

Watzek, Kurt

From: Watzek, Kurt
Sent: Friday, September 14, 2018 11:12 AM
To: Watzek, Kurt
Subject: FW: [EXTERNAL] SMF Ivanhoe Street TI

From: Smith, David [<mailto:david.smith@bia.gov>]
Sent: Monday, August 06, 2018 1:34 PM
To: Ralph Ellis
Cc: Kortney; Richards, Carolyn; Bryan Bowker
Subject: Fwd: [EXTERNAL] SMF Ivanhoe Street TI

Good Morning Mr. Ellis,

In response to Ms. Greene's email please find my comments as follows:

(1) RE: NH-202-D(ADY), TRACS No. 202L MA 054 H5764 01D (H8827 01C), South Mountain Freeway 32nd Street Traffic Interchange.

The Bureau of Indian Affairs, Western Region, Transportation, has no comments pertaining to the new traffic interchange (TI) being proposed along the South Mountain Freeway at its intersection with 32nd Street.

(2) RE: NH-202-D(ADY), TRACS No. 202L MA 054 H5764 01D (H8827 01C), South Mountain Freeway Ivanhoe Street Traffic Interchange.

The Bureau of Indian Affairs, Western Region, Transportation, has no comments pertaining to the new traffic interchange (TI) being proposed along the South Mountain Freeway at its intersection with Ivanhoe Street near 45th Avenue. We will however, reach out to the Gila River Indian Community as the portion of Komatke Lane shown on Figure 2 as being obliterated, is BIA Route 242 on the National Tribal Transportation Facility Inventory (NTTFI).

Dave
David R. Smith, P.E.
Regional Roads Engineer
Western Region
david.smith@bia.gov
602-379-6782, extension 1346

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

From: Bowker, Bryan <bryan.bowker@bia.gov>
Date: Mon, Aug 6, 2018 at 9:11 AM
Subject: Fwd: [EXTERNAL] SMF Ivanhoe Street TI
To: Carolyn Richards <carolyn.richards@bia.gov>, "Smith, David" <david.smith@bia.gov>

FYI

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

From: **Greene, Kortney** <Kortney.Greene@hdrinc.com>

Date: Fri, Aug 3, 2018 at 8:51 AM

Subject: [EXTERNAL] SMF Ivanhoe Street TI

To: "bryan.bowker@bia.gov" <bryan.bowker@bia.gov>

Good Morning Mr. Bowker,

You were provided two letters from the Federal Highway Administration dated July 6, 2018, requesting comments in relation to adding traffic interchanges to the South Mountain Freeway project at 32nd Street and Ivanhoe Street. The letters requested a response by August 6, 2018 to ADOT c/o Robert Effinger. If responses were sent via the US Postal Service, the responses will be received; however, responses by phone or e-mail are not being received. Please respond via the US Postal Service or e-mail to Ralph Ellis at rellis@azdot.gov.

Thank You,

Kortney Greene

Sr. Administrative Project Coordinator

HDR

D 480.292.0101

kortney.greene@hdrinc.com

hdrinc.com/follow-us

Watzek, Kurt

Subject: FW: Loop 202 Ivanhoe Street Traffic Interchange

From: Goldstein, Beau [<mailto:beau.goldstein@bia.gov>]

Sent: Friday, July 27, 2018 11:19 AM

To: Steven Olmsted

Cc: Cecilia Baker

Subject: Loop 202 Ivanhoe Street Traffic Interchange

I originally sent this email to Robert Effinger, but I received an email back that he has left ADOT.

Please see email below.

Good morning-

BIA Pima Agency received correspondence dated July 6, 2018, from you regarding the aforementioned project.

Superintendent Baker has asked me to respond on behalf of Pima Agency (she is copied on this email).

The only comments we have at this time are as follows:

- Please coordinate your planned activities, including additional evaluations of project effects, directly with the Gila River Indian Community (GRIC)
- Continue to include BIA Pima Agency in project related correspondence
- When ADOT/FHWA and GRIC have selected a final design, we will work with all parties to ensure that all necessary ROW and NEPA documents specific to GRIC are appropriately addressed

Should you have any questions, please contact Superintendent Baker.

