process, etc. that I will need to follow for the community or its residents.

Thank you.

Anne Rogers

Dusty Lane Community Leadership

----- Forwarded message -----

From: Dusty Lane < [REDACTED] >
Date: Thu, Jun 28, 2018 at 1:46 PM
Subject: Excess Land Parcels
To: SMF Interchange Study < [REDACTED] >
Cc: [REDACTED] < [REDACTED] >, Chris < [REDACTED] >, Estuardo Calderon < [REDACTED] >, irenne gon22 < [REDACTED] >, Anne Rogers < [REDACTED] >, Carmelo Acevedo < [REDACTED] >

<[REDACTED] "Spargo, Benjamin" <[REDACTED] Robert Samour <[REDACTED] Mike
<[REDACTED] "Lirange, Aryan (FHWA)" <[REDACTED]

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers

(Traducción para Estuardo)

Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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From: Dusty Lane <[REDACTED]>
Sent: Wednesday, May 9, 2018 6:20 PM
To: SMF Interchange Study
Cc: anne rogers; Mike
Subject: Re: Dusty Lane Sound Wall Update

Categories: Logged

Thank you for your email and your commitment. We look forward to working with you on the implementation of the sound wall for our community.

It was advised that we also contact you to voice concerns regarding the proposed interchange into the middle of our community and onto a residential street: Ivanhoe. A choice such as this one is unprecedented. Ivanhoe is not a connector street, but a 25 mph residential street with children riding bikes and playing in the streets. Having only 30 cars or less per day use our streets, we have all successfully chosen a safe and private area where our children can play freely. Adding the projected 1,970 cars per day to our residential streets would further impact and/or destroy our way of life. Would you also be available to meet with our leadership regarding this proposed interchange before this May 30th open house? Our residents do not have much confidence in ADOT after having submitted questions at previous open houses only to have them unanswered. An offer, on your part, to communicate about possible scenarios would hopefully build confidence in our community that you are truly listening to our concerns with an intent to compromise versus checking off a box as required by regulation by holding an official event for stakeholders to walk around.

We look forward to hearing from your soon.

Anne Rogers
Dusty Lane Community Leadership

On Wed, May 9, 2018 at 3:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Dusty Lane community residents,

ADOT previously committed in the Environmental Impact Statement to do additional noise analysis as the design of the freeway developed. Because the Developer of the Loop 202 South Mountain Freeway, Connect 202 Partners, did not receive clearance to begin work in the Center segment until February 2018, the final design is just now underway. Based on feedback from the community, ADOT is analyzing the sound wall design as part of the Center Segment final design. Any sound wall that is added to the South Mountain Freeway will be built similar to other Valley freeway sound walls and will include freeway aesthetics that is consistent with the rest of the project. We will notify you as soon as the analysis is finalized, which we anticipate to be before the open house on May 30th.

Thank you for your continued patience!

ADOT Loop 202 South Mountain Freeway Project Team

Chelsea,

Mike's request was for letters that GRIC sent to the Governor's office. My FOIA request was specifically between ADOT / GRIC / Gump Akin. Could you please provide the letters that Carmelo spoke of during the DLC / ADOT meeting regarding multiple letters between GRIC and the governor's office? If these were letters through you too and were covered and within the dates of my FOIA request, then we can be more patient as my FOIA request is being processed.

Thank you for the clarification.

Anne Rogers

On Mon, Jul 2, 2018 at 6:05 PM, SMF Interchange Study <[REDACTED]> wrote:

Mr. Freer,

Marsha is out of the office this week, I will be responding to stakeholder/DLC inquiries on her behalf.

Thank you for the follow up email. Due to time constraints, several items were not discussed at the June 27 meeting. All outstanding items, including the Dusty Lane Community's (DLC) socio-economic complaint to FHWA, have been incorporated into the agenda for our next meeting (July 10).

Following the June 27 discussion between ADOT and the DLC, staff have been working diligently to respond to the various issues, questions and requests made by the DLC. As mentioned at our meeting, providing accurate responses to stakeholders is paramount. We are still working on several action items from last week, but can provide answers/status updates for your requests:

Request for Detailed Center Segment Construction Schedule:

As you may know, the public private partnership between ADOT and C202P is a design-build-maintain contract. This means select areas of the freeway are under construction while others are still being designed. This unique method allows C202P to modify its construction schedule to move crews and operators to complete various construction

activities more efficiently throughout the 22-mile corridor, and ultimately deliver the project three years sooner than originally anticipated. The construction schedule is complex and can change weekly, which is why a general schedule of major construction activities is available to the public on the [Center Segment webpage](#). While ADOT understands you may have requested a detailed schedule of construction activities, we believe the information that is available online best serves the public.

As major construction approaches the DLC, C202P's Community Outreach Segment Lead, Ryan Clickner, will regularly update your community of construction activities via doorhangers and/or email alerts. ADOT and C202P strive to provide timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week's discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week's meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 29, 2018 11:01 AM
To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] >
Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I’ve attached a copy of the document for your reference.

We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 29, 2018 10:02 AM

To: [Dusty Lane](#) ; [redacted] ; [redacted] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[redacted] ;
[redacted] ;
[redacted] ;
[redacted] ;

Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)

Subject: Dusty Lane Community Follow Up Meeting

Hello,

Thank you for attending the meeting with ADOT, FHWA and MCDOT on Wednesday evening. A follow up meeting has been scheduled for Tuesday, July 10 from 5:30 to 7:30 at the I-10 Project Office, [1021 N. 59th Avenue](#) (just north of Roosevelt Street).

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Thursday, July 19, 2018 6:20 PM
To: SMF Interchange Study
Cc: anne rogers; Mike Freer; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); [REDACTED]; [REDACTED] Kimberly Noetzel
Subject: Re: Drainage Documents
Attachments: NolvanhoelInterchangePetition.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Marsha,

I wanted to make sure that I got this petition in on time, by July 19th, so that goes in the public record. It is attached.

We are also looking for a few things that you guys let us know during our meetings that we would be receiving:

- The slides from our first meeting (and the ones from our second)
- Meeting minutes from second meeting.
- Letters from the governor regarding the GRIC requests for the interchange. (It was supposed to be in my FOIA request, but we still do not have them).
- Official measurements from the closest houses to the right of way.

We appreciate it.

Anne Rogers

On Tue, Jul 10, 2018 at 2:26 PM, SMF Interchange Study <[REDACTED]> wrote:

Yes, we will send the slides. I'm working on saving them to a smaller PDF.

Thanks,

Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, July 9, 2018 6:09 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Dusty Lane <[REDACTED]> Mike Freer <[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]> [REDACTED] Kimberly Noetzel

< [REDACTED] >
Subject: Re: Drainage Documents

Thank you, Marsha.

One of the meeting minutes points said to "see the slide." I did not see it in the minutes, but we requested that the presentation slides be shared. Can you please provide your presentation from our meeting to our homeowners?

Thank you! We appreciate it!

Anne Rogers

On Mon, Jul 9, 2018 at 3:25 PM, SMF Interchange Study < [REDACTED] > wrote:

Attached please find the minutes from the 6/27/18 meeting and the agenda for the 7/10/18 meeting.

Thank you,

Marsha Miller

From: SMF Interchange Study
Sent: Monday, July 9, 2018 2:55 PM
To: Dusty Lane < [REDACTED] > SMF Interchange Study < [REDACTED] >
Cc: Mike Freer < [REDACTED] > Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] >
< [REDACTED] > Spargo, Benjamin < [REDACTED] > Robert Samour < [REDACTED] >
Lirange, Aryan (FHWA) < [REDACTED] >
Subject: RE: Drainage Documents

Good afternoon,

Concept #1a will be updated to reflect the discussion with the group on 6/27/18.

As mentioned, Ryan Clickner with C202P is responsible for communications related to construction.

We can discuss the Taylor Morrison sound/noise information in our meeting tomorrow. An in-person discussion should hopefully answer your additional questions.

I will send out the meeting minutes and agenda shortly.

Thank you,

Marsha Miller

From: Dusty Lane [<mailto:> [REDACTED]]
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo
<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]>
Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Drainage Documents

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

I also had a question about the apparent cost sharing. It appears that Ahwatukee is being cost-averaged, that the new Taylor Morrison community is on its own and then we are being cost-averaged with a segment that is outside of our own and that does not have a noise environment similar to ours. Is it customary to cost-share areas that are not

common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study <[REDACTED]> wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Robert Samour <[REDACTED]>
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Carmelo Acevedo](#); [Spargo, Benjamin](#); [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
< [REDACTED]> Carmelo Acevedo < [REDACTED]> Spargo, Benjamin
< [REDACTED]> Robert Samour < [REDACTED]>
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: ['Mike'](#)
Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#)
; [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,

I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
< [REDACTED]> Miller, Marsha < [REDACTED]> Carmelo Acevedo
< [REDACTED]>
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer

Dusty Lane Community



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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, June 22, 2018 12:44 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour
Subject: Re: Drainage Documents

It looks like we need a username/password to access these documents on the link that you provided.

Let us know.

Anne

On Fri, Jun 22, 2018 at 3:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'
Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Carmelo Acevedo](#); [Spargo, Benjamin](#); [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,

I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,

Marsha Miller

From: Robert Samour [<mailto:> [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]> Miller, Marsha <[REDACTED]> Carmelo Acevedo <[REDACTED]>
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

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Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [<mailto:> [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer

Dusty Lane Community
[REDACTED]

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

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); [REDACTED]
Subject: Re: Drainage Documents

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

I also had a question about the apparent cost sharing. It appears that Ahwatukee is being cost-averaged, that the new Taylor Morrison community is on its own and then we are being cost-averaged with a segment that is outside of our own and that does not have a noise environment similar to ours. Is it customary to cost-share areas that are not common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study <[REDACTED]> wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin < [REDACTED] >
Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

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Thank you,

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From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Robert Samour < [REDACTED] >
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Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] >
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



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Sent: Monday, June 18, 2018 8:26 AM
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Cc: SMF Interchange Study; [REDACTED] Anne Rogers
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Regards,

Michael Freer

Dusty Lane Community
[REDACTED]

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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 3:55 PM
To: Eric Kissel
Cc: anne rogers; SMF Interchange Study; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike; Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

Thank you, Eric.

Now that I know of the depth and width needed, I will also advocate for that request. Thank you for that specification. Please let me know of any progress or if anything changes.

Take care,

Anne Rogers

On Thu, Jun 28, 2018 at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
(602) 237-9100 x3016

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:

Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA)
< [REDACTED] > Mike < [REDACTED] >
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 18, 2018 8:36 AM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you, Marsha. We appreciate it. If you can find a solution that will address our safety concerns, then you will make a very happy DLC. In the meantime, can you provide me with the email of your Federal Highways Administration contact person?

Thank you!

Anne

On Mon, Jun 18, 2018 at 11:21 AM, SMF Interchange Study <[REDACTED]> wrote:

Good morning Anne,

Yes, we are in touch with the right-of-way person on the project to get the information you asked about. As soon as I have it, I will send it to you.

Thanks for your patience,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 15, 2018 1:00 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Hi Marsha,

I am just checking back to see if you have our answer yet. I am assuming that you are not having to research this information, that it would be a matter of just looking at the research that was already done. Please let me know if I am wrong and need to be more patient.

Anne Rogers

On Thu, Jun 14, 2018 at 5:56 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Thank you for that question. I will check on that and get back to you.

Thanks,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 14, 2018 2:06 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]>, Anne Rogers <[REDACTED]>, Robert Samour <[REDACTED]>, Carmelo Acevedo <[REDACTED]>, Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you for your quick reply. Our community is discussing the options. Can you tell me whose property the Sandy Lane right-of-way falls on? Is it half and half or is the entire right of way on one sole property? Is this right-of-way exclusive or non-exclusive? We would like to know the manner in which this right-of-way was granted. Thank you for the clarification.

Anne Rogers

On Thu, Jun 14, 2018 at 12:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne,

Thank you for sending the concepts to the other property owners in the community. Yes, the gray line in Concept #1 showing the "new" Ray Road connecting to Dusty Lane would be paved. ADOT will work with MCDOT to improve other roads outside of the ADOT right-of-way (Sandy Lane; 45th Avenue).

Thank you,

Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study < [REDACTED]>
Cc: Mike < [REDACTED]> Anne Rogers < [REDACTED]> Robert Samour < [REDACTED]>
Carmelo Acevedo < [REDACTED]> Spargo, Benjamin < [REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you Marsha, for the update. I have forwarded the options to property owners for evaluation. I would like to verify that Ray Rd would be paved as our current ingress/egress options are in interchange option #1.

Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study < [REDACTED]> wrote:

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.



Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
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[REDACTED]

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Please send your questions and comments to me and I will get them to the team.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 4:32 PM
To: Michael Craig
Cc: Mike; anne rogers; Dave Edwards; Carmelo Acevedo; Dusty Lane; Lirange, Aryan (FHWA); Miller, Marsha; SMF Interchange Study; [REDACTED] Robert Samour; Spargo, Benjamin
Subject: Re: Excess Land Parcels

Thank you for your email. At the ADOT / Dusty Lane Community meeting, ADOT informed us that:

"ARS Title 28 Transportation; Section 7095 - Conveyance of Property not needed for transportation purposes
-Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose (Part B)
-Convey to the highest possible responsible bidder at a public auction (Part D)
-Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of \$10,000 or less without a public auction or thirty day notice period (Part F)"

We do understand that this would be done at the end of construction. ADOT also informed us that they would not pursue any zoning changes and that current zoning of 1 acre or more would apply to surplus properties. Wouldn't this make selling parcels at less than one acre illegal? Please help us to understand what ADOT is trying to explain to us if what they have proposed is in fact illegal.

Please advise,

Anne Rogers

On Fri, Jun 29, 2018 at 11:58 AM, Michael Craig <[REDACTED]> wrote:

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

Excess land disposals, accomplished by ADOT, are in compliance with Arizona Revised Statutes 28-7095, without exception. Accordingly, gifting certain remnant parcels for private or public use is illegal.

Lastly, ADOT does not dispose of excess land parcels until such time there is confidence that these parcels are not needed for any aspect of the project. With a possible traffic interchange in proximity of the Dusty Lane community, and with a land exchange pending with the City of Phoenix regarding South Mountain Park, ADOT will not declare these subject properties 'excess' until the above-issues have reached conclusion.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568



www.azdot.gov



From: Dusty Lane [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

I understand that you should be receiving this email (below). Please let me know of any process, etc. that I will need to follow for the community or its residents.

Thank you.

Anne Rogers

Dusty Lane Community Leadership

----- Forwarded message -----

From: Dusty Lane < [REDACTED] >
Date: Thu, Jun 28, 2018 at 1:46 PM
Subject: Excess Land Parcels
To: SMF Interchange Study < [REDACTED] >
Cc: [REDACTED] < [REDACTED] >, Chris < [REDACTED] >, Estuardo Calderon < [REDACTED] >, irenne gon22 < [REDACTED] >, Anne Rogers < [REDACTED] >, Carmelo Acevedo < [REDACTED] >

<[REDACTED] "Spargo, Benjamin" <[REDACTED] Robert Samour <[REDACTED] Mike
<[REDACTED] "Lirange, Aryan (FHWA)" <[REDACTED]

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers

(Traducción para Estuardo)

Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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From: Dusty Lane <[REDACTED]>
Sent: Wednesday, May 9, 2018 6:20 PM
To: SMF Interchange Study
Cc: anne rogers; Mike
Subject: Re: Dusty Lane Sound Wall Update

Categories: Logged

Thank you for your email and your commitment. We look forward to working with you on the implementation of the sound wall for our community.

It was advised that we also contact you to voice concerns regarding the proposed interchange into the middle of our community and onto a residential street: Ivanhoe. A choice such as this one is unprecedented. Ivanhoe is not a connector street, but a 25 mph residential street with children riding bikes and playing in the streets. Having only 30 cars or less per day use our streets, we have all successfully chosen a safe and private area where our children can play freely. Adding the projected 1,970 cars per day to our residential streets would further impact and/or destroy our way of life. Would you also be available to meet with our leadership regarding this proposed interchange before this May 30th open house? Our residents do not have much confidence in ADOT after having submitted questions at previous open houses only to have them unanswered. An offer, on your part, to communicate about possible scenarios would hopefully build confidence in our community that you are truly listening to our concerns with an intent to compromise versus checking off a box as required by regulation by holding an official event for stakeholders to walk around.

We look forward to hearing from your soon.

Anne Rogers
Dusty Lane Community Leadership

On Wed, May 9, 2018 at 3:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Dusty Lane community residents,

ADOT previously committed in the Environmental Impact Statement to do additional noise analysis as the design of the freeway developed. Because the Developer of the Loop 202 South Mountain Freeway, Connect 202 Partners, did not receive clearance to begin work in the Center segment until February 2018, the final design is just now underway. Based on feedback from the community, ADOT is analyzing the sound wall design as part of the Center Segment final design. Any sound wall that is added to the South Mountain Freeway will be built similar to other Valley freeway sound walls and will include freeway aesthetics that is consistent with the rest of the project. We will notify you as soon as the analysis is finalized, which we anticipate to be before the open house on May 30th.

Thank you for your continued patience!

ADOT Loop 202 South Mountain Freeway Project Team

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 4:20 PM
To: SMF Interchange Study
Cc: anne rogers; Mike Freer; [REDACTED]; [REDACTED]; JoannCosta10@yahoo.com; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Ryan Clickner; Kimberly Noetzel
Subject: Re: Dusty Lane Community Follow Up Meeting

Thank you for that clarification. We appreciate it.

Anne Rogers

On Mon, Jul 2, 2018 at 7:04 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

The letters requested by Mike will be included in your FOIA request.

Thank you,

Chelsea Collinge

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, July 2, 2018 3:52 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]>; Dusty Lane <[REDACTED]>; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; Miller, Marsha; Carmelo Acevedo <[REDACTED]>; Spargo, Benjamin; Robert Samour <[REDACTED]>; Lirange, Aryan (FHWA) <[REDACTED]>; Ryan Clickner <[REDACTED]>; Kimberly Noetzel <[REDACTED]>

Subject: Re: Dusty Lane Community Follow Up Meeting

Chelsea,

Mike's request was for letters that GRIC sent to the Governor's office. My FOIA request was specifically between ADOT / GRIC / Gump Akin. Could you please provide the letters that Carmelo spoke of during the DLC / ADOT meeting regarding multiple letters between GRIC and the governor's office? If these were letters through you too and were covered and within the dates of my FOIA request, then we can be more patient as my FOIA request is being processed.

Thank you for the clarification.

Anne Rogers

On Mon, Jul 2, 2018 at 6:05 PM, SMF Interchange Study <[REDACTED]> wrote:

Mr. Freer,

Marsha is out of the office this week, I will be responding to stakeholder/DLC inquiries on her behalf.

Thank you for the follow up email. Due to time constraints, several items were not discussed at the June 27 meeting. All outstanding items, including the Dusty Lane Community's (DLC) socio-economic complaint to FHWA, have been incorporated into the agenda for our next meeting (July 10).

Following the June 27 discussion between ADOT and the DLC, staff have been working diligently to respond to the various issues, questions and requests made by the DLC. As mentioned at our meeting, providing accurate responses to stakeholders is paramount. We are still working on several action items from last week, but can provide answers/status updates for your requests:

Request for Detailed Center Segment Construction Schedule:

As you may know, the public private partnership between ADOT and C202P is a design-build-maintain contract. This means select areas of the freeway are under construction while others are still being designed. This unique method allows C202P to modify its construction schedule to move crews and operators to complete various construction

activities more efficiently throughout the 22-mile corridor, and ultimately deliver the project three years sooner than originally anticipated. The construction schedule is complex and can change weekly, which is why a general schedule of major construction activities is available to the public on the [Center Segment webpage](#). While ADOT understands you may have requested a detailed schedule of construction activities, we believe the information that is available online best serves the public.

As major construction approaches the DLC, C202P's Community Outreach Segment Lead, Ryan Clickner, will regularly update your community of construction activities via doorhangers and/or email alerts. ADOT and C202P strive to provide timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week's discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week's meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 29, 2018 11:01 AM
To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] >
Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I’ve attached a copy of the document for your reference.

We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 29, 2018 10:02 AM

To: [Dusty Lane](#) ; [redacted] ; [redacted] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[redacted] ;
[redacted] ;
[redacted] ;
[redacted] ;
[redacted] ;

Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)

Subject: Dusty Lane Community Follow Up Meeting

Hello,

Thank you for attending the meeting with ADOT, FHWA and MCDOT on Wednesday evening. A follow up meeting has been scheduled for Tuesday, July 10 from 5:30 to 7:30 at the I-10 Project Office, [1021 N. 59th Avenue](#) (just north of Roosevelt Street).

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, June 22, 2018 12:44 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour
Subject: Re: Drainage Documents

It looks like we need a username/password to access these documents on the link that you provided.

Let us know.

Anne

On Fri, Jun 22, 2018 at 3:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'
Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Carmelo Acevedo](#); [Spargo, Benjamin](#); [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,

I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
< [REDACTED]> Miller, Marsha < [REDACTED]> Carmelo Acevedo < [REDACTED]>
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [<mailto:> [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer

Dusty Lane Community
[REDACTED]

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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); [REDACTED]
Subject: Re: Drainage Documents

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

I also had a question about the apparent cost sharing. It appears that Ahwatukee is being cost-averaged, that the new Taylor Morrison community is on its own and then we are being cost-averaged with a segment that is outside of our own and that does not have a noise environment similar to ours. Is it customary to cost-share areas that are not common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study <[REDACTED]> wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin < [REDACTED] >
Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

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On-site drainage design

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Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'
Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Carmelo Acevedo](#); [Spargo, Benjamin](#); [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,

I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] >
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer

Dusty Lane Community
[REDACTED]

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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 3:55 PM
To: Eric Kissel
Cc: anne rogers; SMF Interchange Study; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike; Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

Thank you, Eric.

Now that I know of the depth and width needed, I will also advocate for that request. Thank you for that specification. Please let me know of any progress or if anything changes.

Take care,

Anne Rogers

On Thu, Jun 28, 2018 at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
(602) 237-9100 x3016

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:

Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA)
< [REDACTED] > Mike < [REDACTED] >
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 18, 2018 8:36 AM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you, Marsha. We appreciate it. If you can find a solution that will address our safety concerns, then you will make a very happy DLC. In the meantime, can you provide me with the email of your Federal Highways Administration contact person?

Thank you!

Anne

On Mon, Jun 18, 2018 at 11:21 AM, SMF Interchange Study <[REDACTED]> wrote:

Good morning Anne,

Yes, we are in touch with the right-of-way person on the project to get the information you asked about. As soon as I have it, I will send it to you.

Thanks for your patience,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 15, 2018 1:00 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Hi Marsha,

I am just checking back to see if you have our answer yet. I am assuming that you are not having to research this information, that it would be a matter of just looking at the research that was already done. Please let me know if I am wrong and need to be more patient.

Anne Rogers

On Thu, Jun 14, 2018 at 5:56 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Thank you for that question. I will check on that and get back to you.

Thanks,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 14, 2018 2:06 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you for your quick reply. Our community is discussing the options. Can you tell me whose property the Sandy Lane right-of-way falls on? Is it half and half or is the entire right of way on one sole property? Is this right-of-way exclusive or non-exclusive? We would like to know the manner in which this right-of-way was granted. Thank you for the clarification.

Anne Rogers

On Thu, Jun 14, 2018 at 12:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne,

Thank you for sending the concepts to the other property owners in the community. Yes, the gray line in Concept #1 showing the "new" Ray Road connecting to Dusty Lane would be paved. ADOT will work with MCDOT to improve other roads outside of the ADOT right-of-way (Sandy Lane; 45th Avenue).

Thank you,

Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study < [REDACTED]>
Cc: Mike < [REDACTED]> Anne Rogers < [REDACTED]> Robert Samour < [REDACTED]>
Carmelo Acevedo < [REDACTED]> Spargo, Benjamin < [REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you Marsha, for the update. I have forwarded the options to property owners for evaluation. I would like to verify that Ray Rd would be paved as our current ingress/egress options are in interchange option #1.

Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study < [REDACTED]> wrote:

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.



Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you Marsha, for the update. I have forwarded the options to property owners for evaluation. I would like to verify that Ray Rd would be paved as our current ingress/egress options are in interchange option #1.

Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Sunday, June 17, 2018 4:28 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Marsha,

Would you be able to provide me with the email address of your Federal Highway Administration contact, please?

I appreciate it!

Anne Rogers

On Fri, Jun 15, 2018 at 4:00 PM, Dusty Lane <[REDACTED]> wrote:
Hi Marsha,

I am just checking back to see if you have our answer yet. I am assuming that you are not having to research this information, that it would be a matter of just looking at the research that was already done. Please let me know if I am wrong and need to be more patient.

Anne Rogers

On Thu, Jun 14, 2018 at 5:56 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Thank you for that question. I will check on that and get back to you.

Thanks,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 14, 2018 2:06 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you for your quick reply. Our community is discussing the options. Can you tell me whose property the Sandy Lane right-of-way falls on? Is it half and half or is the entire right of way on one sole property? Is this right-of-way exclusive or non-exclusive? We would like to know the manner in which this right-of-way was granted. Thank you for the clarification.

Anne Rogers

On Thu, Jun 14, 2018 at 12:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne,

Thank you for sending the concepts to the other property owners in the community. Yes, the gray line in Concept #1 showing the "new" Ray Road connecting to Dusty Lane would be paved. ADOT will work with MCDOT to improve other roads outside of the ADOT right-of-way (Sandy Lane; 45th Avenue).

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you Marsha, for the update. I have forwarded the options to property owners for evaluation. I would like to verify that Ray Rd would be paved as our current ingress/egress options are in interchange option #1.

Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 4:32 PM
To: Michael Craig
Cc: Mike; anne rogers; Dave Edwards; Carmelo Acevedo; Dusty Lane; Lirange, Aryan (FHWA); Miller, Marsha; SMF Interchange Study; [REDACTED] Robert Samour; Spargo, Benjamin
Subject: Re: Excess Land Parcels

Thank you for your email. At the ADOT / Dusty Lane Community meeting, ADOT informed us that:

"ARS Title 28 Transportation; Section 7095 - Conveyance of Property not needed for transportation purposes
-Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose (Part B)
-Convey to the highest possible responsible bidder at a public auction (Part D)
-Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of \$10,000 or less without a public auction or thirty day notice period (Part F)"

We do understand that this would be done at the end of construction. ADOT also informed us that they would not pursue any zoning changes and that current zoning of 1 acre or more would apply to surplus properties. Wouldn't this make selling parcels at less than one acre illegal? Please help us to understand what ADOT is trying to explain to us if what they have proposed is in fact illegal.

Please advise,

Anne Rogers

On Fri, Jun 29, 2018 at 11:58 AM, Michael Craig <[REDACTED]> wrote:

Good Morning Ms. Rodgers,

Occasionally, property impacted by Right of Way Acquisitions by a condemning authority is left in a condition which does not meet local zoning or ordinance. These properties are considered legally non-conforming. Because the action impacting the property was not at the election of the owner, it is not incumbent on the owner or successor in title to correct the situation.

Excess land disposals, accomplished by ADOT, are in compliance with Arizona Revised Statutes 28-7095, without exception. Accordingly, gifting certain remnant parcels for private or public use is illegal.

Lastly, ADOT does not dispose of excess land parcels until such time there is confidence that these parcels are not needed for any aspect of the project. With a possible traffic interchange in proximity of the Dusty Lane community, and with a land exchange pending with the City of Phoenix regarding South Mountain Park, ADOT will not declare these subject properties 'excess' until the above-issues have reached conclusion.

Michael Craig

Manager of R/W Property Management

205 S. 17th Ave, MD612E

Phoenix, Az 85007

602- 712-6568



www.azdot.gov



From: Dusty Lane [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 4:00 PM
To: Michael Craig
Cc: Mike; Dusty Lane; anne rogers
Subject: Fwd: Excess Land Parcels

Hi Michael,

I understand that you should be receiving this email (below). Please let me know of any process, etc. that I will need to follow for the community or its residents.

Thank you.

Anne Rogers

Dusty Lane Community Leadership

----- Forwarded message -----

From: Dusty Lane < [REDACTED] >
Date: Thu, Jun 28, 2018 at 1:46 PM
Subject: Excess Land Parcels
To: SMF Interchange Study < [REDACTED] >
Cc: [REDACTED] < [REDACTED] >, Chris < [REDACTED] >, Estuardo Calderon < [REDACTED] >, irenne gon22 < [REDACTED] >, Anne Rogers < [REDACTED] >, Carmelo Acevedo < [REDACTED] >

<[REDACTED] "Spargo, Benjamin" <[REDACTED] Robert Samour <[REDACTED] Mike
<[REDACTED] "Lirange, Aryan (FHWA)" <[REDACTED]

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers

(Traducción para Estuardo)

Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

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From: Dusty Lane <[REDACTED]>
Sent: Wednesday, May 9, 2018 6:20 PM
To: SMF Interchange Study
Cc: anne rogers; Mike
Subject: Re: Dusty Lane Sound Wall Update

Categories: Logged

Thank you for your email and your commitment. We look forward to working with you on the implementation of the sound wall for our community.

It was advised that we also contact you to voice concerns regarding the proposed interchange into the middle of our community and onto a residential street: Ivanhoe. A choice such as this one is unprecedented. Ivanhoe is not a connector street, but a 25 mph residential street with children riding bikes and playing in the streets. Having only 30 cars or less per day use our streets, we have all successfully chosen a safe and private area where our children can play freely. Adding the projected 1,970 cars per day to our residential streets would further impact and/or destroy our way of life. Would you also be available to meet with our leadership regarding this proposed interchange before this May 30th open house? Our residents do not have much confidence in ADOT after having submitted questions at previous open houses only to have them unanswered. An offer, on your part, to communicate about possible scenarios would hopefully build confidence in our community that you are truly listening to our concerns with an intent to compromise versus checking off a box as required by regulation by holding an official event for stakeholders to walk around.

We look forward to hearing from your soon.

Anne Rogers
Dusty Lane Community Leadership

On Wed, May 9, 2018 at 3:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Dusty Lane community residents,

ADOT previously committed in the Environmental Impact Statement to do additional noise analysis as the design of the freeway developed. Because the Developer of the Loop 202 South Mountain Freeway, Connect 202 Partners, did not receive clearance to begin work in the Center segment until February 2018, the final design is just now underway. Based on feedback from the community, ADOT is analyzing the sound wall design as part of the Center Segment final design. Any sound wall that is added to the South Mountain Freeway will be built similar to other Valley freeway sound walls and will include freeway aesthetics that is consistent with the rest of the project. We will notify you as soon as the analysis is finalized, which we anticipate to be before the open house on May 30th.

Thank you for your continued patience!

ADOT Loop 202 South Mountain Freeway Project Team

Chelsea,

Mike's request was for letters that GRIC sent to the Governor's office. My FOIA request was specifically between ADOT / GRIC / Gump Akin. Could you please provide the letters that Carmelo spoke of during the DLC / ADOT meeting regarding multiple letters between GRIC and the governor's office? If these were letters through you too and were covered and within the dates of my FOIA request, then we can be more patient as my FOIA request is being processed.

Thank you for the clarification.

Anne Rogers

On Mon, Jul 2, 2018 at 6:05 PM, SMF Interchange Study <[REDACTED]> wrote:

Mr. Freer,

Marsha is out of the office this week, I will be responding to stakeholder/DLC inquiries on her behalf.

Thank you for the follow up email. Due to time constraints, several items were not discussed at the June 27 meeting. All outstanding items, including the Dusty Lane Community's (DLC) socio-economic complaint to FHWA, have been incorporated into the agenda for our next meeting (July 10).

Following the June 27 discussion between ADOT and the DLC, staff have been working diligently to respond to the various issues, questions and requests made by the DLC. As mentioned at our meeting, providing accurate responses to stakeholders is paramount. We are still working on several action items from last week, but can provide answers/status updates for your requests:

Request for Detailed Center Segment Construction Schedule:

As you may know, the public private partnership between ADOT and C202P is a design-build-maintain contract. This means select areas of the freeway are under construction while others are still being designed. This unique method allows C202P to modify its construction schedule to move crews and operators to complete various construction

activities more efficiently throughout the 22-mile corridor, and ultimately deliver the project three years sooner than originally anticipated. The construction schedule is complex and can change weekly, which is why a general schedule of major construction activities is available to the public on the [Center Segment webpage](#). While ADOT understands you may have requested a detailed schedule of construction activities, we believe the information that is available online best serves the public.

As major construction approaches the DLC, C202P's Community Outreach Segment Lead, Ryan Clickner, will regularly update your community of construction activities via doorhangers and/or email alerts. ADOT and C202P strive to provide timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week's discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week's meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 29, 2018 11:01 AM
To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] >
Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I’ve attached a copy of the document for your reference.

We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)
Sent: Friday, June 29, 2018 10:02 AM

To: [Dusty Lane](#) ; [redacted] ; [redacted] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[redacted] ;
[redacted] ;
[redacted] ;
[redacted] ;

Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)

Subject: Dusty Lane Community Follow Up Meeting

Hello,

Thank you for attending the meeting with ADOT, FHWA and MCDOT on Wednesday evening. A follow up meeting has been scheduled for Tuesday, July 10 from 5:30 to 7:30 at the I-10 Project Office, [1021 N. 59th Avenue](#) (just north of Roosevelt Street).

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

< [REDACTED] >
Subject: Re: Drainage Documents

Thank you, Marsha.

One of the meeting minutes points said to "see the slide." I did not see it in the minutes, but we requested that the presentation slides be shared. Can you please provide your presentation from our meeting to our homeowners?

Thank you! We appreciate it!

Anne Rogers

On Mon, Jul 9, 2018 at 3:25 PM, SMF Interchange Study < [REDACTED] > wrote:

Attached please find the minutes from the 6/27/18 meeting and the agenda for the 7/10/18 meeting.

Thank you,

Marsha Miller

From: SMF Interchange Study

Sent: Monday, July 9, 2018 2:55 PM

To: Dusty Lane < [REDACTED] > SMF Interchange Study < [REDACTED] >

Cc: Mike Freer < [REDACTED] > Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] >

< [REDACTED] > Spargo, Benjamin < [REDACTED] > Robert Samour < [REDACTED] >

Lirange, Aryan (FHWA) < [REDACTED] >

Subject: RE: Drainage Documents

Good afternoon,

Concept #1a will be updated to reflect the discussion with the group on 6/27/18.

As mentioned, Ryan Clickner with C202P is responsible for communications related to construction.

We can discuss the Taylor Morrison sound/noise information in our meeting tomorrow. An in-person discussion should hopefully answer your additional questions.

I will send out the meeting minutes and agenda shortly.

Thank you,

Marsha Miller

From: Dusty Lane [<mailto:> [REDACTED]]
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]>
Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Drainage Documents

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

I also had a question about the apparent cost sharing. It appears that Ahwatukee is being cost-averaged, that the new Taylor Morrison community is on its own and then we are being cost-averaged with a segment that is outside of our own and that does not have a noise environment similar to ours. Is it customary to cost-share areas that are not

common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study <[REDACTED]> wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Robert Samour <[REDACTED]>
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
< [REDACTED]> Carmelo Acevedo < [REDACTED]> Spargo, Benjamin
< [REDACTED]> Robert Samour < [REDACTED]>
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'
Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,

I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
< [REDACTED]> Miller, Marsha < [REDACTED]> Carmelo Acevedo
< [REDACTED]>
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer

Dusty Lane Community



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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, June 22, 2018 12:44 PM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour
Subject: Re: Drainage Documents

It looks like we need a username/password to access these documents on the link that you provided.

Let us know.

Anne

On Fri, Jun 22, 2018 at 3:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

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Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'
Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Carmelo Acevedo](#); [Spargo, Benjamin](#); [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,

I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
< [REDACTED]> Miller, Marsha < [REDACTED]> Carmelo Acevedo < [REDACTED]>
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

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Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [<mailto:> [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer

Dusty Lane Community
[REDACTED]

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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study
Cc: Mike Freer; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); [REDACTED]
Subject: Re: Drainage Documents

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

I also had a question about the apparent cost sharing. It appears that Ahwatukee is being cost-averaged, that the new Taylor Morrison community is on its own and then we are being cost-averaged with a segment that is outside of our own and that does not have a noise environment similar to ours. Is it customary to cost-share areas that are not common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study <[REDACTED]> wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin < [REDACTED] >
Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

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From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Robert Samour < [REDACTED] >
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Sent: Wednesday, June 20, 2018 11:16 AM
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Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] >
Subject: RE: Drainage Documents

Mr. Freer

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Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
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Cc: SMF Interchange Study; [REDACTED] Anne Rogers
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Mr. Samour,

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Regards,

Michael Freer

Dusty Lane Community
[REDACTED]

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[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, July 2, 2018 3:55 PM
To: Eric Kissel
Cc: anne rogers; SMF Interchange Study; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike; Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

Thank you, Eric.

Now that I know of the depth and width needed, I will also advocate for that request. Thank you for that specification. Please let me know of any progress or if anything changes.

Take care,

Anne Rogers

On Thu, Jun 28, 2018 at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
(602) 237-9100 x3016

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:

Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA)
< [REDACTED] > Mike < [REDACTED] >
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 18, 2018 8:36 AM
To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you, Marsha. We appreciate it. If you can find a solution that will address our safety concerns, then you will make a very happy DLC. In the meantime, can you provide me with the email of your Federal Highways Administration contact person?

Thank you!

Anne

On Mon, Jun 18, 2018 at 11:21 AM, SMF Interchange Study <[REDACTED]> wrote:

Good morning Anne,

Yes, we are in touch with the right-of-way person on the project to get the information you asked about. As soon as I have it, I will send it to you.

Thanks for your patience,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 15, 2018 1:00 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]> Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Hi Marsha,

I am just checking back to see if you have our answer yet. I am assuming that you are not having to research this information, that it would be a matter of just looking at the research that was already done. Please let me know if I am wrong and need to be more patient.

Anne Rogers

On Thu, Jun 14, 2018 at 5:56 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Thank you for that question. I will check on that and get back to you.

Thanks,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Thursday, June 14, 2018 2:06 PM

To: SMF Interchange Study <[REDACTED]>
Cc: Mike <[REDACTED]>, Anne Rogers <[REDACTED]>, Robert Samour <[REDACTED]>
Carmelo Acevedo <[REDACTED]>, Spargo, Benjamin <[REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you for your quick reply. Our community is discussing the options. Can you tell me whose property the Sandy Lane right-of-way falls on? Is it half and half or is the entire right of way on one sole property? Is this right-of-way exclusive or non-exclusive? We would like to know the manner in which this right-of-way was granted. Thank you for the clarification.

Anne Rogers

On Thu, Jun 14, 2018 at 12:40 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne,

Thank you for sending the concepts to the other property owners in the community. Yes, the gray line in Concept #1 showing the "new" Ray Road connecting to Dusty Lane would be paved. ADOT will work with MCDOT to improve other roads outside of the ADOT right-of-way (Sandy Lane; 45th Avenue).

Thank you,

Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Wednesday, June 13, 2018 6:33 PM
To: SMF Interchange Study < [REDACTED]>
Cc: Mike < [REDACTED]> Anne Rogers < [REDACTED]> Robert Samour < [REDACTED]>
Carmelo Acevedo < [REDACTED]> Spargo, Benjamin < [REDACTED]>
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

Thank you Marsha, for the update. I have forwarded the options to property owners for evaluation. I would like to verify that Ray Rd would be paved as our current ingress/egress options are in interchange option #1.

Please advise.

Anne Rogers

On Wed, Jun 13, 2018 at 6:29 PM, SMF Interchange Study < [REDACTED]> wrote:

Good afternoon,

As Rob discussed with Mr. Freer by phone last week, ADOT has developed four additional alternative concepts that are being evaluated to mitigate impacts of the proposed traffic interchange. . There are four concepts based on community feedback and suggestions and [can be viewed online](#). Observations are listed for each concept stating the benefits and challenges related to the feasibility of the concept. Additionally, the Q&A has been updated online to reflect input received since the comment period opened.

We are asking for public input on all concepts through July 19.

Please send your questions and comments to me and I will get them to the team.



Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
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Thank you,

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Sent: Wednesday, June 13, 2018 6:33 PM
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Cc: Mike <[REDACTED]> Anne Rogers <[REDACTED]> Robert Samour <[REDACTED]>
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Marsha Miller

[REDACTED]

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To: SMF Interchange Study
Cc: Mike; Anne Rogers; Robert Samour; Carmelo Acevedo; Spargo, Benjamin
Subject: Re: ADOT Traffic Interchange Study - Update and Alternative Concepts

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Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Thursday, June 28, 2018 10:46 AM
To: SMF Interchange Study
Cc: [REDACTED] Chris; Estuardo Calderon; irene gon22; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Mike; [REDACTED] Lirange, Aryan (FHWA)
Subject: Excess Land Parcels

Hi Marsha,

Thank you again for the opportunity to have our meeting yesterday.

It appears that the .1 acre parcel and the .4 acre parcel both touch Estuardo Calderon's property. He is the property owner whose land was bought by ADOT, leaving him with .75 acres, .25 acres less than the zoning requirement. We would like to ask that both of those parcels be quitclaimed to him. This would allow for his property to be within zoning requirements again. In addition, we would like that the 1 acre parcel and/or the .7 acre parcel be conveyed to county for the purpose of a community park and perhaps a playground for our kids. Finally, we would like to ask that the .6 acre parcel (minus whatever portion is need for the cul de sac) be quitclaimed to Chris Danielson, whose property it is next to.

Please let me know if these requests could be granted.

Thank you again!

Anne Rogers
(Traducción para Estuardo)
Gracias otra vez por la oportunidad de tener nuestra reunión ayer.

Parece que las parcelas de ambos .1 acre y .4 acre tocan la propiedad de Estuardo Calderón. Él es el dueño cuyo propiedad fue comprada por ADOT resultando en que tiene .75 acres, .25 acres menos del requisito de zonificación. Pedimos que ustedes regalen ambas parcelas a él para que el tamaño de su propiedad sea dentro de la especificación del requisito de zonificación. Además, pedimos que ustedes regalen la parcela de 1 acre y/o .7 acres al condado de Maricopa para que sea un parque para nuestra comunidad y quizás un área de juegos para nuestros niños. Por fin, pedimos que ustedes regalen la parcela de .6 acres a Chris Danielson que tiene la propiedad a lado.

Favor de decirnos si estos pedidos podrán ser concendidos.

Estuardo- mándeme un email separado si tienes preguntas. -Ana

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Friday, May 4, 2018 8:08 AM
To: [REDACTED] anne rogers; Michael Rogers; Mike; [REDACTED] SMF Interchange Study
Subject: Dusty Lane Community Center Segment Construction Update - Reschedule Request
Categories: Logged

Dear ADOT,

Residents of the Dusty Lane Community received a mailer informing that ADOT is proposing significant design changes that will adversely impact our community This mailer was received on May 2, 2018. We were informed that an Open House meeting has been scheduled for May 30, 2018. We do not feel that 28 days notice is sufficient time for us to prepare input for this meeting.

