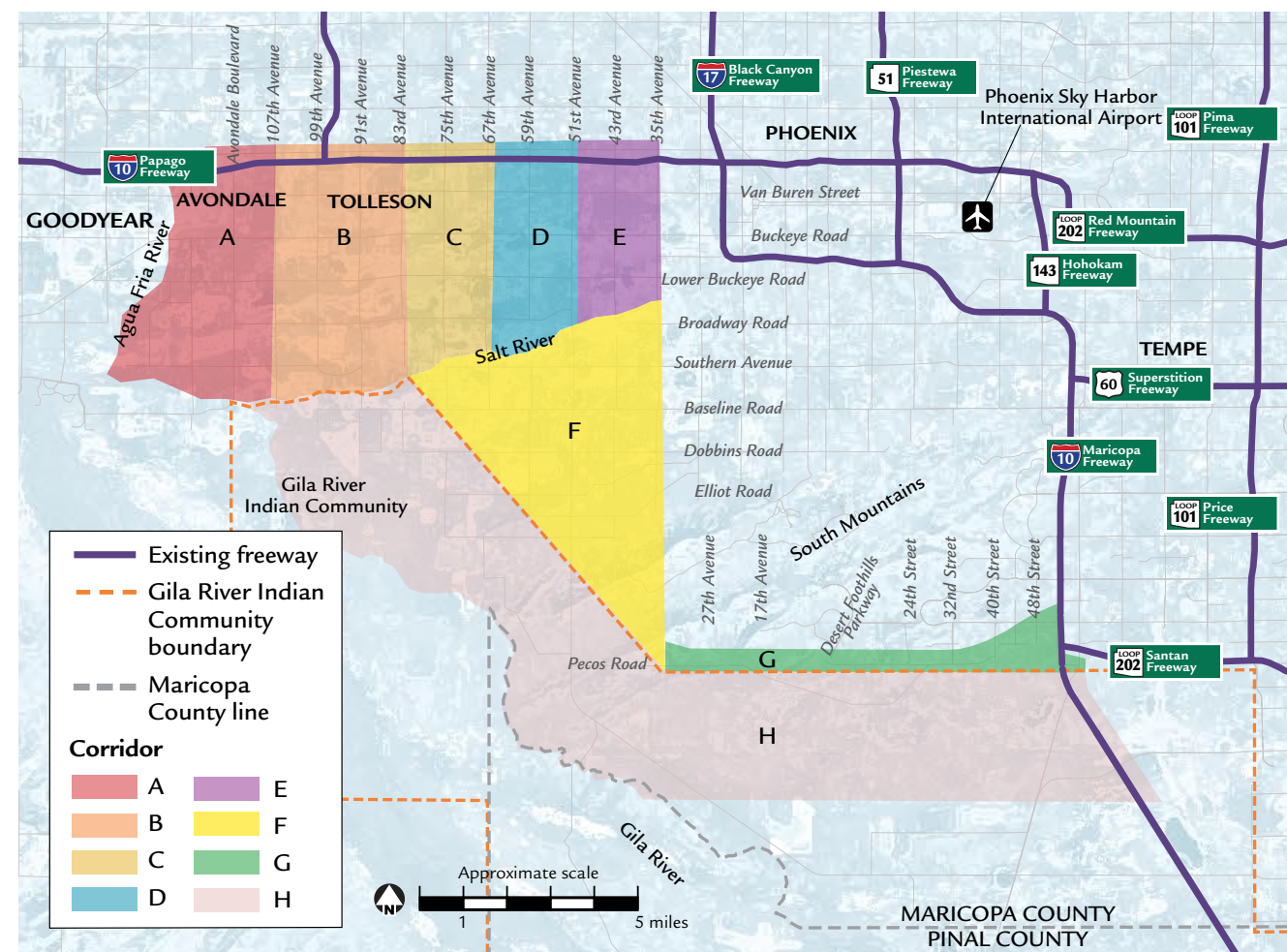


Table 1 Alternatives and Design Options Eliminated from Further Study during the Screening Process

Alternative/Option	Stage of Process	FEIS ^a Page Reference	Decision	Basis of Decision	Section 4(f) Considerations
TSM ^b /TDM ^c , transit, arterial street network expansion, existing freeway expansion, land use, new freeway	Modal Screening	3-3	Nonfreeway alternatives were eliminated from further study. A new freeway was determined to be the suitable transportation mode. Nonfreeway elements could be used in combination with the freeway mode and could be implemented in the future.	Nonfreeway alternatives would have limited effectiveness in reducing overall traffic congestion in the Study Area and, therefore, would not meet the purpose and need criteria; specifically, they would not adequately address the MAG ^d region's projected capacity and mobility needs.	For these same reasons, nonfreeway alternatives were determined to not be prudent and feasible avoidance alternatives for avoiding the South Mountains.
Corridors A, B, C, D, E, F, G, and H (see Figure 5)	Corridor Screening	3-6	Corridors A and H were eliminated from further study. Corridor A was eliminated because freeway alignments within Corridor A would have lower traffic volumes near I-10 ^e (Papago Freeway) than any other corridor and thus would provide limited transportation benefit.	Corridor H was eliminated because the Community ^f has not granted permission to study alternatives on Community land in detail.	Not applicable

(continued on next page)

Figure 5 Corridor Locations, Alternatives Development and Screening Process



allow for more specific comparative impact analyses among the alternatives.

The exercise resulted in the identification of nine alignment alternatives in the Western Section and eight alignment alternatives in the Eastern Section of the Study Area. These alignments were comparatively screened against performance criteria associated with purpose and need, environmental impacts, design and operational characteristics, conceptual costs, and political and public concerns. The analyses led to the elimination of six of the nine alignment alternatives in the Western Section and seven of the eight alignment alternatives in the Eastern Section. Table 1 presents reasons for the elimination of the alignment alternatives.

During this screening step, some proposed freeway locations located outside of the identified corridors and even outside of the Study Area were evaluated to ensure that all possibilities were explored. In each instance, these alternatives were eliminated from further study primarily for the inability to meet the purpose and need for the proposed action, as summarized in Table 1.

Upon completion of the First- and Second-tier screening, FHWA and ADOT concluded that three

action alternatives (one with options) in the Western Section (W55 Alternative, W71 Alternative, and W101 Alternative and Options) and the one action alternative in the Eastern Section (E1 Alternative) would be carried forward for detailed study in the DEIS. Further, the agencies concluded that combining any of the three action alternatives in the Western Section with the one action alternative in the Eastern Section would represent a range of reasonable alternatives from project terminus to project terminus. Further, these action alternatives represented a range of reasonable alternatives to allow for meaningful comparative analysis in the EIS process.

Alignment Alternative Screening – Third-, Fourth-, and Fifth-tier Alignment Screening (Design and Alignment Refinements of Alternatives Studied in Detail)

The Third-, Fourth-, and Fifth-tier screening focused on design options and refinements, such as evaluating options for vertical profile, locations and types of traffic interchanges, and options for handling off-site drainage. As environmental technical studies progressed, design adjustments were made to try to avoid substantial