Thank you,

Beau J. Goldstein, RPA
BIA Pima Agency
BIA San Carlos Irrigation Project
Mobile 602.758.9335

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DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS
3636 NORTH CENTRAL AVENUE SUITE 900
PHOENIX, AZ 85012-1939

August 14, 2018

SUBJECT: Comments on the Proposed Ivanhoe Street Traffic Interchange

Ralph Ellis
Arizona Department of Transportation
Environmental Planning Group 1611 W. Jackson MD EM02
Phoenix, Arizona 85007

Dear Mr. Ellis:

I am responding to a letter from the Federal Highway Administration (FHWA) dated July 6, 2018 requesting comments on a new traffic interchange (TI) proposed on the State Route 202 Loop South Mountain Freeway (SMF) at Ivanhoe Street. The SMF is currently under construction in southwestern Phoenix, Maricopa County, Arizona, and the TI is being proposed to address traffic and local access concerns that have been identified in the area. The FHWA and the Arizona Department of Transportation (ADOT) approved the Final Environmental Impact Statement (EIS) for the project on March 5, 2015 and are conducting an EIS reevaluation to assess the proposed change in design.

The U.S. Army Corps of Engineers (Corps) is a cooperating agency on the EIS and adopted the study on November 9, 2017 to satisfy National Environmental Policy Act requirements for our decision to issue a Department of the Army (DA) permit to ADOT for the SMF under Section 404 of the Clean Water Act (SPL-2002-00055). In addition to the EIS, several of the previous EIS reevaluations that ADOT and FHWA completed prior to our permit decision were considered by the Corps, as documented in the Supplemental Information Report found in the Corps's Record of Decision. If a DA permit modification is needed, the Corps would need to consider any reevaluations or supplemental EIS's that may be issued to make a decision to modify the permit. Therefore, we are providing the following comments to ensure that the reevaluation fully considers potential impacts to aquatic resources and to streamline any future Clean Water Act permitting requirements for the proposed TI.

The proposed Ivanhoe TI would be located in a segment of the SMF where potential Waters of the U.S. (WUS) are located and where discharges have been previously authorized by the Corps. Based on a review of the proposed alternatives and the discussions held during the design meetings with the Corps, ADOT, Connect 202 Partners, and the Gila River Indian Community (Community), it appears that additional impacts to WUS may be required to accommodate the new TI. The reevaluation should include a discussion of the effects to WUS that would occur under each proposed alternative and the efforts that will be made to avoid or minimize those impacts. While the additional impacts are not expected to result in an increase in the scope or intensity of the previously authorized impacts to WUS, additional compensatory mitigation may

be required to offset the additional acreage that may be impacted to ensure that no net loss of WUS would occur as a result of the project modification.

During the Corps's consideration of ADOT's permit application in 2017, the Community expressed its concerns regarding the freeway's potential to adversely impact flow characteristics in the ephemeral drainages that cross the alignment and flow on Community lands. In addition, final drainage design was not complete for the Center Segment at the time of our permit issuance, so the impacts of the project on flow characteristics in WUS could not be fully determined by the Corps. As a result, a special condition was included in the DA permit requiring coordination with the Community and submission of drainage analysis reports prior to construction to demonstrate that existing flow characteristics would be maintained in WUS downstream of the project area. To date, ADOT has complied with this special condition and has regularly met with the Corps and the Community as design has moved forward in the Center Segment. However, since the addition of the proposed TI would impact the design and ongoing reviews, the reevaluation should discuss the efforts that have been made to coordinate with the Community on this issue and provide an update of the status of the reviews.

Thank you for the opportunity to provide comments for the EIS reevaluation. If you have any questions, contact Jesse Rice at (602) 230-6854 or via e-mail at Jesse.M.Rice@usace.army.mil. Please help me to evaluate and improve the regulatory experience for others by completing the [customer survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey) form at http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey.

Sincerely,



Sallie Diebolt
Chief, Arizona Branch
Regulatory Division

EC: Julia Manfredi, ADOT
Julie Gadsby, ADOT
Ben Spargo, HDR



August 6, 2018

ADOT
Loop 202 South Mountain Freeway
101 1st Avenue
Suite 1950
Phoenix, AZ 85003

RE: Proposal Interchange Concepts for Loop 202 South Mountain Freeway at Ivanhoe

Dear Project Manager,

The Arizona Game and Fish Department (Department) has reviewed the proposed interchange concepts for the Ivanhoe interchange along the South Mountain Freeway in Phoenix, Arizona. The Department understand these concepts are a result of the 2018 interchange study that was conducted to address access and traffic concerns. It is our understanding there was also a re-evaluation of the environmental documentation to determine the feasibility of the proposed interchange and analyze any changes to environmental and socio-economic resource impacts due to the added interchange. The Department offers the following comments on the proposed design concepts for 1 and 4 given that 2 and 3 were noted as not feasible.