The Dusty Lane Community leadership team is requesting that the Open House be scheduled for 90 day from when residents were informed of the design changes.

Regards,

Michael Freer
14011 S 43rd dr
Laveen, AZ 85339

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Tuesday, June 26, 2018 6:31 PM
To: Petty, Karla (FHWA)
Cc: anne rogers; Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination

Good evening,

Thank you for following up with us. We appreciate it. We will address those concerns along with our other concerns at our meeting tomorrow. We appreciate your feedback, your attendance through Aryan Lirange and your guidance.

We look forward to our meeting tomorrow and hope to come up with a solution that will address our concerns.

Thank you again.

Anne Rogers

On Tue, Jun 26, 2018 at 6:26 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:

Good Afternoon,

The purpose of this communication is to provide a response to your question of June 23 regarding the appropriate setting to address your socio-economic concerns. I appreciate your patience in allowing me time to seek clarification on the scope of the Working Group Discussions. The intent of the Working Group Discussions is to address and discuss the concerns of the Dusty Lane Community, so yes, it is an appropriate setting to address concerns beyond the safety concerns.

I understand the Draft Agenda which is being shared with the DLC includes topics categorized under Freeway Related and Interchange Related. Based on the information you have provided, the socio-economic concerns you have expressed relate to noise mitigation through a sound wall and would be freeway related.

As mentioned in previous messages, FHWA will be represented at the Working Group Discussions. Mr. Aryan Lirange will be at the discussion meeting scheduled for the evening of June 27th and available to speak with you.

Regards,

Karla Petty

From: Petty, Karla (FHWA)
Sent: Saturday, June 23, 2018 10:12 AM
To: anne rogers <[REDACTED]>
Cc: Lirange, Aryan (FHWA) <[REDACTED]> Sarhan, Anthony (FHWA) <[REDACTED]> Deitering, Thomas (FHWA) <[REDACTED]> Hansen, Alan (FHWA) <[REDACTED]> Dusty Lane <[REDACTED]> Carmelo Acevedo <[REDACTED]> Mike <[REDACTED]> Spargo, Benjamin <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: RE: ADOT Socio-economic discrimination

Good Morning,

Yes, we will be reviewing your claims of socio-economic discrimination. There is information that needs to be reviewed, confirmed, clarified and understood. Federal oversight is one of FHWA responsibilities and we will ensure the federal requirements are being met.

As for your question regarding the appropriate setting in when to address the socio-economic concerns, I do not have an answer today. I will need to back in touch after seeking clarification on the scope of the Working Group Discussions. Look for a response before the meeting on the 27th.

Regards,
Karla Petty

From: anne rogers <[REDACTED]>
Sent: Saturday, June 23, 2018 8:10:25 AM
To: Petty, Karla (FHWA)
Cc: Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Dusty Lane; Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination

Thank you, Karla, for your response.

Whereas ADOT overall has been very unresponsive to most of our questions and concerns, they have been more responsive starting when I sent the first email to FHWA on June 18th regarding our safety concerns. Whereas our first request (email-May 9th) and our second request (verbally May 30th at the Ivanhoe Open House) for a working meeting went unaddressed, our third request (email- June 18th) has been granted and we are optimistic that they have started to listen to our safety concerns. As a result, I did not follow up with that first email, despite not having received an initial response from you. We did feel that ADOT was starting to respond appropriately. In this working session with ADOT, we agree that we (DLC and ADOT) have the opportunity to collaboratively find solutions to our safety concerns.

I am unsure, however, who told you that our concerns from my second letter (socio-economic discrimination) were being addressed or even would be addressed in our upcoming work session. From my understanding from correspondence with ADOT, this working session is to resolve safety concerns, for which we are grateful. ADOT has not responded, however, to the concerns regarding the socio-economic discrimination. ADOT continues to apparently refuse to cost-share despite us not being two times the cost reasonableness criteria (Section 772.13k), has not given us any other reason for denial of the original specifications of our sound wall in the recommendations, has provided us with contradictory information and it is clear that they are breaking selected guidelines in DLC and in Ahwatukee (See attached). We would like to know if you will ensure that they start following federal guidelines starting now in areas whose plans are not yet complete or if you will review their actions in Ahwatukee to ensure that we are treated equally. There is an expectation, from the Dusty Lane Community, that we receive equal treatment in regards to sound protection, safety and replacement of recreational areas as provided to residents in Ahwatukee.

We have received the agenda from the ADOT Ivanhoe Interchange study team. They have stated that they are open to the DLC adding concerns to the agenda. We, the DLC leadership, will add: pedestrian egress/recreational area replacement, zoning to be consistent with current zoning for DLC and street signage. In addition, as you stated, this preliminary agenda will be sent to DLC property owners to make sure that all of our safety concerns are covered. Do you feel that this meeting would be an appropriate setting to address our socio-economic concerns? If not, what do you suggest?

Thank you for adding Mr. Samour to the email. Mr. Samour has been the most direct with us and we have the utmost respect for him as a result.

Thank you for your email. We look forward to your clarification regarding equal treatment.

Anne Rogers

On Fri, Jun 22, 2018 at 9:23 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:

Ms. Rogers,

Good afternoon, I wanted to reply and acknowledge receipt of your email from yesterday evening (below) as well as your email of Monday, June 18th. For some unknown reason, the first email you sent on Monday, June 18th, was not received by any of the four addressees in the FHWA Arizona Division office. It was, however, received by the South Mountain Freeway (SMF) Project Team and when they learned that we were unaware of the message, it was forwarded to Mr. Aryan Lirange of FHWA. This was on the afternoon of Wednesday, June 20th (see attached). Mr. Lirange, our Senior Urban Engineer, is the FHWA Arizona Division's primary contact and lead for the South Mountain Freeway project. Please include him on future SMF correspondences as this will expedite replies and ensure we are aware of the communication. He can be reached at [REDACTED] or 602-382-8973.

I understand you contacted FHWA on behalf of the Dusty Lane Community and your two messages outlined concerns of safety and socio-economic discrimination. FHWA will review your concerns and take them into consideration as we ensure the project advances and is built in accordance with federal regulations and requirements. We will work with ADOT to ensure your concerns are promptly reviewed, considered and comprehensive responses are provided.

We are aware the SMF Project Team is planning two Dusty Lane Community Working Group Discussions. We understand that ADOT has developed a draft agenda for the first discussion that contains the concerns raised in your two recent emails. I also understand this agenda will be shared with the Dusty Lane Community in the coming days to seek the Community's input and ensure that all items of concern are included for discussion. FHWA Arizona Division plans to attend these discussions and encourages you to attend as well.

Please continue to engage the project team and ask questions about items that you feel need additional clarification. Mr. Rob Samour of ADOT has been copied for his awareness.

Regards,

Karla

Karla S. Petty | Division Administrator

Federal Highway Administration | Arizona Division

[4000 N. Central Ave., Suite 1500 | Phoenix, AZ 85012](http://4000.N.Central.Ave.,.Suite.1500|Phoenix,AZ.85012)

[Office:](#) [REDACTED] | [Cell:](#) [REDACTED]

[Email:](#) [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Thursday, June 21, 2018 8:14 PM
To: Petty, Karla (FHWA) <[REDACTED]>
Cc: Lirange, Aryan (FHWA) <[REDACTED]> Deitering, Thomas (FHWA) <[REDACTED]>
Hansen, Alan (FHWA) <[REDACTED]> Dusty Lane <[REDACTED]> Mike
<[REDACTED]> Margot <[REDACTED]> Stan Wright <[REDACTED]> Barbara
Boulanger <[REDACTED]> | ostrom jodi <[REDACTED]> Adriana
Valenzuela <[REDACTED]> | az topcat <[REDACTED]> 87
almalarios <[REDACTED]> | Ron Schuler <[REDACTED]> Mary

Fremont <[REDACTED]> reina77 <[REDACTED]> Adamdimas <[REDACTED]>
david cox <[REDACTED]> Richard Strassel <[REDACTED]>
Maribel Guevara <[REDACTED]> Susan Wakefield <[REDACTED]>
hopkins trudy <[REDACTED]> Mary Pitrat <[REDACTED]> Estuardo Calderon
<[REDACTED]> irenne gon22 <[REDACTED]> Cesar Vargas
<[REDACTED]> michael methvin <[REDACTED]> Thomas Watson
<[REDACTED]> Michael Rogers <[REDACTED]> anne rogers <[REDACTED]>
[REDACTED] Robert Samour <[REDACTED]> SMF Interchange
Study <[REDACTED]>

Subject: ADOT Socio-economic discrimination

Ms. Petty,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. We feel that we are experiencing socio-economic discrimination by the Arizona Department of Transportation. We are contacting you, Federal Highway Administration, in order to ask you to intervene.

ADOT is not following NEPA guidelines in selected areas of the project area for the Loop 202 South Mountain Freeway in the Phoenix Metropolitan area.

According to NEPA guidelines, in order to implement a sound wall, the area must meet feasibility requirements, including achieving a 5 dBA decrease after mitigation and a maximum of 63 dBA after mitigation. Reasonability factors are not considered until feasibility is met.

According to ADOT's DEIS, there were five monitoring points: 1, 6, 15, 16 and 22a in the Ahwatukee area of Phoenix that did not meet these feasibility requirements. According to their FEIS, the numbers were altered to show that only three of these same monitoring points did not meet feasibility requirements: 15, 16 and 22a. Two of these monitoring points were deemed unfeasible due to still being over the 63 dBA level. The third was deemed unfeasible due to only achieving a 4 dBA decrease post mitigation. Despite this shortfall, the entire Ahwatukee area has been granted a 20 ft. sound wall in all residential areas, including where unfeasible according to NEPA guidelines. Ahwatukee is the most affluent area of the Loop 202 South Mountain Freeway project area. The other areas of the project area lack such investments in protecting the sound and social impacts, including our community.

Our community will see the highest increase in sound for the entire project area. With a sound level increase of 30 dBA, not including an additional increase due to their newly introduced interchange in the center of our community, our sound level increase will be exponential and significant. Written into both the DEIS and the FEIS, our community was inaccurately seen as not eligible to qualify for the "substantial noise increase." They state that we do not qualify. It states that "MON-11, MON-12.... are not included for substantial noise level increase determination because they are within proposed SR 202L R/W." As a result, they are considering our 48 dBA to 78+ dBA increase as not being substantial. In ADOT's original plans, we were to have a sound wall of 20ft that stretched 5800 ft. We found out in March 2018 that this sound protection was being omitted completely. Appalled due to unfair treatment, we have advocated strongly for a sound wall, which we were recently granted. Not disclosed was that our sound wall would only reach 12 ft. We found that out at the Ivanhoe Interchange Open house on May 31st, only after direct questioning. Since then, they have told us that it will be between 12 and 14 ft. They are not planning on, however, extending the wall on either side of our community for better sound protection, again, as is recommended in Federal guidelines and as they are doing in Ahwatukee.

Marsha Miller with ADOT stated on 6/21/18 in an email to us "The cost-per-benefitted-receptor is considered only after other feasibility and reasonableness criteria are met." It does appear that our wall at its recommended size is being denied on the sole reasonability factor of cost-effectiveness per benefitted receptor. Despite asking why we are not getting what is recommended, they have given us no other reason for its denial. If this is the case, we question how the Ahwatukee area was granted 20ft sound walls in areas where feasibility was not even met. Federal guidelines state that there are other reasonability factors that can be taken into consideration, not limited to cost-sharing with other like-sound communities. The Promontory at Foothills West development going in at the end of Ahwatukee, 1 mile away, would fit this description. Unfortunately, I cannot find any evidence that a sound study was ever conducted for this community, which will sell homes starting at \$750,000. Our questions from March regarding this community have gone unanswered by ADOT, so if a sound study exists for this community, ADOT is not releasing any information despite it being public information.

The Ahwatukee area is receiving more per mile than any other area of the freeway path including a 20 ft sound wall in all areas and a 6-mile 20-ft shared use path.

We ask that our community be granted a 20 ft. sound wall that stretches the 5800 ft. in accordance with ADOT recommendations in the sound reports and discontinue socio-economic discrimination of our community.

We, the Dusty Lane Community, are putting you on notice that ADOT is not following federal or state guidelines. We are asking that you intervene and require ADOT to treat all areas of the freeway path equally.

Thank you for your prompt attention to this matter. I look forward to hearing back from you.

Anne Rogers

----- Forwarded message -----

From: "Spargo, Benjamin" <[REDACTED]>
To: "Lirange, Aryan (FHWA)" <[REDACTED]>
Cc:
Bcc:
Date: Wed, 20 Jun 2018 22:12:12 +0000
Subject: FW: Safety Concerns re: SMF Ivanhoe Interchange Proposal

Ben Spargo, PE

M [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 2:18 PM
To: SMF Interchange Study <[REDACTED]>
Cc: anne rogers <[REDACTED]> Mike <[REDACTED]> Dusty Lane
<[REDACTED]> Robert Samour <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Carmelo Acevedo <[REDACTED]>
Subject: Fwd: Safety Concerns re: SMF Ivanhoe Interchange Proposal

----- Forwarded message -----

From: **anne rogers** <[REDACTED]>
Date: Mon, Jun 18, 2018 at 2:44 PM
Subject: Safety Concerns re: SMF Ivanhoe Interchange Proposal
To: [REDACTED]
Cc: [REDACTED] Dusty Lane
<[REDACTED]> Mike <[REDACTED]>

Hi Kelly,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. I am not sure if I have reached the right person, so I have copied a few others from your office just in case.

Our community has grave safety concerns regarding the SMF Loop 202 Ivanhoe Interchange Proposal.

We are a community who is bordered on all sides by the South Mountain Park and the Gila River Indian Community. We have one small connector road, barely large enough to accommodate two cars in some spots that connect us to 51st ave. Due to our location, all residential streets in our community are dead-end streets. There are no outlets. Due to our rural environment and safe streets with little traffic, our children play in the streets safely and runners, cyclists and walkers use our streets as if they were bike lanes since again, it is safe to do so.

When the SMF comes through, it will cut off all of our residential streets from our connector road of Dusty Lane with the exception of Ivanhoe St. ADOT is proposing placing an interchange at that very intersection and is projecting 2000 cars per on and off ramp. Having to navigate such an exponential increase in traffic at that intersection comes at great risk to our community.

Our concerns are as follows:

Increased response time for local emergency services. ADOT incorrectly claims that response time will decrease. Our local services do not use freeways. They use surface streets. Having to navigate so many cars will increase response time.

A trapped community- If there is an accident or flooding in that intersection or if our community were to experience a fire, Ivanhoe would be our only way out. An accidental fire could be catastrophic if we are having to fight 8000 cars in order to escape.

Flooding- Being at the base of a mountain, we experience deep and damaging floods. ADOT has informed us that they cannot improve or worsen flooding conditions. Unfortunately, they have eliminated our other options of egress and are placing the interchange at the very intersection that sees the highest waters and the worst damage. Before, we have been able to use other residential streets to access our connector road, Dusty Lane. This choice and adding 2000 cars per on and off ramp will trap our community.

School bus / fire truck maneuverability- With all dead-end streets and only enough room for a standard-sized vehicle to do a 3 point turn in order to turn around, our school bus or a potential fire truck will be unable to turn around. ADOT has placed a cul de sac at the end of 43rd Ave, but their team is unaware of whether it is large enough to accommodate a large vehicle like a school bus. Three weeks after asking the question, they evidently still do not know as they have not gotten back to us.

Fire hydrants- According to Fire Prevention and the City Water Department, we currently have two in-service fire hydrants located on Dusty Lane. These hydrants will be located on the opposite side of the freeway once the freeway goes through. It is being argued that these hydrants are maintenance hydrants. Since 2012, during the final planning of this freeway, it appears that they are trying to change the designation of these hydrants. We feel that safety is more important than convenience of not having to provide us with the same service hydrant access that we had before the final planning of the freeway began.

On June 13, 2018, ADOT announced that they had released 4 new options in addition to the current Ivanhoe Interchange proposal. Of those 4, two were presented as unfeasible. One will cause the same concerns as the original proposal, still providing direct access. The last option appeared to be the only option given. It did solve a lot of the DLC's safety concerns, however it appears that they did not research this option before presenting it publicly, including to two news stations. It appears that the only "option" presented is in fact not an option at all as it uses private property. There is no road there.

We are asking that you intervene. This email serves as notice that ADOT does not truly appear to be watching out for the safety of our community and are placing us in danger by hurriedly adding an interchange to the plans at the last minute. Such haste does not give time to study safety impacts to a community such as ours. When asked, ADOT was unable to identify any proposal such as this one where a 65 mph freeway exited onto a 25 mph residential street. This makes it clear to us that our situation has not been studied appropriately in order to ensure the safety of our residents including our children.

Is there a metrics in the guideline regarding cost and safety? How much are they allotted when it comes to the safety of a community who has special circumstances? Do you have a list of safety concerns that are to be addressed in your guidelines?

Thank you for your time. I did try to call, but appears that your phone number does not allow for voicemails. Please let me know if there is a better time that I can try to reach you again.

We appreciate any and all help that you are able to provide our community.

Anne Rogers

Dusty Lane Community

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 25, 2018 7:03 AM
To: Petty, Karla (FHWA)
Cc: anne rogers; Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination

Thank you, Karla, for your email.

We certainly were not expecting a response on a Saturday! Hopefully, you were able to disconnect for the rest of your weekend! We appreciate the guidance and we look forward to your recommendations.

Anne Rogers

On Sat, Jun 23, 2018 at 1:12 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:
Good Morning,

Yes, we will be reviewing your claims of socio-economic discrimination. There is information that needs to be reviewed, confirmed, clarified and understood. Federal oversight is one of FHWA responsibilities and we will ensure the federal requirements are being met.

As for your question regarding the appropriate setting in when to address the socio-economic concerns, I do not have an answer today. I will need to back in touch after seeking clarification on the scope of the Working Group Discussions. Look for a response before the meeting on the 27th.

Regards,
Karla Petty

From: anne rogers <[REDACTED]>
Sent: Saturday, June 23, 2018 8:10:25 AM
To: Petty, Karla (FHWA)
Cc: Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Dusty Lane; Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination

Thank you, Karla, for your response.

Whereas ADOT overall has been very unresponsive to most of our questions and concerns, they have been more responsive starting when I sent the first email to FHWA on June 18th regarding our safety concerns. Whereas our first request (email-May 9th) and our second request (verbally May 30th at the Ivanhoe Open House) for a working meeting went unaddressed, our third request (email- June 18th) has been granted and we are optimistic that they have started to listen to our safety concerns. As a result, I did not follow up with that first email, despite not having received an initial response from you. We did feel that ADOT was starting to respond appropriately. In this working session with ADOT, we agree that we (DLC and ADOT) have the opportunity to collaboratively find solutions to our safety concerns.

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Thank you for adding Mr. Samour to the email. Mr. Samour has been the most direct with us and we have the utmost respect for him as a result.

Thank you for your email. We look forward to your clarification regarding equal treatment.

Anne Rogers

On Fri, Jun 22, 2018 at 9:23 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:

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Please continue to engage the project team and ask questions about items that you feel need additional clarification. Mr. Rob Samour of ADOT has been copied for his awareness.

Regards,

Karla

Karla S. Petty | Division Administrator

Federal Highway Administration | Arizona Division

[4000 N. Central Ave., Suite 1500 | Phoenix, AZ 85012](#)

Office: [REDACTED] | Cell: [REDACTED]

Email: [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Thursday, June 21, 2018 8:14 PM
To: Petty, Karla (FHWA) <[REDACTED]>
Cc: Lirange, Aryan (FHWA) <[REDACTED]> Deitering, Thomas (FHWA) <[REDACTED]>
Hansen, Alan (FHWA) <[REDACTED]> Dusty Lane <[REDACTED]> Mike
<[REDACTED]> Margot <[REDACTED]> Stan Wright <[REDACTED]> Barbara
Boulanger <[REDACTED]> | ostrom jodi <[REDACTED]> Adriana
Valenzuela <[REDACTED]> | az topcat <[REDACTED]> 87
almalarios <[REDACTED]> Ron Schuler <[REDACTED]> Mary
Fremont <[REDACTED]> reina7 7 <[REDACTED]> Adamdimas <[REDACTED]>
david cox <[REDACTED]> Richard Strassel <[REDACTED]>
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<[REDACTED]> michael methvin <[REDACTED]> Thomas Watson
<[REDACTED]> Michael Rogers <[REDACTED]> anne rogers <[REDACTED]>
[REDACTED] Robert Samour <[REDACTED]> SMF Interchange
Study <[REDACTED]>
Subject: ADOT Socio-economic discrimination

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The Ahwatukee area is receiving more per mile than any other area of the freeway path including a 20 ft sound wall in all areas and a 6-mile 20-ft shared use path.

We ask that our community be granted a 20 ft. sound wall that stretches the 5800 ft. in accordance with ADOT recommendations in the sound reports and discontinue socio-economic discrimination of our community.

We, the Dusty Lane Community, are putting you on notice that ADOT is not following federal or state guidelines. We are asking that you intervene and require ADOT to treat all areas of the freeway path equally.

Thank you for your prompt attention to this matter. I look forward to hearing back from you.

Anne Rogers

----- Forwarded message -----

From: "Spargo, Benjamin" <

To: "Lirange, Aryan (FHWA)" <

Cc:

Bcc:
Date: Wed, 20 Jun 2018 22:12:12 +0000
Subject: FW: Safety Concerns re: SMF Ivanhoe Interchange Proposal

Ben Spargo, PE

M [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 2:18 PM
To: SMF Interchange Study <[REDACTED]>
Cc: anne rogers <[REDACTED]>, Mike <[REDACTED]>, Dusty Lane <[REDACTED]>, Robert Samour <[REDACTED]>, Spargo, Benjamin <[REDACTED]>, Carmelo Acevedo <[REDACTED]>
Subject: Fwd: Safety Concerns re: SMF Ivanhoe Interchange Proposal

----- Forwarded message -----

From: anne rogers <[REDACTED]>
Date: Mon, Jun 18, 2018 at 2:44 PM
Subject: Safety Concerns re: SMF Ivanhoe Interchange Proposal
To: [REDACTED]
Cc: [REDACTED], Dusty Lane <[REDACTED]>, Mike <[REDACTED]>

Hi Kelly,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. I am not sure if I have reached the right person, so I have copied a few others from your office just in case.

Our community has grave safety concerns regarding the SMF Loop 202 Ivanhoe Interchange Proposal.

We are a community who is bordered on all sides by the South Mountain Park and the Gila River Indian Community. We have one small connector road, barely large enough to accommodate two cars in some spots that connect us to 51st ave. Due to our location, all residential streets in our community are dead-end streets. There are no outlets. Due to our rural environment and safe streets with little traffic, our children play in the streets safely and runners, cyclists and walkers use our streets as if they were bike lanes since again, it is safe to do so.

When the SMF comes through, it will cut off all of our residential streets from our connector road of Dusty Lane with the exception of Ivanhoe St. ADOT is proposing placing an interchange at that very intersection and is projecting 2000 cars per on and off ramp. Having to navigate such an exponential increase in traffic at that intersection comes at great risk to our community.

Our concerns are as follows:

Increased response time for local emergency services. ADOT incorrectly claims that response time will decrease. Our local services do not use freeways. They use surface streets. Having to navigate so many cars will increase response time.

A trapped community- If there is an accident or flooding in that intersection or if our community were to experience a fire, Ivanhoe would be our only way out. An accidental fire could be catastrophic if we are having to fight 8000 cars in order to escape.

Flooding- Being at the base of a mountain, we experience deep and damaging floods. ADOT has informed us that they cannot improve or worsen flooding conditions. Unfortunately, they have eliminated our other options of egress and are placing the interchange at the very intersection that sees the highest waters and the worst damage. Before, we have been able to use other residential streets to access our connector road, Dusty Lane. This choice and adding 2000 cars per on and off ramp will trap our community.

School bus / fire truck maneuverability- With all dead-end streets and only enough room for a standard-sized vehicle to do a 3 point turn in order to turn around, our school bus or a potential fire truck will be unable to turn around. ADOT has placed a cul de sac at the end of 43rd Ave, but their team is unaware of whether it is large enough to accommodate a large vehicle like a school bus. Three weeks after asking the question, they evidently still do not know as they have not gotten back to us.

Fire hydrants- According to Fire Prevention and the City Water Department, we currently have two in-service fire hydrants located on Dusty Lane. These hydrants will be located on the opposite side of the freeway once the freeway goes through. It is being argued that these hydrants are maintenance hydrants. Since 2012, during the final planning of this freeway, it appears that they are trying to change the designation of these hydrants. We feel that safety is more important than convenience of not having to provide us with the same service hydrant access that we had before the final planning of the freeway began.

On June 13, 2018, ADOT announced that they had released 4 new options in addition to the current Ivanhoe Interchange proposal. Of those 4, two were presented as unfeasible. One will cause the same concerns as the original

proposal, still providing direct access. The last option appeared to be the only option given. It did solve a lot of the DLC's safety concerns, however it appears that they did not research this option before presenting it publicly, including to two news stations. It appears that the only "option" presented is in fact not an option at all as it uses private property. There is no road there.

We are asking that you intervene. This email serves as notice that ADOT does not truly appear to be watching out for the safety of our community and are placing us in danger by hurriedly adding an interchange to the plans at the last minute. Such haste does not give time to study safety impacts to a community such as ours. When asked, ADOT was unable to identify any proposal such as this one where a 65 mph freeway exited onto a 25 mph residential street. This makes it clear to us that our situation has not been studied appropriately in order to ensure the safety of our residents including our children.

Is there a metrics in the guideline regarding cost and safety? How much are they allotted when it comes to the safety of a community who has special circumstances? Do you have a list of safety concerns that are to be addressed in your guidelines?

Thank you for your time. I did try to call, but appears that your phone number does not allow for voicemails. Please let me know if there is a better time that I can try to reach you again.

We appreciate any and all help that you are able to provide our community.

Anne Rogers

Dusty Lane Community

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Wednesday, June 20, 2018 2:37 PM
To: SMF Interchange Study
Cc: Carmelo Acevedo; Mike; Robert Samour; Spargo, Benjamin; anne rogers
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Hi Marsha. I'm just checking back regarding the right of way. I didn't think that it would take a full week to get that answer. I would also ask that you have a handful of copies of both option one and of the no build so that we are able to draw out option ideas. Having the no build and option one image copies will help us to problem solve road paths keeping in mind where the drainage is, etc.

Will this work?

Thank you.

Anne

On Tue, Jun 19, 2018 at 8:28 PM SMF Interchange Study <[REDACTED]> wrote:

Thanks Anne, we look forward to meeting and having an open, productive working session. I will plan to send you the agenda by the end of the week, if not sooner.

I will check on the status of the ROW regarding Sandy Lane in the morning.

We also want to work with the community to identify and provide the most feasible solutions.

I'll be back in touch soon.

Thanks,

Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 1:15 PM

To: SMF Interchange Study <[REDACTED]>

Cc: Dusty Lane <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]> Robert Samour <[REDACTED]> Mike <[REDACTED]>

Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha.

Everything sounds great. I will let property owners know. I look forward to receiving the agenda so that we can working on it collaboratively. We do ask that your engineers and project team be candid with us so that we know probability of certain scenarios versus options that are are only options due to legality and protocol. Have you heard back from your right of way specialist in regards to Sandy Lane? This information will better help us to guide our discussion. We truly do want to work with you and your team to come up with solutions that will work with everyone. We thank you for providing this opportunity.

Anne Rogers

On Tue, Jun 19, 2018 at 2:32 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Let's schedule the meeting for Wednesday, June 27 from 5 to 8 p.m. at the I-10 project office located at 1021 N. 59th Avenue (just north of Roosevelt Street). That office will give us plenty of room for everyone that is able to attend.

We will have the team member's in attendance that can discuss the subjects related to the issues and concerns that have been brought up. Mr. Samour will be on annual leave starting on the 21st, returning on July 3. We would like to suggest meeting on the 27th initially to work together on reaching solutions and then meet again on Friday, July 6 with Mr. Samour as a follow up to the meeting on the 27th.

We are working this week to have the drainage summary and report to you and the community by Friday. Also, if it's amenable to you, I am going to draft an agenda and send to you so we can collaboratively develop the final agenda and all prepared when we meet on the 27th.

Thank you,

Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 5:34 PM
To: SMF Interchange Study < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Robert Samour < [REDACTED] >
Cc: Anne Rogers < [REDACTED] >; Mike < [REDACTED] >
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha, for setting this up. Will the full design/project team be at this meeting so that we can discuss the feasibility of the various options discussed? Will Mr. Samour be there? Will the drainage plan sheets be completed for review before this meeting so that we have time to review them before our meeting?

We would like to give the following dates : June 22nd, June 27th and July 6th. How many community members do you feel would be reasonable to attend? We are unsure of your space accommodations and need to know what to present to property owners.

Thank you again for setting this up. We are excited to have the opportunity to discuss options that will ease our safety concerns versus having them compiled.

Thank you,

Anne Rogers

On Mon, Jun 18, 2018 at 5:44 PM, SMF Interchange Study < [REDACTED] > wrote:

Hello Anne and Mike,

Our team would like to set up a meeting with the residents of your community to discuss concepts and options, as well as have an open dialogue about your concerns. Please let me know two or three dates that your community would be available in the evening to meet at one of our offices either at 59th Avenue and Elliot or at 59th Avenue and I-10.

Thank you,

Marsha Miller

[REDACTED]

From: Dusty Lane <[REDACTED]>
Sent: Monday, June 18, 2018 5:34 PM
To: SMF Interchange Study; Spargo, Benjamin; Carmelo Acevedo; Robert Samour
Cc: Anne Rogers; Mike
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha, for setting this up. Will the full design/project team be at this meeting so that we can discuss the feasibility of the various options discussed? Will Mr. Samour be there? Will the drainage plan sheets be completed for review before this meeting so that we have time to review them before our meeting?

We would like to give the following dates : June 22nd, June 27th and July 6th. How many community members do you feel would be reasonable to attend? We are unsure of your space accommodations and need to know what to present to property owners.

Thank you again for setting this up. We are excited to have the opportunity to discuss options that will ease our safety concerns versus having them compiled.

Thank you,

Anne Rogers

On Mon, Jun 18, 2018 at 5:44 PM, SMF Interchange Study <[REDACTED]> wrote:

Hello Anne and Mike,

Our team would like to set up a meeting with the residents of your community to discuss concepts and options, as well as have an open dialogue about your concerns. Please let me know two or three dates that your community would be available in the evening to meet at one of our offices either at 59th Avenue and Elliot or at 59th Avenue and I-10.

Thank you,

Marsha Miller

Anne Rogers

Sent from my iPhone

On Jun 28, 2018, at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
(602) 237-9100 x3016

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:

Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Dusty Lane
< [REDACTED] > Anne Rogers < [REDACTED] > Carmelo Acevedo
< [REDACTED] > Spargo, Benjamin < [REDACTED] > Robert Samour
< [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
< [REDACTED] > Mike < [REDACTED] >
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:53 PM
To: SMF Interchange Study
Subject: Public Comments on Ivanhoe Interchange

Follow Up Flag: Follow up
Flag Status: Flagged

Dear ADOT,

Please add the following image to the public comments section for the Ivanhoe Interchange:



[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Friday, July 6, 2018 12:06 PM
To: Ryan Clickner; anne rogers
Cc: Dusty Lane; Kimberly Noetzel; SMF Interchange Study
Subject: Re: Ahwatukee Sound wall height
Attachments: 01 Main Text from C202P Segment C Final Noise Report (1).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Ryan,

Can you please supply us with the Final Noise Report for the Pecos Segment. I've attached the Final Noise Report for the Salt River Segment for your reference. It is not available at link that you provided.

From: [Ryan Clickner](#)
Sent: Friday, July 06, 2018 11:38 AM
To: [anne rogers](#)
Cc: [Dusty Lane](#) ; [Mike](#)
Subject: RE: Ahwatukee Sound wall height

Ann,

Please see the detailed information related to the EIS documents on the project website.

[https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history)

The EIS is the Environmental Impact Statement and the FEIS is the Final Environmental Impact Statement.

Thanks.

Ryan Clickner
Pecos/Center Segment Construction Outreach Lead



m: [REDACTED] / o: [REDACTED] ext. 114
[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Friday, July 6, 2018 10:47 AM
To: Ryan Clickner <[REDACTED]>
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>
Subject: Re: Ahwatukee Sound wall height

Thank you, Ryan!

Is the EIS a different document than the FEIS? If so, do you have a copy or know where to find it?

Thank you!

Anne

On Fri, Jul 6, 2018 at 10:44 AM, Ryan Clickner <[REDACTED]> wrote:

Hi Ann,

The Pecos Segment sound walls range in heights from 16 to 20 feet. The height and locations of the sound walls were determined during the Environmental Impact Statement (EIS).

Please let me know if you have any questions.

Ryan Clickner

Pecos/Center Segment Construction Outreach Lead



m: [REDACTED] / o: [REDACTED] ext. 114
[REDACTED]

From: Dusty Lane <[REDACTED]>

Sent: Friday, July 6, 2018 10:01 AM

To: Ryan Clickner <[REDACTED]>

Cc: Mike <[REDACTED]> anne rogers <[REDACTED]>

Subject: Ahwatukee Sound wall height

Hi Ryan,

I wrote down that you said in March that Ahwatukee would be receiving 20 ft sound walls throughout. Is this accurate or is there a taper there of different heights?

Thank you.

Anne Rogers

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The information transmitted is intended only for the person or entity to which it is addressed and may contain proprietary, business-confidential and/or privileged material. If you are not the intended recipient of this message you are hereby notified that any use, review, retransmission, dissemination, distribution, reproduction or any action taken in reliance upon this message is prohibited. If you received this in error, please contact the sender and delete the material from any computer. Any views expressed in this message are those of the individual sender and may not necessarily reflect the views of the company.

[REDACTED]

From: Mike <[REDACTED]>
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer
Dusty Lane Community
(602) 327-8365

[REDACTED]

From: Mike <[REDACTED]>
Sent: Wednesday, June 20, 2018 2:46 AM
To: [REDACTED] SMF Interchange Study
Cc: Anne Rogers; [REDACTED] Robert Samour
Subject: Dusty Lane Community Air Quality Concerns

Dear ADOT,

I am deeply concerned with the level of air pollution that that the South Mountain Loop 202 freeway will bring to the Dusty Lane Community. We have children and elderly people who live in our neighborhood. They are much more susceptible to high pollution levels than adults. I would like assurances that the air pollution has been studied for the Dusty Lane Community, and that our air will remain at safe levels. From what I have seen from ADOT so far, I have trouble believing that air quality was studied effectively.

It is obvious that ADOT had not considered the safety of the residents of Dusty Lane while planning the center segment. The first signs of problems were when I learned that initial designs did not include a sound wall for our neighborhood, and that noise levels would increase by 30 dBA. I was then informed that the Ivanhoe interchange was also being proposed without a sound wall. This interchange would raise sound levels another 5 dBA, bringing sound levels up to 78 dBA. Close to the point where permanent hearing damage can occur.

Even the sound study does not give me much faith. The sound report lists the speed limit of Dusty Lane to be 45 mph. The posted speed limit for Dusty Lane is 25 mph. There is a speed limit sign a few hundred feet away from where measurements were taken place. The high end for the sound levels in our neighborhood are based on a 20 minute period of time where one car was observed speeding through our neighborhood.

The Ivanhoe interchange as proposed is a major safety risk for my community. When I talked with people at ADOT about my concerns of the Ivanhoe interchange, I was told by ADOT that they believed that we would like the interchange because it would give us closer access to the freeway. It was apparent that it was never considered that creating a freeway exit onto a 25 mph residential street, or that building a road from a casino into a residential neighborhood will be a huge safety risk. Children live here. They don't need to dodge the drunk drivers that will be funneled into our neighborhood by the interchange.

In addition to this, the proposed design of the Ivanhoe Interchange effectively cut off pedestrian access to and from our community. We currently use Dusty Lane, a lightly traveled road for pedestrian egress. With the proposal, Dusty Lane would be a collector road for the interchange. There are thousand of homes permitted along 51st ave, It is naive to believe that as those homes are built that it will still be safe to walk, bike, or travel by wheelchair down Dusty Lane. ADOT had given so little thought to our community that when our streets were blocked off for pre-construction , school busses could not turn around. The solution was to place the bus stop 7/10 of a mile from the children's homes in a pedestrian corridor for the casino.

It appears that ADOT has not studied Dusty lane with any detail, I would hope that ADOT is not choosing to place us at risk. I fear that with such little attention paid to everything else, that the air quality for the Dusty Lane community was not studied effectively. I want to understand what the projected pollution increases will be, and how those projections will differ if the Ivanhoe interchange is built.

Regards,

Michael Freer MAPM, PMP
Dusty Lane Community
(602) 327-8365

From: Mike Freer <[REDACTED]>
Sent: Wednesday, July 11, 2018 10:44 AM
To: Robert Samour
Cc: SMF Interchange Study
Subject: Dusty Lane Community Noise Abatement

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Samour,

Thank you and your team for meeting with us yesterday. We appreciate you trying to explain why ADOT believes that they are treating the Dusty Lane Community (DLC) fairly with respect to noise abatement. We feel that we made progress by your concession to create a barrier with a static wall height of 14'. We would like to believe that this is a fair compromise; however, upon review of the abatement for the Pecos and Center segment there still appears to be a disconnect between the design of abatement for the DLC and protections that are being used for other areas. All other areas are receiving variable abatement of 14' up to 20'. No areas in the Pecos or Center segments have a static wall height.

The foundation for our socio-economic discrimination complaint is that we are not being treated fairly with respect to other communities. ADOT maintains that they are legally prohibited from providing abatement that conforms to the same specifications as other areas because of the cost per receptor. Provisions in 772.13-k clearly gives ADOT a mechanism of averaging abatement for areas that do not meet the cost-reasonableness criteria. The ADOT 2011 Noise Abatement Policy informs that "a common noise environment may span an entire project area." This provision gives ADOT much latitude in determining areas that are to be averaged and that there are no legal reasons that restrict ADOT from funding a sound wall for the DLC as originally proposed in the 2016 Final Noise Report (Salt River Segment).

We would like to give ADOT the opportunity to explain engineering criteria behind the selection of a sound wall for the DLC that is significantly shorter than abatement provided to other areas.

NOISE BARRIER SUMMARY (CENTER SEGMENT)						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited receivers	Cost-Per-Benefited-Receiver
New Barrier SWL-2525-R (Sta 2519+01 to Sta 2538+96)	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500
Total for Recommended Barrier	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500
Note: ⁽¹⁾ Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.						

NOISE BARRIER SUMMARY (PECOS SEGMENT)

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited receivers	Cost-Per-Benefited-Receiver
New Barrier SWL-2050-R (Sta 2026+50 to Sta 2074+81)	14 to 20	4,788	90,548	\$3,169,200	137	\$30,900
New Barrier SWL-2080-R (Sta 2070+68 to Sta 2088+50)	14 to 16	1,793	28,329	\$1,052,400		
New Barrier SWL-2135-R (Sta 2087+82 to Sta 2181+41)	16 to 20	9,370	186,294	\$6,520,300	222	\$34,200
New Barrier SWL-2185-R (Sta 2178+86 to Sta 2196+50)	16	1,774	28,387	\$1,054,400		
New Barrier SWL-2240-R (Sta 2190+44 to Sta 2278+29)	14 to 20	7,650	147,700	\$5,169,500	165	\$31,400
New Barrier SWL-2340-R (Sta 2285+31 to Sta 2383+10)	16 to 18	9,800	160,398	\$5,614,000	248	\$30,700
New Barrier SWL-2385-R (Sta 2377+75 to Sta 2393+40)	16	1,568	25,095	\$939,200		
New Barrier SWL-2400-R (Sta 2388+43 to Sta 2406+16)	14 to 18	1,785	29,734	\$1,040,700		
New Barrier SWL-2470-R (Sta 2440+00 to Sta 2493+75)	20	5,393	107,866	\$3,775,400	96	\$39,400
Total for Recommended Barrier	14 to 20	43,921	804,351	\$28,335,100	868	\$32,700

Note:

^[1] Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.

Regards,

Michael Freer
 Dusty Lane Community
 (602) 327-8365

From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:58 PM
To: SMF Interchange Study
Subject: Proposed Ivanhoe Interchange

Follow Up Flag: Follow up
Flag Status: Flagged

Dear ADOT,

Please add the following image to your public comments for the proposed Ivanhoe Interchange:



From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:59 PM
To: SMF Interchange Study
Subject: Proposed Ivanhoe Interchange

Follow Up Flag: Follow up
Flag Status: Flagged

ADOT:



From: Mike Freer <[REDACTED]>
Sent: Friday, July 20, 2018 12:00 AM
To: SMF Interchange Study
Subject: Proposed Ivanhoe Interchange

Follow Up Flag: Follow up
Flag Status: Flagged



From: Mike Freer <[REDACTED]>
Sent: Friday, July 20, 2018 12:00 AM
To: SMF Interchange Study
Subject: Proposed Ivanhoe Interchange

Follow Up Flag: Follow up
Flag Status: Flagged



[REDACTED]

From: Mike <[REDACTED]>
Sent: Tuesday, June 5, 2018 7:58 AM
To: [REDACTED]; Laurie Roberts;
[REDACTED]; Sonu Wasu;
[REDACTED]; Adriana Valenzuela; TractorJack123
@yahoo.com; 87 almalarios; Mary Fremont; [REDACTED]
[REDACTED]; riverside123
@gmail.com; [REDACTED]; Cesar Vargas;
[REDACTED]; Thomas Watson; [REDACTED]; Anne Rogers; Ron Schuler;
Cc: SMF Interchange Study; [REDACTED]; Anne Rogers;
[REDACTED]; Kimberly Noetzel; Ryan Clickner; [REDACTED]
Subject: Spargo, Benjamin; Dan Siegel
Proposed Ivanhoe will be catastrophic to Dusty Lane.
Categories: Logged

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP
Dusty Lane Community
(602) 327-8365

From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:55 PM
To: SMF Interchange Study
Subject: Public Comments for the Ivanhoe Interchange

Follow Up Flag: Follow up
Flag Status: Flagged

Dear ADOT,

Please add this image to your public comments section for the Ivanhoe Interchange



From: Mike Freer <[REDACTED]>
Sent: Thursday, July 19, 2018 11:56 PM
To: SMF Interchange Study
Subject: Public Comments for the Ivanhoe Interchange

Follow Up Flag: Follow up
Flag Status: Flagged

Dear ADOT,

Please add the following image to your public comments section for the Ivanhoe Interchange:



[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Thursday, July 12, 2018 12:36 PM
To: Robert Samour
Cc: SMF Interchange Study; Anne Rogers
Subject: Re: Dusty Lane Community Noise Abatement

Follow Up Flag: Follow up
Flag Status: Flagged

Robert,

The letter that I sent to SMF interchange was an attempt to demonstrate that we are willing to back away from the 20' sound wall as originally proposed, as no areas in the Awatukee or Center segments will be receiving a static wall height of 20'. As I have vocalized, we are looking for a fair solution. As long as ADOT is continuing to work with our community, we will refrain from filing a formal complaint. I would like you to send me the process information that you offered for our records.

