

CITIZEN COMMENTS AND RESPONSES

Code	Comment Document
	<div><div><div>12</div></div><div><div>-----Original Message----- From: Denise Allen [mailto:dlallenhome04@yahoo.com] Sent: Saturday, November 22, 2014 10:16 AM To: Projects Subject: Freeway</div><div>I'm very concerned about the pollution this will cause to the Ahwatukee Foothills as well as the loss of value in our homes. No!!</div><div>Sent from my iPhone Denise Allen Registered voter</div><div>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.</div></div></div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Economics, Socioeconomics	

Code	Comment Document										
	<div><div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><div><div><div><div>CONTACT RECORD</div><div>SOUTH MOUNTAIN FREEWAY</div></div><div><table><tr><td>INCOMING CALL DATE: 10/15/14</td><td>INCOMING CALL TIME: 1:19 PM</td></tr><tr><td>STAKEHOLDER: ZRITA ALLISON</td><td>ADDRESS: N/A</td></tr><tr><td>PHONE: N/A</td><td>EMAIL: N/A</td></tr><tr><td colspan="2">CONTACT METHOD: HOTLINE</td></tr><tr><td colspan="2"><div>REMARKS/QUESTIONS:</div><div>Ms. Allison stated that the South Mountain Freeway will have negative impacts to the Ahwatukee community. It will impact 15 schools; remove a church and several hundred homes. She urged Phoenix to rethink its plan and come to other alternatives. She also noted the air pollution effects caused by freeways.</div></td></tr></table></div></div></div></div></div></div>	INCOMING CALL DATE: 10/15/14	INCOMING CALL TIME: 1:19 PM	STAKEHOLDER: ZRITA ALLISON	ADDRESS: N/A	PHONE: N/A	EMAIL: N/A	CONTACT METHOD: HOTLINE		<div>REMARKS/QUESTIONS:</div> <div>Ms. Allison stated that the South Mountain Freeway will have negative impacts to the Ahwatukee community. It will impact 15 schools; remove a church and several hundred homes. She urged Phoenix to rethink its plan and come to other alternatives. She also noted the air pollution effects caused by freeways.</div>	
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Code	Issue	Response
1	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Children’s and Seniors’ Health	
3	Acquisitions and Relocations	
4	Alternatives, No-Action Alternative	
5	Air Quality	

Code	Comment Document
1	<p>-----Original Message----- From: Jerry Allston [mailto:asujerry@gmail.com] Sent: Wednesday, November 19, 2014 2:33 PM To: Projects Subject: South Mountain Freeway</p> <p>We have lived in Ahwatukee for 31 years. I am all for the South Mountain Freeway! The idiots that bought and/or built in the freeway right-of-way have no voice in the matter. PARC is a group that thinks they are above it all and have come up with all types of bogus reasons not to build. Start moving dirt, git er done.</p> <p>Jerry and Pamm Allston</p> <p>Sent from my iPad</p> <hr/> <p>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.</p> <p>.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div></div><div><p>From: Susan Anderton [mailto:anderton.susan@gmail.com] Sent: Saturday, November 22, 2014 3:39 PM To: Projects Subject: South Mountain Freeway</p><p>Please do not approve the South Mountain Freeway. Very concerned with increase in pollution in addition to opening up the "quiet side of the mountain" to unnecessary traffic and noise. Why not expand the road that crosses the reservation.</p><p>The money can be spent better somewhere else.</p><p>Susan Anderton</p><hr/><p><small>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.</small></p></div></div>