Concept 1 or 1a provides indirect access to the South Mountain Preserve. It also directs local residents and vehicles destined for South Mountain Preserve access to drive northwest from the interchange on Komotke Lane to 51st Avenue, north on 51st Avenue to Dusty Lane, and back southeast on Dusty Lane and under the freeway at Ray Road. This travel route would direct traffic across the mouth of multi-use crossing 4, reducing or eliminating functionality for wildlife crossing purposes.

Concept 4 provides direct access to the northeast side of the freeway, and then directs traffic back to the southeast along the freeway toward the South Mountain Preserve and multi-use crossing 3. The cul-de-sac proposed at the end of 43rd Avenue abuts South Mountain Preserve and the cul-de-sac is only 1/3 of a mile from multi-use crossing 3. The Department is concerned that unless vehicular parking in the cul-de-sac and foot traffic into South Mountain Preserve are identified as an indirect effects of the proposed concept, increased human presence will inhibit wildlife use of crossing 3, greatly reducing the functionality of the crossing for wildlife.

In summary, the Department has coordinated extensively with ADOT on this project regarding wildlife permeability and the effect of isolated habitat and wildlife populations

azgfd.gov | 602.942.3000

5000 W. CAREFREE HIGHWAY, PHOENIX AZ 85086

GOVERNOR: DOUGLAS A. DUCEY COMMISSIONERS: CHAIRMAN, JAMES S. ZIELER, ST. JOHNS | ERIC S. SPARKS, TUCSON | KURT R. DAVIS, PHOENIX
LELAND S. "BILL" BRAKE, ELGIN | JAMES R. AMMONS, YUMA DIRECTOR: TY E. GRAY DEPUTY DIRECTOR: TOM P. FINLEY

Loop 202 South Mountain Freeway- Ivanhoe Interchange

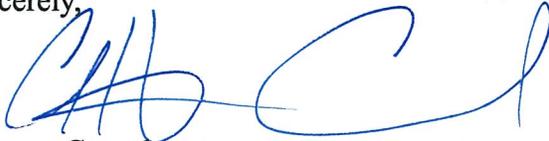
August 1, 2018

2

with respect to South Mountain Preserve. The proposed concepts would not only route vehicular traffic, but will result in an increase of human activity and presence near the multi-use crossings. The Department recognizes these crossings as critical for maintaining wildlife permeability across this new freeway and preventing the complete isolation of a substantial chunk of protected habitat. Overall, these interchange concepts would negate the functionality of the multi-use crossings for wildlife; the Department requests the proposed concepts be reevaluated to reduce impacts to wildlife permeability.

The Department appreciates the opportunity to review and provide input on each design and segment of this freeway. If you have any questions regarding this letter, please contact Kelly Wolff at 480-324-3550 or kwolff@azgfd.gov.

Sincerely,



Clayton Crowder
Habitat Evaluation and Lands Branch Chief

Cc: Jay Cook, Regional Supervisor, Mesa



IAN A. SHAVITZ
+1 202.887.4590/fax: +1 202.887.4288
ishavitz@akingump.com

July 19, 2018

Via email: SMFinterchangestudy@hdrinc.com

ADOT Communications
101 N. 1st Avenue, Suite 1950
Phoenix, AZ 85003-1923

Dear Sir or Madam,

The Gila River Indian Community (Community or GRIC) submits its comments on the Arizona Department of Transportation's (ADOT) Ivanhoe Street Traffic Interchange Study (TI Study).

The Community is a Federally-recognized Indian Nation located south of Phoenix, Arizona, with reservation lands encompassing approximately 372,000 acres and approximately 21,000 enrolled members. The Community has a significant interest in the TI Study because the traffic interchange that is under consideration would be located directly adjacent to the Community's Reservation boundary. The Community submits its comments in response to ADOT's request for public input.

The Community supports the development of the proposed traffic interchange (TI) in order to improve access to Community lands in District 6 (including the Vee Quiva Casino and surrounding area) and to mitigate traffic concerns at the Estrella Drive interchange. Further, the Community has determined that a new TI would support the Community's long-term economic development goals and objectives, including supporting economic sustainability in partnership with tribal self-determination initiatives by providing greater vehicular access into Community lands. Further, the Community's Department of Land Use Planning and Zoning Flood Control Engineering staff has reviewed the TI Study documents and is comfortable that Community lands and infrastructure will remain protected with the proposed TI in place.