Thank for studying the noise levels in our community with a continuous 14' sound wall. And for informing in our 7/12/18 phone conversation that ADOT will stand behind its decision and build the Dusty Lane community a 14' tall 4,200 foot long sound wall in the event that FHWA determines that it is not justified.

Regards,
Michael Freer
(602) 327-8365

From: [Robert Samour](#)
Sent: Thursday, July 12, 2018 9:32 AM
To: 'Mike Freer'
Cc: [SMF Interchange Study](#)
Subject: RE: Dusty Lane Community Noise Abatement

Mike

I have asked the team to put together a map showing the Dusty Lane Community along with a table showing the height of the wall, distance to the homes that will receive coverage from the proposed noise wall, and the decibel reduction at each location. The calculations that were used to develop the wall that was shown on Tuesday night at our meeting varied from 10 feet to 14 feet. While I agreed to eliminate the steps as part of our discussions on Tuesday, my team has not gone back to recalculate the decibel reductions at those locations. I should be able to have the information to you either late tomorrow or Monday. I will be forwarding the same information to our partners at the FHWA. As I mentioned after the meeting to you, I have asked the FHWA to reach out to their resource center to have someone review our calculations. If an error was made we can make adjustments. As discussed in the meeting on Tuesday night, the wall that was presented in the graphic, which I have included as an attachment, is the Department's final position on the wall, height and length. We will remove the steps as requested by the Dusty Lane Community and carry a constant 14 foot height.

I did get an e-mail from our office's executive assistant that you called yesterday afternoon. I will call you this morning. What I would like to follow up on is your comment below regarding your socio-economic decimation

complaint. As I explained to the group on Tuesday night, if you would like me to get you in touch with the group that handles discrimination complaints against the Department I will. We take these types of comments serious and I want to make sure that if you are making a formal complaint of discrimination we need to start the process. This is not the third e-mail the Department has received regarding this subject since June 21, 2018. Previous e-mails have reference the socio-economic discrimination as a concern. We have a process for filing a formal complaint. Your latest e-mail seems to indicate that your concern is now a complaint. Please respond if you or any of the Dusty Lane Community members would like to file a formal discrimination complaint

Thanks

Robert Samour, PE
Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike Freer [mailto: [REDACTED]]
Sent: Wednesday, July 11, 2018 10:44 AM
To: Robert Samour
Cc: SMF Interchange Study
Subject: Dusty Lane Community Noise Abatement

Mr. Samour,

Thank you and your team for meeting with us yesterday. We appreciate you trying to explain why ADOT believes that they are treating the Dusty Lane Community (DLC) fairly with respect to noise abatement. We feel that we made progress by your concession to create a barrier with a static wall height of 14'. We would like to believe that this is a fair compromise; however, upon review of the abatement for the Pecos and Center segment there still appears to be a disconnect between the design of abatement for the DLC and protections that are being used for other areas. All other areas are receiving variable abatement of 14' up to 20'. No areas in the Pecos or Center segments have a static wall height.

The foundation for our socio-economic discrimination complaint is that we are not being treated fairly with respect to other communities. ADOT maintains that they are legally prohibited from providing abatement that conforms to the same specifications as other areas because of the cost per receptor. Provisions in 772.13-k clearly gives ADOT a mechanism of averaging abatement for areas that do not meet the cost-reasonableness criteria. The ADOT 2011 Noise Abatement Policy informs that "a common noise environment may span an entire project area." This provision gives ADOT much latitude in determining areas that are to be averaged and that there are no legal reasons that restrict ADOT from funding a sound wall for the DLC as originally proposed in the 2016 Final Noise Report (Salt River Segment).

We would like to give ADOT the opportunity to explain engineering criteria behind the selection of a sound wall for the DLC that is significantly shorter than abatement provided to other areas.

NOISE BARRIER SUMMARY (CENTER SEGMENT)						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited receivers	Cost-Per-Benefited-Receiver
New Barrier SWL-2525-R (Sta 2519+01 to Sta 2538+96)	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500
Total for Recommended Barrier	16 to 18	2,000	32,801	\$1,148,100	39	\$29,500
Note: ^[1] Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.						

NOISE BARRIER SUMMARY (PECOS SEGMENT)						
Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited receivers	Cost-Per-Benefited-Receiver
New Barrier SWL-2050-R (Sta 2026+50 to Sta 2074+81)	14 to 20	4,788	90,548	\$3,169,200	137	\$30,900
New Barrier SWL-2080-R (Sta 2070+68 to Sta 2088+50)	14 to 16	1,793	28,329	\$1,052,400		
New Barrier SWL-2135-R (Sta 2087+82 to Sta 2181+41)	16 to 20	9,370	186,294	\$6,520,300	222	\$34,200
New Barrier SWL-2185-R (Sta 2178+86 to Sta 2196+50)	16	1,774	28,387	\$1,054,400		
New Barrier SWL-2240-R (Sta 2190+44 to Sta 2278+29)	14 to 20	7,650	147,700	\$5,169,500	165	\$31,400
New Barrier SWL-2340-R (Sta 2285+31 to Sta 2383+10)	16 to 18	9,800	160,398	\$5,614,000	248	\$30,700
New Barrier SWL-2385-R (Sta 2377+75 to Sta 2393+40)	16	1,568	25,095	\$939,200		
New Barrier SWL-2400-R (Sta 2388+43 to Sta 2406+16)	14 to 18	1,785	29,734	\$1,040,700		
New Barrier SWL-2470-R (Sta 2440+00 to Sta 2493+75)	20	5,393	107,866	\$3,775,400	96	\$39,400
Total for Recommended Barrier	14 to 20	43,921	804,351	\$28,335,100	868	\$32,700
Note: ^[1] Total cost of the noise barrier is based on the unit cost of \$35/\$55 per square foot for off/on structure placement of noise barriers.						

Regards,

Michael Freer
Dusty Lane Community
(602) 327-8365

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From: Mike Freer <[REDACTED]>
Sent: Tuesday, June 26, 2018 12:56 PM
To: SMF Interchange Study
Cc: SMF Interchange Study; [REDACTED] Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour
Subject: Re: Drainage Documents

Hello Ms. Miler,

Thank you for the detailed explanation. Based on the information that you provided, I was able to find the data from the NOAA monitoring stations in the valley. There is a monitoring station over the mountain just north of us at in the Carver community. They are showing a 10 year, 10 minute downpour at .632" and a 30 minute downpour at 1.06".

I was disappointed to find that there are no monitoring stations on the south side of South Mountain that would collect more localized data as storms approach from the South.



POINT PRECIPITATION FREQUENCY (PF) ESTIMATES
 WITH 90% CONFIDENCE INTERVALS AND SUPPLEMENTARY INFORMATION
 NOAA Atlas 14, Volume 1, Version 5

[PF tabular](#)

[PF graphical](#)

[Supplementary information](#)

[Print page](#)

PDS-based precipitation frequency estimates with 90% confidence intervals (in inches) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.195 (0.162-0.238)	0.255 (0.213-0.311)	0.346 (0.287-0.420)	0.415 (0.342-0.502)	0.507 (0.412-0.611)	0.578 (0.464-0.693)	0.650 (0.512-0.777)	0.723 (0.561-0.864)	0.819 (0.619-0.950)	0.893 (0.661-1.07)
10-min	0.296 (0.247-0.362)	0.388 (0.324-0.473)	0.527 (0.437-0.640)	0.632 (0.521-0.764)	0.772 (0.626-0.930)	0.881 (0.707-1.06)	0.989 (0.780-1.18)	1.10 (0.854-1.32)	1.25 (0.943-1.49)	1.36 (1.01-1.63)
15-min	0.367 (0.307-0.445)	0.481 (0.402-0.566)	0.653 (0.542-0.794)	0.783 (0.648-0.947)	0.957 (0.779-1.15)	1.09 (0.877-1.31)	1.23 (0.967-1.47)	1.36 (1.06-1.63)	1.55 (1.17-1.85)	1.68 (1.25-2.02)
30-min	0.494 (0.413-0.604)	0.647 (0.541-0.790)	0.880 (0.730-1.07)	1.06 (0.870-1.27)	1.29 (1.05-1.55)	1.47 (1.18-1.76)	1.65 (1.30-1.97)	1.84 (1.43-2.19)	2.08 (1.57-2.49)	2.27 (1.65-2.72)
60-min	0.612 (0.511-0.747)	0.801 (0.670-0.978)	1.09 (0.904-1.32)	1.31 (1.08-1.58)	1.60 (1.30-1.92)	1.82 (1.46-2.18)	2.04 (1.61-2.44)	2.27 (1.77-2.72)	2.58 (1.95-3.08)	2.81 (2.08-3.37)
2-hr	0.707 (0.600-0.847)	0.915 (0.777-1.10)	1.23 (1.04-1.47)	1.46 (1.22-1.74)	1.78 (1.47-2.11)	2.02 (1.65-2.39)	2.28 (1.83-2.69)	2.53 (2.00-2.98)	2.87 (2.21-3.39)	3.14 (2.37-3.72)
	0.764	0.963	1.36	1.64	1.94	2.11	2.38	2.68	3.08	3.44

Regards,

Michael Freer
Dusty Lane Community
(602) 327-8365

From: [SMF Interchange Study](#)
Sent: Tuesday, June 26, 2018 11:32 AM
To: [Mike Freer](#) ; [SMF Interchange Study](#)
Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)
Subject: RE: Drainage Documents

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,
Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM
To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> ; Anne Rogers <[REDACTED]> ; Carmelo Acevedo <[REDACTED]> ; Spargo, Benjamin <[REDACTED]> ; Robert Samour <[REDACTED]>
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,
Michael Freer
Dusty Lane Community
(602) 327-8365

From: [SMF Interchange Study](#)
Sent: Friday, June 22, 2018 12:40 PM
To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,
Marsha Miller

From: Mike [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> ; Anne Rogers <[REDACTED]>
<[REDACTED]> ; Carmelo Acevedo <[REDACTED]> ; Spargo, Benjamin <[REDACTED]>
Robert Samour <[REDACTED]>
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

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From: Robert Samour [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> ; Anne Rogers <[REDACTED]> ; Miller, Marsha <[REDACTED]> ; Carmelo Acevedo <[REDACTED]>
Subject: RE: Drainage Documents

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Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

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Robert Samour, PE
Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

[azdot.gov](#)



From: Mike [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer
Dusty Lane Community
(602) 327-8365

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From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

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Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'
Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)
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To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Miller, Marsha < [REDACTED] >; Carmelo Acevedo < [REDACTED] >
Subject: RE: Drainage Documents

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Robert Samour, PE
Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007



azdot.gov



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[REDACTED]

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[REDACTED]

From: Mike <[REDACTED]>
Sent: Monday, June 18, 2018 3:43 PM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers; Miller, Marsha; Carmelo Acevedo
Subject: Re: Drainage Documents

Mr. Samour,

Thank you for offering to host documentation on an FTP server. This would be the most convenient method. Please Let me know if this is possible.

If you could have your team provide a summary, it will go a long way answering our homeowners questions. Please post this summary (if possible) along with the drainage report, plan sheets, permits, and any other supplemental material that you have to the FTP site. I will create electronic copies and pass them along to our engineering contacts and any homeowners that are interested in reviewing them.

Regards,

Michael Freer
Dusty Lane Community
(602) 327-8365

From: [Robert Samour](#)
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike'
Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Miller, Marsha](#); [Carmelo Acevedo](#)
Subject: RE: Drainage Documents

Mr. Freer

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Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer
Dusty Lane Community
(602) 327-8365

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From: Mike Freer <[REDACTED]>
Sent: Monday, July 9, 2018 4:39 PM
To: SMF Interchange Study
Cc: Anne Rogers; [REDACTED] Ron Schuler
Subject: Re: Drainage Documents
Attachments: IMG_0445.JPG; IMG_0445.JPG

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks for sending out the meeting agenda. I was not aware that you had not received pictures,

Flooding Pictures - Aug 30, 2015 7:09 pm. About an hour after a microburst.
Wash running parallel to Sandy at 43rd dr.

From: [SMF Interchange Study](#)
Sent: Monday, July 09, 2018 3:25 PM
To: [Dusty Lane](#)
Cc: [Mike Freer](#) ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ;
[REDACTED] ; [SMF Interchange Study](#) ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [Kimberly Noetzel](#)
Subject: RE: Drainage Documents

Attached please find the minutes from the 6/27/18 meeting and the agenda for the 7/10/18 meeting.

Thank you,
Marsha Miller

From: SMF Interchange Study
Sent: Monday, July 9, 2018 2:55 PM
To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Mike Freer <[REDACTED]> Anne Rogers <[REDACTED]> Carmelo Acevedo
<[REDACTED]> Spargo, Benjamin <[REDACTED]> Robert Samour <[REDACTED]> Lirange,
Aryan (FHWA) <[REDACTED]>
Subject: RE: Drainage Documents

Good afternoon,
Concept #1a will be updated to reflect the discussion with the group on 6/27/18.

As mentioned, Ryan Clickner with C202P is responsible for communications related to construction.

We can discuss the Taylor Morrison sound/noise information in our meeting tomorrow. An in-person discussion should hopefully answer your additional questions.

I will send out the meeting minutes and agenda shortly.

Thank you,
Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study < [REDACTED] >
Cc: Mike Freer < [REDACTED] > Anne Rogers < [REDACTED] > Carmelo Acevedo < [REDACTED] >
Spargo, Benjamin < [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
Subject: Re: Drainage Documents

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

I also had a question about the apparent cost sharing. It appears that Ahwatukee is being cost-averaged, that the new Taylor Morrison community is on its own and then we are being cost-averaged with a segment that is outside of our own and that does not have a noise environment similar to ours. Is it customary to cost-share areas that are not common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study < [REDACTED] > wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto: [REDACTED]]

Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study < [REDACTED] >

Cc: SMF Interchange Study < [REDACTED] > Anne Rogers

< [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin < [REDACTED] >

Robert Samour < [REDACTED] >

Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community

(602) 327-8365

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] >; Anne Rogers < [REDACTED] >; Carmelo Acevedo < [REDACTED] >; Spargo, Benjamin < [REDACTED] >; Robert Samour < [REDACTED] >
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: 'Mike'
Cc: [SMF Interchange Study](#); [REDACTED]; [Anne Rogers](#); [Carmelo Acevedo](#); [Spargo, Benjamin](#); [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,

I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Anne Rogers
< [REDACTED] > Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] >
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [<mailto:> ██████████]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; ██████████ Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer

Dusty Lane Community

(602) 327-8365

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[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Thursday, June 21, 2018 2:28 PM
To: SMF Interchange Study
Cc: Anne Rogers; [REDACTED] Robert Samour
Subject: Re: Dusty Lane Community Air Quality Concerns
Attachments: Re_ Follow up to our Phone Conversation Today_.eml

Ms. Miller,

I sent an email on 6/17/2018 in regards to modifications of the height and length of the sound wall. It is attached. I have not had a response to this email. Can you please follow up.

Regards,
Mike Freer
Dusty Lane Community
(602) 327-8365

From: [SMF Interchange Study](#)
Sent: Thursday, June 21, 2018 2:02 PM
To: [SMF Interchange Study](#); [REDACTED]
Cc: [Anne Rogers](#); [REDACTED]; [Robert Samour](#)
Subject: RE: Dusty Lane Community Air Quality Concerns

Hi Mr. Freer,
I wanted to follow up to clarify the statement below about the sound wall. A sound wall will be constructed with or without an interchange.

Thank you,
Marsha Miller

From: SMF Interchange Study
Sent: Thursday, June 21, 2018 11:43 AM
To: [REDACTED] SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> [REDACTED] Robert Samour
<[REDACTED]>
Subject: RE: Dusty Lane Community Air Quality Concerns

Mr. Freer,

We've been asked by the Arizona Department of Transportation to respond on their behalf. The Department is in receipt of your email. Your concerns are being heard and the Study team is working diligently to address them. We appreciate your continued patience as the team works through the re-evaluation process.

The air quality report for the project can be found at [https://www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/project-info/project-history](https://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history) - scroll down to "Technical Reports" and under "At the FEIS stage" click on "Air Quality Technical Report" to view the PDF.

To address your sound wall concerns, a sound wall would be included, as shown on recent alternative concepts, if an interchange is built and accommodate for the required noise reduction.

As you know, the Study team is working with the property owners of the Dusty Lane community to gather input and provide feasible solutions that take into account all of the elements noted in your email.

We encourage you and your community to attend the working session with the team on June 27 to collaboratively work through your concerns and possible solutions.

Sincerely,
ADOT Study Team

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 2:46 AM
To: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED] SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Robert Samour
<[REDACTED]>
Subject: Dusty Lane Community Air Quality Concerns

Dear ADOT,

I am deeply concerned with the level of air pollution that that the South Mountain Loop 202 freeway will bring to the Dusty Lane Community. We have children and elderly people who live in our neighborhood. They are much more susceptible to high pollution levels than adults. I would like assurances that the air pollution has been studied for the Dusty Lane Community, and that our air will remain at safe levels. From what I have seen from ADOT so far, I have trouble believing that air quality was studied effectively.

It is obvious that ADOT had not considered the safety of the residents of Dusty Lane while planning the center segment. The first signs of problems were when I learned that initial designs did not include a sound wall for our neighborhood, and that noise levels would increase by 30 dBA. I was then informed that the Ivanhoe interchange was also being proposed without a sound wall. This interchange would raise sound levels another 5 dBA, bringing sound levels up to 78 dBA. Close to the point where permanent hearing damage can occur.

Even the sound study does not give me much faith. The sound report lists the speed limit of Dusty Lane to be 45 mph. The posted speed limit for Dusty Lane is 25 mph. There is a speed limit sign a few hundred feet away from where measurements were taken place. The high end for the sound levels in our neighborhood are based on a 20 minute period of time where one car was observed speeding through our neighborhood.

The Ivanhoe interchange as proposed is a major safety risk for my community. When I talked with people at ADOT about my concerns of the Ivanhoe interchange, I was told by ADOT that they believed that we would like the interchange because it would give us closer access to the freeway. It was apparent that it was never considered that creating a freeway exit onto a 25 mph residential street, or that building a road from a casino into a residential neighborhood will be a huge safety risk. Children live here. They don't need to dodge the drunk drivers that will be funneled into our neighborhood by the interchange.

In addition to this, the proposed design of the Ivanhoe Interchange effectively cut off pedestrian access to and from our community. We currently use Dusty Lane, a lightly traveled road for pedestrian egress. With the

proposal, Dusty Lane would be a collector road for the interchange. There are thousand of homes permitted along 51st ave, It is naive to believe that as those homes are built that it will still be safe to walk, bike, or travel by wheelchair down Dusty Lane. ADOT had given so little thought to our community that when our streets were blocked off for pre-construction , school busses could not turn around. The solution was to place the bus stop 7/10 of a mile from the children's homes in a pedestrian corridor for the casino.

It appears that ADOT has not studied Dusty lane with any detail, I would hope that ADOT is not choosing to place us at risk. I fear that with such little attention paid to everything else, that the air quality for the Dusty Lane community was not studied effectively. I want to understand what the projected pollution increases will be, and how those projections will differ if the Ivanhoe interchange is built.

Regards,

Michael Freer MAPM, PMP
Dusty Lane Community
(602) 327-8365

[REDACTED]

From: Mike <[REDACTED]>
Sent: Friday, May 18, 2018 8:56 AM
To: SMF Interchange Study; Dusty Lane
Cc: [REDACTED] anne rogers; Michael Rogers; [REDACTED]
Subject: Re: Dusty Lane Community Center Segment Construction Update - Reschedule Request

ADOT Loop 202 South Mountain Freeway Project Team,

The Dusty Lane Community would like a 45 day extension to the public comment period. We request that the June 4th date be extended to July 19th, 2018.

We feel that an extension is justified for the following reasons:

- There are only three business days from the Open House until the end of the public comment period. This is insufficient time for Stakeholders to provide informed responses based on information gathered in the community meeting.
- We anticipate that there will be questions asked that ADOT will not be able to answer during the Open House. If residents are to submit informed responses, ADOT will need time to research and respond to our community members.
- ADOT has been slow at responding to questions asked by the Dusty Lane Leadership Team. It has taken weeks for ADOT to respond to our questions.
- Dusty lane is a rural community. Many Residents do not have internet access or in some cases telephones. They will have to wait for a mailed response from ADOT with answers to questions asked at the Open House. They will need Information mailed to them to provide informed responses and they will have to mail their positions back to ADOT.
- We anticipate NGO Stakeholders such as the Sierra Club to attend the Open House. They will need responses to questions from ADOT that are unanswerable in the Open House,. They will also need additional time to communicate information received from ADOT to their members.

Thank you for granting our request.

Regards,

Michael Freer
Dusty Lane Community
(602) 327-8365

From: [SMF Interchange Study](#)

Sent: Monday, May 07, 2018 3:51 PM

To: [Dusty Lane](#) ; [Mike](#)

Cc: [REDACTED] ; [anne rogers](#) ; [Michael Rogers](#) ; [REDACTED] ; [REDACTED] ; [REDACTED]

Subject: RE: Dusty Lane Community Center Segment Construction Update - Reschedule Request

Mr. Freer,

We understand the Dusty Lane community's concern regarding ADOT's study of a proposed traffic interchange (TI) at Ivanhoe Street. The May 30 open house is an opportunity for attendees to learn more about the design concept and ask the Study team questions to provide informed comments regarding the TI. The Open House is not a formal public hearing or council meeting in which comments must be submitted at that time to be included in the decision-making process.

The Federal Highway Administration's public notification period of an open house or public meeting is no less than 15 days and no more than 30 days in advance of the event. The Study team wanted to provide extended notice to the Dusty Lane community to comment between May 2 and June 4. If you would like the comment period extended beyond June 4, you may request an extension for ADOT's consideration. Please send that request back to this email address.

ADOT has committed to hosting the open house, as advertised, on May 30 and we hope you and the other residents can attend.

Thank you,

ADOT Loop 202 South Mountain Freeway Project Team

From: Dusty Lane [mailto:[REDACTED]]

Sent: Friday, May 4, 2018 8:08 AM

To: [REDACTED] [anne rogers](#) <[REDACTED]> [Michael Rogers](#) <[REDACTED]> [Mike SMF](#) <[REDACTED]>
Interchange Study <[REDACTED]>

Subject: Dusty Lane Community Center Segment Construction Update - Reschedule Request

Dear ADOT,

Residents of the Dusty Lane Community received a mailer informing that ADOT is proposing significant design changes that will adversely impact our community. This mailer was received on May 2, 2018. We were informed that an Open House meeting has been scheduled for May 30, 2018. We do not feel that 28 days notice is sufficient time for us to prepare input for this meeting.

The Dusty Lane Community leadership team is requesting that the Open House be scheduled for 90 days from when residents were informed of the design changes.

Regards,

Michael Freer
14011 S 43rd dr
Laveen, AZ 85339

goal is to provide information that is easily digested by the public, which often means taking time to translate technical information.

Understanding you would prefer the “raw” data, the Center Segment Schedule and Noise Analysis Calculations are attached.

Some items to note:

Center Segment Construction Schedule:

The attached schedule showing all construction activities in the Center segment including activities adjacent to the Dusty Lane community. The schedule for the South Mountain Freeway project is continuously evolving through weekly construction updates that are adjusted to match field progress, construction limitations, design progression, weather days, ROW acquisition, etc. These weekly updates are wrapped up into monthly schedule submittals, which are then officially submitted to ADOT. **As stated in your email, ADOT is not expected to provide future updates of this schedule.**

This schedule submittal includes project information known as of May 21, 2018. Each monthly update includes as-built information, logic updates, relationship changes and date projections including early start, early finish, late start, late finish, total float and free float. In project management, float or slack is the amount of time that a task in a project network can be delayed without causing a delay to the following: subsequent tasks ("free float") and project completion date ("total float"). Total float is associated with the path. If a project network chart/diagram has 4 non-critical paths then that project would have 4 total float values. The total float of a path is the combined free float values of all activities in a path. The total float represents the schedule flexibility and can also be measured by subtracting early start dates from late start dates of path completion. Float is core to critical path method, with the total floats of noncritical activities key to computing the critical path drag of an activity, i.e., the amount of time it is adding to the project's duration. Total float is not manually adjusted and used the program to calculate, based upon changes to logic like durations, predecessors, successors, lags and leads.

As stated in our previous email, Ryan Clickner will maintain communication with the DLC regarding traffic control to/from the DLC and is the best resource for scheduled construction information.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

The attached Noise Analysis Calculations were used to abide by the noise wall engineering feasibility and reasonability criteria for the DLC. The DLC noise wall lies in Section C. The DLC noise wall is noted as **New Barrier SWL-2610-R** in the calculations. The calculations used a common noise environment between 43rd Avenue and Elliot Road. Every new potential noise barrier between 43rd Avenue and Elliot Road is included in the common noise environment. As you pointed out, 23 CFR 772.13(k) states:

*On a Type I or Type II projects, a highway agency has the option to cost average noise abatement among benefited receptors within common noise environments if no single common noise environment exceeds two times the highway agency's cost reasonableness criteria **and collectively all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria.***

The calculations illustrate a 20-foot wall, when the reasonableness criteria is applied, exceeds the common noise per benefitted receptor criterion when **all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria.** However, as stated in the meeting, the DLC will receive a wall that conforms to our policy. ADOT additionally stated any additional changes exceeding our policy, **may be treated as aesthetic or visual mitigation.**

Our noise policy can be found on <https://www.azdot.gov/business/environmental-planning/noise>.

Request for June 27 Meeting Minutes:

ADOT is currently compiling the meeting minutes and will send to all meeting attendees as soon as possible.

FHWA Attendance at July 10 Meeting:

Tom Deitering with FHWA is expected to attend the July 10 meeting on behalf of Aryan Lirange.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]
Sent: Monday, July 2, 2018 4:50 PM
To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] > Ryan Clickner < [REDACTED] > Kimberly
Noetzel < [REDACTED] >
Subject: Re: Dusty Lane Community Follow Up Meeting

Ms. Collinge,

I have serious concerns that what we are being told in the community meeting is not being adhered to. You told us that you would provide us with documentation and are now pulling back. I am beginning to question whether ADOT is acting in good faith in searching for solutions for our community.

Request for Detailed Center Segment Construction Schedule:

I have many years of experience working with project schedules and I am aware that many portions of your project schedule are in the draft phase. As we only have one road in and out of our neighborhood, it would be beneficial if we understood how construction would effect our community. The center segment (or master project schedule if the center segment is not broken out) would give us far more detail on how construction activities will be managed. If you are unable to create PDF, you can place the project schedule in its native format in the FTP that has been setup for our community.

I do not expect you to update it. ADOT has done a great job of explaining that there are many areas of the project are in the design phase.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

I was told by Carmelo Acevedo that he would provide me with the calculations that were used to deny our neighborhood adequate noise abatement. I would like to have those calculations before the July 10th meeting so that I may ask informed questions.

I have requested to use provisions stated in FHWA –HEP-10-25 section 772.13-k to fund the sound wall in our community. As of yet I have not received an explanation that lines up with the verbiage in that section. Please make sure your team is prepared to discuss 772.13-k in detail. The way that it is written it specifically provides additional funding beyond the \$49,000 per receptor if the cost the cost of abatement is less than \$98,000 per receptor for a common noise area and the total cost for abatement will not exceed \$49,000 for the areas being averaged.

timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week’s discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week’s meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 29, 2018 11:01 AM
To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] >
Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I’ve attached a copy of the document for your reference.

We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,
Michael Freer
Dusty Lane Community
(602) 327-8365

From: [SMF Interchange Study](#)
Sent: Friday, June 29, 2018 10:02 AM
To: [Dusty Lane](#) ; [REDACTED] ; [REDACTED] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)
Subject: Dusty Lane Community Follow Up Meeting

Hello,

Thank you for attending the meeting with ADOT, FHWA and MCDOT on Wednesday evening. A follow up meeting has been scheduled for Tuesday, July 10 from 5:30 to 7:30 at the I-10 Project Office, 1021 N. 59th Avenue (just north of Roosevelt Street).

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Monday, July 2, 2018 4:50 PM
To: SMF Interchange Study; Dusty Lane; [REDACTED] Anne Rogers; [REDACTED] Schulerra21@gmail.com; [REDACTED]
Cc: Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); SMF Interchange Study; Ryan Clickner; Kimberly Noetzel
Subject: Re: Dusty Lane Community Follow Up Meeting

Ms. Collinge,

I have serious concerns that what we are being told in the community meeting is not being adhered to. You told us that you would provide us with documentation and are now pulling back. I am beginning to question whether ADOT is acting in good faith in searching for solutions for our community.

Request for Detailed Center Segment Construction Schedule:

I have many years of experience working with project schedules and I am aware that many portions of your project schedule are in the draft phase. As we only have one road in and out of our neighborhood, it would be beneficial if we understood how construction would effect our community. The center segment (or master project schedule if the center segment is not broken out) would give us far more detail on how construction activities will be managed. If you are unable to create PDF, you can place the project schedule in its native format in the FTP that has been setup for our community.

I do not expect you to update it. ADOT has done a great job of explaining that there are many areas of the project are in the design phase.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

I was told by Carmelo Acevedo that he would provide me with the calculations that were used to deny our neighborhood adequate noise abatement. I would like to have those calculations before the July 10th meeting so that I may ask informed questions.

I have requested to use provisions stated in FHWA –HEP-10-25 section 772.13-k to fund the sound wall in our community. As of yet I have not received an explanation that lines up with the verbiage in that section. Please make sure your team is prepared to discuss 772.13-k in detail. The way that it is written it specifically provides additional funding beyond the \$49,000 per receptor if the cost the cost of abatement is less than \$98,000 per receptor for a common noise area and the total cost for abatement will not exceed \$49,000 for the areas being averaged.

ADOT is trying to state that 772.13-k cannot be used is because the cost per receptor for Dusty Lane is above \$49,000. What other purpose would 772.13-k serve if not to provide additional funding to areas like the Dusty Lane Community?

Request for June 27 Meeting Minutes:

We appreciate sending the meeting minutes at your earliest convenience so that we can distribute to members of our community that were not able to attend.

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week's discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week's meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]
Sent: Friday, June 29, 2018 11:01 AM
To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >
[REDACTED]
Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] >
Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I've attached a copy of the document for your reference.

We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,
Michael Freer
Dusty Lane Community
(602) 327-8365

From: [SMF Interchange Study](#)

Sent: Friday, June 29, 2018 10:02 AM

To: [Dusty Lane](#) ; [REDACTED] ; [REDACTED] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;

Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)

Subject: Dusty Lane Community Follow Up Meeting

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An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

From: Mike Freer <[REDACTED]>
Sent: Friday, July 6, 2018 2:16 PM
To: SMF Interchange Study; Dusty Lane; [REDACTED] Anne Rogers; [REDACTED] Schulerra21@gmail.com; [REDACTED]
Cc: Miller, Marsha; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Ryan Clickner; Kimberly Noetzel
Subject: Re: Dusty Lane Community Follow Up Meeting
Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Collinge,

Thank you for uploading the documentation to the FTP server. I was hoping that it would be able to clarify some questions that I had on the Barriers on SMF document that you provided earlier this week. There are several sections in Section A (Pecos Segment) where the receptors and costs have been combined. The Section A document does give details on why those areas were averaged together.

Page 35 of the 2011 Noise Abatement Policy outlines provisions for averaging Common Noise Environments (CNE). The Barriers on SMF document defines that there are 3 CNEs on the Loop 202 South Mountain Freeway. Dusty lane is located in Section C. All but 5 barriers exceed the 2 times cost reasonableness criteria outlined in 772.13-K and are unbuildable per NHTWA guidelines. When those are removed from the calculations in the Cost per Receptor for Section C is \$32,796. This is far below the \$49,000 limit outlined in the 2011 Noise Abatement Policy.

	Receptors	Cost	Cost / Receptor
Section C			
New Barrier 2610-R	55	\$4,060,000	\$73,818
New Barrier 3145-L	42	\$747,200	\$76,790
New Barrier 3175-L		\$2,478,000	
New Barrier 3250-L	117	\$1,865,300	\$15,943
New Barrier 3250-R	121	\$1,836,300	\$15,176
CNE Cost of Noise Barriers		\$10,986,800	
CNE Number of Receptors Benefitted		335	
CNE Cost per benefited Receptor		\$32,796	

The Dusty Lane Community will experience a 30 dBA gain. This is an excessively high noise increase and NHTWA requires that abatement be installed that provides the maximum protection. ADOT has demonstrated that 20' sound walls are not cosmetic by building them for other communities on the Loop 202 project. **Failing to provide the Dusty Lane Community with 20' sound walls is socio-economic discrimination.**

Regards,

goal is to provide information that is easily digested by the public, which often means taking time to translate technical information.

Understanding you would prefer the “raw” data, the Center Segment Schedule and Noise Analysis Calculations are attached.

Some items to note:

Center Segment Construction Schedule:

The attached schedule showing all construction activities in the Center segment including activities adjacent to the Dusty Lane community. The schedule for the South Mountain Freeway project is continuously evolving through weekly construction updates that are adjusted to match field progress, construction limitations, design progression, weather days, ROW acquisition, etc. These weekly updates are wrapped up into monthly schedule submittals, which are then officially submitted to ADOT. **As stated in your email, ADOT is not expected to provide future updates of this schedule.**

This schedule submittal includes project information known as of May 21, 2018. Each monthly update includes as-built information, logic updates, relationship changes and date projections including early start, early finish, late start, late finish, total float and free float. In project management, float or slack is the amount of time that a task in a project network can be delayed without causing a delay to the following: subsequent tasks ("free float") and project completion date ("total float"). Total float is associated with the path. If a project network chart/diagram has 4 non-critical paths then that project would have 4 total float values. The total float of a path is the combined free float values of all activities in a path. The total float represents the schedule flexibility and can also be measured by subtracting early start dates from late start dates of path completion. Float is core to critical path method, with the total floats of noncritical activities key to computing the critical path drag of an activity, i.e., the amount of time it is adding to the project's duration. Total float is not manually adjusted and used the program to calculate, based upon changes to logic like durations, predecessors, successors, lags and leads.

As stated in our previous email, Ryan Clickner will maintain communication with the DLC regarding traffic control to/from the DLC and is the best resource for scheduled construction information.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

The attached Noise Analysis Calculations were used to abide by the noise wall engineering feasibility and reasonability criteria for the DLC. The DLC noise wall lies in Section C. The DLC noise wall is noted as **New Barrier SWL-2610-R** in the calculations. The calculations used a common noise environment between 43rd Avenue and Elliot Road. Every new potential noise barrier between 43rd Avenue and Elliot Road is included in the common noise environment. As you pointed out, 23 CFR 772.13(k) states:

*On a Type I or Type II projects, a highway agency has the option to cost average noise abatement among benefited receptors within common noise environments if no single common noise environment exceeds two times the highway agency's cost reasonableness criteria **and collectively all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria.***

The calculations illustrate a 20-foot wall, when the reasonableness criteria is applied, exceeds the common noise per benefitted receptor criterion when **all common noise environments being averaged do not exceed the highway agency's cost reasonableness criteria.** However, as stated in the meeting, the DLC will receive a wall that conforms to our policy. ADOT additionally stated any additional changes exceeding our policy, **may be treated as aesthetic or visual mitigation.**

Our noise policy can be found on <https://www.azdot.gov/business/environmental-planning/noise>.

Request for June 27 Meeting Minutes:

ADOT is currently compiling the meeting minutes and will send to all meeting attendees as soon as possible.

FHWA Attendance at July 10 Meeting:

Tom Deitering with FHWA is expected to attend the July 10 meeting on behalf of Aryan Lirange.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]

Sent: Monday, July 2, 2018 4:50 PM

To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >
[REDACTED] Anne Rogers < [REDACTED] >

Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin
< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
SMF Interchange Study < [REDACTED] > Ryan Clickner < [REDACTED] > Kimberly
Noetzel < [REDACTED] >

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timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

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Please let us know if you have additional topics you would like to discuss at next week’s meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [<mailto:> [REDACTED]]

Sent: Friday, June 29, 2018 11:01 AM

To: SMF Interchange Study <[REDACTED]> Dusty Lane <[REDACTED]>

[REDACTED] Anne Rogers <[REDACTED]>

[REDACTED]

Cc: Miller, Marsha <[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin

<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>

SMF Interchange Study <[REDACTED]>

Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

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Thank you,
Michael Freer
Dusty Lane Community
(602) 327-8365

From: [SMF Interchange Study](#)
Sent: Friday, June 29, 2018 10:02 AM
To: [Dusty Lane](#) ; [REDACTED] ; [REDACTED] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)
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Thank you,

Marsha Miller

From: Mike <[REDACTED]>
Sent: Tuesday, June 5, 2018 3:30 PM
To: Keith Meyer
Cc: [REDACTED]; Laurie Roberts; Sonu Wasu; Adriana Valenzuela; TractorJack123 @yahoo.com; 87 almalarios; Mary Fremont; [REDACTED]; riverside123 @gmail.com; [REDACTED]; Cesar Vargas; Thomas Watson; Ron Schuler; SMF Interchange Study; Anne Rogers; [REDACTED]; Kimberly Noetzel; Ryan Clickner; [REDACTED]; Spargo, Benjamin; Dan Siegel
Subject: Re: Proposed Ivanhoie will be catastrophic to Dusty Lane.
Attachments: RE_ Proposed Ivanhoie will be catastrophic to Dusty Lane. .eml; Re_ Proposed Ivanhoie will be catastrophic to Dusty Lane. .eml
Categories: Logged

Dear Mr. Meyer,

I received a response from ADOT earlier today. It is attached. They informed that it would take weeks before they could respond to my email. I've also included my response to them. Our responses from ADOT have been mostly slow, when they chose to respond to us at all.

Anne Rogers, a member of the Dusty Lane Community Leadership team attended an ADOT budgeting meeting today. She requested that the funding of the Ivanhoe Interchange be postponed until ADOT can address our numerous safety concerns.

Thank you for any help that you can provide.

Best Regards,
Mike Freer
Dusty

From: [Keith Meyer](#)
Sent: Tuesday, June 05, 2018 2:21 PM
To: [REDACTED]
Subject: FW: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Mr. Freer,

We reviewed your complaint and have asked ADOT to please address your issue. If you are not contacted after two business days, please let me know. We see below that you Cc'd a number of ADOT employees who may have already responded to you about your concern.

Thank you,

Keith R. Meyer, Senior Investigator and Writer Ombudsman

Arizona Ombudsman-Citizens' Aide Office

P| [REDACTED] direct.

F| [REDACTED]

www.azoca.gov

From: Mike [mailto:[REDACTED]]

Sent: Tuesday, June 05, 2018 7:58 AM

To: Arizona Ombudsman <[REDACTED]>

[REDACTED] Laurie Roberts

<[REDACTED]> Sonu Wasu <[REDACTED]>

[REDACTED] Adriana Valenzuela

<[REDACTED]> 87 almalarios <[REDACTED]>

[REDACTED] Mary Fremont <[REDACTED]>

[REDACTED] Cesar Vargas <[REDACTED]>

[REDACTED] Anne Rogers

<[REDACTED]> Thomas Watson <[REDACTED]>

[REDACTED] Ron Schuler <[REDACTED]>

Cc: SMF Interchange Study <[REDACTED]>

[REDACTED] Anne Rogers <[REDACTED]>

[REDACTED] Kimberly Noetzel <[REDACTED]>

[REDACTED] Ryan Clickner <[REDACTED]>

[REDACTED] Dan Siegel <[REDACTED]>

Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP

Dusty Lane Community

(602) 327-8365

[REDACTED]

From: Mike <[REDACTED]>
Sent: Thursday, May 31, 2018 10:52 PM
To: Robert Samour; SMF Interchange Study
Cc: [REDACTED]; Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk Management); Spargo, Benjamin
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment
Attachments: 01 Main Text from C202P Segment C Final Noise Report (1).pdf
Categories: NEEDS REPLY, Logged

Mr. Samour,

During the Ivanhoe Interchange Open House we learned that the maximum height of the Sound wall for our community would be 12 ft. The final noise report that you provided recommend a wall height that would reach 20'. Can you please explain why the design does not include the recommended sound wall?

Regards,

Michael Freer
Dusty Lane Community
(602) 327-8365

From: [Robert Samour](#)
Sent: Friday, May 18, 2018 12:13 PM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#); [Sue Olson \(Risk Management\)](#); [REDACTED]
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Mr. Freer

In follow up to your request for the noise wall study, here is the full report provided to us by our Developer, Connect 202 Partners. I had my team reduce the file size so that it could be e-mailed. Please let me know if you have any questions. Also, in follow up to my e-mail to you earlier today, I will be calling at 3:00 p.m. to discuss an update to where we are on the noise wall and your request to extend the comment review period for our Ivanhoe Street interchange study.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A

Phoenix, AZ 85007

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Tuesday, April 24, 2018 9:16 AM
To: Robert Samour
Cc: [REDACTED]; Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner; Sue Olson (Risk Management)
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment

Robert,

Thanks for the detailed response. We have been proactive about passing information along. It helps everyone sleep better when we can detail how you are trying to help us.

Anne stumbled across the attached document. We are hoping that it can help you get funding for our sound wall. It is called *Highway Traffic Noise: Analysis and Abatement Guidance* by the U.S. Department of Transportation. It discusses Federal requirements for sound abatement. It specifically addresses averaging the costs of abatement.

Section 772.13-k reads as follows:

“On a Type 1 or Type II projects, a highway agency has the option to cost average noise abatement among benefitted receptors within common noise environments if no single common noise environment exceeds two times the highways cost reasonableness criteria and collectively all common noise environments being averaged do not exceed the highway agency’s cost reasonableness criteria.”

According to the Executive Summary provided by Kim, the Dusty Lane Community is far below the 200% threshold outlined in the Federal guidelines. Does ADOT have the option of leaning on 772.13-k as a funding approach for the solution that is recommended in the Executive Summary?

Thanks you for offering to send us the complete sound study, and especially for breaking it up. It is kind of like Mayberry out here. Most people don’t use the internet, so there hasn’t been much investment in infrastructure. Our high speed internet barely qualifies as high speed. Smaller files are much better.