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2	Noise	
3	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
	<div><div><div><div>1</div><div>2</div></div><div>3</div><div>4</div><div><div>5</div><div>6</div></div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div><div>7</div><div>12</div></div></div></div> <div><div><div><div>From:</div><div>Arlotti Family [mailto:arlotti@hotmail.com]</div></div><div><div>Sent:</div><div>Friday, November 14, 2014 10:52 PM</div></div><div><div>To:</div><div>Projects</div></div><div><div>Subject:</div><div>South Mountain Freeway</div></div></div><div><div>Dear AZDOT,</div><div><div>I feel you are misleading the public by neglecting to mention dangerous aspects of the proposed freeway. Creating a truck route along Pecos Road will be disastrous for the air quality of the adjacent neighborhoods and schools. As a Family Nurse Practitioner I am well aware of the prevalence of severe asthma and allergies among the Valley's population. Asthma is the number one reason for school absences. Building another freeway near schools and homes will increase the pollution, escalating rates of asthma and other cardiopulmonary illnesses, impacting the health of all and education of our children. Just because highways have been built near schools in other areas doesn't make it right to do it again, here. Two wrongs, in fact, do NOT make a right. You say the freeway is needed to ease traffic congestion, however you have spent millions of taxpayer dollars on an environmental impact statement that is using outdated information on population and traffic trends. You may be trying to persuade the public into thinking it will ease traffic, but all you are doing is moving the traffic which will negatively impact more neighborhoods and schools. Wells will be disrupted that fill many Ahwatukee lakes. We have already been contending with a selfish landowner who ruined a beautiful golf course and lake community. Your plan includes demolishing parts of 3 ridges, 200 feet deep, of the beautiful South Mountain Preserve and invading sacred, culturally sensitive Indian land. Countless animal habitats will be disrupted. Your plan deceptively involves paving an access road at the end of Chandler Boulevard and further diverting traffic through desert landscape and quiet nature trails. Finally, you aim to take away the very reason many of us moved here , that is, the tranquil landscape and the peaceful, out-of-the-way refuge that we call home.</div><div>I OPPOSE THE SOUTH MOUNTAIN FREEWAY!</div><div><div>Sincerely,</div><div><div>Jean Arlotti</div><div>1815 W. Glenhaven Dr.</div><div>Phoenix, AZ 85045</div><div>602-513-6959</div></div></div></div><div><div>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.</div></div></div></div>

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Air Quality	
3	Children’s and Seniors’ Health	
4	Health Effects	
5	Purpose and Need, Old Plan or use of Old Data	
6	Alternatives, No-Action No-Build Alternative	
7	Community Impacts	
8	Groundwater	<div>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38.</div> <div>The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</div>
9	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
10	Section 4(f) and Section 6(f), Traditional Cultural Properties	
11	Biology, Plants, and Wildlife	
12	Freeway Awareness	

Code	Comment Document
	<div><div><div><div></div><div>1</div></div></div><div><p>From: Cesar Aparicio [mailto:cesar.aparicio@gmail.com] Sent: Wednesday, December 10, 2014 8:50 PM To: Projects Subject: Loop 202 South Mountain Freeway</p><p>Dear friends at ADOT,</p><p>Will like to be aware of any community meeting on the Loop 202 South Mountain Freeway for the rest of the year and next year to attend. Will appreciated you help on this matter.</p><p>Respectfully, Cesar</p><hr/><p><small>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.</small></p></div></div>

Code	Issue	Response
1		Comment noted. Commenter was added to the project’s contact list.

Code	Comment Document
	<p>From: Meg Astudillo [mailto:megastudillo@gmail.com] Sent: Saturday, November 15, 2014 6:58 PM To: Projects Subject: South Mountain Freeway Concerns</p> <p>Hello,</p> <p>I have recently moved to Ahwatukee, and I would like to voice my concern regarding the South Mountain Freeway project. I live in the Lakewood subdivision, less than a mile from the proposed site. My major concern is the air pollution, as the grade school my son is districted to attend would back up to the proposed freeway. This increased air pollution is very concerning with his current respiratory health issues.</p> <p>In addition, the limited traffic congestion relief is enough to offset the increased traffic congestion on Chandler Blvd.</p> <p>The needs in the southern part of the region would be better served by a highway farther south. The south Ahwatukee area contains too many residential areas for a major freeway this close. The pollution, hazmat risk, property damage, and decrease in property value lead me to strongly oppose the South Mountain Freeway.</p> <p>Thank you, Meg Astudillo</p> <hr/> <p><small>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.</small></p>

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2	Children’s and Seniors’ Health	
3	Health Effects	
4	Alternatives, No-Action No-Build Alternative	
5	Alternatives, Gila River Indian Community Alignment	
6	Hazardous Materials	
7	Acquisitions and Relocations	
8	Economics, Socioeconomics	