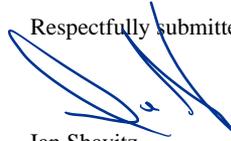
In addition to generally supporting the interchange, the Community has reviewed the multiple options (*i.e.*, alternatives) that ADOT has included as part of the TI Study, and believes that these options constitute a reasonable range of alternatives for ADOT's study. Of the alternatives under consideration, the Community supports either Option 1 or Option 1a. Both of these alternatives meet the purpose and need, provide desired access to Community lands and address concerns raised by residents located north of the proposed interchange area (Dusty Lane Community residents) that oppose the interchange providing direct access to their homes. Further, the Community opposes Option 3, which would place the interchange to the east of the Vee Quiva casino, a less desirable access point to Community lands. And, as noted, Option 4 provides direct access to the Dusty Lane Community, whose residents oppose such a direct connection.

Finally, the Community commends ADOT on its public outreach efforts, which have included

providing information through ADOT's website and multiple public meetings both on and off Community lands. The Community appreciates ADOT accepting and considering public comments, including the Community's stated concern that the interchange design must ensure that the interchange will not adversely affect drainage and flooding on Community lands.

Thank you for the opportunity to submit comments on the TI Study.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Ian Shavitz', is written over the text 'Respectfully submitted,'.

Ian Shavitz
Counsel, Gila River Indian Community



Maricopa County

Department of Transportation

Director's Office
2901 W. Durango Street
Phoenix, AZ 85009
Phone: 602-506-4700
Fax: 602-506-4750
www.mcdot.maricopa.gov

July 30, 2018

Robert Effinger
Environmental Planner
Arizona Department of Transportation
1611 West Jackson Street
MC EM02
Phoenix, Arizona 85007

RE: NH-202-D (ADY)
TRACS No. 202L MA 054 H5764 01D (H8827 01C)
South Mountain Freeway Ivanhoe Street Traffic Interchange
NEPA Scoping

Dear Mr. Effinger:

Maricopa County Department of Transportation (MCDOT) provides the following input on the above referenced project.

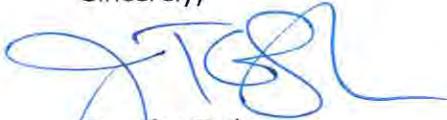
MCDOT supports the development of the South Mountain Freeway/202L as a regionally significant corridor. During the Public Outreach process MCDOT was approached by the Dusty Lane Community (DLC) regarding the proposed Ivanhoe Street Interchange. The DLC is an unincorporated Maricopa County community that is located in the path of and adjacent to the proposed Ivanhoe Street Interchange. The Dusty Lane Community DLC has strongly expressed concerns regarding potential impacts to their community as a result of the proposed freeway and most specifically the Ivanhoe Street interchange. The Highlights of these concerns are as follows.

- Ivanhoe Street Interchange – The DLC does not want an interchange at Ivanhoe Street; however, if they cannot stop the construction of the interchange, they do not want it to have direct access into the DLC.
- Drainage concerns – The residents have expressed that when it rains the DLC experiences heavy water flows that can carry debris. They are concerned that that these flows may be blocked by the South Mountain Freeway/202L.
- Fire hydrant access – Existing fire hydrants are on the southwest side of the proposed interchange and the DLC is on the northeast side. The DLC wants to make sure that fire hydrants will be available to support their community in the event of an emergency.
- Noise wall height and length – The DLC wants a 20 foot high noise wall extending the full length of the community (north of Ray Road to south of 43rd Avenue).

- Trailhead access parking – The DLC residents are concerned that their streets will be used for South Mountain trailhead access parking due to the multi-use crossings that are located there.
- Close proximity – The DLC residents are concerned that their quality of life will be impacted (visually and noise) due to the close proximity of the freeway/interchange to their existing homes.
- Signage – The DLC residents have requested additional signage installed including, but not limited to the following:
 - No Engine Braking – highway
 - No parking – local roads/access road
 - Local access only – Dusty Lane

MCDOT has attended meetings hosted by the Arizona Department of Transportation that were held specifically with the DLC where many of these issue have been discussed. MCDOT respectfully requests that consideration be given, and accommodation be provided when feasible, to the DLC concerns.

Sincerely,



Jennifer Toth
Director

cc: Joy Rich
Denise Lacey
Cristina Arzaga-Williams