Best Regards,

Michael P. Freer MAPM, PMP
14011 S 43rd dr.
Laveen, AZ 85339
[REDACTED]

From: [Robert Samour](#)
Sent: Monday, April 23, 2018 11:41 AM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#); [Sue Olson \(Risk Management\)](#)
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Mike

Sorry it has taken me over a week to get back to you. I intended to get back to you late last week but I was out sick last Friday. I will have someone from my team forward you the noise study without having to make a FOIA request. The document is 23 Mb so I will have someone on my team break it into smaller files so that it can be e-mailed. The electronic version, if it is okay to e-mail to you, does not cost anything.

As for your second question, I would have to see if the average cost per receptor was calculated over the full length of the project. It is calculated by wall location. The funding surpluses that you refer to from one wall location to another are not set aside in the event they are needed at another location. Each project estimate is developed based on the features needed (pavement, bridges, drainage, walls, utilities, etc.). Once the estimates are completed, contingency funds are set aside to address any project change order requests. With all of that said, we are still evaluating the noise study to see if the Developer's determination that your area does not qualify for a noise wall is correct. My team is still looking at the information presented. What I will be sending you is the copy of the Developer's noise study and how they have calculated the wall locations and costs.

I will try to get the report sent over to you in the next day or two.

Thanks

Robert Samour, PE
Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike [<mailto:>]
Sent: Friday, April 13, 2018 8:05 AM
To: Robert Samour
Cc: Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Samour,

Thanks for your direction. I will be reaching out to HDR to see what we can do for them.

I do have a request. We would like to see the sound study for the Dusty Lane community. Kimberly Noetzel supplied us with an executive summary, but it does not describe how the receptors were calculated. When I asked Ryan Clickner for a copy of the sound study, he told me I needed to make a FOIA request.

There is a page cost for the document. I do not know what document I need to request and I have been waiting for more than a week for Ryan to furnish me with this information. Can you supply me with the name or document number of the Dusty Lane Community subsection of the loop 202 sound study so that I can make an efficient FOIA request?

I have another question that you may be able to answer. What is the average cost per receptor for the entire South Mountain Loop 202 project, and can surpluses in other sections be used to pay for our sound wall for our community? Are there any regulations that prohibit this?

Thanks for all your help. As you requested, I will try to keep my requests of you to a minimum. I understand how demanding your job can be,

Best Regards,

Michael P. Freer MAPM, PMP
14011 S 43rd dr.
Laveen, AZ 85339
(602) 327-8365

From: [Robert Samour](#)
Sent: Tuesday, April 10, 2018 4:58 PM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#)
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Freer,

Thank you for your follow up email. We are supportive of your effort to provide additional information about including a sound wall in the Dusty Lane community. Your timing is good as we are preparing to mail out an information packet in the coming weeks that will provide more information about the design and construction in the Dusty Lane area. As you receive the information about the design and construction, we encourage your community's participation, including providing statements from property owners and residents.

As I mentioned in my previous email, I've asked my team to revisit the noise mitigation opportunities in your community. I do not want to discourage your efforts in collecting information on your own. Our evaluation will assess potential noise impacts and examine various opportunities that may be available to mitigate those impacts.

It would be helpful to the project team to have contact information for the residents in the Dusty Lane community including resident's name, email address, and property/mailing address as part of our outreach effort. You may send this information either by email to [REDACTED] or regular U.S. mail to c/o ADOT Communications, 101 N. 1st Avenue, Suite 1950, Phoenix, AZ 85003.

Please continue to use the developer's (C202P) contact information regarding any and all construction related inquiries:

SMFInfo@C202P.com

855.SMF.L202 ([REDACTED])

Para español: [REDACTED]

Thank you again for your e-mail.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Friday, April 06, 2018 12:03 PM
To: Robert Samour
Cc: [REDACTED] Anne Rogers; Ivan Racic; Carmelo Acevedo; Kimberly Noetzel; Ryan Clickner
Subject: Re: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Saimour,

Thank you for taking the time to provide such a detailed response. I have know doubt that you are extremely busy and that you had to make an extra effort to answer my questions. It is appreciated by everyone in our community.

Our leadership team would like to help your Developer's design and the environmental teams create a position that allows you to build us a sound wall. We are working with our neighbors to collect statements from the property owners and residents of the Dusty Lane Community. When we are finished compiling this information, who would you recommend that we submit this information to? Please let me know if there are any hard deadlines that we need to work around.

Also, what information do you recommend that we collect that would help save our neighborhood? We have some residents that have been in our community for over 40 years, large families that have regular outdoor gatherings of more than 20 people several times per month, and we also have children with medical issues that would be severely harmed by excessive noise. Is it information like this that will help us plead our case?

I've reviewed the Executive Summary of the sound study for the Dusty Lane Community. It appears that we will experience sound level gains up to 25 dBa. Some areas are projected to have noise levels as high as 73 dBa, or about as loud as a vacuum cleaner. There is little doubt that noise levels will permeate our homes and adversely impact our lives. Please let me know if there is anything that we can do to stress how significantly we will be impacted to your Developer's design and environmental teams.

We are also currently working with Ryan Clickner of Connect 202 to understand the calculations used to determine the number of our receptors in our area. Once we determine the factors that are used to make the calculations, We will compile estimate to actuals on the number of receptors. If there is variance, it will help your team make a case for a change order based on cost effectiveness.

Thanks for your all of your help.

Best Regards,

Michael P. Freer MAPM, PMP
14011 S 43rd dr.
Laveen, AZ 85339
(602) 327-8365

From: [Robert Samour](#)
Sent: Friday, April 06, 2018 9:24 AM
To: 'Mike'
Cc: [REDACTED]; [Anne Rogers](#); [Ivan Racic](#); [Carmelo Acevedo](#); [Kimberly Noetzel](#); [Ryan Clickner](#)
Subject: RE: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Freer

My name is Robert Samour and I am the Senior Deputy State Engineer and Project Director for ADOT on the South Mountain Freeway. I am responding to your e-mail to answer the questions you asked about our change order policy and levels of authority. Also to try and explain the ADOT noise wall policy.

Any change order requests or directives are reviewed by the ADOT team. Some come from the Developer, some are directed by the Department, and some come from outside stakeholders. Approval levels are based on the dollar value of the change order. Resident Engineers are authorized to \$75,000 per change order, the District Engineer is authorized to \$350,000, the Senior Deputy State Engineer is up to \$5 million, and the State Engineer is authorized up to \$10 million. The design plans do not include a noise wall in the location of your residence. The ADOT Noise Policy has three reasonableness factors that must be achieved to qualify for noise abatement, in this case, a noise wall. They are:

1. Viewpoints or Preferences of Property Owners and Residents
2. Noise Reduction Design Goal, and
3. Cost-effectiveness

The description of each is shown in section 8 of the 2011 policy, which was the policy in place at the time the contract was issued, and section 6 of the 2017 policy, which is what would be used for any future project. Both sections are very similar. I have attached copies both policies. The wall for this location was estimated at approximately \$4.06 million. The policy does not allow for the cost per receptor to exceed \$49,000. Based on the number of homes in your area, the cost per receptor was above the policy. I am including a link to the ADOT web page that gives you an overview of our noise policy.

<https://www.azdot.gov/business/environmental-planning/noise/overview>

I hope this answers your questions and gives you a little more information on the design decisions made. I will be asking my environmental team and the Developer's design team to revisit this area to see if some form of noise mitigation could be added. Please feel free to contact me or my team with any other questions. I am copying the ADOT Environmental Planning Group Noise Specialist, Ivan Racic, on this e-mail if you would like more detailed information on ADOT's noise policy.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007
[REDACTED]
azdot.gov



From: Mike [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Tuesday, April 03, 2018 8:07 AM
To: Robert Samour
Cc: [REDACTED] Anne Rogers
Subject: Dusty Lane Community Soundwall Loop 202 Center Segment

Dear Mr. Samour,

It has recently come to my attention that ADOT will not be building a sound wall to protect my neighborhood from the disturbances that the Loop 202 Freeway will produce. I have been informed by both Kimberly Noetzel of ADOT and Ryan Clickner of Connect 202 that I should contact you. I would like to understand ADOTs change order process and the approval levels for this project. I am also requesting the contact information for the decision makers.

Please feel free to contact me at your convenience.

Regards,

Michael P. Freer MAPM, PMP

[REDACTED]

Laveen, AZ 85339

(602) 327-8365

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

[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Tuesday, June 26, 2018 8:22 AM
To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Can you provide those before the meeting so that we can ask informed questions?

From: [SMF Interchange Study](#)
Sent: Tuesday, June 26, 2018 8:12 AM
To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
Subject: RE: Follow Up DLC Meeting

Yes, we will have elevation plans showing the sound wall.

From: Mike Freer [mailto:[REDACTED]]
Sent: Tuesday, June 26, 2018 8:09 AM
To: Dusty Lane <[REDACTED]> SMF Interchange Study <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Spargo, Benjamin <[REDACTED]> Carmelo Acevedo <[REDACTED]>
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Ms. Miller,

Will you be able to provide residents of Dusty Lane architectural drawings of the proposed sound wall? We have been told that the sound wall will decrease in height from a maximum 14' but have not been given specifics on where the drops will occur.

Regards,

Michael Freer
Dusty lane Community
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Monday, June 25, 2018 3:38 PM
To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
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- There will not be bike access to the freeway at this or any other location.
- Any park infrastructure (trailheads, parking, etc.) would be on City of Phoenix property at the discretion of the City of Phoenix Parks and Recreation Department.

If you can clarify what you mean by zoning and how many residents you anticipate at the meeting, that would also be helpful.

Thank you,
Marsha Miller

From: Mike Freer [mailto: [REDACTED]]

Sent: Monday, June 25, 2018 2:23 PM

To: Dusty Lane < [REDACTED] > SMF Interchange Study < [REDACTED] >

Cc: Anne Rogers < [REDACTED] > Spargo, Benjamin < [REDACTED] > Carmelo Acevedo

< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >

Subject: Re: Follow Up DLC Meeting

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Regards,
Michael Freer
Dusty Lane Community
[REDACTED]





From: [SMF Interchange Study](#)
Sent: Monday, June 25, 2018 11:28 AM
To: [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Mike Freer](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
Subject: RE: Follow Up DLC Meeting

Hello Anne,

To be sure the team is prepared to discuss the items you mentioned below, could you please clarify what you mean by pedestrian egress, recreational area replacement, and consistent zoning with the DLC?

Also, I want to make sure we have the room set up to accommodate for everyone. Can you let me know how many residents are planning to attend?

Thank you,
Marsha Miller

From: Dusty Lane [[mailto: \[REDACTED\]](#)]
Sent: Saturday, June 23, 2018 9:25 AM
To: SMF Interchange Study <[\[REDACTED\]](#)>
Cc: Anne Rogers <[\[REDACTED\]](#)> ; Mike Freer <[\[REDACTED\]](#)> ; Spargo, Benjamin <[\[REDACTED\]](#)> ; Carmelo Acevedo <[\[REDACTED\]](#)> ; Robert Samour <[\[REDACTED\]](#)> ; Lirange, <[\[REDACTED\]](#)>

Aryan (FHWA) <[REDACTED]>

Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for the agenda.

I would like to request that you add the following:

-pedestrian egress/recreational area replacement

-zoning to be consistent with current zoning for DLC

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I have also sent the agenda to property owners for review. If anything additional comes up, I will forward those requests to be added to our agenda.

In addition, we would like for a representative from MCDOT be present at our working meeting as well. This will hopefully help us to be more productive while talking about county road modification, etc. Would you be able to invite a MCDOT representative who would have authority in that area?

Thank you again for setting this up. We really appreciate it.

Anne Rogers

On Fri, Jun 22, 2018 at 3:43 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

Attached is the draft agenda. If you would, please send your suggestions back to me on Monday.

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]

Sent: Friday, June 22, 2018 11:49 AM

To: Miller, Marsha <[REDACTED]>

Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

<[REDACTED]>

Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for following up. It would be more convenient to have an evening meeting again. What availability do you have for the week of July 9th?

Thank you for checking on the time. Do you know if the agenda will be ready today? I do have a few things to add to it as to make sure to have everything well thought-out.

Thank you.

Anne Rogers

On Fri, Jun 22, 2018 at 1:19 PM, Miller, Marsha <[REDACTED]> wrote:

Anne,

The team will be available on Friday, July 6 between 8 am and noon for a follow up to the June 27 meeting. If that window is not convenient, we'd consider meeting again in the evening the week of July 9. Please let me know your preference and I'll work with the team to get it scheduled.

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Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study

<[REDACTED]>

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Thanks,

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From: Mike Freer <[REDACTED]>
Sent: Tuesday, June 26, 2018 7:52 AM
To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Ms. Miller,

Will residents retain the ability to walk around the mountain located Dusty Lane and Ray while staying on the North side of the freeway? Or will we lose this popular walking path?

You have answered questions about regional trails; however have not answered questions about local trails popular with community residents. We can currently walk down Dusty Lane, or follow a local trail north of Dusty lane to an access road for a farm located at about 48th avenue and Dusty Lane. This access road leads to Estrella.

ADOT has provided Awatukee with 6 miles of multi-use paths. What are you doing to ensure that Dusty Lane residents can maintain walkability in our community?

Regards,
Michael Freer
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Monday, June 25, 2018 3:38 PM
To: [Mike Freer](#) ; [Dusty Lane](#) ; [SMF Interchange Study](#)
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Ms. Miller,

If Option 4 or the original proposal is selected how do you anticipate that pedestrians will enter or leave our neighborhood? Do you have any plans to provide ADA compliant access to our neighborhood?

Regards,
Michael Freer
[REDACTED]

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Thank you again for setting this up. We really appreciate it.

Anne Rogers

On Fri, Jun 22, 2018 at 3:43 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

Attached is the draft agenda. If you would, please send your suggestions back to me on Monday.

Thank you,

Marsha Miller

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 11:49 AM
To: Miller, Marsha <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for following up. It would be more convenient to have an evening meeting again. What availability do you have for the week of July 9th?

Thank you for checking on the time. Do you know if the agenda will be ready today? I do have a few things to add to it as to make sure to have everything well thought-out.

Thank you.

Anne Rogers

On Fri, Jun 22, 2018 at 1:19 PM, Miller, Marsha <[REDACTED]> wrote:

Anne,

The team will be available on Friday, July 6 between 8 am and noon for a follow up to the June 27 meeting. If that window is not convenient, we'd consider meeting again in the evening the week of July 9. Please let me know your preference and I'll work with the team to get it scheduled.

Thanks,

Marsha Miller

[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Monday, June 25, 2018 2:23 PM
To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA)
Subject: Re: Follow Up DLC Meeting

Ms. Miller,

Dusty Lane is regularly traveled by pedestrians. Currently it is common to see community members walking, jogging or biking along Dusty. If Option 4 or the original proposed design is selected, increased traffic along Dusty Lane will prohibit residents from using it to enter or exit our community in anything other than a car or motorized transportation.

In addition to this, a well traveled path in and out of our community will be eliminated (Top Image). It is one of the more popular hiking paths for our community and allows us travel around the mountain shown (bottom image). It is a beautiful hike that follows the canal on the North Side of the Mountain, and loops around to the Maricopa Trail on the south.

Regards,
Michael Freer
Dusty Lane Community
[REDACTED]





From: [SMF Interchange Study](#)
Sent: Monday, June 25, 2018 11:28 AM
To: [Dusty Lane](#) ; [SMF Interchange Study](#)
Cc: [Anne Rogers](#) ; [Mike Freer](#) ; [Spargo, Benjamin](#) ; [Carmelo Acevedo](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#)
Subject: RE: Follow Up DLC Meeting

Hello Anne,

To be sure the team is prepared to discuss the items you mentioned below, could you please clarify what you mean by pedestrian egress, recreational area replacement, and consistent zoning with the DLC?

Also, I want to make sure we have the room set up to accommodate for everyone. Can you let me know how many residents are planning to attend?

Thank you,
Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Saturday, June 23, 2018 9:25 AM
To: SMF Interchange Study < [REDACTED] >
Cc: Anne Rogers < [REDACTED] > ; Mike Freer < [REDACTED] > ; Spargo, Benjamin < [REDACTED] > ; Carmelo Acevedo < [REDACTED] > ; Robert Samour < [REDACTED] > ; Lirange, [REDACTED]

Aryan (FHWA) <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for the agenda.

I would like to request that you add the following:
-pedestrian egress/recreational area replacement
-zoning to be consistent with current zoning for DLC
-street signage

I have also sent the agenda to property owners for review. If anything additional comes up, I will forward those requests to be added to our agenda.

In addition, we would like for a representative from MCDOT be present at our working meeting as well. This will hopefully help us to be more productive while talking about county road modification, etc. Would you be able to invite a MCDOT representative who would have authority in that area?

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Thanks,

Marsha Miller

[REDACTED]

From: Mike Freer <[REDACTED]>
Sent: Thursday, June 28, 2018 8:37 AM
To: Dusty Lane; SMF Interchange Study
Cc: Anne Rogers; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Lirange, Aryan (FHWA);
[REDACTED]
Subject: Re: Follow Up DLC Meeting

Hi Marsha,

One of the issues that everyone was in agreement on last night is that the Ivanhoe Interchange is unprecedented. It calls for the construction of an interchange in a residential community solely to benefit one commercial enterprise. It will set a precedent that allows companies like Amazon to demand dedicated interchanges regardless of how those interchanges will impact local communities.

A build decision for the Ivanhoe Interchange will have impacts far beyond the Dusty Lane Community and the Vee Quiva casino. Knowing this, ADOT should not build the Ivanhoe Interchange as it will have far reaching consequences and will reduce ADOT's ability to protect communities throughout Arizona.

Regards,

Michael Freer
Dusty Lane Community
[REDACTED]

[REDACTED]

From: Mike <[REDACTED]>
Sent: Sunday, June 17, 2018 7:53 PM
To: Ivan Racic
Cc: Robert Samour; Miller, Marsha; SMF Interchange Study; Anne Rogers;
[REDACTED]
Subject: Re: Follow up to our Phone Conversation Today.
Attachments: revguidance.pdf

MR. Racic,

We feel that the same acoustic standards used for other residents effected by the loop 202 should be used to determine sound abatement for the Dusty Lane community. I've attached the U.S Department of Transportation, Federal Highway Administration *Highway Traffic Noise: Analysis and Abatement* PDF document. It details Federal guidelines on noise abatement.

Section 772.13-k reads as follows:

“On a Type 1 or Type II projects, a highway agency has the option to cost average noise abatement among benefitted receptors within common noise environments if no single common noise environment exceeds two times the highways cost reasonableness criteria and collectively all common noise environments being averaged do not exceed the highway agency’s cost reasonableness criteria.”

Your email does not make me understand why ADOT choses to use cost as the only factor in determining wall height and length. We are far below the two times cost reasonableness constraint discussed Federal guidelines. Based on figures provided by ADOT, there is plenty of buffer available to build the recommended abatement while maintaining an average cost below \$49,00 per receptor.

As you stated, the original sound study called for a 5,800 foot sound wall that is 20' high. The value managed solution proposed by you offers no where near the protection of the original design. The difference in noise between the two proposals is at least 6 dBA and will be much higher in areas where wall height is lower than 14' or have an unabated line of site less of than 800'.

Please explain why you are not following Federal guidelines on noise abatement for our community.

Regards,

Michael P Freer
Dusty Lane Community
[REDACTED]

From: [Ivan Racic](#)
Sent: Tuesday, June 12, 2018 2:36 PM
To: [REDACTED]
Cc: [Robert Samour](#) ; [Miller, Marsha](#)
Subject: RE: Follow up to our Phone Conversation Today.

Mr. Freer-

As Rob requested, we prepared further details on the noise analysis process and the proposed noise wall provided below. This information will also be added to the Ivanhoe Street Traffic Interchange Study web site later tomorrow.

Will a noise wall be constructed adjacent to the Dusty Lane Community?

Based on public feedback, ADOT restudied the need for a noise wall along the Dusty Lane Community. A new study assessed the location and number of receptors (any location where people are affected by traffic noise) based on the unique nature of the adjacent residential community and further optimized the length and height of the noise wall to address the feasibility and reasonableness factors (see following question for more details).

In 2016, Connect 202 Partners completed a noise study covering the Dusty Lane Community that evaluated a 5,800-foot-long and 20-foot-high wall based on noise evaluation guidance in place at that time. The study concluded that the noise wall was not reasonable because the cost-per-benefited-receptor (those receiving a 5 decibel (dBA) or greater reduction) was greater than \$49,000 threshold.

In ADOT's new study completed in May 2018, consideration was taken with respect to the need to maximize benefited receptors as well as optimize the height and length to meet the reasonableness requirements that follow updated noise evaluation guidance. The wall was positioned in the model where it would be most effective at reducing noise.

The wall was divided into approximately 100-foot segments and evaluated based on incrementally increasing the height by 2-feet. The results at each increment were evaluated in the model so that the final wall, both height and length, would provide the maximum noise abatement within the regulatory required cost constraints. The final configuration recommended for the Dusty Lane Community varies in height up to 14 feet and 4,800 feet in length (roughly from 43rd Avenue to Ray Road). The proposed noise wall location can be seen on the roll plots at [www.azdot.gov/projects/central-district-projects/loop-202-\(south-mountain-freeway\)/outreach/ivanhoe-street-study](http://www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/ivanhoe-street-study).

What are the feasibility and reasonableness factors for noise walls?

ADOT considers mitigation for receivers (receivers represent receptors when modeled in the FHWA Traffic Noise Model) predicted to be impacted by traffic noise associated with a proposed transportation improvement project. For a mitigation measure, such as a noise barrier, to be proposed for the project it must meet both feasibility and reasonableness criteria.

Feasibility factors are:

- Engineering
 - Safety, barrier height, curvature, and breaks in barriers
 - Topography, drainage and utilities
 - Maintenance requirements, access to adjacent properties
 - Overall project purpose
- Acoustic
 - Achieve at least a 5 dBA highway traffic noise reduction at 50 percent of impacted receptors

Reasonableness factors are collectively achieving and taking into account:

1. Viewpoints or preferences of property owners and residents,
2. Barrier noise reduction design goal of at least 7 dBA – at least half of the benefited receptors in the first row closest to the transportation facility shall achieve this, and
3. Cost-effectiveness with a maximum cost of abatement of \$49,000 per benefited receptor (cost-per-benefited-receptor) with barrier costs calculated at \$35 per square foot (\$85 per square foot if constructed on a structure such as a concrete barrier).

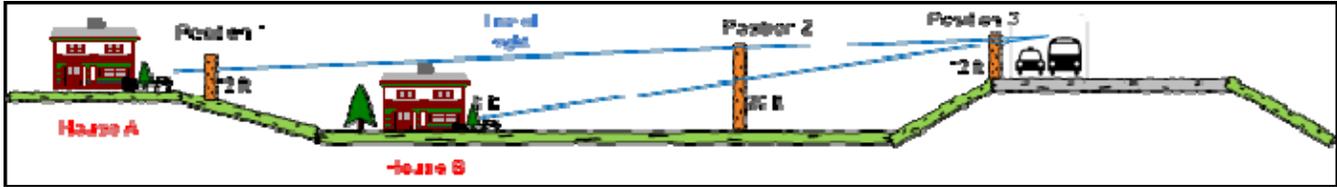
How is the location and height of a noise wall determined?

The purpose of the noise wall is to break the line of sight between the noise source, freeway traffic, and the receptors or noise sensitive areas such as a residence, ramada, or playground while achieving the regulatory required 5 dBA noise reduction at 50 percent of impacted receptors.

Computer software is used to model the freeway traffic, adjacent terrain, and receptors. Within the model, the noise source is placed at 12 feet above the road surface (see Position 3 below), while the receptor is placed 5 feet above ground level (see House B below). The regulatory required 5 dBA noise reduction is achieved by breaking the line of sight between the top noise source and the receptor. Every additional 2 feet of wall height improves noise reduction by 1 dBA. For comparison, a healthy human ear only notices changes in noise of 3 dBA or greater.

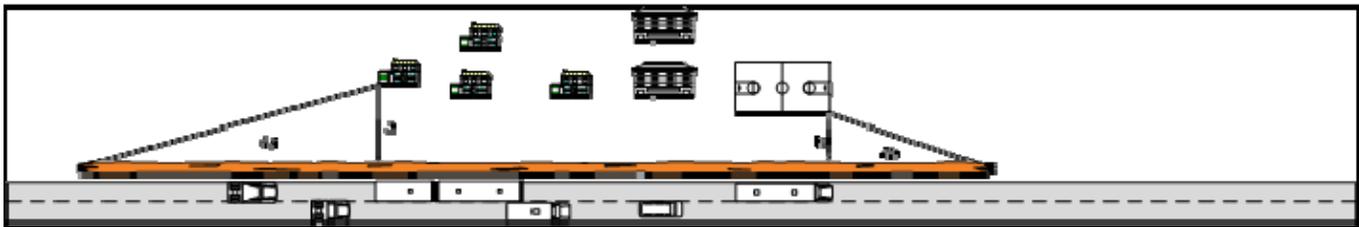
The position of the wall depends on the topography of the terrain, but in principle the most optimal noise reduction is achieved by placing the wall as close as possible to either the noise source or the receptor. In the case of an elevated

freeway, such as the South Mountain Freeway near the Dusty Lane Community, it is best to position the wall next to the roadway (see Position 3 below).



As shown in the illustration above, if the wall is placed at Position 1, the line of sight is only broken for House A (achieving 5 dBA reduction). It would fail to shield House B. If the wall is at Position 2, the line of sight would be broken for both houses, but the wall height would need to be 20 feet high. If the wall is at Position 3, close to the roadway, the line of sight is also broken for both houses; achieving 5 dBA noise reduction at House A and 7 dBA noise reduction at House B. Position 3 is the only wall that meets the regulatory requirements for acoustic feasibility (5 dBA) and noise reduction design goal (7 dBA).

The extent of the wall height and length are determined by the location of the furthestmost noise sensitive areas. The beginning and the end of the wall is typically four times the perpendicular distance between the furthestmost receptor and the roadway (see illustration below). Typically, the height at the ends of the walls is slightly lower than the height of the wall in the area where receptors are closest to the roadway.



Ivan Racic
Air & Noise Planner
MD EM04, Room 59
1611 W. Jackson St.
Phoenix, AZ 85007

azdot.gov

ADOT
Environmental Planning



From: Robert Samour
Sent: Wednesday, June 06, 2018 5:11 PM
To: 'Mike'
Cc: Miller, Marsha; Carmelo Acevedo; [REDACTED] Ivan Racic
Subject: Follow up to our Phone Conversation Today.
Importance: High

Mr. Freer

I wanted to follow up with you on our phone call today regarding the various items you asked about.

Status of the fire hydrants:

As I mentioned, I received this correspondence in the e-mail below from the City Manager's Office that was sent to Ms. Rogers on May 30, 2018 regarding the City of Phoenix hydrants on Dusty Lane. As you can see, the hydrants are for maintenance of the water transmission main not for the fire department. There is also a memo attached from the Phoenix Fire Department, who is contracted by the county fire district, explaining how they provide water during a fire.

Noise Wall Height:

I have asked the team to respond to your question on the noise wall height. At the request of the community ADOT went back and looked to see if a wall could be included in this location even though it exceeded the cost per benefited receiver shown in the policy. ADOT has agreed to add a noise wall after looking at it closer. As we discussed on the phone, the Department's Air and Noise Planner from our Environmental Planning Group provided guidance on this wall and the proposed design height. I would like him to provide the details on the policy, decibel reduction and proposed height. I hope to have a more detailed response to you soon.

Alternatives for the Interchange:

I will be working with the team to finish the layout of the alternatives discussed at the open house on Wednesday, May 30th. We look to get those posted to our website as early as next week. I will have the team send you an e-mail with the link when they are posted. I will also asked my team to look at end of 43rd Avenue to see if a bus could turn around.

Please feel free to contact me on my mobile phone at (602) 768-4392 if you have any questions or would like additional information.

Thanks

Robert Samour, PE
Senior Deputy State Engineer

206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Thomas Remes [mailto: [REDACTED]]
Sent: Wednesday, May 30, 2018 4:03 PM
To: [REDACTED]
Cc: Robert Samour
Subject: City Hydrants
Importance: High

Ms. Rogers:

Thank you for your email.

When we spoke earlier this month, I let you know that the hydrants will stay in place and not be moved due to freeway construction. I also stated that the hydrants in this area are blow off (maintenance) hydrants for the City of Phoenix transmission (large) water main. This is the reason they have black bonnets. Since these are maintenance hydrants connected to the large water main, there is no guarantee of water availability. If the transmission (large) water main is out of service there may not be water. The fire department is aware of this condition. When a fire department (whether it is the City or whoever the County Fire District contracts to) responds to a County island that is not part of the City of Phoenix, they are prepared with additional water via tanker trucks. I have asked the Phoenix Fire Department to explain their process in a memo that I have attached.

I hope this response helps to clarify my comments to you.

Tom Remes
Freeway Coordination Manager
City Manager's Office
City of Phoenix

From: anne rogers [mailto:]
Sent: Friday, May 25, 2018 10:15 AM
To: Thomas Remes < >
Subject: Fwd: City Hydrants

Hi Mr. Remes,

I wanted to follow up in regards to the fire hydrants. Unfortunately, it seems that each time we speak up, it gets worse, but I am not really sure what else to do but to ask for help again. The fire hydrants that we have been asking about had been yellow up until the beginning of May. The black paint on the tops is fresh. They were not painted black until we pushed that we wanted them on our side of the freeway. Unfortunately, we do not seem to have any pictures of their bright yellow state before, so whereas we know that they (whoever they are) were being vindictive, we did not feel like we could do anything about it. We have since contacted both Fire Prevention, 602-262-6771 and the City Water Department at 602-262-5077, both of which found our hydrants, told us that they are showing as in service and that they are not maintenance hydrants. I hate to be negative, but after what I have seen already, I have a feeling that it is only a short amount of time before those records are changed. It is clear that they were/are working hydrants that no one wants to deal with them, even if it means saving a life. It is a sad world that we live in when convenience is more important than safety. Please help us before this opportunity passes. Please see email below from the City Water Department.

Anne Rogers

----- Forwarded message -----

From: Debra Chard < >
Date: Fri, May 25, 2018 at 9:32 AM
Subject: RE: City Hydrants
To: anne rogers < >

These are working in service hydrants.

From: anne rogers [mailto:]
Sent: Friday, May 25, 2018 9:30 AM
To: Debra Chard < >
Subject: Re: City Hydrants

Thank you soooo much! I really appreciate it. Can I confirm as well, that these are in fact working hydrants versus maintenance hydrants?

Thank you again! This really helps :-)

Anne Rogers

On May 25, 2018, at 9:28 AM, Debra Chard <[REDACTED]> wrote:

Per our conversation the two hydrants in question are city owned and maintained assets. Quarter section 09-18 valve 204 (Dusty & Sandy) and quarter section 010-18 valve 304 (Dusty and Ray).

Have a great holiday weekend!

DEBRA CHARD

SUPPORT SERVICES AIDE

CAMPBELL YARD



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

We look forward to seeing you at the upcoming meeting on Wednesday for further discussion.

Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Sunday, June 17, 2018 7:53 PM
To: Ivan Racic < [REDACTED] >
Cc: Robert Samour < [REDACTED] > Miller, Marsha < [REDACTED] > SMF Interchange Study
< [REDACTED] > Anne Rogers < [REDACTED] >
Subject: Re: Follow up to our Phone Conversation Today.

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Dusty Lane Community
[REDACTED]

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To: [REDACTED]
Cc: [Robert Samour](#) ; [Miller, Marsha](#)
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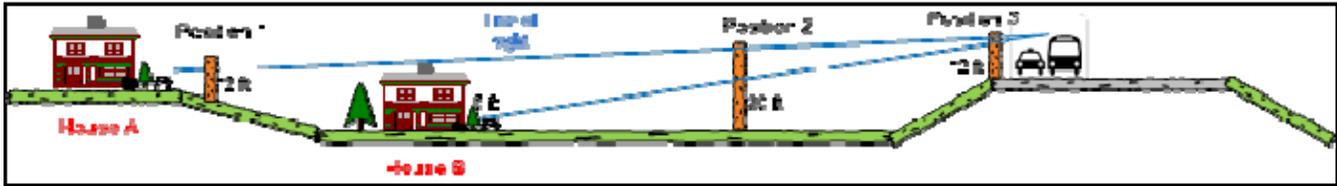
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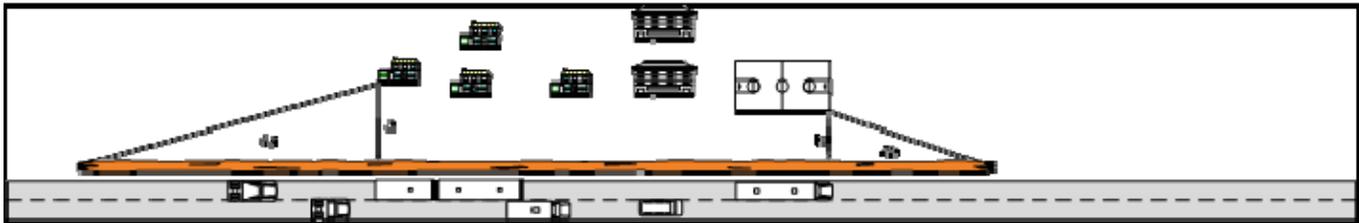
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Ivan Racic
Air & Noise Planner
MD EM04, Room 59
1611 W. Jackson St.
Phoenix, AZ 85007

azdot.gov

ADOT
Environmental Planning



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To: 'Mike'
Cc: Miller, Marsha; Carmelo Acevedo; [REDACTED] Ivan Racic
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Please feel free to contact me on my mobile phone at (602) 768-4392 if you have any questions or would like additional information.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



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To: [REDACTED]
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Importance: High

Ms. Rogers:

Thank you for your email.

When we spoke earlier this month, I let you know that the hydrants will stay in place and not be moved due to freeway construction. I also stated that the hydrants in this area are blow off (maintenance) hydrants for the City of Phoenix transmission (large) water main. This is the reason they have black bonnets. Since these are maintenance hydrants connected to the large water main, there is no guarantee of water availability. If the transmission (large) water main is out of service there may not be water. The fire department is aware of this condition. When a fire department (whether it is the City or whoever the County Fire District contracts to) responds to a County island that is not part of the City of Phoenix, they are prepared with additional water via tanker trucks. I have asked the Phoenix Fire Department to explain their process in a memo that I have attached.

I hope this response helps to clarify my comments to you.

Tom Remes
Freeway Coordination Manager
City Manager's Office
City of Phoenix

From: anne rogers [mailto:]
Sent: Friday, May 25, 2018 10:15 AM
To: Thomas Remes < >
Subject: Fwd: City Hydrants

Hi Mr. Remes,

I wanted to follow up in regards to the fire hydrants. Unfortunately, it seems that each time we speak up, it gets worse, but I am not really sure what else to do but to ask for help again. The fire hydrants that we have been asking about had been yellow up until the beginning of May. The black paint on the tops is fresh. They were not painted black until we pushed that we wanted them on our side of the freeway. Unfortunately, we do not seem to have any pictures of their bright yellow state before, so whereas we know that they (whoever they are) were being vindictive, we did not feel like we could do anything about it. We have since contacted both Fire Prevention, 602-262-6771 and the City Water Department at 602-262-5077, both of which found our hydrants, told us that they are showing as in service and that they are not maintenance hydrants. I hate to be negative, but after what I have seen already, I have a feeling that it is only a short amount of time before those records are changed. It is clear that they were/are working hydrants that no one wants to deal with them, even if it means saving a life. It is a sad world that we live in when convenience is more important than safety. Please help us before this opportunity passes. Please see email below from the City Water Department.

Anne Rogers

----- Forwarded message -----

From: Debra Chard < >
Date: Fri, May 25, 2018 at 9:32 AM
Subject: RE: City Hydrants
To: anne rogers < >

These are working in service hydrants.

From: anne rogers [mailto:]
Sent: Friday, May 25, 2018 9:30 AM
To: Debra Chard < >
Subject: Re: City Hydrants

Thank you soooo much! I really appreciate it. Can I confirm as well, that these are in fact working hydrants versus maintenance hydrants?

Thank you again! This really helps :-)

Anne Rogers

On May 25, 2018, at 9:28 AM, Debra Chard <[REDACTED]> wrote:

Per our conversation the two hydrants in question are city owned and maintained assets. Quarter section 09-18 valve 204 (Dusty & Sandy) and quarter section 010-18 valve 304 (Dusty and Ray).

Have a great holiday weekend!

DEBRA CHARD

SUPPORT SERVICES AIDE

CAMPBELL YARD



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[REDACTED]

From: Mike <[REDACTED]>
Sent: Thursday, May 31, 2018 11:45 PM
To: SMF Interchange Study; [REDACTED]
Cc: SMF Interchange Study; [REDACTED]
Subject: Re: Following Up

Categories: Logged

Ms. Miller,

It was good meeting with the folks from ADOT. It is obvious that everyone takes pride in their work, and they enjoyed displaying the fruits of their efforts. The Open House left us with many questions including sound wall height being less recommended in the final noise report, the lack of pedestrian egress, and the lack of enhancements needed for Dusty Lane for safety reasons such as widening to standard road widths and painting lanes with shoulders that will allow it to handle increased traffic. We also anxiously await your final solution for protecting our community that will block casino traffic access to our neighborhood.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Your engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. We would like you to keep in mind that if there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP
Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)
Sent: Thursday, May 31, 2018 9:38 AM
To: [REDACTED]
Cc: [SMF Interchange Study](#); [REDACTED]; [Mike](#)
Subject: Following Up

Hello Anne and Mike,

It was nice to meet both of you last night as well as some of your neighbors. We recognize your time, hard work and efforts in pulling together so much information and providing our team with questions, comments and suggestions. As I mentioned to you Anne, I will personally respond to you/Mike when you send emails to this email address. Emails that come to this email will be recorded in the study report. I will keep you posted on the status of being able to get answers to your questions and please understand it may take some time to collect information gathered from several sources—and be approved by Rob or Carmelo.

Again, I appreciated our conversation last night and look forward to continuing the discussions.

Thank you,
Marsha Miller

ADOT Loop 202 South Mountain Freeway Project Team

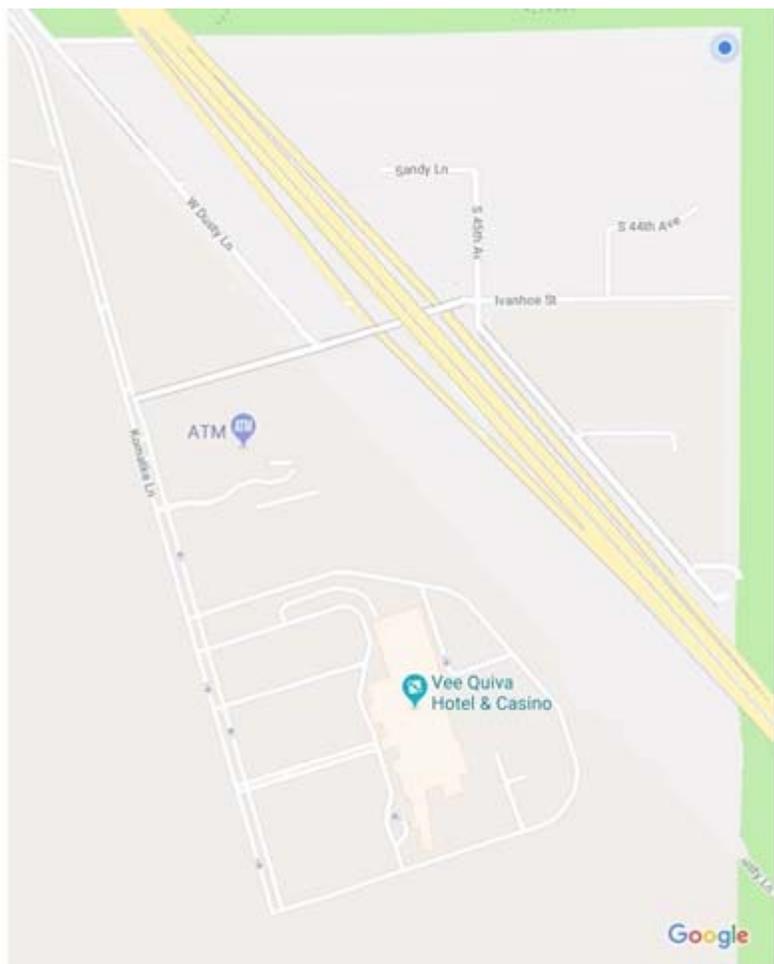
[REDACTED]

From: Mike <[REDACTED]>
Sent: Tuesday, June 5, 2018 9:36 AM
To: SMF Interchange Study
Cc: SMF Interchange Study; Anne Rogers; [REDACTED];
[REDACTED]; Laurie Roberts; [REDACTED]; Sonu Wasu;
[REDACTED]; Adriana
Valenzuela; [REDACTED]; 87 almalarios; [REDACTED]; Mary Fremont;
[REDACTED]; Cesar Vargas; [REDACTED]; Thomas Watson; [REDACTED];
[REDACTED]; Rogers; Ron Schuler; [REDACTED]; SMF Interchange Study;
[REDACTED]; Anne Rogers; [REDACTED]; Kimberly
Noetzel; Ryan Clickner; [REDACTED]; Spargo, Benjamin; Dan Siegel
Subject: Re: Proposed Ivanhoie will be catastrophic to Dusty Lane.
Categories: Logged

Pushing our concern off for weeks is not acceptable. We will not tolerate you working behind closed doors. We want to know what you are doing to address our needs. We fear that you will provide last minute details to protect your budget while using your project schedule as an excuse not to protect our community.

We demand transparency.

This, or anything that resembles this is not an acceptable solution:



Michael P. Freer
Dusty Lane Community

From: [SMF Interchange Study](#)

Sent: Tuesday, June 05, 2018 8:51 AM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [Anne Rogers](#)

Subject: RE: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Good morning Mike,

We received your email. As I mentioned on Friday and Saturday, we are working on alternatives based on the DLC concerns. We will get back to you in the next couple weeks.

We really appreciate all of the comments we have received from you, as well as the rest of the community at the open house.

Thank you for your continued patience,
Marsha Miller

From: Mike [mailto:]

Sent: Tuesday, June 5, 2018 7:58 AM

To: [Redacted] Laurie Roberts <[Redacted]>
[Redacted] Sonu Wasu <[Redacted]>
[Redacted] Adriana Valenzuela <[Redacted]>
[Redacted] 87 almalarios <[Redacted]> Mary Fremont
[Redacted] Cesar Vargas
[Redacted] Thomas Watson <[Redacted]>
[Redacted] Anne Rogers <[Redacted]> Ron Schuler <[Redacted]>

Cc: SMF Interchange Study <[Redacted]>
[Redacted] Anne Rogers <[Redacted]>
Kimberly Noetzel <[Redacted]> Ryan Clickner <[Redacted]> Spargo,
Benjamin <[Redacted]> Dan Siegel <[Redacted]>

Subject: Proposed Ivanhoie will be catastrophic to Dusty Lane.

Dear Arizona,

ADOT's proposed Ivanhoe Interchange will be catastrophic to the Dusty Lane Community. We learned at ADOT's open house that they do not have a plan that will block casino traffic access to our neighborhood. They are planning on building us a sound wall that is less than the height recommended in the final noise report, Plans do not include pedestrian egress, and they lack enhancements needed for Dusty Lane to ensure safety such as widening to standard road widths and painting lanes with shoulders. We will also lose access to fire hydrants.

ADOT is trying to slip an unsafe design change past taxpayers.

I feel strongly that if this interchange had been considered during the main planning, rather than being forced to meet current design constraints, that all of our concerns could have been addressed. Their engineering teams would have been able to build the interchange as it should be built without compromising our neighborhood. If there are no viable engineering solutions that maintain the existing barrier between us and the casino and its traffic, the most obvious choice is not to build the interchange at all.

Michael P. Freer MAPM, PMP
Dusty Lane Community
[Redacted]

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Thursday, June 21, 2018 8:14 PM
To: [REDACTED]
Cc: [REDACTED] Dusty Lane; Mike; Margot; Stan Wright; Barbara Boulanger; [REDACTED] ostrom jodi; Adriana Valenzuela; [REDACTED] az topcat; 87 almarios; [REDACTED] Ron Schuler; Mary Fremont; reina7 7; Adamdimas; david cox; [REDACTED] Richard Strassel; Maribel Guevara; [REDACTED] Susan Wakefield; hopkins trudy; Mary Pitrat; Estuardo Calderon; irene gon22; Cesar Vargas; michael methvin; Thomas Watson; Michael Rogers; anne rogers; [REDACTED] [REDACTED] Robert Samour; SMF
Subject: Interchange Study
ADOT Socio-economic discrimination

Ms. Petty,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. We feel that we are experiencing socio-economic discrimination by the Arizona Department of Transportation. We are contacting you, Federal Highway Administration, in order to ask you to intervene.

ADOT is not following NEPA guidelines in selected areas of the project area for the Loop 202 South Mountain Freeway in the Phoenix Metropolitan area.

According to NEPA guidelines, in order to implement a sound wall, the area must meet feasibility requirements, including achieving a 5 dBA decrease after mitigation and a maximum of 63 dBA after mitigation. Reasonability factors are not considered until feasibility is met.

According to ADOT's DEIS, there were five monitoring points: 1, 6, 15, 16 and 22a in the Ahwatukee area of Phoenix that did not meet these feasibility requirements. According to their FEIS, the numbers were altered to show that only three of these same monitoring points did not meet feasibility requirements: 15, 16 and 22a. Two of these monitoring points were deemed unfeasible due to still being over the 63 dBA level. The third was deemed unfeasible due to only achieving a 4 dBA decrease post mitigation. Despite this shortfall, the entire Ahwatukee area has been granted a 20 ft. sound wall in all residential areas, including where unfeasible according to NEPA guidelines. Ahwatukee is the most affluent area of the Loop 202 South Mountain Freeway project area. The other areas of the project area lack such investments in protecting the sound and social impacts, including our community.

Our community will see the highest increase in sound for the entire project area. With a sound level increase of 30 dBA, not including an additional increase due to their newly introduced interchange in the center of our community, our sound level increase will be exponential and significant. Written into both the DEIS and the FEIS, our community was inaccurately seen as not eligible to qualify for the "substantial noise increase." They state that we do not qualify. It states that "MON-11, MON-12.... are not included for substantial noise level increase determination because they are within proposed SR 202L R/W." As a result, they are considering our 48 dBA to 78+ dBA increase as not being substantial. In ADOT's original plans, we were to have a sound wall of 20ft that stretched 5800 ft. We found out in March 2018 that this sound protection was being omitted completely. Appalled due to unfair treatment, we have advocated strongly for a sound wall, which we were recently granted. Not disclosed was that our sound wall would only reach 12 ft. We found that out at the Ivanhoe Interchange Open house on May 31st, only after direct questioning. Since then, they have told us that it will be between 12 and 14 ft. They are not planning on, however, extending the wall on either side of our community for better sound protection, again, as is recommended in Federal guidelines and as they are doing in Ahwatukee.

Marsha Miller with ADOT stated on 6/21/18 in an email to us "The cost-per-benefited-receptor is considered only after other feasibility and reasonableness criteria are met." It does appear that our wall at its recommended size is being denied on the sole reasonability factor of cost-effectiveness per benefitted receptor. Despite asking why we are not getting what is recommended, they have given us no other reason for its denial. If this is the case, we question how the Ahwatukee area was granted 20ft sound walls in areas where feasibility was not even met. Federal guidelines state that there are other reasonability factors that can be taken into consideration, not limited to cost-sharing with other like-sound communities. The Promontory at Foothills West development going in at the end of Ahwatukee, 1 mile away, would fit this description. Unfortunately, I cannot find any evidence that a sound study was ever conducted for this community, which will sell homes starting at \$750,000. Our questions from March regarding this community have gone unanswered by ADOT, so if a sound study exists for this community, ADOT is not releasing any information despite it being public information.

The Ahwatukee area is receiving more per mile than any other area of the freeway path including a 20 ft sound wall in all areas and a 6-mile 20-ft shared use path.

We ask that our community be granted a 20 ft. sound wall that stretches the 5800 ft. in accordance with ADOT recommendations in the sound reports and discontinue socio-economic discrimination of our community.

We, the Dusty Lane Community, are putting you on notice that ADOT is not following federal or state guidelines. We are asking that you intervene and require ADOT to treat all areas of the freeway path equally.

Thank you for your prompt attention to this matter. I look forward to hearing back from you.

Anne Rogers

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel
Cc: SMF Interchange Study; Dusty Lane; Anne Rogers; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); [REDACTED] Mike
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Tuesday, June 19, 2018 10:05 AM
To: SMF Interchange Study
Cc: Robert Samour; Dusty Lane; anne rogers; Carmelo Acevedo; Miller, Marsha
Subject: Fwd: Dusty Lane Community- School Bus turn around

----- Forwarded message -----

From: anne rogers <[REDACTED]>
Date: Tue, Jun 19, 2018 at 12:55 PM
Subject: Dusty Lane Community- School Bus turn around
To: [REDACTED]
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>

Mr. Kissel,

My name is Anne Rogers and I live in the Dusty Lane Community, across from the Vee Quiva casino.

As you know, ADOT is constructing the South Mountain Freeway through our neighborhood. It was brought to our attention in early April that since Connect 202 Partners had closed our roads, the school bus was unable to maneuver our streets (turn around) and our 7 and 8 year old children were being asked to walk a half mile through construction in order to access the school bus.

We made contact with Connect 202 Partners and they were very responsive to our safety needs. They reopened the roads, as you know, which allowed access for our school bus.

This situation gave us insight into what it would be like once the freeway went through. Once the freeway is in place, the only safe maneuverable location for the school bus will be at 51st ave and Dusty Lane, a mile away from resident children. 7 and 8 year old children would have to traverse an intersection at Ivanhoe St. that is projected to see 2000 cars per on and off ramp due to the interchange being proposed for that very intersection. After crossing the 8000 car-intersection, students would then have to walk approximately one half mile on the freeway access road that has no sidewalks or shoulders just to get to 51st ave and Dusty Lane.

We have asked ADOT in early April to add a turn around in our community that would allow for safe maneuverability for our school bus. Shortly thereafter, a cul de sac appeared on the design at the end of 43rd ave. Unfortunately, whereas it did appear that they were watching out for the safety of our children, when asked, they were unable to tell me whether that cul de sac would be big enough to accommodate for the school bus. Three weeks after the question was presented, we have still not received an answer.

Would you be able tell me how much room would be needed for the school bus to safely turn around at the cul de sac so that we can request that it is made large enough?

We appreciate all that you do to keep our children safe!

Anne Rogers

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Monday, June 18, 2018 2:18 PM
To: SMF Interchange Study
Cc: anne rogers; Mike; Dusty Lane; Robert Samour; Spargo, Benjamin; Carmelo Acevedo
Subject: Fwd: Safety Concerns re: SMF Ivanhoe Interchange Proposal

----- Forwarded message -----

From: anne rogers <[REDACTED]>
Date: Mon, Jun 18, 2018 at 2:44 PM
Subject: Safety Concerns re: SMF Ivanhoe Interchange Proposal
To: [REDACTED]
Cc: [REDACTED] Dusty Lane
<[REDACTED]> Mike <[REDACTED]>

Hi Kelly,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. I am not sure if I have reached the right person, so I have copied a few others from your office just in case.

Our community has grave safety concerns regarding the SMF Loop 202 Ivanhoe Interchange Proposal.

We are a community who is bordered on all sides by the South Mountain Park and the Gila River Indian Community. We have one small connector road, barely large enough to accommodate two cars in some spots that connect us to 51st ave. Due to our location, all residential streets in our community are dead-end streets. There are no outlets. Due to our rural environment and safe streets with little traffic, our children play in the streets safely and runners, cyclists and walkers use our streets as if they were bike lanes since again, it is safe to do so.

When the SMF comes through, it will cut off all of our residential streets from our connector road of Dusty Lane with the exception of Ivanhoe St. ADOT is proposing placing an interchange at that very intersection and is projecting 2000 cars per on and off ramp. Having to navigate such an exponential increase in traffic at that intersection comes at great risk to our community.

Our concerns are as follows:

Increased response time for local emergency services. ADOT incorrectly claims that response time will decrease. Our local services do not use freeways. They use surface streets. Having to navigate so many cars will increase response time.

A trapped community- If there is an accident or flooding in that intersection or if our community were to experience a fire, Ivanhoe would be our only way out. An accidental fire could be catastrophic if we are having to fight 8000 cars in order to escape.

Flooding- Being at the base of a mountain, we experience deep and damaging floods. ADOT has informed us that they cannot improve or worsen flooding conditions. Unfortunately, they have eliminated our other options of egress and are placing the interchange at the very intersection that sees the highest waters and the worst damage. Before, we have

been able to use other residential streets to access our connector road, Dusty Lane. This choice and adding 2000 cars per on and off ramp will trap our community.

School bus / fire truck maneuverability- With all dead-end streets and only enough room for a standard-sized vehicle to do a 3 point turn in order to turn around, our school bus or a potential fire truck will be unable to turn around. ADOT has placed a cul de sac at the end of 43rd Ave, but their team is unaware of whether it is large enough to accommodate a large vehicle like a school bus. Three weeks after asking the question, they evidently still do not know as they have not gotten back to us.

Fire hydrants- According to Fire Prevention and the City Water Department, we currently have two in-service fire hydrants located on Dusty Lane. These hydrants will be located on the opposite side of the freeway once the freeway goes through. It is being argued that these hydrants are maintenance hydrants. Since 2012, during the final planning of this freeway, it appears that they are trying to change the designation of these hydrants. We feel that safety is more important than convenience of not having to provide us with the same service hydrant access that we had before the final planning of the freeway began.

On June 13, 2018, ADOT announced that they had released 4 new options in addition to the current Ivanhoe Interchange proposal. Of those 4, two were presented as unfeasible. One will cause the same concerns as the original proposal, still providing direct access. The last option appeared to be the only option given. It did solve a lot of the DLC's safety concerns, however it appears that they did not research this option before presenting it publicly, including to two news stations. It appears that the only "option" presented is in fact not an option at all as it uses private property. There is no road there.

We are asking that you intervene. This email serves as notice that ADOT does not truly appear to be watching out for the safety of our community and are placing us in danger by hurriedly adding an interchange to the plans at the last minute. Such haste does not give time to study safety impacts to a community such as ours. When asked, ADOT was unable to identify any proposal such as this one where a 65 mph freeway exited onto a 25 mph residential street. This makes it clear to us that our situation has not been studied appropriately in order to ensure the safety of our residents including our children.

Is there a metrics in the guideline regarding cost and safety? How much are they allotted when it comes to the safety of a community who has special circumstances? Do you have a list of safety concerns that are to be addressed in your guidelines?

Thank you for your time. I did try to call, but appears that your phone number does not allow for voicemails. Please let me know if there is a better time that I can try to reach you again.

We appreciate any and all help that you are able to provide our community.

Anne Rogers
Dusty Lane Community

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Tuesday, June 19, 2018 1:15 PM
To: SMF Interchange Study
Cc: Dusty Lane; Spargo, Benjamin; Carmelo Acevedo; Robert Samour; Mike
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha.

Everything sounds great. I will let property owners know. I look forward to receiving the agenda so that we can working on it collaboratively. We do ask that your engineers and project team be candid with us so that we know probability of certain scenarios versus options that are are only options due to legality and protocol. Have you heard back from your right of way specialist in regards to Sandy Lane? This information will better help us to guide our discussion. We truly do want to work with you and your team to come up with solutions that will work with everyone. We thank you for providing this opportunity.

Anne Rogers

On Tue, Jun 19, 2018 at 2:32 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Let's schedule the meeting for Wednesday, June 27 from 5 to 8 p.m. at the I-10 project office located at [REDACTED]
[REDACTED] That office will give us plenty of room for everyone that is able to attend.

We will have the team member's in attendance that can discuss the subjects related to the issues and concerns that have been brought up. Mr. Samour will be on annual leave starting on the 21st, returning on July 3. We would like to suggest meeting on the 27th initially to work together on reaching solutions and then meet again on Friday, July 6 with Mr. Samour as a follow up to the meeting on the 27th.

We are working this week to have the drainage summary and report to you and the community by Friday. Also, if it's amenable to you, I am going to draft an agenda and send to you so we can collaboratively develop the final agenda and all prepared when we meet on the 27th.

Thank you,

Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 5:34 PM
To: SMF Interchange Study < [REDACTED] > Spargo, Benjamin < [REDACTED] >
Carmelo Acevedo < [REDACTED] > Robert Samour < [REDACTED] >
Cc: Anne Rogers < [REDACTED] > Mike < [REDACTED] >
Subject: Re: ADOT and DLC Meeting to Discuss Access Concepts

Thank you, Marsha, for setting this up. Will the full design/project team be at this meeting so that we can discuss the feasibility of the various options discussed? Will Mr. Samour be there? Will the drainage plan sheets be completed for review before this meeting so that we have time to review them before our meeting?

We would like to give the following dates : June 22nd, June 27th and July 6th. How many community members do you feel would be reasonable to attend? We are unsure of your space accommodations and need to know what to present to property owners.

Thank you again for setting this up. We are excited to have the opportunity to discuss options that will ease our safety concerns versus having them compiled.

Thank you,

Anne Rogers

On Mon, Jun 18, 2018 at 5:44 PM, SMF Interchange Study < [REDACTED] > wrote:

Hello Anne and Mike,

Our team would like to set up a meeting with the residents of your community to discuss concepts and options, as well as have an open dialogue about your concerns. Please let me know two or three dates that your community would be available in the evening to meet at one of our offices either at 59th Avenue and Elliot or at 59th Avenue and I-10.

Thank you,

Marsha Miller

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Saturday, June 23, 2018 8:10 AM
To: Petty, Karla (FHWA)
Cc: Lirange, Aryan (FHWA); Sarhan, Anthony (FHWA); Deitering, Thomas (FHWA); Hansen, Alan (FHWA); [REDACTED] Dusty Lane; Carmelo Acevedo; Mike; Spargo, Benjamin; SMF Interchange Study
Subject: Re: ADOT Socio-economic discrimination
Attachments: revguidance.pdf

Thank you, Karla, for your response.

Whereas ADOT overall has been very unresponsive to most of our questions and concerns, they have been more responsive starting when I sent the first email to FHWA on June 18th regarding our safety concerns. Whereas our first request (email-May 9th) and our second request (verbally May 30th at the Ivanhoe Open House) for a working meeting went unaddressed, our third request (email- June 18th) has been granted and we are optimistic that they have started to listen to our safety concerns. As a result, I did not follow up with that first email, despite not having received an initial response from you. We did feel that ADOT was starting to respond appropriately. In this working session with ADOT, we agree that we (DLC and ADOT) have the opportunity to collaboratively find solutions to our safety concerns.

I am unsure, however, who told you that our concerns from my second letter (socio-economic discrimination) were being addressed or even would be addressed in our upcoming work session. From my understanding from correspondence with ADOT, this working session is to resolve safety concerns, for which we are grateful. ADOT has not responded, however, to the concerns regarding the socio-economic discrimination. ADOT continues to apparently refuse to cost-share despite us not being two times the cost reasonableness criteria (Section 772.13k), has not given us any other reason for denial of the original specifications of our sound wall in the recommendations, has provided us with contradictory information and it is clear that they are breaking selected guidelines in DLC and in Ahwatukee (See attached). We would like to know if you will ensure that they start following federal guidelines starting now in areas whose plans are not yet complete or if you will review their actions in Ahwatukee to ensure that we are treated equally. There is an expectation, from the Dusty Lane Community, that we receive equal treatment in regards to sound protection, safety and replacement of recreational areas as provided to residents in Ahwatukee.

We have received the agenda from the ADOT Ivanhoe Interchange study team. They have stated that they are open to the DLC adding concerns to the agenda. We, the DLC leadership, will add: pedestrian egress/recreational area replacement, zoning to be consistent with current zoning for DLC and street signage. In addition, as you stated, this preliminary agenda will be sent to DLC property owners to make sure that all of our safety concerns are covered. Do you feel that this meeting would be an appropriate setting to address our socio-economic concerns? If not, what do you suggest?

Thank you for adding Mr. Samour to the email. Mr. Samour has been the most direct with us and we have the utmost respect for him as a result.

Thank you for your email. We look forward to your clarification regarding equal treatment.

Anne Rogers

On Fri, Jun 22, 2018 at 9:23 PM, Petty, Karla (FHWA) <[REDACTED]> wrote:

Ms. Rogers,

Good afternoon, I wanted to reply and acknowledge receipt of your email from yesterday evening (below) as well as your email of Monday, June 18th. For some unknown reason, the first email you sent on Monday, June 18th, was not received by any of the four addressees in the FHWA Arizona Division office. It was, however, received by the South Mountain Freeway (SMF) Project Team and when they learned that we were unaware of the message, it was forwarded to Mr. Aryan Lirange of FHWA. This was on the afternoon of Wednesday, June 20th (see attached). Mr. Lirange, our Senior Urban Engineer, is the FHWA Arizona Division's primary contact and lead for the South Mountain Freeway project. Please include him on future SMF correspondences as this will expedite replies and ensure we are aware of the communication. He can be reached at [REDACTED] or [REDACTED]

I understand you contacted FHWA on behalf of the Dusty Lane Community and your two messages outlined concerns of safety and socio-economic discrimination. FHWA will review your concerns and take them into consideration as we ensure the project advances and is built in accordance with federal regulations and requirements. We will work with ADOT to ensure your concerns are promptly reviewed, considered and comprehensive responses are provided.

We are aware the SMF Project Team is planning two Dusty Lane Community Working Group Discussions. We understand that ADOT has developed a draft agenda for the first discussion that contains the concerns raised in your two recent emails. I also understand this agenda will be shared with the Dusty Lane Community in the coming days to seek the Community's input and ensure that all items of concern are included for discussion. FHWA Arizona Division plans to attend these discussions and encourages you to attend as well.

Please continue to engage the project team and ask questions about items that you feel need additional clarification. Mr. Rob Samour of ADOT has been copied for his awareness.

Regards,

Karla

Karla S. Petty | Division Administrator

Federal Highway Administration | Arizona Division

4000 N. Central Ave., Suite 1500 | Phoenix, AZ 85012

Office: [REDACTED] | Cell: [REDACTED]

Email: [REDACTED]

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 21, 2018 8:14 PM
To: Petty, Karla (FHWA) < [REDACTED]>
Cc: Lirange, Aryan (FHWA) < [REDACTED]>; Deitering, Thomas (FHWA) < [REDACTED]>; Hansen, Alan (FHWA) < [REDACTED]>; Dusty Lane < [REDACTED]>; Mike < [REDACTED]>; Margot < [REDACTED]>; Stan Wright < [REDACTED]>; Barbara Boulanger < [REDACTED]>; ostrom jodi < [REDACTED]>; Adriana Valenzuela < [REDACTED]>; az topcat < [REDACTED]>; 87 almalarios < [REDACTED]>; Ron Schuler < [REDACTED]>; Mary Fremont < [REDACTED]>; reina7 7 < [REDACTED]>; Adamdimas < [REDACTED]>; david cox < [REDACTED]>; Richard Strassel < [REDACTED]>; Maribel Guevara < [REDACTED]>; Susan Wakefield < [REDACTED]>; hopkins trudy < [REDACTED]>; Mary Pitrat < [REDACTED]>; Estuardo Calderon < [REDACTED]>; irenne gon22 < [REDACTED]>; Cesar Vargas < [REDACTED]>; michael methvin < [REDACTED]>; Thomas Watson < [REDACTED]>; Michael Rogers < [REDACTED]>; anne rogers < [REDACTED]>; Robert Samour < [REDACTED]>; SMF Interchange Study < [REDACTED]>

Subject: ADOT Socio-economic discrimination

Ms. Petty,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. We feel that we are experiencing socio-economic discrimination by the Arizona Department of Transportation. We are contacting you, Federal Highway Administration, in order to ask you to intervene.

ADOT is not following NEPA guidelines in selected areas of the project area for the Loop 202 South Mountain Freeway in the Phoenix Metropolitan area.

According to NEPA guidelines, in order to implement a sound wall, the area must meet feasibility requirements, including achieving a 5 dBA decrease after mitigation and a maximum of 63 dBA after mitigation. Reasonability factors are not considered until feasibility is met.

According to ADOT's DEIS, there were five monitoring points: 1, 6, 15, 16 and 22a in the Ahwatukee area of Phoenix that did not meet these feasibility requirements. According to their FEIS, the numbers were altered to show that only three of these same monitoring points did not meet feasibility requirements: 15, 16 and 22a. Two of these monitoring points were deemed unfeasible due to still being over the 63 dBA level. The third was deemed unfeasible due to only achieving a 4 dBA decrease post mitigation. Despite this shortfall, the entire Ahwatukee area has been granted a 20 ft. sound wall in all residential areas, including where unfeasible according to NEPA guidelines. Ahwatukee is the most affluent area of the Loop 202 South Mountain Freeway project area. The other areas of the project area lack such investments in protecting the sound and social impacts, including our community.

Our community will see the highest increase in sound for the entire project area. With a sound level increase of 30 dBA, not including an additional increase due to their newly introduced interchange in the center of our community, our sound level increase will be exponential and significant. Written into both the DEIS and the FEIS, our community was inaccurately seen as not eligible to qualify for the "substantial noise increase." They state that we do not qualify. It states that "MON-11, MON-12.... are not included for substantial noise level increase determination because they are within proposed SR 202L R/W." As a result, they are considering our 48 dBA to 78+ dBA increase as not being substantial. In ADOT's original plans, we were to have a sound wall of 20ft that stretched 5800 ft. We found out in March 2018 that this sound protection was being omitted completely. Appalled due to unfair treatment, we have advocated strongly for a sound wall, which we were recently granted. Not disclosed was that our sound wall would only reach 12 ft. We found that out at the Ivanhoe Interchange Open house on May 31st, only after direct questioning. Since then, they have told us that it will be between 12 and 14 ft. They are not planning on, however, extending the wall on either side of our community for better sound protection, again, as is recommended in Federal guidelines and as they are doing in Ahwatukee.

Marsha Miller with ADOT stated on 6/21/18 in an email to us "The cost-per-benefitted-receptor is considered only after other feasibility and reasonableness criteria are met." It does appear that our wall at its recommended size is being denied on the sole reasonability factor of cost-effectiveness per benefitted receptor. Despite asking why we are not getting what is recommended, they have given us no other reason for its denial. If this is the case, we question how the Ahwatukee area was granted 20ft sound walls in areas where

feasibility was not even met. Federal guidelines state that there are other reasonability factors that can be taken into consideration, not limited to cost-sharing with other like-sound communities. The Promontory at Foothills West development going in at the end of Ahwatukee, 1 mile away, would fit this description. Unfortunately, I cannot find any evidence that a sound study was ever conducted for this community, which will sell homes starting at \$750,000. Our questions from March regarding this community have gone unanswered by ADOT, so if a sound study exists for this community, ADOT is not releasing any information despite it being public information.

The Ahwatukee area is receiving more per mile than any other area of the freeway path including a 20 ft sound wall in all areas and a 6-mile 20-ft shared use path.

We ask that our community be granted a 20 ft. sound wall that stretches the 5800 ft. in accordance with ADOT recommendations in the sound reports and discontinue socio-economic discrimination of our community.

We, the Dusty Lane Community, are putting you on notice that ADOT is not following federal or state guidelines. We are asking that you intervene and require ADOT to treat all areas of the freeway path equally.

Thank you for your prompt attention to this matter. I look forward to hearing back from you.

Anne Rogers

----- Forwarded message -----

From: "Spargo, Benjamin" <[REDACTED]>
To: "Lirange, Aryan (FHWA)" <[REDACTED]>
Cc:
Bcc:
Date: Wed, 20 Jun 2018 22:12:12 +0000
Subject: FW: Safety Concerns re: SMF Ivanhoe Interchange Proposal

Ben Spargo, PE

M [REDACTED]

From: anne rogers [mailto:[REDACTED]]
Sent: Monday, June 18, 2018 2:18 PM
To: SMF Interchange Study <[REDACTED]>
Cc: anne rogers <[REDACTED]> Mike <[REDACTED]> Dusty Lane
<[REDACTED]> Robert Samour <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Carmelo Acevedo <[REDACTED]>
Subject: Fwd: Safety Concerns re: SMF Ivanhoe Interchange Proposal

----- Forwarded message -----

From: **anne rogers** <[REDACTED]>
Date: Mon, Jun 18, 2018 at 2:44 PM

Subject: Safety Concerns re: SMF Ivanhoe Interchange Proposal

To: [REDACTED]

Cc: [REDACTED] Dusty Lane

<[REDACTED] Mike <[REDACTED]

Hi Kelly,

My name is Anne Rogers and I am contacting you on behalf of the Dusty Lane Community. I am not sure if I have reached the right person, so I have copied a few others from your office just in case.

Our community has grave safety concerns regarding the SMF Loop 202 Ivanhoe Interchange Proposal.

We are a community who is bordered on all sides by the South Mountain Park and the Gila River Indian Community. We have one small connector road, barely large enough to accommodate two cars in some spots that connect us to 51st ave. Due to our location, all residential streets in our community are dead-end streets. There are no outlets. Due to our rural environment and safe streets with little traffic, our children play in the streets safely and runners, cyclists and walkers use our streets as if they were bike lanes since again, it is safe to do so.

When the SMF comes through, it will cut off all of our residential streets from our connector road of Dusty Lane with the exception of Ivanhoe St. ADOT is proposing placing an interchange at that very intersection and is projecting 2000 cars per on and off ramp. Having to navigate such an exponential increase in traffic at that intersection comes at great risk to our community.

Our concerns are as follows:

Increased response time for local emergency services. ADOT incorrectly claims that response time will decrease. Our local services do not use freeways. They use surface streets. Having to navigate so many cars will increase response time.

A trapped community- If there is an accident or flooding in that intersection or if our community were to experience a fire, Ivanhoe would be our only way out. An accidental fire could be catastrophic if we are having to fight 8000 cars in order to escape.

Flooding- Being at the base of a mountain, we experience deep and damaging floods. ADOT has informed us that they cannot improve or worsen flooding conditions. Unfortunately, they have eliminated our other options of egress and are placing the interchange at the very intersection that sees the highest waters and the worst damage. Before, we

have been able to use other residential streets to access our connector road, Dusty Lane. This choice and adding 2000 cars per on and off ramp will trap our community.

School bus / fire truck maneuverability- With all dead-end streets and only enough room for a standard-sized vehicle to do a 3 point turn in order to turn around, our school bus or a potential fire truck will be unable to turn around. ADOT has placed a cul de sac at the end of 43rd Ave, but their team is unaware of whether it is large enough to accommodate a large vehicle like a school bus. Three weeks after asking the question, they evidently still do not know as they have not gotten back to us.

Fire hydrants- According to Fire Prevention and the City Water Department, we currently have two in-service fire hydrants located on Dusty Lane. These hydrants will be located on the opposite side of the freeway once the freeway goes through. It is being argued that these hydrants are maintenance hydrants. Since 2012, during the final planning of this freeway, it appears that they are trying to change the designation of these hydrants. We feel that safety is more important than convenience of not having to provide us with the same service hydrant access that we had before the final planning of the freeway began.

On June 13, 2018, ADOT announced that they had released 4 new options in addition to the current Ivanhoe Interchange proposal. Of those 4, two were presented as unfeasible. One will cause the same concerns as the original proposal, still providing direct access. The last option appeared to be the only option given. It did solve a lot of the DLC's safety concerns, however it appears that they did not research this option before presenting it publicly, including to two news stations. It appears that the only "option" presented is in fact not an option at all as it uses private property. There is no road there.

We are asking that you intervene. This email serves as notice that ADOT does not truly appear to be watching out for the safety of our community and are placing us in danger by hurriedly adding an interchange to the plans at the last minute. Such haste does not give time to study safety impacts to a community such as ours. When asked, ADOT was unable to identify any proposal such as this one where a 65 mph freeway exited onto a 25 mph residential street. This makes it clear to us that our situation has not been studied appropriately in order to ensure the safety of our residents including our children.

Is there a metrics in the guideline regarding cost and safety? How much are they allotted when it comes to the safety of a community who has special circumstances? Do you have a list of safety concerns that are to be addressed in your guidelines?

Thank you for your time. I did try to call, but appears that your phone number does not allow for voicemails. Please let me know if there is a better time that I can try to reach you again.

We appreciate any and all help that you are able to provide our community.

Anne Rogers

Dusty Lane Community

[REDACTED]

From: Anne Rogers <[REDACTED]>
Sent: Thursday, June 28, 2018 6:12 PM
To: Eric Kissel
Cc: SMF Interchange Study; [REDACTED] Spargo, Benjamin; [REDACTED] Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

Thank you, Eric.

Does the cul de sac need to be 112' in diameter to fit the largest school bus? I think that communication is open and feel that ADOT and C202P are open to adjusting as needed.

Let me know and keep me posted. I appreciate your help!

Anne Rogers

Sent from my iPhone

On Jun 28, 2018, at 7:56 PM, Eric Kissel <[REDACTED]> wrote:

My meeting with c202 and ADOT went very well today. I am confident that they know that we need to maintain access throughout the project. We discussed the turnaround and the fact that our nearest example is 112' deep and 100' wide. They said that the city (I believe it was) states 90', but they will assure it is adequate. Honestly, I see communication as the greatest factor now. This project is going to happen in one form or another and we just need to be sure that we are communicating when/if things must change. It is our intention to continue to service your community to the best of our ability. I am also confident with the fact that both c202 and ADOT want the same.

Thank you.

Eric Kissel, Director of Transportation
Laveen Elementary School District #59
[REDACTED]

LESD59 Transportation - Safely, On time, Every time
Because "not-for-profit"...does not mean non-performance

On Thu, Jun 28, 2018 at 10:37 AM anne rogers <[REDACTED]> wrote:
Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

On Thu, Jun 28, 2018 at 1:29 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

To clarify, coordination with the LUSD is between them and C202P. They will continue to coordinate during construction as they are doing with every other school district within the 22-mile corridor. You are welcome to also be in touch with the LUSD, but the bus route and stops are not part of the TI study process.

Thanks,
Marsha Miller

From: anne rogers [mailto: [REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel < [REDACTED] >
Cc: SMF Interchange Study < [REDACTED] > Dusty Lane
< [REDACTED] > Anne Rogers < [REDACTED] > Carmelo Acevedo
< [REDACTED] > Spargo, Benjamin < [REDACTED] > Robert Samour
< [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >
< [REDACTED] > Mike < [REDACTED] >
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Thursday, June 28, 2018 10:38 AM
To: SMF Interchange Study
Cc: Eric Kissel; Dusty Lane; Carmelo Acevedo; Spargo, Benjamin; Robert Samour; Lirange, Aryan (FHWA); Mike; Ryan Clickner
Subject: Re: Bus maneuverability in the Dusty Lane Community

Thank you, Marsha, for the clarification.

I will monitor the progress with C202P to make sure that LUSD has the maneuverability it needs both during and after construction. It appears that this concern is well on its way to being resolved.

Anne Rogers

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Thanks,
Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Thursday, June 28, 2018 8:57 AM
To: Eric Kissel <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Dusty Lane <[REDACTED]>
Anne Rogers <[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Robert Samour <[REDACTED]> Lirange, Aryan (FHWA) <[REDACTED]>
[REDACTED] Mike <[REDACTED]>
Subject: Bus maneuverability in the Dusty Lane Community

Hi Eric,

I understand that you will be having a meeting with ADOT today in regards to the specifications needed in the cul de sac on 43rd ave in our community. It is my understanding that ADOT is now open to making sure that our school children are safe and that the bus will have the diameter that it needs in the cul de sac.

If you could touch base with me after your meeting today so that the DLC residents are aware of the progress made, I would appreciate it!

Thank you for everything that you do!

Anne Rogers

As mentioned, Ryan Clickner with C202P is responsible for communications related to construction.

We can discuss the Taylor Morrison sound/noise information in our meeting tomorrow. An in-person discussion should hopefully answer your additional questions.

I will send out the meeting minutes and agenda shortly.

Thank you,

Marsha Miller

From: Dusty Lane [mailto: [REDACTED]]
Sent: Friday, July 6, 2018 10:58 AM
To: SMF Interchange Study < [REDACTED]>
Cc: Mike Freer < [REDACTED]> Anne Rogers < [REDACTED]> Carmelo Acevedo < [REDACTED]>
< [REDACTED]> Spargo, Benjamin < [REDACTED]> Robert Samour < [REDACTED]>
Lirange, Aryan (FHWA) < [REDACTED]>
Subject: Re: Drainage Documents

Hi Marsha,

I know that you do not return until the 9th, but I did want to ask about the Concept #1a that was posted a couple of days after our meeting. Will that be updated with the agreed-upon change of Ivanhoe's direct access from our new Dusty Lane alignment road? I appreciate it.

I'd also like to request that we be updated of any construction changes affecting our community. After reading Mrs. Collinge's emails acting as if we have been updated all along via the website, I found it to be disturbing. I am assuming that she is not aware of how our roads were closed for two weeks without it being posted (at all) on the website or that our 7 and 8 year old children got one day notice from the school (not ADOT or C202P) that they would have to walk a half mile through construction to get to their new bus stop since the bus could not maneuver anymore with closed roads. Again, please be direct with us. A simple "yes" will go a lot further than what was presented by Mrs. Collinge.

I also had a question about the apparent cost sharing. It appears that Ahwatukee is being cost-averaged, that the new Taylor Morrison community is on its own and then we are being cost-averaged with a segment that is outside of our

own and that does not have a noise environment similar to ours. Is it customary to cost-share areas that are not common in noise or that are in two different segments (in this case- Salt River and Center segments)? Taylor Morrison is the most common to us and is in our segment. Have these cost-sharing numbers been run between the Taylor Morrison community and ours (that stops 400ft past Ray road vs. at 51st Ave)? Again, what I see happening tells me that the decision-making was based more on socio-economic ideology than science. Will the Pecos segment noise report that Mike has requested include Taylor Morrison? We cannot find any information regarding Taylor Morrison having had a sound study done. Did they have one done? Where is this information if it is not in the DEIS, FEIS or Sound Reports? I apologize for asking for asking again, but what we received from Mrs. Collinge does not answer our questions and just shows us the rules again that we feel are not being followed.

Also, thank you for all of your and Ben's help in teleconferencing me into the meeting on the 27th. It was much appreciated!

We look forward to our next meeting. Answers to these questions will hopefully make our next meeting be even more productive! :-)

Anne Rogers

On Tue, Jun 26, 2018 at 11:32 AM, SMF Interchange Study <[REDACTED]> wrote:

Hello Mr. Freer,

To clarify, the on-site drainage system is designed for a 10-year storm and the off-site drainage system is designed for a 50-year storm. The design storms (10-year and 50-year) are based on historic rain fall recorded by the National Oceanic and Atmospheric Administration. The reference to the first half inch is a first flush or water treatment requirement.

We will discuss in more detail tomorrow.

Thanks,

Marsha Miller

From: Mike Freer [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 1:52 PM

To: SMF Interchange Study <[REDACTED]>
Cc: SMF Interchange Study <[REDACTED]> Anne Rogers
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Spargo, Benjamin
<[REDACTED]> Robert Samour <[REDACTED]>
Subject: Re: Drainage Documents

Ms. Miller,

Thank you for sending. I have concerns that your first 1/2" On-Site drainage design may be undersized. When it rains here, it tends to be intense. Storms approaching from the South-South-East are redirected by the Estrellas and are compressed. They are further compressed as they funnel towards San Juan lookout. When the wind conditions are just right, which happens several times per year, we have microbursts that rain far more than 1/2" in just a few minutes.

Regards,

Michael Freer

Dusty Lane Community
[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 22, 2018 12:40 PM

To: [Mike](#)

Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)

Subject: RE: Drainage Documents

Mr. Freer,

Please use this link to view the preliminary drainage report, plans and 404 permit. <https://app.e-builder.net/da2/daLanding.aspx?QS=30c05ad6589a4379b31ad00e0f3268d1>

An overview follows:

Off-site watershed

Storm water runoff approaches the South Mountain Freeway alignment from a watershed consisting of natural undeveloped desert. Vegetation is typical of desert mountain areas and consists of saguaro and cholla cacti with sparse shrubs and desert trees. Storm water runoff from the mountains flows into the valley at the base of the mountain ridges and is conveyed, unimpeded, towards the freeway.

Storm water runoff approaches the freeway alignment from the east, in the form of shallow concentrated flow and sheet flow. Within the ADOT right-of-way, the storm water will be collected upstream of the freeway, conveyed through pipes, box culverts, or under bridge structures and will be discharged to the southwest. The volume, speed, and location of the discharge will be the same as existing pre-freeway conditions.

The off-site drainage features are designed to convey the off-site flow across the freeway without mixing with on-site flow, which prevents pavement runoff from introducing pollutants to the off-site washes. Riprap or energy dissipaters are included where flow velocity is high to mitigate soil erosion. Seeding and planting also helps reduce soil erosion.

On-site drainage design

Storm water that lands on the freeway pavement will flow toward the outside shoulder and will be collected in catch basins and storm drains. First flush detention basins are included to collect on-site drainage prior to discharging. The basins are sized to collect and treat the first one-half-inch of runoff from ADOT's right-of-way.

Thank you,

Marsha Miller

From: Mike [mailto: [REDACTED]]
Sent: Wednesday, June 20, 2018 11:18 AM
To: SMF Interchange Study < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
< [REDACTED]> Carmelo Acevedo < [REDACTED]> Spargo, Benjamin
< [REDACTED]> Robert Samour < [REDACTED]>
Subject: Re: Drainage Documents

Thank you.

From: [SMF Interchange Study](#)
Sent: Wednesday, June 20, 2018 11:16 AM
To: ['Mike'](#)
Cc: [SMF Interchange Study](#) ; [REDACTED] ; [Anne Rogers](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#)
Subject: RE: Drainage Documents

Hi Mr. Freer,

I wanted to touch base and let you know we plan to have the summary and report to you by Friday. I'll let you know how large the files are and how we'll plan to upload them.

Thanks,

Marsha Miller

From: Robert Samour [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 2:56 PM
To: 'Mike' < [REDACTED]>
Cc: SMF Interchange Study < [REDACTED]> Anne Rogers
< [REDACTED]> Miller, Marsha < [REDACTED]> Carmelo Acevedo
< [REDACTED]>
Subject: RE: Drainage Documents

Mr. Freer

Yes the team can provide them. I assume you would like the drainage report and the plan sheets? The plan sheets are still being developed so some of them will be preliminary. Just so you know, we are required to submit all drainage designs through the US Army Corp of Engineers (USACE) for this area as part of our USACE 404 Permit. If you would like a copy of the USACE 404 Permit we can provide that also. The Gila River Indian Community (GRIC) is required to be consulted with as part of our 404 permit. GRIC is reviewing all of our reports and plans as well. I will see if the team can provide a summary along with the drainage report for a more high level overview of approach to the design and review process.

I will have Marsha Miller reach out to you on the best way to provide the reports, plans and permits. The file sizes will be too large to e-mail. I believe the team can set up a FTP site where you could download them from. I have asked the team to start putting together the files.

Thanks

Robert Samour, PE
Senior Deputy State Engineer
206 S 17th Ave, Mail Drop 102A
Phoenix, AZ 85007

azdot.gov



From: Mike [mailto: [REDACTED]]
Sent: Monday, June 18, 2018 8:26 AM
To: Robert Samour
Cc: SMF Interchange Study; [REDACTED] Anne Rogers
Subject: Drainage Documents

Mr. Samour,

Can you supply me with engineering documents for drainage? Dusty Lane Residents are understandably concerned about flooding and would like to have plans reviewed by civil engineers.

Regards,

Michael Freer

Dusty Lane 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.

As you may know, the public private partnership between ADOT and C202P is a design-build-maintain contract. This means select areas of the freeway are under construction while others are still being designed. This unique method allows C202P to modify its construction schedule to move crews and operators to complete various construction activities more efficiently throughout the 22-mile corridor, and ultimately deliver the project three years sooner than originally anticipated. The construction schedule is complex and can change weekly, which is why a general schedule of major construction activities is available to the public on the [Center Segment webpage](#). While ADOT understands you may have requested a detailed schedule of construction activities, we believe the information that is available online best serves the public.

As major construction approaches the DLC, C202P's Community Outreach Segment Lead, Ryan Clickner, will regularly update your community of construction activities via doorhangers and/or email alerts. ADOT and C202P strive to provide timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week's discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week's meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]

Sent: Friday, June 29, 2018 11:01 AM

To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >

[REDACTED] Anne Rogers < [REDACTED] > [REDACTED]

Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin

< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >

SMF Interchange Study < [REDACTED] >

Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I've attached a copy of the document for your reference.

We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 29, 2018 10:02 AM

To: [Dusty Lane](#) ; [REDACTED] ; [REDACTED] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;

Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)

Subject: Dusty Lane Community Follow Up Meeting

Hello,

Thank you for attending the meeting with ADOT, FHWA and MCDOT on Wednesday evening. A follow up meeting has been scheduled for Tuesday, July 10 from 5:30 to 7:30 at the I-10 Project Office, 1021 [REDACTED]
[REDACTED]

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

As you may know, the public private partnership between ADOT and C202P is a design-build-maintain contract. This means select areas of the freeway are under construction while others are still being designed. This unique method allows C202P to modify its construction schedule to move crews and operators to complete various construction activities more efficiently throughout the 22-mile corridor, and ultimately deliver the project three years sooner than originally anticipated. The construction schedule is complex and can change weekly, which is why a general schedule of major construction activities is available to the public on the [Center Segment webpage](#). While ADOT understands you may have requested a detailed schedule of construction activities, we believe the information that is available online best serves the public.

As major construction approaches the DLC, C202P's Community Outreach Segment Lead, Ryan Clickner, will regularly update your community of construction activities via doorhangers and/or email alerts. ADOT and C202P strive to provide timely information that may impact residents affected by construction, typically written notices are provided to residents within 500 feet at least 5 days prior to major construction activities.

Correspondence Between Gila River Indian Community and ADOT:

Anne Rogers has previously submitted a public records request on this. Anne has received an acknowledgment and the request is being processed.

FHWA –HEP-10-25 section 772.13-k Regarding DLC Request for 20ft High Sound Wall:

As discussed on June 27, ADOT is confident the noise analysis and use of all criteria complies with federal and state regulations. Any additional conversations will be handled at our July 10 meeting.

Request for June 27 Meeting Minutes:

ADOT is currently finalizing the meeting minutes and will include a PDF with the July 10 meeting agenda (to be sent to DLC on July 9).

Following last week's discussion regarding rainfall and drainage patterns through the DLC, ADOT requested its drainage expert to research rainfall and similar watersheds in the Valley. That information has been attached as a PDF for your information.

Please let us know if you have additional topics you would like to discuss at next week's meeting. Due to limited staff during the holiday week, we appreciate your patience as we work to provide accurate information to the DLC.

Thank you,

Chelsea Collinge

From: Mike Freer [mailto: [REDACTED]]

Sent: Friday, June 29, 2018 11:01 AM

To: SMF Interchange Study < [REDACTED] > Dusty Lane < [REDACTED] >

[REDACTED] Anne Rogers < [REDACTED] > [REDACTED]

Cc: Miller, Marsha < [REDACTED] > Carmelo Acevedo < [REDACTED] > Spargo, Benjamin

< [REDACTED] > Robert Samour < [REDACTED] > Lirange, Aryan (FHWA) < [REDACTED] >

SMF Interchange Study < [REDACTED] >

Subject: Re: Dusty Lane Community Follow Up Meeting

Hi Marsha,

Please leave enough time to discuss our socio-economic discrimination complaint with the FHWA, as we did not discuss in any detail at our last meeting. In addition to this can you add Vee Quiva expansion plans and traffic projections to the agenda.

Also, were advised that we would receive the following documents:

- Center Segment Project Schedule: A PDF would be the most digestible format if possible.
- Copies of the GRIC letters to the Governors office
- A written explanation of why FHWA –HEP-10-25 section 772.13-k is not applicable to the Dusty Lane community. I've attached a copy of the document for your reference.

We would also like the meeting minutes from the 6/27/18 Dusty Lane community meeting.

Thank you,

Michael Freer

Dusty Lane Community

[REDACTED]

From: [SMF Interchange Study](#)

Sent: Friday, June 29, 2018 10:02 AM

To: [Dusty Lane](#) ; [REDACTED] ; [REDACTED] ; [Anne Rogers](#) ; [Mike Freer](#) ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;
[REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ; [REDACTED] ;

Cc: [Miller, Marsha](#) ; [Carmelo Acevedo](#) ; [Spargo, Benjamin](#) ; [Robert Samour](#) ; [Lirange, Aryan \(FHWA\)](#) ; [SMF Interchange Study](#)

Subject: Dusty Lane Community Follow Up Meeting

Hello,

Thank you for attending the meeting with ADOT, FHWA and MCDOT on Wednesday evening. A follow up meeting has been scheduled for Tuesday, July 10 from 5:30 to 7:30 at the I-10 Project Office, [REDACTED]
[REDACTED]

An agenda will be sent on Monday, July 9.

Thank you,

Marsha Miller

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Tuesday, June 19, 2018 1:18 PM
To: SMF Interchange Study
Cc: Robert Samour; Dusty Lane; Carmelo Acevedo; Mike
Subject: Re: Dusty Lane Community- School Bus turn around

Thank you so much for this information! I must have missed this email. It is good to know that this concern is now taken care of!

Anne Rogers

On Tue, Jun 19, 2018 at 3:28 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

When Rob talked to Mike and sent his subsequent email on June 6, he estimated the diameter of the cul-de-sac to be 88 feet. The exact future cul-de-sac diameter will be 90 feet (45-foot radius). This is a standard size to accommodate for school buses, fire trucks, trash trucks, etc. A radius for a school bus is 38.6 feet.

Thanks,

Marsha Miller

From: anne rogers [mailto:[REDACTED]]
Sent: Tuesday, June 19, 2018 10:05 AM
To: SMF Interchange Study <[REDACTED]>
Cc: Robert Samour <[REDACTED]> Dusty Lane <[REDACTED]> anne rogers <[REDACTED]>
<[REDACTED]> Carmelo Acevedo <[REDACTED]> Miller, Marsha <[REDACTED]>
Subject: Fwd: Dusty Lane Community- School Bus turn around

----- Forwarded message -----

From: anne rogers <[REDACTED]>
Date: Tue, Jun 19, 2018 at 12:55 PM
Subject: Dusty Lane Community- School Bus turn around
To: [REDACTED]
Cc: Dusty Lane <[REDACTED]> Mike <[REDACTED]>

Mr. Kissel,

My name is Anne Rogers and I live in the Dusty Lane Community, across from the Vee Quiva casino.

As you know, ADOT is constructing the South Mountain Freeway through our neighborhood. It was brought to our attention in early April that since Connect 202 Partners had closed our roads, the school bus was unable to maneuver our streets (turn around) and our 7 and 8 year old children were being asked to walk a half mile through construction in order to access the school bus.

We made contact with Connect 202 Partners and they were very responsive to our safety needs. They reopened the roads, as you know, which allowed access for our school bus.

This situation gave us insight into what it would be like once the freeway went through. Once the freeway is in place, the only safe maneuverable location for the school bus will be at 51st ave and Dusty Lane, a mile away from resident children. 7 and 8 year old children would have to traverse an intersection at Ivanhoe St. that is projected to see 2000 cars per on and off ramp due to the interchange being proposed for that very intersection. After crossing the 8000 car-intersection, students would then have to walk approximately one half mile on the freeway access road that has no sidewalks or shoulders just to get to 51st ave and Dusty Lane.

We have asked ADOT in early April to add a turn around in our community that would allow for safe maneuverability for our school bus. Shortly thereafter, a cul de sac appeared on the design at the end of 43rd ave. Unfortunately, whereas it did appear that they were watching out for the safety of our children, when asked, they were unable to tell me whether that cul de sac would be big enough to accommodate for the school bus. Three weeks after the question was presented, we have still not received an answer.

Would you be able tell me how much room would be needed for the school bus to safely turn around at the cul de sac so that we can request that it is made large enough?

We appreciate all that you do to keep our children safe!

Anne Rogers

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Friday, June 22, 2018 12:09 PM
To: SMF Interchange Study
Cc: Dusty Lane; Mike Freer
Subject: Re: Follow Up DLC Meeting

No worries. I understand the need for documentation. We will make sure that we keep the SMF email in the loop :-). I look forward to receiving the agenda and a date/time that will work for everyone.

Anne Rogers

On Fri, Jun 22, 2018 at 2:55 PM, SMF Interchange Study <[REDACTED]> wrote:

Okay, let me ask the team what dates/times they're available and I'll get back to you, probably on Monday.

We're still working on the agenda, but I will get it to you today. Thanks for your input.

Thanks,

Marsha Miller

PS: I inadvertently sent the last email from my HDR account. I need to keep these emails within the study email address, so I've removed my email from this chain.

From: Dusty Lane [mailto:[REDACTED]]
Sent: Friday, June 22, 2018 11:49 AM
To: Miller, Marsha <[REDACTED]>
Cc: Anne Rogers <[REDACTED]> Mike Freer <[REDACTED]> SMF Interchange Study <[REDACTED]>
Subject: Re: Follow Up DLC Meeting

Thank you, Marsha, for following up. It would be more convenient to have an evening meeting again. What availability do you have for the week of July 9th?

Thank you for checking on the time. Do you know if the agenda will be ready today? I do have a few things to add to it as to make sure to have everything well thought-out.

Thank you.

Anne Rogers

On Fri, Jun 22, 2018 at 1:19 PM, Miller, Marsha <[REDACTED]> wrote:

Anne,

The team will be available on Friday, July 6 between 8 am and noon for a follow up to the June 27 meeting. If that window is not convenient, we'd consider meeting again in the evening the week of July 9. Please let me know your preference and I'll work with the team to get it scheduled.

Thanks,

Marsha Miller

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Wednesday, June 27, 2018 4:14 PM
To: SMF Interchange Study
Subject: Re: Skype Link

Does it work on your side with apple products?

On Wed, Jun 27, 2018 at 7:04 PM, SMF Interchange Study <[REDACTED]> wrote:

I'm sending the invite in a minute.

From: anne rogers [mailto:[REDACTED]]
Sent: Wednesday, June 27, 2018 3:43 PM

To: SMF Interchange Study <[REDACTED]>
Subject: Re: Skype Link

Sounds good. Should I stand by or check back at a certain time?

Anne Rogers

On Wed, Jun 27, 2018 at 6:28 PM, SMF Interchange Study <[REDACTED]> wrote:

Yes, sorry, I had it in a draft email.

We are just getting back online and will send info for GoToMeeting soon.

From: Anne Rogers [mailto: [REDACTED]]
Sent: Wednesday, June 27, 2018 3:17 PM

To: SMF Interchange Study < [REDACTED] >
Subject: Re: Skype Link

Marsha,

Did you have the updated agenda for me to be able to print out as well?

I appreciate it!

Anne Rogers

Sent from my iPhone

On Jun 27, 2018, at 1:36 PM, SMF Interchange Study < [REDACTED] > wrote:

Anne,

I need to step out of the office. I'll let you know when our IT guys have it working on our end. It might not be until around 3 pm.

Thanks,

Marsha

From: anne rogers [mailto: [REDACTED]]
Sent: Wednesday, June 27, 2018 11:31 AM
To: SMF Interchange Study < [REDACTED] > Spargo, Benjamin
< [REDACTED] >
Subject: Re: Skype Link

Is this any help?

<https://support.microsoft.com/en-us/help/4045585/black-screen-during-desktop-sharing-in-skype-for-business-or-lync-web>

Thank you for your help.

Anne

On Wed, Jun 27, 2018 at 2:20 PM, SMF Interchange Study <[REDACTED]> wrote:

He's in and presenting – do you see anything?

From: anne rogers [mailto:[REDACTED]]
Sent: Wednesday, June 27, 2018 11:15 AM
To: SMF Interchange Study <[REDACTED]>
Subject: Re: Skype Link

Will do.

On Wed, Jun 27, 2018 at 2:13 PM, SMF Interchange Study <[REDACTED]> wrote:

Okay, Ben Spargo will pull it up now... stand by

From: anne rogers [mailto:[REDACTED]]
Sent: Wednesday, June 27, 2018 11:11 AM
To: SMF Interchange Study <[REDACTED]>
Subject: Re: Skype Link

Thank you, Marsha.

I am available now if you are. I have downloaded the software and am at the point where I can "join meeting." Let me know.

Anne Rogers

On Wed, Jun 27, 2018 at 1:47 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Please click on this link. You will most likely be prompted to download Microsoft Lync Web App. Once you do, follow the instructions to view meeting.

[Join Skype Meeting](#)

Is there a time that works for you this morning that we can walk you through it and make sure it works?

Thanks,

Marsha Miller

[REDACTED]

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Thanks,

Marsha Miller

[REDACTED]

From: anne rogers <[REDACTED]>
Sent: Wednesday, June 27, 2018 11:37 AM
To: SMF Interchange Study
Subject: Re: Skype Link

Okay. Thank you! I appreciate it!

Anne

On Wed, Jun 27, 2018 at 2:36 PM, SMF Interchange Study <[REDACTED]> wrote:

Anne,

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Thank you :-)

On Wed, Jun 27, 2018 at 2:35 PM, SMF Interchange Study <[REDACTED]> wrote:

Thank you! We'll get it working on our end.

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[REDACTED]

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Sent: Wednesday, June 27, 2018 4:20 PM
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Subject: Re: Skype Link

I am looking at Kathleen Tindell's screen. Is that correct? Will there be audio visual of meeting or just of screen?

I've never participated via GoToMeeting before, so I am unsure of its process.

Thank you for your help.

Anne

On Wed, Jun 27, 2018 at 7:18 PM, SMF Interchange Study <[REDACTED]> wrote:

All okay? I think we're all set on this end.

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I am available now if you are. I have downloaded the software and am at the point where I can "join meeting." Let me know.

Anne Rogers

On Wed, Jun 27, 2018 at 1:47 PM, SMF Interchange Study <[REDACTED]> wrote:

Hi Anne,

Please click on this link. You will most likely be prompted to download Microsoft Lync Web App. Once you do, follow the instructions to view meeting.

[Join Skype Meeting](#)

Is there a time that works for you this morning that we can walk you through it and make sure it works?

Thanks,

Marsha Miller

Comments:

As I do not live in the Dusty Lane Community, I hope every effort is made to get feedback ~~and~~ from the 24-25 neighbors homes' residents.

Any direct access to the Dusty Lane Community from the Ule Aieva Casino at Ivanhoe would be catastrophic to the Dusty Lane Community. Please wall off Ivanhoe preventing eastbound access into that community from people leaving the Casino.

For the residents of the Dusty Lane Community, please consider giving them access to Dusty Lane at the Ray Road underpass. This puts any access to their homes away from the proposed interchange.

Thank you!

Contact Information (optional*)

Name: Jennifer Rouse

Address:

Phone:

Email Address:

Would you like to receive project updates?

Yes

No

Thank You

Your participation in this study is appreciated and will help ADOT and FHWA during the decision-making process.

If you have additional questions or comments about the Ivanhoe Street Interchange Study, please contact our team by email, phone or direct mail.



SouthMountainFreeway.com
SMFinterchangestudy@hdrinc.com



833-310-2470



c/o ADOT Communications
101 N. 1st Avenue, Suite 1950
Phoenix, AZ 85003-1923

Comments:

I think the additional access points make sense for the change

Contact Information (optional*)

Name: Julie Chaffin

Address: [Redacted] AZ 85039

Phone: [Redacted]

Email Address: [Redacted]

Would you like to receive project updates?

Yes

No

Get them

Thank You

Your participation in this study is appreciated and will help ADOT and FHWA during the decision-making process.

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Comments:

I live at [redacted] which is on the east side of 51 Ave. Lots of traffic as people use it as a short cut. However at 43 Ave is a curve going north. People think Estrada is a thru street which it is not on the east side of 51 Ave. If a sign at 51 & Estrada going east would be put up saying its not a through street it would help stop construction trucks etc. using it. Maybe even speed would help if no signage is put up. The speed limit is 40MPH very few people or trucks do that speed.

Contact Information (optional*)

Name: Barbara Brown
 Address: [redacted]
 Phone: [redacted]
 Email Address: [redacted]

Would you like to receive project updates? Yes No

Thank You

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Comments:

Extending Komatke lane to Estrella
 + I on the reservation would be minimal
 cost absorbed by those who benefit as
 is normal business practice. Having two
 interchanges within half a mile for
 what has been estimated to be 2000-5000
 is misappropriation of funds and could be
 criminal to cater to one powerful
 special interest group at the cost of
 taxpayers and the community

Contact Information (optional*)

Name: David Cox
 Address: [Redacted]
 Phone: [Redacted]
 Email Address: [Redacted]

Would you like to receive project updates? Yes No

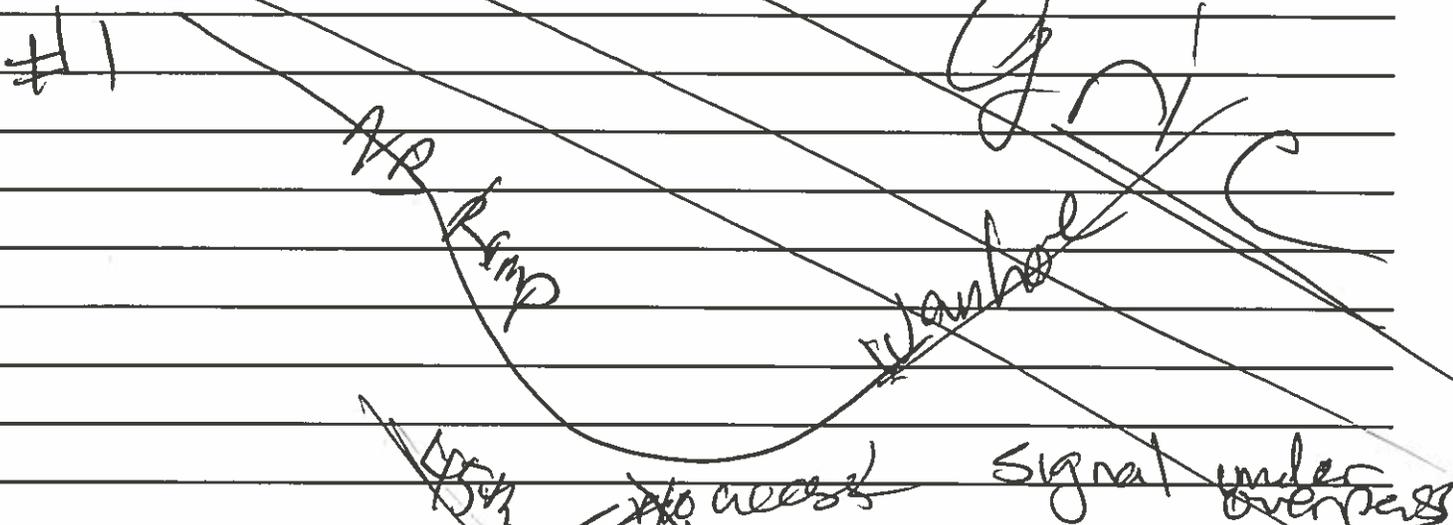
Thank You

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Comments:

#1: Design northbound off-ramp as a partial clover leaf using the existing row at Ivanhoe to make off-ramp center and eliminating a signaled intersection. This would provide a barrier to intrusion and drunk drivers, collateral cut through traffic & afford noise mitigation.



Contact Information (optional*)

Name: Dan Penton
 Address: [Redacted]
 Phone: [Redacted]
 Email Address: [Redacted]

Would you like to receive project updates? Yes No

Thank You

Your participation in this study is appreciated and will help ADOT and FHWA during the decision-making process.

If you have additional questions or comments about the Ivanhoe Street Interchange Study, please contact our team by email, phone or direct mail.

Comentarios:

The Community between S. 35th Ave & W. Carver Rd and between S. 35th to 51st Ave is concerned for our safety. We want to be heard and we want to feel safe driving on Carver Rd. With the addition of on ramps for Elliot & Estrella it will promote more traffic through Carver Rd for commuters who want to avoid lights and traffic on Baseline & Dobbin. Carver is a community road not a public and high traffic rd like Baseline & Dobbin. We urge you to do a case study of how traffic will impact residents living on Carver Rd. Please be advised that currently (before Freeway) Carver Rd has experienced multiple fatalities due to excessive speed and thru traffic that doesn't belong on Carver. We urge you to work with the County officials to help make residents of Carver Rd. safe.

Información de Contacto (opcional*)

Nombre: Luis Ochoa
Domicilio:
Núm. de Teléfono:
Correo Electrónico:

¿Le gustaría recibir información actualizada del Proyecto? [] Si [] No

Muchas Gracias

Su participación en esta estudio es apreciada y ayudará a ADOT y a la FHWA durante el proceso de la toma de decisiones.

Si tiene más preguntas o comentarios sobre el estudio del intercambio de tráfico de la calle Ivanhoe, por favor comuníquese con nuestro equipo por correo electrónico, teléfono o correo

Comments:

Please don't put an off ramp on the Dusty Land community it only serves the casino - Please keep this community the way it is -

Contact Information (optional*)

Name: Monique Durbin
Address:
Phone:
Email Address:

Would you like to receive project updates? [X] Yes [] No

Thank You

Your participation in this study is appreciated and will help ADOT and FHWA during the decision-making process. If you have additional questions or comments about the Ivanhoe Street Interchange Study, please contact our team by email, phone or direct mail.

Comments:

THERE ARE TO ^{MANY} DIFFERENT OPINIONS REGARDING THE IVANHOE OFF RAMP. ONE SAY'S, THE FREEWAY WILL RUN THE SAME AS IVANHOE. BUT OTHER SAY THIS IS AN OFF RAMP. MY UNDERSTANDING, THERE ARE TWENTY (20) HOUSES THERE AT THIS TIME. PLEASE INFORM PEOPLE TO TELL THE TRUTH,

WILL THERE BE A WALL BARRIER FROM SOUTHERN TO BASELINE AND BEYOND

WHEN WILL THE COMMERCIAL BUSINESSES BEGIN CONSTRUCTION.

Contact Information (optional*)

Name: LEONARD F WALKER

Address: [Redacted]

Phone:

Email Address:

Would you like to receive project updates? Yes No

Thank You

Your participation in this study is appreciated and will help ADOT and FHWA during the decision-making process.

If you have additional questions or comments about the Ivanhoe Street Interchange Study, please contact our team by email, phone or direct mail.

Comments:

Would Like The Freeway To Represent Our Tribe Our Community With Our Symbols Our Designs Anything That Represents The Pima Tribe Thank You And Make It Nice Unique and Irresistable With Grass Water And Walkways (side walks)

Contact Information (optional*)

Name: Angel Thin Elk

Address: [Redacted]

Phone: [Redacted]

Email Address: [Redacted]

Would you like to receive project updates? Yes No

Thank You

Your participation in this study is appreciated and will help ADOT and FHWA during the decision-making process.

If you have additional questions or comments about the Ivanhoe Street Interchange Study, please contact our team by email, phone or direct mail.

Comments:

I would like to have a Hard Hard Copy
of the ~~exit~~ ^{exit} of Ramp to the Casier etc. etc.
As a member of the Gila River Com.
I would appreciate it
Also I would like to see designed
of the Gila River Com. etc.

Contact Information (optional*)

Name: Nadine R. Parhand

Address: [Redacted]

Phone: [Redacted]

Email Address: _____

Would you like to receive project updates? Yes No

Thank You

Your participation in this study is appreciated and will help ADOT and FHWA during the decision-making process.

If you have additional questions or comments about the Ivanhoe Street Interchange Study, please contact our team by email, phone or direct mail.

Comments:

Being a member of the Gila River Indian Community not only myself but request of other community members would like to see our native design symbols along side with the new 202 free way, being close to our community so close to home we the community would like to have our Gila River print.

Thank you

Travis Miranda

Contact Information (optional*)

Name: Travis Miranda

Address:

Phone:

Email Address:

Would you like to receive project updates?

Yes

No

Thank You

Your participation in this study is appreciated and will help ADOT and FHWA during the decision-making process.

If you have additional questions or comments about the Ivanhoe Street Interchange Study, please contact our team by email, phone or direct mail.

Comments:

1. Ivanhoe- is part of this on allotted land? what or how will this effect the owners?

2. Designs- we Akimiel O'otham would like to see our symbols on the sides of the freeway or on the overlapping bridge.

Contact Information (optional*)

Name: Barbara Parsons

Address: [Redacted]

Phone: [Redacted]

Email Address: [Redacted]

Would you like to receive project updates? Yes No

Thank You

Your participation in this study is appreciated and will help ADOT and FHWA during the decision-making process.

If you have additional questions or comments about the Ivanhoe Street Interchange Study, please contact our team by email, phone or direct mail.

What Do You Think?

Help the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) better understand your thoughts regarding the proposed interchange by providing your feedback. To ensure information is accurately captured, please limit responses to one per household.

Comments submitted by July 19, 2018 will be included in the Study record.

1. How many drivers in your household utilize Ivanhoe Street? _____

2. What is your properties proximity to Ivanhoe Street?

My property is directly adjacent to the freeway

I'm a few hundred feet away

I don't live in the Dusty Lane area

3. What concerns do you have about a potential interchange at Ivanhoe Street?

I don't think it is necessary there is an off ramp @ Esterla please don't put an off ramp in this community this is all agreed - think of the citizens of this community -

4. Do you believe the area would benefit from an interchange at Ivanhoe Street?

Yes (please explain): _____

No (please explain): _____

Unknown (please explain): I HAVE NO IDEA WHERE IVANHOE

IS LOCATED. HOWEVER, WE NEED THE FREEWAY
TWENTY SIX HOUSES SHOULD NOT STOP PROGRESS

Would you like to receive project updates?

Yes No

Name: LEONARD F WALKER

Email: [REDACTED]

Thank You

Your feedback is appreciated and will help ADOT and FHWA during the decision-making process.

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What Do You Think?

Help the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) better understand your thoughts regarding the proposed interchange by providing your feedback. To ensure information is accurately captured, please limit responses to one per household.

Comments submitted by July 19, 2018 will be included in the Study record.

1. How many drivers in your household utilize Ivanhoe Street? _____

2. What is your properties proximity to Ivanhoe Street?

- My property is directly adjacent to the freeway
- I'm a few hundred feet away
- I don't live in the Dusty Lane area

3. What concerns do you have about a potential interchange at Ivanhoe Street?

Make a Road Come of The Estrell DR and
 Go Right on The Reservation, and Run the
 Road From Federal DR Direct to the Casino.
 Use What you all Road have.

Ronald T Halpin



What Do You Think?

Help the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) better understand your thoughts regarding the proposed interchange by providing your feedback. To ensure information is accurately captured, please limit responses to one per household.

Comments submitted by July 19, 2018 will be included in the Study record.

1. How many drivers in your household utilize Ivanhoe Street? 0

2. What is your properties proximity to Ivanhoe Street?

My property is directly adjacent to the freeway

I'm a few hundred feet away

I don't live in the Dusty Lane area

3. What concerns do you have about a potential interchange at Ivanhoe Street?

The interchange at Ivanhoe St needs to be able to accommodate special event traffic exiting the casino. Two dedicated turn lanes (instead of the 1 currently proposed) need to be built for EB Ivanhoe traffic heading south bound. It should also be made clear that EB traffic entering the Dusty lane area should only be local traffic.

What Do You Think?

Help the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) better understand your thoughts regarding the proposed interchange by providing your feedback. To ensure information is accurately captured, please limit responses to one per household.

Comments submitted by July 19, 2018 will be included in the Study record.

1. How many drivers in your household utilize Ivanhoe Street? 0

2. What is your properties proximity to Ivanhoe Street?

My property is directly adjacent to the freeway

I'm a few hundred feet away

I don't live in the Dusty Lane area

I am at 51st Ave; Estrella

3. What concerns do you have about a potential interchange at Ivanhoe Street?

None! My concerns are with the casino traffic dumping onto Estrella drive. There is only a 2 way stop at 51st/Estrella and since the casino opened there have been at least 4 fatalities and more accidents than I can count. I see the casino exit at Estrella only adding to the BODI COUNT! We are strong supporters of this final leg of the 202 and are anxious for its completion! Please consider OUR neighborhood, too! We have already been bombarded by casino traffic not only on 51st Ave, but also Estrella & Carver roads by patrons from the East Valley who have discovered the back roads!

Thank-You

4. Do you believe the area would benefit from an interchange at Ivanhoe Street?

Yes (please explain): Please see previous comments. Also - emergency vehicles would have better access and the probability of curious patrons wandering about wouldn't be that great!

No (please explain):

Unknown (please explain):

Would you like to receive project updates?

Yes No

Name: Carol Olson

Email: [Redacted]

Thank You

Your feedback is appreciated and will help ADOT and FHWA during the decision-making process.

If you have additional questions or comments about the Ivanhoe Street Interchange Study, please contact our team by email, phone or direct mail.

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
	No Response	No Response		No Response		13
English	2	I am a few hundred feet away		Yes		13
	0	No Response		No Response		13
	No Response	No Response		No Response		13
	3	My property is directly adjacent to the freeway		Yes		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	My concern is for further delay of the project and use of resources to provide access to an area with little to no potential for future growth.	No		13
English	0	I don't live in the Dusty Lane area	I live on 47th Avenue.....just around the mountain from that area.... will this Ivanhoe interchange have access to the casino?	Unknown		13
English	0	I don't live in the Dusty Lane area	Bicycle safety and access	Unknown		13
English	3	I don't live in the Dusty Lane area		Yes		13
English	0	I am a few hundred feet away	It would be extremely helpful to get traffic in and out of the casino without impacting the neighborhood to the north. I love adding the Ivanhoe interchange.	Yes	It would be extremely helpful to get traffic in and out of the casino without impacting the neighborhood to the north. I love adding the Ivanhoe interchange.	3,4,6,10
English	0	I don't live in the Dusty Lane area	none	Unknown	Never heard of the street.	12,13
English	0	No Response		Yes	There will surely be more development in the area	3
English	0	I don't live in the Dusty Lane area	I'd much prefer that traffic than 51st/Estrella	Yes		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	I would love to see it for future access to the casino to relieve part of the casino traffic that will use the Estrella/51st Ave interchange.	Yes	In hopes the tribe will build accesss road to the casino.	3
English	3	I am a few hundred feet away		No Response		13
English	0	I don't live in the Dusty Lane area	Interchange would primarily be used to access the casino and add potential traffic issues to the Dusty Lane area. Additionally, the GRIC did not support this freeway and caused project delays. This interchange would benefit GRIC more than the the Dusty Lane Area. I also believe this intersection would also increase the chances of pan handlers disrupting the Dusty Lane area.	No	The Dusty Lane area would benefit by the conscience of the interchange. However, the interchange would be used primarily for the GRIC Casino, which did not support the project. The interchange would be a nuisance for the Dusty Lane area, which previously has been somewhat isolated. The interchange would bring in significant traffic and pan handlers.	3,4,6,8,10
English	0	I don't live in the Dusty Lane area	none	Yes		13
English	0	I don't live in the Dusty Lane area	None	Yes		13
English	1	I don't live in the Dusty Lane area	I actually think it is a great idea to allow traffic access to the casino without coming in through the neighborhoods to the north.	Yes		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
	3	No Response	Take traffic out of the neighborhood to the north	Yes		13
English	0	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Too much traffic to the residential area.	No		13
English	3	I am a few hundred feet away	No concerns	Yes		13
English	2	My property is directly adjacent to the freeway	I love the new proposed exchange. I think it will help keep Casino traffic organized and less likely to be causing traffic issues in surrounding areas. Thank you for listening	Yes		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	10	I don't live in the Dusty Lane area	None would like the off ramp	Yes	Alternative	12

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	4	I am a few hundred feet away	The added noise, pollution and visual impact are all of great concern. We did a lot of research on the freeway before committing to a purchase in the area on 44th and Ivanhoe and an interchange to/from the casino would have been a deal breaker. The freeway is already placing an obstruction to many peoples views from both the front and back doors. Adding an interchange with such close proximity and visual impact to a quiet residential community is appalling. The proposed Estrella interchange is a comfortable distance from us and close enough to facilitate casino traffic. Adding this interchange is unethical and blatantly reckless. Would you propose such a thing to the residents of Mummy Mountain or Camelback Mountain? The answer is no. The mere proposal is shameful and an obvious attempt to marginalize a small community that lacks the financial resources of similarly situated mountainside residences.	No		13
English	0	I don't live in the Dusty Lane area	There is no need for this exit ramp. This sounds like nothing more than the tribe complaining to get something they want because it will help their casino. If they didn't want the freeway on their land then they don't get an exit ramp...plane and simple.	No	No need to spend the extra money for this, the only reason for this request for the exit ramp is to benefit the casino. The small community in the area doesn't want the exit ramp only the casino does.	1,3,5
English	2	I don't live in the Dusty Lane area	I support it	Yes		13
English	0	I don't live in the Dusty Lane area	It would make more sense to have an interchange at 51st Avenue, and construct frontage roads or access roads to the community near Ivanhoe Street.	Unknown	It depends on whether there's access to Vee Quiva Casino.	3
English	0	I am a few hundred feet away		No Response		13
English	0	I am a few hundred feet away	None	Yes	It benefits me he Indian community only.	3
English	0	I don't live in the Dusty Lane area	Don't delay freeway opening. Sooner is better. Interchange would cost millions and benefit how many laven or city of phoenix residents? Cost per beneficiary over a 30 year period might be a good litmus test.	No		13
English	1	I don't live in the Dusty Lane area	None	Yes		13
English	3	I am a few hundred feet away	I highly favor an Ivanhoe interchange. It would greatly alleviate traffic (mostly casino goers) to the north on 51st Ave., Carver and Estrella. It would help make 51st Ave. in particular much safer!	Yes	Yes, it would help with traffic and safety	7,10
	No Response	No Response		No Response		13
English	0	I am a few hundred feet away	no concerns I think its great	Yes	The safest place for a casino exit is at Ivanhoe	3,7
English	4	I don't live in the Dusty Lane area	I think that it is going to be great because, it is going to cut down on the heavy traffic to the casino.	Yes		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	None. I want another exit to relieve the Estrella Drive exit.	Yes	Assist with traffic coming from the south and east.	10
English	0	No Response		No Response		13
English	2	My property is directly adjacent to the freeway	none. It will help push traffic off of Estrella Drive where I live. The exit on Ivanhoe will make it quitter, and safer for me and my family. The exit will be more convenient for casino goers and make the casino more visible to cars on the freeway.	Yes	The exit will be closer to the casino and it will give cars on the freeway a chance to see it and see the hotel; possibly enticing them to stop in and check it out. It will allow for more precise signage for the casino while lessening the impact of the additional traffic on the surrounding	3,4,10
English	0	I don't live in the Dusty Lane area	none	Yes		13

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
English	0	No Response		No Response		13
English	No Response	No Response		No Response		13
	No Response	No Response		No Response		13
English	0	I am a few hundred feet away		No Response		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
English	0	My property is directly adjacent to the freeway	none	Yes		13
English	0	I don't live in the Dusty Lane area	none	No	There does not seem to be enough traffic to warrant the	1,10
English	No Response	No Response		No Response		13
English	2	I don't live in the Dusty Lane area	I think its be great. ltd really help the casino out and the entire laveen community as a whole	Yes		13
English	0	I don't live in the Dusty Lane area	waste of money	No	for god sake, nobody lives out there	4,13
English	2	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	2	I don't live in the Dusty Lane area	I would prefer to reduce traffic at Estrella so am hopeful an Ivanhoe interchange would divert some traffic from Estrella.	Yes	I believe it would reduce casino traffic on Estrella.	3
English	0	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	effect on the environment	Yes		13
English	2	I am a few hundred feet away	I live on Estrella and support the Ivanhoe interchange.	Yes	I am concerned about the casino traffic on Estrella. 51st Ave and Estrella is already a dangerous intersection. I have seen many serious accidents there in my over 40 years of living in the area. I believe it is important to divert as much	3,7
English	0	I don't live in the Dusty Lane area		No Response		13
English	1	I don't live in the Dusty Lane area	Concerned that it won't be added to the Connect 202 project only to learn that later (and at a greater cost) it is necessary for the continued growth of the area.	Yes	Continued growth demographically and economically.	3,6,12
English	0	I don't live in the Dusty Lane area	None	Yes		13
English	2	I don't live in the Dusty Lane area	I work in the area and have relatives who live on Estrella. I believe an Ivanhoe interchange would improve the safety of Estrella by diverting casino traffic to Ivanhoe.	Yes	I would like to see casino traffic diverted away from 51st ave and Estrella. That intersection is already dangerous.	3,7
	No Response	No Response		No Response		13
	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	1	I don't live in the Dusty Lane area	None	Yes		13
English	0	I am a few hundred feet away	None. Love the idea	Yes		13
English	0	I don't live in the Dusty Lane area	I think it would be helpful to funnel cars who want to go to the casino, and keep them off 51st avenue and most of Laveen.	Yes	I think it would focus traffic rather than spread out traffic to casino area	3
English	0	I don't live in the Dusty Lane area	Just have an exchange at 51st ave. Leave Ivanhoe quiet and less traveled.	No		13
English	No Response	No Response		No Response		13
English	3	I don't live in the Dusty Lane area		No Response		13

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	0	I don't live in the Dusty Lane area	Why are you entertaining distractions on this stage of the project? It's all been decided. Stay focused and get it done. Also, this interchange seems like it would mostly benefit the casino. GRIC didn't want to play along at all with the freeway, so why add this interchange that would be to their direct benefit?	No	no benefit for the Phoenix resident in that area. Only benefit to GRIC.	5
English	0	No Response		No Response		13
English	0	I am a few hundred feet away	I think it would be excellent for casino traffic. It would make it much safer.	Yes		13
English	0	I don't live in the Dusty Lane area	I am for it. It will ease some of the Casino traffic from the Estrella interchange.... I live on Estrella AND not looking forward to the nightmares.....	Yes		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Better access to casino, and homes in area.	Yes		13
English	2	I don't live in the Dusty Lane area	Spend the money now instead of rebuilding it 10 years at 10x the cost.	Yes	Absolutely beneficial.	6
	0	No Response		No Response		13
English	0	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Don't need it	No		13
English	0	My property is directly adjacent to the freeway	It will make it too busy and unlivable for people in that corner, you need to buy them all out, or at least give them the option, whether you need the construction space or not. This is the complete opposite of why people bought homes there.	No	Who would benefit? The Casino? They should have thought of that before they refused to let it cross their land.	3,8
English	0	My property is directly adjacent to the freeway	ahtoueahaldhtheia;'nbv thadoitherlandfoan thaeia;'nfkertkna theiaen'antalfdnga theian'diangnfg taienoan;lfmgpojerkm tneiangermngakgm]ajgr yirankgmpofmvsarkgong ytiramgpoaimroisamvf'sak giamvoiarejt'amgr	No	ahtoueahaldhtheia;'nbv thadoitherlandfoan thaeia;'nfkertkna theiaen'antalfdnga theian'diangnfg taienoan;lfmgpojerkm tneiangermngakgm]ajgr yirankgmpofmvsarkgong ytiramgpoaimroisamvf'sak giamvoiarejt'amgr	13
English	No Response	No Response		No Response		13

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	2	I don't live in the Dusty Lane area	<p>Dearest friends moved out to "the sticks" and found a great home backed up against the preserve in an area where they enjoyed quiet serenity, well water and a smattering of neighboring traffic. They even bought several lots around them to do their best to keep the area around them quiet.</p> <p>When the casino went in, people lost trying to get to the casino were mostly the only people on Ivanhoe. Putting an interchange on Ivanhoe is literally dropping a large interchange on an area that was only recently paved.</p> <p>They're getting an interchange now? This road is TINY. This adorable little neighborhood has people who were trying to get AWAY from traffic and freeways and commutes are now having this dropped literally on top of them.</p> <p>And to think their biggest concern before was a wall to help curb the freeway noise that will pollute their quiet no matter what now, but an Ivanhoe interchange? A terrible thing to do to a community who may be too small to fight back.</p> <p>I want to visit my friends and enjoy their quiet serenity, not be jockeying for a lane to enter and exit the freeway.</p> <p>I Pray you choose a better exit than this one.</p>	No	The reason people live there is the quiet area without much traffic.	11
English	0	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Unnecessary increase to project budget and taxpayers. The vast majority of the benefit will go to Vee Quiva Casino. It is not lost on me that this community actively fought against the construction of the freeway. If they now want this interchange to support their business, they can fund its construction and ongoing maintenance.	No	Not at taxpayer expense!	1,5

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

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English	3	I am a few hundred feet away	My concerns are that with the casino traffic, our homes will not feel as safe and isolated as we are currently. There are only approximately 9 houses on Ivanhoe. Think of what 2000 vehicles per day that are getting off and on the road would do? Is our driveways going to become parking lots for South Mountain Preserve? I am also concerned with the flooding. How would you get all the water off of the normal washes and keep the area open? Often we have to use 1 of 3 different ways to get into our homes if there is a big storm. Will we get land locked during these storms? Which community will be responsible for building a road from Ivanhoe to Komatke lane? The Indians? They didn't want this highway anyway..... They obviously do not care about easy access to their casino. Do you think if they wanted to be part of the process they would be?	No	The only benefit would be to the casino. Other than that, it is all just a big mess. Our little community does not want a lot of traffic, a lot of noise, more pollution than we will have to have. I am not against the Highway but why not keep it at 51st ave as was in the first plan?	3,11
English	0	No Response		No Response		13
English	0	No Response		No Response		13
English	2	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area	No tax payer money should be spent on giving the Gila River Community an interchange so they can have easy access to their casino. If an interchange is wanted on Ivanhoe, than they should pay for it!	No	Tax payers should not have to pay for this- Gila River should pay for this.	1
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	None. The faster this freeway gets completed the better!	Yes		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area	I live on 51st and baseline. This exit would be too far from my usual traffic pattern.	No	This doesn't seem like an exit that would be used that often, aside from people going to the casino.	3
English	0	I don't live in the Dusty Lane area	New interchange could delay completion of the freeway	Unknown	Positive: easier freeway access Negative: increased traffic	6,10
English	0	I don't live in the Dusty Lane area	We would have two drivers using an Elliot Rd ramp, we are off 47th Ave and Elliot Rd area.	No		13
	No Response	No Response		No Response		13
English	5	I don't live in the Dusty Lane area		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Family displacement	Unknown		13
English	2	I don't live in the Dusty Lane area	The wildlife in the area	Unknown		13
English	1	I don't live in the Dusty Lane area	Traffic congestion, impacts on the enviornment and why is this just being added to the project.	No	More congestion, what is the enviornmental impact on the area?	8,10
English	1	I don't live in the Dusty Lane area	No comment	No Response		13
English	No Response	No Response		No Response		13
English	1	I don't live in the Dusty Lane area	None	Unknown		13
English	0	I am a few hundred feet away	None	Unknown		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13

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English	0	I don't live in the Dusty Lane area	I live in Laveen near Baseline and 67th Ave near where the 202 construction is currently underway. I think the original plans have adequate interchanges. The proposed interchange at Ivanhoe St would serve to disrupt that neighborhood unnecessarily.	No	See previous response	13
English	0	No Response		No Response		13
English	No Response	No Response		No Response		13
English	2	I am a few hundred feet away	There is not enough traffic to justify the construction of this interchange and uproot/potentially destroy the beautiful neighborhood.	No	Again I do not feel there is enough traffic out this direction to justify the financial, environmental and human costs.	1,8
English	1	I don't live in the Dusty Lane area	None	Yes		13
English	0	I don't live in the Dusty Lane area	I am concerned about access to South Mountain Park and accessibility for people riding bikes in the area. This plan needs to include directions for individuals exiting in order to enjoy South Mountain Park, and it also needs to include appropriate bike lanes, paths, signaling and infrastructure for commuters riding to Phoenix or Ahwautukee from the Dusty Lane are, GRIC, and South Mountain Park.	Unknown	There would be a greater influx of people into an area that doesn't generally have too many. The plans make it seem as though there is no connection to the casino. Is this interchange for the private use of those who live in the immediate area, or rather will they see it as their own private interchange?	3,4
English	0	I don't live in the Dusty Lane area	None. It might encourage me to move there	Yes		13
English	1	I don't live in the Dusty Lane area	My concern is why now, why the last minute? There was all the time in the world to plan. So why is the Interchange for the CASINO just now being made public. Because let's call it what it is, an on/off ramp for Vee Quiva Casino.....	Unknown		13
English	0	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	no concerns- great location for casino traffic.	Yes		13
English	1	I don't live in the Dusty Lane area	none, seems like a good idea to add this one.	Yes		13
English	2	I am a few hundred feet away	Increase in traffic causing unsafe environment, increase of noise, impaired drivers in the area, light and litter pollution. Please see additional comments	No	Not needed nor wanted	5

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English	2	I am a few hundred feet away	No we do not believe the Dusty Lane Community (DLC) would benefit from an interchange at Ivanhoe Street, only the Gila River Indian Community (GRIC) would. However, we all know that there is a greater negotiation going on here, so with that being said we in the DLC just want to maintain what we can of what we already have. Of the 2000 projected vehicles that are going to be using the interchange daily, we have to believe that some of them are going to turn into the DLC and get lost on our dead end streets causing these vehicles to turn around in our yards exposing us to even more pollution, lights and noise at all hours of the day and night. Also the increased traffic on our narrow roads is a danger to our children, grandchildren, pets, the occasional horseback rider and wildlife, especially when you mix alcohol in that equation. It is no mystery that the majority of the people using this interchange would be coming from or going to the Casino where there is alcohol served and consumed 24/7. Keep in mind there are no sidewalks, curbs, street lights or painted/reflective lane markings on our roads to assist impaired drivers as to where the street boundaries are. Again in order to preserve what we can of our serenity we would prefer not to have all those big city amenities along with not having an increase in traffic. There is already an interchange being constructed at Estrella and 59th avenue. This makes it even more obvious that the DCL is not the concern but the greater good is for the GRIC. If ADOT insists on going ahead with this interchange we would prefer to have no access to it at all. Instead relocate Dusty Lane and the fire hydrants to the North East side of the Freeway exiting onto 51st avenue. Dusty Lane is currently a primitive chip sealed road and we are fine with that. If relocating Dusty Lane is not a viable option, the least that should be done is limited access to the DLC which could be done with control gates. The sound wall is still necessary not only for sound but for our privacy. There are so many efforts and studies being done to protect animals, bicyclers, hikers, vegetation, etc., while no one seems to be concerned about the people who have lived here	No	See above	13
English	0	I don't live in the Dusty Lane area	No concerns. We would welcome a plan that would reduce traffic on 51st Avenue and Estrella Avenue.	Yes	This exit would presumably take Casino traffic currently using 51st Avenue, Estrella Avenue and Carver Rd.	3
English	6	My property is directly adjacent to the freeway		No Response		13
English	0	No Response		No Response		13
English	10	I don't live in the Dusty Lane area	The freeway already has destroyed the beauty and serenity that the few remaining residents once enjoyed no sound wall and this interchange is a final insult. I live on the opposite side of the mountain off of Estrella and I think the best place for the interchange is at 51 Ave or 59th Ave. After the refusal of the Gila Indian leaders to work with ADOT to find a better route for the freeway why should we now give them easy access to their casino. If the interchange is put in at Ivanhoe you should at least have the decency to offer to buy out remaining property owners	No	Concerns for increase noise dead end roads creating people wandering around aimlessly	x,11,12
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13

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English	0	I am a few hundred feet away	Dear ADOT planners Providing an exit at Ivanhoe will allow an west bound early exit for vehicles wanting to exit on 51st ave negating the purpose of the 51st ave and Estrella exit and causing high traffic on Dusty Lane. Why build the glorious exit at Estrella for 51st ave just to build a shortcut at Ivanhoe. Who are we placating by making an exit here at extra expence where access already exists from 51st ave. If you want to add somthing, add sound walls to abate freeway noise for those of us who live west of 51st in Siesta Valley Estates I sincerely appreciate your consideration Lauren Grove	No		13
	0	I don't live in the Dusty Lane area	none	Unknown		13
English	2	I don't live in the Dusty Lane area	none	Yes	better access to Laveen area south of Dobbins road	
	0	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	why not put in the interchanges?	Yes		13
English	0	No Response		No Response		13
	No Response	No Response		No Response		13
English	1	I don't live in the Dusty Lane area	I am not in favor of the interchange. 2000 cars a day in that small of an area would be even more detrimental than the 202 itself. The remaining Dusty lane home owners have already been punished by not having a promised sound wall. The desert and native plants and animals will suffer. I love off off Estrella and 43 ave and would rather see the interchange at 51 ave if the casino is such a major concern	No	There would be no benefit to the area to have an interchange at this location. Anyone needing to get to the casino will find a way to get	3
English	0	I don't live in the Dusty Lane area	Do not build the interchange. The entire dusty lane community should have been bought/acquired and this will ruin the few remaining households even more than they are already by having a freeway WITHOUT sound barrier walls right in their backyards and then funneling cars off an interchange in their backyards too.	No		13
Español	No Response	No Response		No Response		13
English	2	I am a few hundred feet away	I am in favor of the Ivanhoe interchange because it will be a more efficient route for traffic going to the casino	Yes	Better traffic flow to the casino as opposed to surface streets in the area.	3,10
English	0	I don't live in the Dusty Lane area		No Response		13
English	2	I don't live in the Dusty Lane area	Freeway is already detrimental to South Mountain park and the Dusty Lane neighborhood. An interchange here at Ivanhoe is another negative event for the Dusty Lane neighborhood that will funnel more traffic, noise and night Lightroom the development. It looks like it would only benefit the casino- too bad the freeway wasn't south of the casino!. It is a waste of money which would be better used to build a light and sound wall on north side of freeway that encroaches on the once peaceful desirable neighborhood.	No	Will introduce more noise, light and "lost" travelers.	x,11,12
English	3	My property is directly adjacent to the freeway		No Response		13

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English	0	I don't live in the Dusty Lane area	Noise and visual impacts to the quiet community.	Yes	Would improve regular and emergency access to this Dusty Lane community, and also when a south connection is made, the GRIC community members wishing an efficient	3,4,12
English	No Response	No Response		No Response		13
English	1	I don't live in the Dusty Lane area	Injecting a major freeway into the neighborhood that was established for the safety of families. This interchange does not support the safety of this neighborhood.	No	This is a very big valley. Find a place that is not zoned with residential homes being affected.	4,12
English	2	I don't live in the Dusty Lane area	You already took away the sound barrier walls, do not put in the interchange as well. It will be a detriment to the dusty lane community. Did you take away the budget for the sound walls to fund the interchange or is the casino paying for the interchange?	No		13
English	3	I don't live in the Dusty Lane area	None	No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	It is a waste of tax payer money. The area residents do not want the interchange in their neighborhood. There are very few residents near the interchange that would benefit in any event. Since those that would benefit do not want it, it leaves only one other possible benefit. Easy access to the casino on the for the Gila River Indian Community. The interchange has the appearance of being specifically designed to provide easy access to Vee Quiva Hotel and Casino. On it's face, it serves no other purpose.	No	It is only being proposed to benefit Vee Quiva. There is not a large enough community there to support the interchange.	3,4
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	None	Yes		13
English	0	I don't live in the Dusty Lane area	.	Unknown		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	None	Yes		13
English	0	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
English	3	I don't live in the Dusty Lane area	It's not a double-roundabout interchange (like the one on Estrella Pkwy), due to the fact that there would be little traffic using it.	Yes		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	No Response	No Response		No Response		13
	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	None.	Yes		13
	0	No Response		No Response		13
English	No Response	No Response		No Response		13

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English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	None	No		13
English	2	I don't live in the Dusty Lane area	The area will be very busy.	No	It will only harm the residents and the sleepy area.	4
English	0	I don't live in the Dusty Lane area	additional cost	Unknown	Gila River Community was opposed to freeway so adding an interchange not necessary	5,8
English	1	I don't live in the Dusty Lane area	What happens with Dusty Lane, west of Ivanhoe? Does it continue to 51 Ave or just end far enough to get access to the homes west of Ivanhoe? Then, it appears that our school buses would be expected to utilize the turnaround at the end of 43 Ave. There are no "blocks" to traverse and get headed back west after picking up/dropping the students. This may be less of a concern, depending on the size of what appears to be Dusty Ln in the mock up. We, currently, make a U-turn at the corner of Dusty Ln and Galveston. Just wondering how that looks after the build.	Yes	Not a major concern for our business, but we must continue to have access to our families in this area. Whether that be by a full fledged interchange or a road maintained back to 51 Ave, either way.	4
English	2	I don't live in the Dusty Lane area	I live just off of 43rd & Calle Poco rd. Any change in the freeway off ramps will affect me. Why is that the Gila Indian reservation did not want the freeway going through their reservation but want an off ramp to their casino ok? I say no to this off ramp!!!! You has sacrificed part of the South Mountain Park because of them, enough is enough. If you make the casino more accessible you only put more "Drunks" on the roads!	No	This is not to benefit the people that live in Dusty Lane but the casino. If you make the casino more accessible you only put more "Drunks" on the roads! I have friends that live in Dusty Lane and they are against it!	3,4,x
English	2	I am a few hundred feet away	Traffic increase.	No		13
English	4	My property is directly adjacent to the freeway	There will be too much traffic congestion for such a small community. The original off ramp plans should still be used.	No	This would not benefit the community. This only benefits the Indian gaming casino.	3
	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
English	2	My property is directly adjacent to the freeway	Drunk drivers from the casino being directly connected to our dead end streets. Looters (who already come on to our properties after the other homes were taken to build the freeway) having easier access to our homes.	No		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	This interchange would essentially lock this community in. and turn what is normally a serene street, into chaos. While I don't live there, I have visited this community and this isn't a good choice for an interchange. It will make their lives more difficult, and also possibly ruin the value of their property. I ask that you please move the interchange further away to prevent further disruptions in this community.	No	This would cause difficulty for the community to get in and out on a daily basis	4
English	8	I don't live in the Dusty Lane area	None	No		13
English	0	My property is directly adjacent to the freeway	traffic	No	no	5
English	5	No Response	too much traffic and noise in front of neighborhood	No	too closeto neighborhood	4

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	0	No Response		No Response		13
English	No Response	No Response		No Response		13
	No Response	No Response		No Response		13
English	2	My property is directly adjacent to the freeway	By ADOT dumping multiple thousands of cars in our community on a dead end rural residential neighborhood are losing all perceived rights of privacy, security as well as peace and quiet. Not to mention how this unprecedented move will impact property values. Essentially nearly every reason we searched out and selected this community to live is being stripped from us. To insult to injury this last minute request by GRIC to change the approved design and provide a private off ramp to the Casino would be the final nail in our coffin and impact us beyond reason. Had the GRIC cooperated with the ADOT this situation would have been so much less impactful to hundreds for displaced residences, not impacted the beauty and nature of South Moutain Park not the wildlife that resides there and would have saved hundreds of millions of dollars. Why would anyone even consider adding an unplanned \$10 Million dollar off ramp for there exclusive benefit.	No	The casino has a steady stream of cars using the existing traffic pattern without a freeway that requires people to drive many miles out of the way to reach the venue. The freeway with the approved exit at Estrella will be less than 1/2 a mile from from the venue and will still utilize the existing traffic pattern of 51st Avenue. Also the undeveloped property on Estrella will have the potential to be zoned commercial which could add much needed job opportunities and entertainment possibilities a win-win for the area.	3,12
English	2	I am a few hundred feet away	As parents of 3 boys six years old and under, there are many concerns regarding safety for our family and our community.	No	There are no communities with 2000 cars a day going in and out. Why ours?	10
English	0	I don't live in the Dusty Lane area	Gila River is trying to get the State of Arizona to pay for an interchange to benefit their casino. NO! NO! NO! There is no impact to the community except to the Gila River communities casino. If they want an interchange they can pay for the interchange!	No	The only ones that benefit are the Gila River Casino / Tribe. They have wasted millions of our tax dollars with delays, etc - now they want an interchange. NO!	1,3
English	2	I don't live in the Dusty Lane area	I'm concerned that if they don't include the Ivanhoe interchange there will be a lot of traffic forced to use other nearby surface streets creating safety issues and changing the character of nearby neighborhoods.	Yes	It would limit or eliminate increased traffic in nearby neighborhoods without adversely affecting the Ivanhoe neighborhood. I do business with the casino and would much prefer to access it from Ivanhoe and not have to travel	3,4,10
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
English	0	No Response		No Response		13
	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	1	I don't live in the Dusty Lane area		No Response		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
	No Response	No Response		No Response		13

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English	3	I am a few hundred feet away	The current design allows a direct connection between the Dusty Lane Community and the casino. I am concerned this will lead to drunk and/or lost people barreling into our sleepy neighborhood instead of getting on the freeway or heading to the casino. We need a wall or roundabout or some traffic mitigation that will protect the Dusty Lane residents from all the traffic.	Yes	Yes, but please protect Dusty Lane area residents.	4,x
English	0	No Response		No Response		13
	No Response	No Response		No Response		13
English	3	My property is directly adjacent to the freeway	<p>I have strong concerns about the increased traffic the interchange will generate in my neighborhood. The interchange will direct traffic coming off of a freeway directly into a residential area, likely increasing the traffic in our neighborhood by several orders of magnitude. This poses an immense safety risk to both adults and children that cycle, jog and play outdoors.</p> <p>The increase in traffic here at Ivanhoe rather than further north will lead to an increase in air pollution, noise pollution and light pollution directly in our neighborhood.</p> <p>I have concerns about increased littering directly into our community.</p> <p>I have concerns about an increase in strangers wandering from the casino, through the now easily accessible interchange, directly into our community.</p>	No	I believe our community will only suffer from a reduced quality of life if the interchange occurs in our neighborhood.	4,12
English	2	I don't live in the Dusty Lane area	NONE Good idea. It's closer to the Casino and would be better than the Estrella Dr. ramp	Yes		13
English	1	I don't live in the Dusty Lane area	<p>People who live in the Ivanhoe Street area have expressed that they don't want the noise pollution and air pollution of an interchange in their neighborhood.</p> <p>Infrastructural expansion like this has been shown by studies to *not* reduce traffic congestion; it merely incentivizes people to use those roads and increases traffic over time.</p> <p>This project would damage the cohesion of the neighborhood and potentially infringe upon wildlife movement through the area. Loss of habitat connectivity is a huge ecological problem in Phoenix and in urban areas in general.</p>	No	See my previous comments	13
English	0	I don't live in the Dusty Lane area		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	1	I don't live in the Dusty Lane area		No Response		13
English	No Response	No Response		No Response		13
English	0	I am a few hundred feet away	Increase traffic and the loss of the small community feeling	No		13

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English	0	I don't live in the Dusty Lane area	I'm concerned that this is being slipped in and forced upon the citizens that live adjacent to where I live in Laveen and the proposed 202 highway. Either stay the course to the original plans or make the concessions to those citizens that it impact.	Yes		13
English	No Response	No Response		No Response		13
English	2	I am a few hundred feet away	<p>The Ivanhoe TI is not intended for the benefit of the local neighborhood (Dusty Lane Community). It is clearly being considered for the benefit of the Gila River Indian Community (GRIC) CASINO. The GRIC stubbornly declined to allow or even consider placing the Loop 202 on the Reservation in the Gila River Valley despite extended negotiations and considerations/concessions, requiring development of a much more difficult and expensive route. Now they feel entitled to a TI at Ivanhoe to serve their "community" or more accurately, their CASINO. I feel that because the Indian Community is considered a minority and suppressed race of people they are fully willing to play the race card with full expectation that The State of Arizona will cower down in the face of a potential racial inequality contest. The people of the Dusty Lane Community have the right to expect fair treatment too. The elimination of the Ivanhoe TI does not constitute discrimination against the GRIC any more now than it did when the Loop 202 was initially planned and approved and building it clearly constitutes reverse discrimination against the Dusty Lane Community.</p> <p>Placing a TI at Ivanhoe would undoubtedly cause an increase of undesirable traffic in our (Dusty Lane) community. Ours is a community where we have purchased property (homes) to live in quiet seclusion to enjoy the peace and beauty of the Arizona Desert without the intrusion of light, noise and increased air pollution as well as large volumes of vehicle traffic. The Ivanhoe TI will not only substantially increase all of these factors but the Dusty Lane Community is not set up to handle these large volumes of traffic. ALL of our streets are NARROW and DEAD END. Imagine the chaos of volumes of traffic trying to negotiate these streets. Larger vehicles will not even be able to turn around on the dead end streets without entering on private property and even regular sized vehicles will require at least a three point turn.</p> <p>Why not place the TI at 51st Avenue where it belongs? I understand that there are concerns with regard to the GRIC well</p>	No	Ivanhoe is the wrong place for an interchange. It should be placed at 51st Avenue and possibly also eliminate the one at Elliott. Placing an interchange at Elliott rather than 51st Avenue was poor planning in the beginning. As long as we're going to mix it all up now, let's try to get it right.	3,8,12
English	1	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area	I plan on buying in the future in this smallcommunity. If an exit is approved, I will not purchase. .	No		13
English	1	I am a few hundred feet away	increased noise, pollution and traffic that can and will tear up roads and endanger residents	No		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	I feel it will bring more traffic and crime to a street with families living on it just to benefit big business. This is not responsible it is a neighborhood. Please find another alternative.	No		13
English	0	I don't live in the Dusty Lane area	Should be done as cheaply as possibl	No		13
English	0	I don't live in the Dusty Lane area	No specific concern, but the access to VQ makes sense, with the potential for other development in and around this area.	Yes		13

South Mountain Freeway
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1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	5	I don't live in the Dusty Lane area	None	Unknown		13
	No Response	No Response		No Response		13
English	0	I am a few hundred feet away	Not to build it, The downside an eye sore Homeless and alcoholics Will flood the areas around the new freeway. It's been said, it will happen. The tribal side may not fully be enforced, but assured this was said about the bridge intersection on 51st ave, where the Gila river and city meet. Keep intersections and interchanges distances from these locations. The freeway will be build without or with our consent but the people always know best.	No	No	5
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Cost	Yes		13
English	2	I don't live in the Dusty Lane area	None.	Yes		13
English	0	No Response		No Response		13
English	0	No Response		No Response		13
English	1	I don't live in the Dusty Lane area	I do not want this NIMBY mentality to curtail growth and development in Phoenix. I live in the East Valley and the city of Phoenix and the region needs this highway! For business, commerce, ease of travel and to alleviate all of the traffic going through downtown for the simple reason that we have no outerbelt. I support this needed project.	Yes	Better access for business and residents, it will alleviate cut-through traffic and non-local people from using local streets.	3,4
English	2	I don't live in the Dusty Lane area	Will this increase traffic in the area of 51st Ave and Dobbins? Dobbins has not been upgraded and as a two lane road is already very busy.	Unknown		13
English	3	No Response	not needed you say stakeholdes want this we are the stakeholders the tribal didnt want the freeway so we had to tear up homes and neighborhoods in tukee to get this done the last thing we need is an exit to benefit their casino.	No		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area	Additional cost, who benefits from this proposed TI and are they contributing to this increased expense.	Unknown		13
English	0	I don't live in the Dusty Lane area	Sounds like you are giving an exit to the casino after they didn't want 202 on the res or go through their sacred land. Almost nobody goes into that neighborhood. Why would you put an exit ramp there?	No		13
English	0	My property is directly adjacent to the freeway	None. I am all for it.	Yes	This is where the exit for the casino should be. There are only a handful of houses on Dusty Lane compared to hundreds that will be affected by the Estrella exit.	3,4
English	0	I don't live in the Dusty Lane area	Who paid you off to put it there? it serves ZERO purpose, Z E R O	No	follow the money	1
English	1	I am a few hundred feet away	I Think it helps total neighborhood traffic flow by having an exit at Ivanhoe. Please get it done!	Yes	This would relive traffic greatly.	10
English	1	I am a few hundred feet away	Love the idea of another exit for the casino. Need 2 not just one. Great plan. Go forward with this please. It I will relieve traffic at 51st Ave and Estrella Dr. A Much needed improvement.	Yes	Very much so. Go for it!	6

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1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	0	I don't live in the Dusty Lane area	Ivanhoe better choice less thru traffic. Less families living in the area.	Yes	It would alleviate traffic off Estrella which is quite busy with people going to the casino.	3
English	0	I don't live in the Dusty Lane area		No Response		13
	2	I don't live in the Dusty Lane area	Why are tax dollars used to build an interchange to a casino that most of us taxpayers dont use, dont want and dont expect to ever use. No o vious research about unwitting owners in adjacent neighborhoods	No		13
English	No Response	No Response		No Response		13
	0	No Response		No Response		13
English	2	I am a few hundred feet away	What kind of traffic is there going to be. Are you going to connect ivon ho with the 202 what about the noise level.	No	No	5
English	0	I don't live in the Dusty Lane area	None, it's a good idea to add this interchange and access to the casino.	Yes		13
English	0	I am a few hundred feet away	You will be disturbing wildlife and we do not need anymore traffichere as we have idiots that think this is make out labe ans if yoy do any changes, we'll hyst have many more idiots.	No		13
English	0	I don't live in the Dusty Lane area	None looks fine to me	No		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	I live a few miles away. Like many others in the area, I moved to this part of the Phoenix Metro to get away from traffic and crowds. I recently heard an ADOT spokesman extol the virtues of the interchange as it being able to offer more services. Residents who live in the area are generally fine with receiving less city/county services as a trade off for an increase in peace and quiet. In this regard, ADOT's position that an interchange will benefit the community may be ADOT's point of view, but it is not likely the community's point of view.	No	The increase in unwanted traffic and noise outweighs any potential benefit that ADOT may perceive. If the Via Quiva Casino would like an interchange, they had years to propose a location on their land.	3,11
English	2	I don't live in the Dusty Lane area	My children visit their grandparents that live on Ivanhoe. I am very concerned about freeway traffic being around my kids. Also, the safety concerns related to someone being able to kidnap or commit a crime and then disappear on the freeway. An interchange would drastically change the environment of my parents home and the experiences my children have while they visit.	No		13
English	0	I don't live in the Dusty Lane area	I'm concerned for the people who live there. If the freeway interchange is approved, please make sure that everything is done to ensure the safety and quality of life of the people who live in the Dusty Lane area.	Unknown	I don't know who benefits other than the Casino and those who go to the Casino. It may benefit me because I live on Carver Rd., and it's possible that it will take some traffic off Carver.	3,4,10
English	1	I don't live in the Dusty Lane area	Disrupting the quiet enjoyment of the Dusty Lane residents just to service the casino.	No		13
English	0	I don't live in the Dusty Lane area	Too many interchanges.	No		13
English	No Response	No Response		No Response		13

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English	3	I don't live in the Dusty Lane area	Just the expected traffic would be hard on the Ivanhoe community, and detrimental to the saguaro and other desert plants there, not to mention added noise and pollution, which could damage the Nature Preserve. The interchange on Estrella seems adequate for the community and isn't native desert. The people going to the casino or reservation would have approximately a mile that isn't highway which wouldn't be a hardship for anyone.	No		13
English	0	My property is directly adjacent to the freeway	Nothing	Unknown	I don't think so	5
	0	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Even though I do not live near the specific area I am totally against it. After listening to both sides I believe it is not necessary to disturb that area simply for the benefit of the casino. We must keep crime and environmental negative impact on our community as a whole. No more crime, no more pollution. No more dropping issues like thes on our community!	No	It would only benefit that casino. Not the community!	3
English	2	I am a few hundred feet away	Please wall off the area and make a separate access road for the Dusty Lane Community. Maybe connect Sandy to Ray road and exit out by the multi-use crossing.	Yes		13
English	5	I am a few hundred feet away	First off I think it's a shame,that the Indian community can try and get an interchange added after they had the opportunity to have the freeway put on their land which,would have allowed them to put it where ever they wanted. Now since ADOT did not give them the money they wanted and the freeway was shifted to the county side, now they want to take advantage of this small sleepy community because they got greedy and missed the first chance. I say forget it.	No		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	The added cost and residential area is not large enough to really need an exit.	No	There is not enough residents in the area and the casino should not get this when the delay for the 202 was due to finding a way around any reservation land.	3,4
English	1	I don't live in the Dusty Lane area	The people that live in this community spent a lot of money building their custom homes here, away from exactly what ADOT is trying to implement here. There is a perfectly good alternative that doesn't have to affect their small dead end neighborhood roads.	No	The community does not want the interchange there. Move it to the alternative location.	5
English	0	I don't live in the Dusty Lane area		No Response		13

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	0	I don't live in the Dusty Lane area	It seems like it is mainly for one entity's benefit, which is the casino. I doubt it will enhance the community around the casino, since it will make that area far more commercialized than it currently is. The existing residents will have to contend with more traffic, noise, pollution, etc. Wouldn't it be better to contain that sort of thing to 51st Ave by keeping the exits as planned?	Unknown	I am not sure. I tend to think it might not be a benefit but instead bring traffic, noise, pollution, blight, etc. What do the current residents have to say about it?	4,x,10,11
English	0	I don't live in the Dusty Lane area	None! My concerns are with the casino traffic dumping onto Estrella Dr. There is only a 2 way stop at 51st/Estrella and since the casino opened there have been at least 4 fatalities and more accidents than I can count. I see the casino exit at Estrella only adding to the body count! We are strong supporters of this final leg of the 202 and are anxious for its completion. Please consider OUR neighborhood too! We have already been bombarded by casino traffic not only on 51st Ave, but also Estrella and Carver roads by patrons from the East Valley who have discovered the back roads. Thank you.	Yes	Please see previous comments. Also, emergency vehicles would love better access and the probability of casino patrons wandering wouldn't be that great!	3,x
English	0	I don't live in the Dusty Lane area	I don't think it is necessary there is an off ramp at Estrella. Please don't put an off ramp in this community. This is all greed - think of the citizens of this community.	No		13
English	0	I don't live in the Dusty Lane area	I have an idea where Ivanhoe is located. However, we need the freeway. twenty six houses should not stop progress.	Unknown		13
English	0	I don't live in the Dusty Lane area	The interchange at Ivanhoe St needs to be able to accommodate special event traffic exiting the casino. two dedicated turn lanes (instead of the one currently proposed) need to be built for EB Ivanhoe traffic heading southbound. It should also be made clear that EB traffic entering the Dusty Lane area should only be local traffic.	Unknown		13
English	No Response	No Response		No Response		13

South Mountain Freeway
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1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	0	My property is directly adjacent to the freeway	Adot/202 prposal/comments! My home is extremely close to the 202 RoW , less than 100'. It is on the corner of 45th Ave & Monterey Rd. I have lived here for about a decade. Our Dusty Lane Community consists of a small, independent group of residents who chose to live here because of its rural feel. We receive no water services, (wells), no municipal trash services, no sewer systems, and very poor cell phone reception because of the surrounding mountains. We accept all of this to be independent and enjoy the natural, quiet, peaceful surroundings. This will be irrevocably changed if the newly proposed Ivanhoe interchange is forced upon us. This proposal, if done by Adot/202, will destroy all the reasons that we purchased our homes for, to find this paradise. The ensuing traffic from the 202 will be entering directly into our neighborhood and has never been done before in any Adot action. The interchange will deposit all of this traffic, directly into the neighborhood without the usually accepted buffer zones that Adot has always used previously. The vehicle/truck traffic will simply enter into our community, to a series of small dead-end streets where we reside, amazing, imho The noise, pollution, congestion will be overwhelming to all of us, destroyed forever. Our community of families (children), retiree's, etc. are diverse in age, economic levels and home styles. We chose this location specifically for its remote feeling. This will be changed forever if this interchange is allowed. The headlights all night long will be flashing through our windows. We will no longer be able to walk the streets with our neighbors and children because of the traffic. This interchange will empty into nothing that will facilitate traffic flow on the 202, at the expense of our neighborhood. We have already lost 1/3 of our long time neighbors to the seizure of their homes, we have endured enough. The Estrella interchange, currently being built. will be large enough to handle any thought of increased traffic. The 51 st AVE traffic that uses that road as a cut thru from the 1-10 in Phoenix to the 1-1 O @ Riggs Rd towards Tuscon will no longer use it as the 202 will be much faster and safer. This 51 st Ave short cut by large trucks will be substantially reduced. The Estrella interchange will impact just?	No		13
English	0	My property is directly adjacent to the freeway	None	Yes		13
English	No Response	No Response		No Response		13
English	1	I am a few hundred feet away	too much traffic strangers who might break down and come into our neighborhood... children playing and people walking would be in danger from all the traffic ... noise,, pollution and exhaust fumes building up against the mountain would have no place to dissipate ... difficult for emergency ambulances to find their way in .. no fire hydrants... please don't put in an interchange at ivanhoe and dusty lane... thank you for your considerations....	No		13
	No Response	No Response		No Response		13
	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	I don't think it's a good area for this with the small community nearby, they could experience an increase in crime. I think you should stick to the original plans.	No		13
English	3	I don't live in the Dusty Lane area	I stay there when I am ill or recovering from medical situations	No	Definitely not. The casino will benefit, but the increased traffic will cause more pollution and noise. I do not see any benefits except quicker travel. This in not a concern to me	3,4,11
	No Response	No Response		No Response		13

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1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
	2	I am a few hundred feet away	hnjhjkgkghk	No		13
English	0	I don't live in the Dusty Lane area	Let move forward and add the exit, time for progress	Yes	I want to get to the Casino easier	3
English	0	I don't live in the Dusty Lane area	I have friends in that neighborhood and I am worried the interchange will drastically alter the neighborhood.	Yes		13
English	0	I am a few hundred feet away	I don't have concerns	Yes		13
	No Response	No Response		No Response		13
	0	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	This interchange seems unnecessary to serve the Dusty Lane neighborhood. It appears this interchange's primary purpose is to serve the casino. The dusty lane neighborhood has already been greatly impacted by the freeway, this interchange would add more traffic, noise and headache to the neighborhood.	No		13
English	1	I am a few hundred feet away		No Response		13
English	0	I don't live in the Dusty Lane area	The freeway will bring unwanted traffic to the Laveen area including Dusty Ln. I hate the idea of the freeway here. I moved here to be away from all the congestion of Phoenix.	No	The Indian Community didnt want the freeway and neither do I.	8
English	0	I don't live in the Dusty Lane area	Putting heavy traffic in a small community.	No		13
English	1	I am a few hundred feet away	None! I think it would keep the traffic going to and from the Casino off of Estrella!	Yes		13
	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	That is such a small community with very few people in it. Adding an intersection there will add unnecessary noise, light, traffic, and disturbances to the community. It feels like this change is being done to accommodate the casino, but the planned off ramps at the other locations should be just fine to accommodate the traffic. If not, the casino should bear the responsibility to build and expand the roads that lead to them. Don't punish the locals for the lack of foresight by the casino.	No		13
English	3	I don't live in the Dusty Lane area	This does not look safe for the residents of the immediate area. The neighborhood does not have sidewalks, street lights or wide roads. Bringing heavy casino traffic into their neighborhood will be extremely dangerous.	No		13
	No Response	No Response		No Response		13
English	3	I don't live in the Dusty Lane area	My family lives in Dusty Lane area, and they have a young daughter. The area is wonderful currently because it is open, with little traffic and noise. A freeway interchange through the neighborhood would negatively impact that.	No	The area is only a few miles from the freeway as it is. The residents chose to live there often to get out from directly under the challenges of having a major roadway nearby.	4
English	5	My property is directly adjacent to the freeway	Unwanted casino traffic coming into our community. A major reason for buying this property was the isolation. An interchange at Ivanhoe would ruin that.	No		13

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English	2	I am a few hundred feet away	This interchange is a total waste of taxpayers funds as it is unneeded and was not designed or even imagined in original approved designs. The estimated 2000 vehicles 20 years from now certainly is not a need or justifying this TI when there is a new interchange less than 1 mile away on a major thoroughfare from this proposed Ivanhoe interchange which is located on a tiny undivided dead end county road. The safety, serenity, rural lifestyle and home values for the residents-homeowners in the rural Dusty Lane Community area will all be sacrificed to provide a private interchange for a single 'rich' special interest group Vee Quiva Casino owned by GRIC. Existing casino traffic has utilized 51st ave an undivided two lane street since it's inception and there is no need to alter this, unless of course GRIC choose to extend the existing Kamatke Lane to connect directly to the new Estrella interchange; this would take all traffic off the rural public streets, Estrella and 51st ave and direct all traffic through the existing 4 lane divided Komatke Lane utilizing the existing traffic control light on 51st. This would be the least impactful to Casino patrons, taxpayers saving 10 million dollars, reduce environmental impact to South Mountain Park and the neighboring DLC community as the traffic would avoid this area completely. If this were accomplished it would restore 51st ave back to the rural city bypass to Maricopa or I10 as it had been for the past 50 plus years prior Vee Quiva being built.	No	Dumping thousands of cars a day into a tiny dead-end residential community located in a rural nature setting would not benefit anyone not even the casino patrons.	3,4
English	0	I don't live in the Dusty Lane area	This is a waste of taxpayers funds building an interchange for the sole purpose to service Vee Queva Casino. We should not pay to provide an interchange to help drive up traffic to the casino. The only acceptable option would be to install a toll booth to get the taxpayers money back from the casino patrons.	No	It might help to increase volume to the casino but no one else.	3,10
English	0	I don't live in the Dusty Lane area	Retaining the quality of life and solitude of the area for the people that live there. These poor people may have know the freeway could ultimately be built there, though the general consensus was if it was actually ever going to be built it would be built on reservation land. No one would expect that an offramp would be placed in their community. Building on the reservation would have saved hundreds of millions of dollars and reduced or mitigated impact to the thousands of residents that were displaced or impacted by placing the freeway in it's existing path. The Indians refused to allow the freeway to be build on their land and now they have asked for and have the expectation we should build them a special offramp to service their Casino at additional cost an impact to more taxpayers. This is totally ridicules to even considered building a 10 million dollar ramp to provide private access to this casino.	No	An offramp on a remote rural road that services one business that by ADOT's projected usage is not needed will not benefit anyone. People do not have a problem getting to the casino now and the freeway will only improve that. A special offramp is not wanted or needed. I can think of many better uses for \$10,000,000 dollars than a private offramp to a casino.	1,3,8
English	0	I don't live in the Dusty Lane area	None	Yes	Casino access	3
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13

South Mountain Freeway
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English	0	I don't live in the Dusty Lane area		No Response		13
	0	No Response		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	0	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	1	I don't live in the Dusty Lane area		No Response		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	2	I don't live in the Dusty Lane area	The business need in general if another exit is so close.	No		13
English	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I am a few hundred feet away	We are located at 47 Avenue and Estrella Drive. My concern is the congestion of traffic and confused or lost Casino traffic on Estrella Drive, the 51st Avenue and Estrella Drive intersection becoming a nightmare to make a left turn onto 51st Avenue from Estrella Drive or for that matter vise versa all around! Option one sounds great! No access to our neighbors around the tip of South Mountain from the off ramp plus they get a sound wall to boot and most importantly...not having to use any more of the Mountain for this Freeway!!!!	Yes	It would definitely help with the Casino traffic and free up 51st Avenue.	3,10
English	3	I don't live in the Dusty Lane area	The state voters voted for the freeway in 1985. It took 25+ years to align the freeway. Public meeting, open discussion, reservation votes, etc. It was finally approved and ready to go and now they want to make a change that most of us wouldn't have voted for had we have know. ADOT's (the state of AZ) excuse that they need another exit is crap. They want casino cash and the casino wants an exit. After all those years and all that work and study after study and now they think they need an additional exit....I call bullshit! Not only that....but the sacred land drama sure is different now that they see the benefit. I say build as is and "when" that need arises....they can do construction and add it then. As a state we are constantly improving our freeways....ADOT can add an entrance later.	No	The reservation voted NO on usin their land. Your excuse of traffic and congestion at the other inchanges is trumped up so ypu can make nice with the reservation after they said NO to bildung. We've allowed part of south mountain to be taken forbthis freeway because the resevation said NO build. No means NO!	8,9
	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13

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1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	5	I am a few hundred feet away	1) Health and safety concerns from additional stopping and starting of vehicles - an interchange exponentially increases pollution, traffic, potential for accidents, need for emergency service 2) noise and light pollution - introducing an interchange with varied directional traffic and headlights and taillights now facing in all directions is exponentially more instructive than what would otherwise come from the traffic moving at a constant speeds and directions along the freeway sans interchange 3) introducing thousands of cars per day to a neighborhood with roughly 30 homes and not many more actual residents (which is why our well being has been widely overlooked as we lack "numbers") crates a strain on already fragile infrastructure. Many of our roads are privately maintained and the cost of this maintenance is entirely in the hands of the property owners.	No	Zero benefit - huge liability, health, safety and negative financial impact to our residents	4,x,8
English	0	I don't live in the Dusty Lane area	The interchange will disrupt the live of the people living in that neighborhood and lower the property values. There is not need to build an interchange to the front door of the casino. The increased traffic there will endanger children that live in that neighborhood.	No	The casino will be the primary beneficiary from an interchange at Ivanhoe	3
	No Response	No Response		No Response		13
Español	No Response	No Response		No Response		13
	0	I don't live in the Dusty Lane area	I live 4miles north of this street so don't travel it so much	Yes		13
	0	No Response		No Response		13
English	4	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
English	4	My property is directly adjacent to the freeway	I am in the house on the property at 45th and Ivanhoe currently the rope makers are 150 ft from my living room, the closest house to the freeway. your ADOT depiction show the home MUCH further away and any interchange would encroach closer to my home. know as the Barn house. when ADOT bought a portion of the land for the free way we were given in writing and verbal assurances that the freeway would be far enough away that it would have no effect on living conditions at this home. this is not true according to the makers placed in the ground. and now they want more area shown to be on Joann Costas land this directly effects the home and residents. a round about is also shown on her land in the rederings. this is a non starter for her as ADOT and MCDOT have eaten away at her land, for pennies. this is unacceptable for a government group to do, they are also proposing to take a section on the north side of her land that was only an easement for power and telephone lines. people have driven across her land removed Private property signs and blockades. this is Private property and not for ADOT or MCDOT to try to take and pave for the other residents to the community.	No	it directly affects me and the other residents as we are in the home closest to this proposal. on 45th ave and Ivanhoe	4

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	No Response	No Response		No Response		13
English	0	I am a few hundred feet away		No Response		13
English	No Response	No Response		No Response		13
English	0	No Response		No Response		13
English	1	I don't live in the Dusty Lane area	As an advocate for Dusty Lane Community, I am concerned mostly about preserving the Quality of Life and relative seclusion in which the residents here have chosen, and to the peaceful enjoyment to which they are so rightfully entitled. Due to the unfeasibility of concepts #2 and #3, It is my opinion that Concept #1 (Dusty Lane Crossing under freeway at Ray Rd makes the most sense and offers the greatest compromise in which all stakeholders should find agreeable. This also provides an greater accessibility to South Mountain Park by way of both the Maricopa Trailhead which is located on Ray Rd in the community, in addition to the San Juan Trailhead via the Maricopa Trail . Has anyone suggested a diverging diamond TIC or mimicking the roundabouts at Estrella Dive as an option for Ivanhoe? Just a thought. Thank you	Unknown	The only benefit afforded by an interchange at Ivanhoe is the increased traffic and business to the Vee Quiva Casino.	3
English	1	I am a few hundred feet away	unknown traffic, dust, pollution from traffic has no outlet and will build up against the mountain. difficulty in getting emergency vehicles in and out	No		13
English	0	I don't live in the Dusty Lane area		No Response		13
	No Response	No Response		No Response		13
English	4	I am a few hundred feet away	Safety of the entire community.	No		13
English	0	I don't live in the Dusty Lane area	The neighborhood does not support it. It appears to only benefit the casino.	No		13
English	3	I am a few hundred feet away	Only benefits the casino. I support the no build option.	No	No build	5
English	2	I am a few hundred feet away	I am concerned about lost and impaired drivers speeding around DLC. We have no curbs sidewalks or street lights.	No	The benefit would outweigh the hazards of the additional traffic. Any increase in crime within DLC will be a direct result of this interchange being pushed through.	4,x
English	2	I don't live in the Dusty Lane area	Adding another interchange to SMF would cause congestion in the area. I liked option 4. Building a restricted access road near 51st Ave. Residents would be the only ones to use the road. There's going to be an excessive amount of commercial traffic using the 51st Ave interchange. It's not a great idea to build another interchange near there. Another option could be building a frontage road for the Dusty Ln Community. This would help reduced the impact of traffic both commercial and non commercial traffic.	No	There's going to be a lot of commercial traffic using the 51st Ave Interchange. Adding another interchange would bottleneck traffic in the area. Frontage roads are the answer to the areas potential traffic problems.	3,10
English	0	I don't live in the Dusty Lane area	I think the new exit proposals for options 1 and 4 are both excellent resolutions. I support options 1 and 4.	Yes	I think the new exit proposals for options 1 and 4 are both excellent resolutions. I support options 1 and 4.	6
English	0	I don't live in the Dusty Lane area	I think an Ivanhoe exit is a great idea, to contain casino traffic to within the area of the casino.	Yes		13
English	0	I don't live in the Dusty Lane area		No Response		13

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	1	I am a few hundred feet away	None. The exit at Ivanhoe is wonderful. This will lessen the load on Estrella Dr. The casino traffic should be located closer to the Casino and Estrella Dr should not have to be burdened with the excessive traffic that will occur. Plus the drivers will not get lost and end up on Estrella Dr. Casino can advertise easier and keep the property values on Estrella Dr increasing instead of decreasing.	Yes	Close to the casino with added convenience. This is very beneficial.	3
English	2	I am a few hundred feet away	The amount of traffic it will bring to the properties of everyone who lives in the area. All the land that will be disturbed all the wildlife it will destroy. The noise.	No	I know changes happen, as I look around and picture the interchange I see no benefits to it. As we continue to progress we tend to forget to stop and smell the roses. To look out your window and see all the birds, rabbits, prairie dogs, chipmunks, coyotes, the changes of the seasons. It is so serene. Eagles and hawks fly above. It is one area that has not been disturbed for a long time. I know there are very few homes in this area, it won't affect many people. That is true but in the long run it will only benefit the casino. The road situation, Dusty Lane and Ivanhoe are not set up for the traffic that the interchange proposes. There is no center lane, barely wide enough for two-way traffic. It would be too close to South Mountain preserves. It's enough that we get the traffic that goes to the casino off of 51st Ave. We would	2,3,4,8,9,12
	No Response	No Response		No Response		13
English	2	I don't live in the Dusty Lane area	The people on the reservation didn't want any of the freeway on their land and now you want an interchange that will benefit the casino? No thanks.	No	Just the casino!	3
English	0	I don't live in the Dusty Lane area	none	No		13
English	1	I am a few hundred feet away	Casino traffic being dumped into a small residential area. Estrella exit is adequate. One business: casino, should not be given a 'private' exit at a cost to taxpayers.	No		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Crime brought into the area!	No		13
English	4	I don't live in the Dusty Lane area	PLEASE use the alternate plan of an interchange 1/2 mile away at estrella with access to the casino via extending Komatke In directly to the interchange or have a true sit down with the community to find a viable option. They are only trying keep themselves and their children safe.	No		13
	0	No Response		No Response		13
English	0	No Response	It will cause unnecessary traffic in a tiny neighborhood with small children and elderly. There is an off ramp at Estrella which would provided the access that eveyone needs. The is more than fair.	No		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area	We would love to see options 1 or 4 utilized on Ivanhoe street.	Yes	We would love to see options 1 or 4 utilized on Ivanhoe street for the safety of everyone in the area.	6
English	0	I don't live in the Dusty Lane area	None, build it.	Unknown		13
English	0	No Response		No Response		13
English	0	No Response	D	Unknown		13
English	No Response	No Response		No Response		13
English	1	I don't live in the Dusty Lane area		No Response		13

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	2	I am a few hundred feet away	I don't want the interchange. It was not included in the original proposal and it should not be considered now.	No	GRIC has many options that would provide Vee Quiva casino with Freeway access from Estrella.	3
English	8	I am a few hundred feet away	Concerns: Sound, air pollution, traffic, trash, safety. after reviewing the interchange options option 1a is by far the best compromise for DLC. Options 2&3 are technically not feasible given the need for additional preserve land. Option 4 is not acceptable for the community based on the introduction of unnecessary traffic and infrastructure into the residential community here. Option 1 is challenged due to the homeowner not wishing to improve and allow access for the Sandy Lane expansion. Option 1a with a 20' soundwall would be the second best choice, NO BUILD being the first choice.	No	No way. Only exaggerates all the elements of the freeway that we want to minimize. Traffic, infrastructure etc etc - the only benefit is to the casino. Period. It is a huge burden to the adjoining residents and the amount of time spent having to make this clear and public is time we could be spending on other things.	2,3,4
English	4	I am a few hundred feet away	Added traffic and much larger freeway footprint with zero value to our neighborhood.	No	The area will only differ. Only winner is casino	3
English	0	I am a few hundred feet away	upset that the Indian Community would not allow the 202 to be built on Indian land however now they are requesting to have a interchange for direct access to the casino	No	It would not benefit anyone except for the Vee Quiva Casino	3
English	5	I don't live in the Dusty Lane area	None. I think in the long run it will be a benefit to that community.	Yes	It will make emergency response times shorter not to mention the increase in property value due to ease of access to essentially the entire valley. All this by simply	2,x
English	0	I don't live in the Dusty Lane area	It is not needed	No	If it is built, what I really think this interchange needs is a Gold Toilet. It should be placed on one of the walls and engraved with list of all of the politicians that received campaign contributions from GRIC. It should also list the amounts that were donated. That way the people of Arizona will have constant reminder of how ADOT will cave to special interest groups and is willing decimate communities if the right people are paid off.	1,5
English	0	I don't live in the Dusty Lane area	It needs to include a gold toilet	No	It should include a gold toilet on up on one of the walls.	5
English	0	I don't live in the Dusty Lane area	Is Gila River Casino paying for this thing? We were told that they did not want an interchange, and now they do. I guess they just don't want one on 51st where everyone can use it.	No	It should not be built	5

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0– 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	0	I don't live in the Dusty Lane area	<p>Fifteen years after the Squaw Peak Pots debacle, the Phoenix art community rallies around a public-art project KATHLEEN VANESIAN JANUARY 24, 2008 4:00AM Facebook Twitter email Print Article AA</p> <p>Not long after I arrived in Phoenix, a strange site appeared as I traveled north on the 51. The Pots Along the Freeway were like a divine apparition to a suffering saint. First, I noticed a mammoth old-fashioned campfire coffee pot standing watch over oncoming traffic. Then I sighted a gargantuan decorated Native American water pot embedded in a noise-abatement wall that could have been left behind by The Spirit in the Sky.</p> <p>A refugee from the severe economic downturn wracking my beloved native Southern California, I had rolled into Phoenix in late '92, kicking and sobbing. That particular day, it was 105 degrees and two of the three money-sucking air conditioners in our rental house were down. No one, except for government types, had an Internet connection, cell phones were the size of small suitcases, and satellite radio was not an option to avoid Rush Limbaugh harangues as you drove across the desert. Resorts, retirees, and right-wing conservatism seemed to reign supreme here, with not a Vietnamese restaurant in sight. I thought I was going to die.</p> <p>Then I saw those pots.</p> <p>INFO Squaw Peak pots</p> <p>I had stumbled onto an eye-catching series of screwy-scaled vessels made from a combo of painted concrete and steel, officially titled Wall Cycle to Ocotillo. The pots, I would later learn, were the centerpiece of a half-million-dollar sculpture/landscape public art</p>	No	<p>Phoenix Freeway Pots Cause a Stir July 18, 2014 By Sam Lowe 1 Comment</p> <p>PHOENIX — The official name of the art project is “Wall Cycle to Ocotillo,” but to most, they’re “the Freeway Pots” and they caused quite a fuss when they were installed back in 1992, when the city laid out \$474,000 for an arts project designed to enhance the Squaw Peak Parkway (since renamed the Piestewa Parkway).</p> <p>Phoenix Freeway Pot Phoenix “pot” is part of public art initiative from 1992. Photo Credit: Sam Lowe It was the city’s first attempt at highway beautification, but it almost backfired because it consisted of 35 pots. Some were big, some were little, and some looked like teapots and flower vases. The public ridiculed the design, the price tag and the selection of out-of-state artists to create the pieces. One anonymous critic placed a toilet bowl that had been painted gold on top of a wall to mock one pot that resembled a commode. The backlash forced the Phoenix City Council to change its policy on public art, adding emphasis to in-state artists and allowing more public input on art selection.</p> <p>But the pots, made of polychrome concrete and painted steel, are still there, but time and vandals are slowly reducing their artistic worth.</p> <p>Comments SaraD says</p>	1,2,4,8
English	0	I don't live in the Dusty Lane area	I don't want it built, but if it is built it should have a golden toilet just like the one that was put on SR-51 when it was new.	No	Make sure you add the toilet. Seriously though \$10M for an exit to a casino... After they made taxpayers spend millions in legal fees? People need to get fired just for thinking about this.	1,3

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	0	I don't live in the Dusty Lane area	<p>How about putting a Gold Toilet on the Freeway. You can spend \$10M for a dedicated interchange for a casino but can't afford to put in a descent sound wall?</p> <p>Tucson Citizen Much-maligned Squaw Peak Freeway art gains respect by The Associated Press on Nov 09, 1994, under Local</p> <p>NOTE: PHOENIX – When the big pots, plates and other pieces were put up along a midtown freeway two years ago, the city was in a budget crisis and the \$500,000 art project drew criticism from residents and national media. But the art has begun to grow on some folks. "Mine is my favorite, but I think several others are really quite lovely. They're all very artistic,' said Winona Gilbert, whose backyard aviaries inspired a hummingbird vessel on the freeway. "And the parkway, I love it. I like the whole thing. I can get to work in 10 minutes.' The 35 art pieces were installed along a five-mile stretch of the Squaw Peak Parkway (Arizona 51) in 1992 and were roundly criticized. The National Enquirer called the sculptures "ugly urns' and they were featured in a "Ripley's Believe It Or Not' cartoon. Now, the art is being showcased in a Smithsonian Institution educational video and heralded in national publications. Even Gilbert said she fought the parkway and the art designed to beautify neighborhoods hurt by the freeway.</p>	No	Please make sure to include a gold toilet.	5
English	No Response	No Response		No Response		13
English	1	I am a few hundred feet away	I am concerned about additional noise and pollution that an Ivanhoe interchange will bring. In addition the original proposal leaving the DLC open to freeway and casino traffic is alarming for a whole slew of reasons. Safety of our children, increased probability of crime and the hazards of navigating a busy interchange as our only option for entering or exiting our community come quickly to mind. Option 1A appears to be win win win solution. The DLC gets our privacy and safety back as well as an improved access road to our community with significant flood mitigation over our current situation or even the no build option. The GRIC gets the exit they desire. ADOT, MCDOT, and the yet to be built community at 51st ave and Estrella get the benefit of removing the vast majority of casino traffic from 51st ave and Estralla Noise and pollution remain a concern.	Yes	Option 1A would provide better access to the DLC, and Casino, It would also reduce Casino traffic on 51st ave and Estrella benefiting future projects in the area.	3,4,10
English	0	I don't live in the Dusty Lane area	Traffic congestion off the freeway onto 51st Ave. Already congested as it is.	Yes	Even though I do not like the exit, it is feasible as an exit for those residents nearby	4

South Mountain Freeway
Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	0	I don't live in the Dusty Lane area	The GIRC could realign 51st Ave to connect directly with the casino connector road to provide a direct connection from 51st Ave to the freeway on the GIRC. I don't think anyone has considered that scenario and it would have a huge impact on traffic movements.	Yes	The casino and the GRIC stand to benefit greatly from this interchange. I do not think Dusty Lane residents would benefit due to the damage caused by the potential extra traffic. If the interchange were reserved purely for the Dusty Lane residential area, then I think it would benefit the	3,4
English	2	I am a few hundred feet away	Crime, Noise, Pollution, Flooding.	No	It will save 1 minute 30 seconds of driving and will reduce my property value by \$100,000. I can expect to see crime increases from the casino. It currently is about 2 miles to drive from the casino to my home. If the interchange is built it will be a couple of hundred feet. The Ivanhoe interchange	1,3,4
English	2	I am a few hundred feet away	It is obscene that ADOT would consider building this interchange after they stonewalled the interchange being built at 51st ave,	No		13
English	0	I don't live in the Dusty Lane area	Why are we building a \$10M interchange for a Casino that fought building an interchange on 51st ave? This interchange is not about what is best for laven, but what is best for the casino.	No	If GRIC want's the interchange Make them pay for it.	1
English	2	I am a few hundred feet away	I have many concerns but the main one is that ADOT is willing to spend \$10 Million to build a traffic interchange that is not needed ore wanted by local residents. The building of this interchange is clearly for the sole benefit of the Vee Quiva Casino. It is unprecedented and wrong for the state of Arizona to spend \$10 Million of tax payer money to build an interchange solely for the benefit of a single business. When is this country going to wake up and stop rolling over for every racial minority request or complaint? I know that the GRIC has poured buckets of money on this problem in every feasible campaign fund and other money laundering scheme it can find but it still doesn't give the Sate of Arizona the right to discriminate in favor of the GRIC. This is a clear violation of civil rights.	No	See previous comments. The originally proposed interchange at Estrella would serve the community, including the casino, quite well. Improvements will have to be made to Estrella and 51st Avenue in the near future anyway as housing development is rapidly headed that way. There is no excuse for wasting \$10 Million of tax payer money for the benefit of a single business.	1,3
English	3	I am a few hundred feet away	Increased traffic into the community from the casino and reservation. Would like to have on and off but NO access here for the casino traffic to get off or on.	No	Not if the casino has access to the ramps.	3
English	0	I don't live in the Dusty Lane area	Too much money do that the casino has an exit. Spend the money on other things!!	No	Too much money and not enough benefits.	1
English	1	I don't live in the Dusty Lane area	Just do the right thing.. geesh	No		13
English	No Response	No Response		No Response		13
English	1	I am a few hundred feet away	Traffic. .Specifically the danger to children, horses and other livestock. With the current construction underway traffic is flying thru here in excess of 75mph. And most surrounding streets either dead end or cul de sac. Traffic has no where to go There are more than 10 school bus stops ing this route.. There are horseback riders goiby to and from area arenas d trails daily and nightly. No TRAFFIC REZPECTS RIGHT OF WAY. IT'S UNSAFE	No		13
English	5	I don't live in the Dusty Lane area	None. I think it is a great idea.	Yes	Direct access to the Casino will be awesome for the	3
English	0	I don't live in the Dusty Lane area	I think it would be great if you give motorists direct access to Vee Quiva	No		13
English	0	I don't live in the Dusty Lane area	Additional cost for a casino when a exit ramp is planned less then a few minutes of drive time away. Further, the casino hasn't been very forthcoming of the future highway.	No		13

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English	0	I don't live in the Dusty Lane area	Additional traffic and the added cost of building the interchange	No	The interchange on Estrella is enough. The area surrounding it doesn't need both interchanges	4
English	0	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Cost. Some suggest that the addition is for the Casino. Current plan seems sufficient, especially if the estimate of \$10 million is true.	No		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	0	I don't live in the Dusty Lane area	Feasibility of an interchange and the accidents that could occur	No		13
English	0	I don't live in the Dusty Lane area	Why change the already planned exit on Estella just to please the Casino. Adding extra tax \$\$\$ is not warranted,	No		13
English	1	I don't live in the Dusty Lane area	The cost and the impact to the neighborhood when there are exits within a mile I don't know if I want any potentially inebriated patrons of the casino jumping on and off the freeway right there	No	It serves such a small group while destroying another Laveen neighborhood	5
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	none	Yes		13
	0	No Response		No Response		13
English	3	I don't live in the Dusty Lane area	The traffic. S d	No Response		13
English	10	My property is directly adjacent to the freeway	Too much traffic	No		13
	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	This is an obscene amount of money to spend on a project only meant to improve access to a casino on non-government land that is private property. The Gila River Indian Nation needs to be responsible for the costs of operating their own casino.	No		13
English	0	My property is directly adjacent to the freeway		No Response		13
English	3	I am a few hundred feet away	I have been diagnosed with COPD and am worried about auto exhaust along with other types of pollution hurting the animals and plants nearby.	No		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Additional cost and unnecessary interchange. Another interchange is planned less than 2 miles away.	No		13
English	3	I don't live in the Dusty Lane area	Who is going to pay for it?	No	The only benefit would be to the Casino. If they want it so very badly, they can pay for it. They make enough money	1,3

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Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	0	I don't live in the Dusty Lane area	Why are we accommodating requests that come with a \$10 million pricetag for the benefit of the casino? What benefits will the general public receive for \$10 million that can't be realized using the original plan? I go to the casino occasionally. I would rather drive the short distance to the casino entrance from the original Estrella exit than see \$10 million public dollars spent on a plan that primarily benefits the casino, while drastically reducing safety and quality of life for my neighbors. If the infrastructure in the area doesn't support that volume of traffic, there shouldn't be an interchange. Laveen already has enough infrastructure issues for the population we have (one lane in busy areas where we should have two or three, traffic accidents in poorly planned areas, flooding, horrible road quality). If you're going to build an interchange, you must build the improvements to accommodate the influx of traffic.	No	\$10 million for negligible benefit to the general public = profits for the casino at the expense of my neighbors' safety and quality of life. I don't care if it is a tribal casino or a Walmart. Public funds should benefit the public welfare, not the profit of any institution.	1,3
English	0	I don't live in the Dusty Lane area	I live on estrella dr and 45th Ave..would like to have casino exit closer to.the casino.not on Estrella dr.	Yes	Yes definitely	6
English	0	I don't live in the Dusty Lane area	None	Yes	Would be a better exit to the casino	3
	0	No Response		No Response		13
English	2	I don't live in the Dusty Lane area	None	Yes	It will reduce traffic on 51 ave	10
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	Spending too much money on multiple exits that are too close to each other.	No	The current plan already seems to make sense.	12
English	1	I don't live in the Dusty Lane area	Too much traffic in area not designed for it. Use Estrella exchange instead.	No		13
English	0	I don't live in the Dusty Lane area	It is an unnecessary expense to taxpayers. There already is an interchange planned that can accommodate the casino. Equestrians here in Laveen cannot get an underpass to access the Maricopa trail, so why are you even considering adding another interchange primarily to accommodate traffic to the casino.	No		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	2	I am a few hundred feet away	Accidents, property damage, road damage, speeders	No		13
English	0	I don't live in the Dusty Lane area		No Response		13

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Ivanhoe Street Interchange Study - Questionnaire Results

1. Language/Idioma	4. How many drivers in your household utilize Ivanhoe Street? 0- 10	5. What is your property's proximity to Ivanhoe Street?	6. What concerns do you have about the proposed interchange at Ivanhoe Street?	7.1 Do you believe the area would benefit from an interchange at Ivanhoe Street?	Explanation	Category of Interest
English	0	I don't live in the Dusty Lane area	1. No public money's should be spent for the benefit of one and only one private enterprise. My greatest concern is the cost of a project that will only benefit the Gila River Indian Community (GRIC) Vee Quiva Casino and probably will not be money well spent. With the expansion of the new casino in Glendale, many of the current Vee Quiva patrons will choose not to travel further than the new casino. This is already a subject of concern among Vee Quiva patrons who live in Laveen. 2. Since the GRIC has made it clear to the City of Phoenix that they have no plans to develop this portion of the reservation and are only concerned with development along the I-10, an interchange in this area will be of no other benefit to the community. No tax payer funds, local, state or federal, should be used for a project that benefits only one private enterprise. 3. There is also the concern of intoxicated drivers being given such easy access to a freeway, where speeds are faster than they are on surface streets.	No	This interchange is for the benefit of one and only one private enterprise. This is not a benefit for the community and will actually cause harm to the surrounding area.	3,5
English	10	My property is directly adjacent to the freeway	I'm concerned about the safety of my children and my special needs son who loves to run and play in our neighborhood. With this interchange I fear with the amount of traffic that will be in our area is can pose a huge safety risk. We moved to this area because of the seclusion.	No	Is a huge safety concern and not needed	5,x
English	0	I don't live in the Dusty Lane area	It's costing tax payers more money.	No	.	13
English	2	I don't live in the Dusty Lane area	The expense does not seem warranted as there is already a nearby exchange.	No	The benefit seems only to the Casino, not the taxpayers.	1,3
English	2	I am a few hundred feet away	None	Yes	We would be able to avoid the already congested 51st	10
English	1	I don't live in the Dusty Lane area	It is a residential area and should not have to deal with that amount of traffic to service a casino on land that did not want the freeway to begin with. There is nothing wrong with the other exit and the cost is not worth a mi it's drive for people.	No	It would not benefit at all.	5
English	2	I don't live in the Dusty Lane area	There is no need to spend money on this project. Drivers can use the other exit which is still very close	No	It is unnecessary	5
English	0	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	since there will be an exit/onramp only 1.5 miles north of this, I question why we would spend this large amount of money for this interchange	No	money could be used more effective in other ways	1
English	0	No Response		No Response		13
English	0	I don't live in the Dusty Lane area	none	Unknown		13
	No Response	No Response		No Response		13
English	No Response	No Response		No Response		13
English	0	I don't live in the Dusty Lane area		No Response		13
English	2	I don't live in the Dusty Lane area	I am concerned about a long standing Laveen neighborhood suffering negativity from this change.	No		13
English	0	I don't live in the Dusty Lane area	this is a terrible waste of taxpayers funds to provide a freeway offramp for no purpose other than to provide curb service to the casino	No	only the casino will benefit	3
English	0	I don't live in the Dusty Lane area	This is inappropriate use of public funds to build an interchange to service a single entity and the estimated or proposed traffic does not warrant an interchange.	No	Patrons of the casino will enjoy a quick hop off the freeway to deposit funds, but there is no other purpose or benefit	3

Anne Rogers
Dusty Lane
Community

Dusty Lane Community Questions:

Who are the other stakeholders that have requested this interchange other than those from the GRIC?

Is the GRIC also paying for the Estrella interchange?

What upgrades are you planning for Dusty Lane?

What is the exit plan in case there is a serious accident on the freeway either direction?

How do we get out of our neighborhood in the event that there is an accident at this interchange? How will emergency services get in?

Why is ADOT not placing the interchange on 51st ave?

Show me on the map what exact area is preventing you from following through with the interchange on 51st ave.

Since ADOT and other organizations are in the process of changing the designations of our working fire hydrants to maintenance hydrants and not include our fire protections on our side of the freeway, what is your plan if someone throws out a cigarette causing a fire in our neighborhood?

What is Gila River's projected increase in revenue as a result of this interchange and how much of that will the state receive?

Has ADOT implemented an interchange before that exits onto a 25 mph dead-end residential street and/or that has trapped a community such as this one? Where?

Do residents have any weighted input on GRIC's lit signage?

Are there benefits to ADOT and/or Maricopa County by making access to the Vee Quiva more convenient?

Is this Q & A session a formality or will our concerns truly be taken into consideration?

Will our questions be answered this time or will they be put aside unanswered like at your last open house for our area?

What accommodations and benefits will ADOT and Maricopa County provide our community to live with these significant impacts?

What is the plan to prevent an increase of crime in our neighborhood?

How do you plan to prevent wildlife from entering the freeway with an exit so close to their natural habitat?

Alternative placement ideas for the Vee Quiva Casino interchange:

1: Put it back on 51st Ave. I am sure an exit could be engineered there with a little effort.

2: No build, it's less than a mile of major road from the Estrella exit to the Vee Quiva Casino entrance. Komatke Lane could even be extended to run right up to the south side of the Estrella exit.

3. Put the exit at Ivanhoe St. with a solid sound wall isolating the DLC from the Exit and cut a new road just north of the freeway for DLC access. This option would return mobility to our community by reconnecting our roads with a new connector road as well as increasing mobility and safety for residents and the school busses.

4. Put the exit at Ivanhoe, build a solid sound wall isolating the DLC, end Dusty Lane at Ray or Sandy Road and build an additional underpass to provide access to the DLC. The new connector road running from Ray to Galveston would include all the additional benefits listed above.

5. Move the exit South, out of the DLC. One of the wildlife crossings could be modified to allow for this. The GRIC could then cut a new short road directly from the interchange to the South side of the casino. This would give them freeway access from both sides.

Additional Comments:

No we do not believe the Dusty Lane Community (DLC) would benefit from an interchange at Ivanhoe Street, only the Gila River Indian Community (GRIC) would.

However, we all know that there is a greater negotiation going on here, so with that being said we in the DLC just want to maintain what we can of what we already have.

Of the 2000 projected vehicles that are going to be using the interchange daily, we have to believe that some of them are going to turn into the DLC and get lost on our dead end streets causing these vehicles to turn around in our yards exposing us to even more pollution, lights and noise at all hours of the day and night.

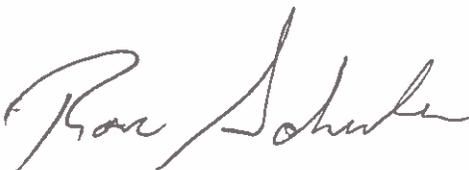
Also the increased traffic on our narrow roads is a danger to our children, grandchildren, pets, the occasional horseback rider and wildlife, especially when you mix alcohol in that equation. It is no mystery that the majority of the people using this interchange would be coming from or going to the Casino where there is alcohol served and consumed 24/7. Keep in mind there are no sidewalks, curbs, street lights or painted/reflective lane markings on our roads to assist impaired drivers as to where the street boundaries are. Again in order to preserve what we can of our serenity we would prefer not to have all those big city amenities along with not having an increase in traffic.

There is already an interchange being constructed at Estrella and 59th avenue. This makes it even more obvious that the DCL is not the concern but the greater good is for the GRIC.

If ADOT insists on going ahead with this interchange we would prefer to have no access to it at all. Instead relocate Dusty Lane and the fire hydrants to the North East side of the Freeway exiting onto 51st avenue. Dusty Lane is currently a primitive chip sealed road and we are fine with that. If relocating Dusty Lane is not a viable option, the least that should be done is limited access to the DLC which could be done with control gates.

The sound wall is still necessary not only for sound but for our privacy. There are so many efforts and studies being done to protect animals, bicyclers, hikers, vegetation, etc., while no one seems to be concerned about the people who have lived here, some for over 30 years. I would dare to say that we should fall into the category of endangered. Most of the people here either built their homes or have gone thru major home improvements. We are living here without cable and have to find that special spot in the house where we stand to make cell calls. There are very few who have the fortitude to live this way. We choose to live this way because the serenity and beauty of the area out weight these modern conveniences.

There are only about 22 households left in this area we do not need a fancy interchange. This would only benefit the patrons of the casino and allow people at all hours of the day and night to come into the community. You are already taking away our privacy, now you are asking us to give up our security.



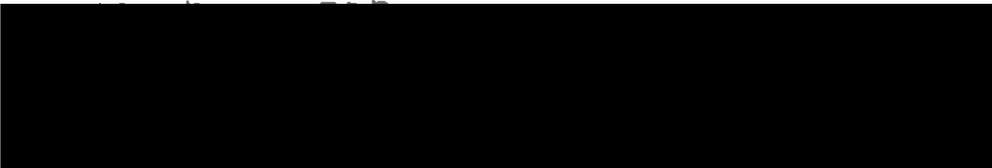
Ron Schube



Our community is comprised of a diverse and unique group of home and property owners. There are 25 homes, with approximately 60 residents living here. There are also 15 property owners with potential intentions of building homes here too. Additionally, there is a variety of wildlife and reptiles living among us: javelina, coyotes, bobcats, mountain lions, owls, roadrunners, cottontail bunnies, jack rabbits, snakes, chuckwallas, etc. Although our community is diverse, we are united in why we have chosen to reside here: we are tucked away in a very serene and beautiful environment surrounded by mountains. It is also pitch black dark and peaceful here at night – we can even see the stars. There is very little crime here and we feel safe. We are close to the city, yet away from it all. This is truly our paradise! Although we call this paradise, we have chosen to sacrifice certain things to live here such as: the washes fill up and run during heavy rains and we are susceptible to flooding. There are no sidewalks, and up until a few years ago – we had dirt roads. We maintain our own water wells and hire private sanitation and septic services because city services are not available. Additionally, we utilize satellite cable and low speed internet services because digital and higher speed capabilities are not available here. There is also only one cell phone carrier that works in our community (on a good day).

ADOT is building part of the Loop 202 expansion freeway right through our community and recently displaced several residences to accommodate this after the Gila River Indian Community (GRIC) declined use of their land for the freeway. ADOT originally planned to build a sound wall for our community and then decided not to. Our community had to fight for one! After this battle, ADOT approved one to be built. Now, ADOT is proposing to add an interchange/on and off-ramps on Ivanhoe Street. And, the Gila River Indian Community (GRIC) is paying for it!! They are estimating 117,000 vehicles will utilize the new 202 expansion freeway and projecting 2,000 of those vehicles will utilize the new interchange/on and off-ramps at Ivanhoe Street each day. Can you imagine 117,000 cars driving on the freeway through our community and what 2,000 vehicles per day interchanging/using an on and off-ramp in a very small residential area with all dead end / no thruway streets would be like for us? There are also potential impacts to the drivers and passengers of the vehicles utilizing the interchange, including those that wander into the community. We also have been told that both of the black-top fire hydrants we have in the community now are not there to service us in case of a fire emergency! They are for maintenance purposes only. Yes, that is correct – no dedicated water source for fires! We had "Yellow-top" fire hydrants in 2011! Some of the major impacts we foresee and our questions to address with ADOT are noted on the following pages.

BRENDA COX



Impacts to Dusty Lane Community:

- We support the new freeway. And, although the sound wall will be built - it will not be sound proof. Our residents are still subjected to the traffic noise, traffic light at night, vehicle exhaust infiltrated into our community, and we will lose privacy by being exposed to the greater public utilizing the freeway. We would be much greater impacted by each of these with an interchange/on and off-ramps added to Ivanhoe Street. We do not support an interchange / on and off-ramps being built here.
 - A few sound studies were coordinated by ADOT. They reported current noise decibel readings of 48 at Galveston Road near Dusty Lane and 54 at Ray Road and Dusty Lane. The Final Sound Report projected 78 decibels with freeway users travelling at 70 mph, and this does not include a freeway interchange/on and off-ramps, acceleration, braking, etc. Every 10 mph increases the decibels by 3. We do not know yet how much a sound wall will reduce traffic noise levels, but we believe that most vehicles driving on a freeway drive at speeds greater than 70 mph.
 - The vehicles will generate a lot of noise (from engines, tires, vehicle acceleration, music, stereo bass, etc.), and noise in this community echoes off the mountains. The noise decibels could even be higher with an Interchange/on and off-ramps built on Ivanhoe Street.
 - Exhaust will invade and pollute our air from vehicles commuting on the freeway and potentially more by utilizing an Interchange/on and off-ramps on Ivanhoe Street. Smells, smoke, etc. predominately linger in between Ivanhoe Street to the mountains behind the homes on Sandy Road. They also permeate heavily through the rest of the community.
 - ❖ The noise and exhaust would jeopardize ours and our pets' long-term hearing and breathing. Our own research found that hearing damage can result from exposure to noise decibels at and above 85. We also found information that informed us diesel trucks (big rigs) produce decibels of 89 from a 50-foot distance (the references for our research data is available upon request).
 - The crime rate in our community could increase as our privacy decreases by adding an interchange/on and off-ramps on Ivanhoe Street. The crime rate increased after ADOT purchased homes in our community and the impacted residents vacated. The freeway activities created public awareness of our community. Each of the vacant homes was vandalized and some things were stolen from the homes and properties. One home that was located north of Ray Road and off of Dusty Lane was deliberately set on fire. Several Fire Stations came to put the fire out (the Fire Department could not utilize the fire hydrant nearby). Additionally, we started to encounter a lot of graffiti in the community. All of these criminal activities occurred while ADOT had active security guards monitoring the vacant properties 24X7 and until they were all demolished. The graffiti still continues today.
- There is one residential home located at the corner of 45th Avenue and Ivanhoe Street, directly adjacent to where the projected 2,000 vehicles per day utilizing the interchange/on and off-ramps would pass. There are other residences just hundreds of feet away too, including homes where small children reside and play.
- Ivanhoe Street is a residential dead end street and all other streets in the community are dead end / no thruway streets too. The streets are also not wide enough for cars to turn around – this will force people to drive onto our properties. Diesel (big rigs) trucks will literally have to back-up their vehicles to get out and this could result in traffic jams.
- A lot of traffic coming into the community by utilizing the interchange/on and off-ramps on Ivanhoe Street would be coming from the Vee Quiva Casino – some of these drivers may be impaired and could cause accidents, damage to the environment and or our properties, especially at night when it is dark
 - We have seen several accidents on the entrance / exit streets at the Vee Quiva Casino (adjacent to Dusty Lane) over the years, including accidents caused by wrong-way drivers

Impacts to Dusty Lane Community (continued):

- If there are accidents at or near the interchange / on and off-ramps – our residents will be trapped inside or outside of the community as there is only one way in and one way out
 - What happens if we have an emergency?
- The estimated traffic utilizing the interchange / on and off-ramps could delay emergency personnel from getting into and out of our community when we have situations occur
- The community will no longer be as safe with an interchange/on and off-ramps to walk, walk our pets, ride our bikes, horseback ride, etc. on the streets because there are no sidewalks here. The streets are also not wide enough to accommodate sidewalks.
- Parents may no longer feel safe letting their children play outside because an interchange / on and off-ramps could introduce a lot of strangers into our community
- If heavy winds and rain pull our gates open or push our fences down – our pets, including horses, cattle, donkeys, and other farm animals become susceptible to being hit by vehicles utilizing the interchange/on and off-ramps and or driving through our community, resulting in injury or death to our pets. Our pets would also be able to enter the freeway through the interchange / on and off-ramps and cause additional traffic and safety problems.
- The natural wildlife residing here become at risk of being hit by vehicles at all times by vehicles utilizing the interchange/on and off-ramps and or driving through our community, resulting in injury or death to the animals. They would also be able to enter the freeway through the interchange / on and off-ramps and cause additional traffic and safety problems.
- Our community could also be subject to a lot of litter and loitering by vehicles utilizing the interchange/on and off-ramps and or driving through our community
 - If people flick their lit cigarettes out the window – our natural dry desert plants and trees could go up in flames posing a major threat to us and our animals (we could be trapped in, with no escape!)
 - We do not have fire hydrants available for fire emergencies!
- After ADOT acquired residential properties in our community and started demolition of the homes – one of the major sanitation companies discontinued services to our area because “it is too hard for our drivers to get in and out of the area”. We only have two known sanitation companies that will service us now. These two companies could potentially discontinue providing services due to the interchange / on and off-ramp traffic and leave us with another type of issue.

Impacts to Commuters using the Interchange and or Driving into the Community:

- Only one cell phone carrier works in our community (on a good day)
 - Individuals that break down or get in an accident may not be able to call for help
- Emergency personnel may not be able to reach the accident site quickly due to traffic jams
- They are susceptible to driving their cars through floods. They may not have experience driving in communities with washes that run during heavy rains – especially during Monsoon Season. The location where the proposed Interchange/on and off-ramp is planned is hugely impacted now during heavy rains.
 - Damage could occur to their vehicles because they may not be aware boulders, trees, and other debris is under that water...or they could fall into a caved-in road (the west side of Dusty Lane, directly across from Ivanhoe Street caved-in/washed away twice during the last five years)
 - Vehicle stalls and traffic jams could occur
- If people exit their vehicles and walk around in the general community – they can be subject to rattlesnake bites or wildlife animal attacks. Most people know to look for these things when they hike a mountain trail or if they live in a community with similarities; however some may not have the knowledge these risks can occur in our specific residential area away from the mountains and trails.

Impacts to Commuters using the Interchange and or Driving into the Community (continued):

- Encounter the risk of hitting wildlife animals and our pets at the interchange/on and off-ramps or in the residential area, resulting in injury and or death to the animals and damage to their vehicles

Questions to ask ADOT:

- Why is ADOT not sticking to the original planned location off of 51st Avenue and Estrella for the interchange?
 - We believe a modified design and plan near that location can accommodate the Indian Wells
 - Can you prove Indian Wells currently exist?
- Why is ADOT proposing a second interchange when the other planned interchange is already approved and less than a half mile away?
 - When was the discussion held with GRIC to discuss building an interchange on Ivanhoe Street?
 - Why would you consider a proposal from GRIC after they denied use of their land for the freeway?
 - Are you telling us their community and gambling conveniences are more important than our safety and quality of living?
- What is the real reason an interchange/on and off-ramps in a small residential area is proposed?
 - Will lawsuits and or debt be reduced or eliminated with the Gila River Indian Community?
 - Is there corruption?
 - Are there benefits to ADOT and or Maricopa County by making access in and out of the Vee Quiva Casino more convenient for gamblers?
 - They are going to continue going to the casino no matter what route / interchange they have to take!
 - Are there political reasons?
- What conscious reason is this proposal for the interchange/on and off-ramps on Ivanhoe Street the right thing to do in a small residential community?
 - We believe this proposal is unprecedented for a residential street/residential area without a connector street
 - In what other situation has ADOT put an interchange/on and off-ramps on a residential street that is not a connector street in the metropolitan Phoenix area? What was the impact to that community?
- ADOT has asked for our input on the Ivanhoe Interchange – will our input have a real influence on their decision? Or, is it just a formality?
 - What will ADOT decide if all or the majority of our community provides negative feedback / votes no?
- Who will take responsibility for the impacts to our community if the interchange is built on Ivanhoe Street? Our quality of life and residential property values will be impacted.
- What accommodations and benefits will ADOT and Maricopa County provide our community to live with these impacts caused by the Ivanhoe Interchange?
- Does the current estimated traffic usage warrant a single interchange, much less two less than a mile apart? We were told 2,000 vehicles
 - What is the average interchange usage in Phoenix/Maricopa County?
- Could the building of two interchanges for traffic volume estimates that do not warrant one be considered abuse of tax payer or federal funds?
 - Could there be future legal ramifications or embarrassment? Do you remember Alaska's Bridge to Nowhere? Will Arizona have an Interchange for nobody?

Alternative placement ideas for the Vee Quiva Casino interchange:

1: Put it back on 51st Ave. I am sure an exit could be engineered there with a little effort.

2: No build, it's less than a mile of major road from the Estrella exit to the Vee Quiva Casino entrance. Komatke Lane could even be extended to run right up to the south side of the Estrella exit.

3. Put the exit at Ivanhoe St. with a solid sound wall isolating the DLC from the Exit and cut a new road just north of the freeway for DLC access. This option would return mobility to our community by reconnecting our roads with a new connector road as well as increasing mobility and safety for residents and the school busses.

4. Put the exit at Ivanhoe, build a solid sound wall isolating the DLC, end Dusty Lane at Ray or Sandy Road and build an additional underpass to provide access to the DLC. The new connector road running from Ray to Galveston would include all the additional benefits listed above.

5. Move the exit South, out of the DLC. One of the wildlife crossings could be modified to allow for this. The GRIC could then cut a new short road directly from the interchange to the South side of the casino. This would give them freeway access from both sides.

Loop 202 South Mountain Freeway
Ivanhoe Street Traffic Interchange – Response to Questionnaire Comments

Code	Category	Response
1	Cost	<p>The cost of the new interchange is estimated to be \$10 million. The traffic interchange (TI) would be funded using Regional Area Road Funds (also known as RARF or Maricopa County ½-cent sales tax funds).</p> <p>The Gila River Indian Community (GRIC) would not fund the TI. They would be responsible for constructing any infrastructure on their land, such as roads to connect to the TI.</p>
2	Project Delivery	If approved, the TI could be constructed in conjunction with current freeway construction and would not delay the opening of the South Mountain Freeway (SMF) in late 2019.
3	Casino/Commercial Access	If approved, the GRIC would be responsible for building a road connecting Ivanhoe Street west of the TI to Komatke Lane.
4	Residential Access	If approved, access to the Dusty Lane Community would be maintained via Ray Road and Dusty Lane.
5	General Opposition	Input generally opposing the interchange has been incorporated in the study record to be submitted to Federal Highway Administration (FHWA) for their consideration.
6	General Support	Input generally supporting the interchange has been incorporated in the study record to be submitted to FHWA for their consideration.
7	Safety	It was determined after meetings with residents of the DLC that if the TI is constructed, there would be no access to/from the DLC at the interchange. Ramp traffic would only be able to travel towards the GRIC.
8	Environmental Impact Statement (EIS)	<p>At the time of the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) a TI slightly north and west of 51st Avenue was included within the project scope. The intersection was offset and 51st Avenue was realigned to create a more perpendicular intersection that resulted in minimized right of way (ROW) needs. After the ROD, ADOT determined that the design of this concept would impact two GRIC well sites that were held in trust. ADOT does not have eminent domain authority to acquire these well sites, so the interchange was redesigned and relocated to Estrella Drive during final design. Relocating the 51st Avenue interchange to Estrella Drive resulted in a net decrease in total ROW needed for the project while still providing access and mobility to the area surrounding 51st Avenue and Estrella Drive.</p> <p>The area surrounding 51st Avenue and Estrella Drive is agricultural with a few low-density residential properties. The only major traffic generator in the area is the Vee Quiva Hotel and Casino located on GRIC land approximately two miles south and east of the Estrella Drive TI. A concern shared by the City of Phoenix and Maricopa County (who maintain 51st Avenue and Estrella Drive outside of the ADOT ROW) is the potential traffic impacts at the existing rural-type intersections from casino traffic.</p> <p>In an effort to improve access to the casino and surrounding area as well as mitigate traffic concerns at the Estrella Drive interchange, ADOT initiated a study to evaluate adding a new TI at Ivanhoe Street. The freeway plans already included a bridge over Ivanhoe Street to accommodate access to the remaining homes north of the freeway within the</p>

Loop 202 South Mountain Freeway
Ivanhoe Street Traffic Interchange – Response to Questionnaire Comments

		DLC. The DLC is a Maricopa County island east of 51st Avenue tucked between the South Mountain Park Preserve (SMPP) and the GRIC that includes a collection of low-density large-lot residences. The new Ivanhoe Street TI would provide direct access from the freeway to these residences. If the interchange is constructed, the GRIC plans to construct a new connector road from Komatke Lane to Ivanhoe Street to enhance access to the hotel and casino.
9	Bicycle/South Mountain Park Preserve Access	<p>An interchange would not change access to SMPP Trails. The Maricopa Trail and Sun Circle Trail will go under the freeway at the closest multi-use crossing; coordination with the Maricopa County Parks and Recreation department has been ongoing. This crossing will maintain that trail access to SMPP. There will not be bike access to the freeway at this or any other location.</p> <p>Any park infrastructure (trailheads, parking, etc.) would be on City of Phoenix property at the discretion of the City of Phoenix Parks and Recreation Department.</p>
10	Traffic Volumes	Based on traffic projections obtained from the Maricopa Association of Governments for the year 2040, approximately 2,000 vehicles per day would use each of the on- and off-ramps at Ivanhoe Street. The freeway is projected to carry 117,000 vehicles per day in 2040.
11	Light/Noise	<p>Based on public feedback, ADOT restudied the need for a noise wall along the DLC. A noise wall will be constructed on the north side of the freeway from approximately 43rd Avenue to Ray Road with or without a TI.</p> <p>In 2016, Connect 202 Partners completed a noise study covering the DLC that evaluated a 5,800-foot-long and 20-foot-high wall based on noise evaluation guidance in place at that time. The study concluded that the noise wall was not reasonable because the cost-per-benefited-receptor (those receiving a 5 decibel (dBA) or greater reduction) was greater than \$49,000 threshold.</p> <p>In 2018, ADOT conducted a new study to assess the location and number of receptors (any location where people are affected by traffic noise) based on the unique nature of the adjacent residential community and further optimized the length and height of the noise wall to address the feasibility and reasonableness factors. Additional consideration was taken with respect to the need to maximize benefited receptors as well as optimize the height and length to meet the reasonableness requirements that follow updated noise evaluation guidance.</p> <p>The final configuration recommended for the DLC is 14 feet high and 4,800 feet in length (roughly from 43rd Avenue to Ray Road). The proposed noise wall location can be seen on the roll plots at www.azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/outreach/ivanhoe-street-study.</p>
12	Miscellaneous	Miscellaneous comments outside of these categories regarding the interchange has been incorporated in the study record to be submitted to FHWA for their consideration.
13	No Response	Input noted