Code	Comment Document
1	<p>1 MS. BAREHAND: How about if I just talk from</p> <p>2 back here, and I think everybody can hear me.</p> <p>3 I'm just commenting. I think this -- this</p> <p>4 public forum is a little -- a little bit too late, you</p> <p>5 know. The decision is already made for us through</p> <p>6 council. And we all heard who made the motion and</p> <p>7 seconded it.</p> <p>8 I would urge all our voters from Gila River</p> <p>9 that vote to remember who was on council, who made these</p> <p>10 after your own wishes were ignored. We all voted against</p> <p>11 this. I don't know how many times it had to go through.</p> <p>12 And still they kept trying to push it through. And now</p> <p>13 it's going to be through. It's going to be a reality.</p> <p>14 And then they have the nerve to tell us that</p> <p>15 we want to come over here and ask questions, yet we can't</p> <p>16 ask any questions of the ADOT people? What good is this</p> <p>17 going to do? It's going to be recorded by court</p> <p>18 reporters? And then where's it going to go? In the</p> <p>19 archives? On microfilm? Who's going to know we're making</p> <p>20 these comments?</p> <p>21 Your council -- your governor-elect is here.</p> <p>22 The councilmembers are here. These people are the ones</p> <p>23 that we elected to represent each one of us. And yet do</p> <p>24 they at the district level?</p> <p>25 And it's up to us too. You all should be</p>
2	

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Code	Issue	Response
1		Comment noted.
2	Public Involvement	The transcript of the meeting is included in Appendix C of this Record of Decision. Individual comments are included in Appendix A of this Record of Decision, along with project team responses.

Code	Comment Document
	<div><div><div>1 going to your district meetings. If you don't vote, then</div><div>2 you're doing a dissatisfaction to your children, your</div><div>3 grandchildren, and your great-grandchildren. We all sit</div><div>4 here and say, well, look at us. They're pushing us around</div><div>5 again. They're doing this. You know, all white people</div><div>6 see is desert land. It's nothing to them.</div><div>7 Land is the most important thing that we</div><div>8 have for our own people besides water. And you all know</div><div>9 that. And where is our water? We don't even have any</div><div>10 water anymore in our rivers. Go by -- go over Salt River.</div><div>11 You go over all the rivers, and they're all dry. And</div><div>12 where is that water going? Who is it benefitting? Not</div><div>13 us -- not us Native Americans.</div><div>14 So I would say that you remember who voted</div><div>15 on this, who passed this measure. And it's just sad</div><div>16 because we are against this, and yet it's going to happen</div><div>17 to us anyways, just as it has for years past, centuries</div><div>18 past. We're still getting -- I hate to use this</div><div>19 expression, but we're still getting the shaft. And it is</div><div>20 not through our own doing. It's through our council</div><div>21 representatives that represent us. What are they doing?</div><div>22 They're representing what they think is best for us.</div><div>23 Well, sometimes, I mean, it's sad to say that they don't</div><div>24 know what is best for us. We can only say that ourselves.</div><div>25 And that's all I have to say.</div></div></div> <div><div>Page 37</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>


Code	Issue	Response

Code	Comment Document
	<div><div><div>1MS. KISTO: Thank you, Ms. Barehand.</div><div>2Anyone else like to provide a comment at</div><div>3this time?</div><div>4Sir, come on up.</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>Page 38</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div></div>

Code	Issue	Response

Code	Comment Document
1	<p>-----Original Message----- From: Patsy Bingham [mailto:patsc@cox.net] Sent: Saturday, November 22, 2014 2:44 PM To: Projects Subject: Pecos/202</p> <p>I oppose Pecos Road becoming the 202, truck route, etc.</p> <p>Patricia Bingham</p> <hr/> <p>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.</p> <p>.</p>

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
1	<p>From: Brian Rockwell Sent: Wednesday, October 15, 2014 1:11 PM To: 'chadblostone@cox.net' Cc: Brock Barnhart Subject: sm202</p> <p>Mr. Blostone,</p> <p>Your email inquiry addressed to Tim Tait of ADOT Communications regarding fees associated with ADOT acquisition from the Foothills HOA has been referred to me for a response.</p> <p>State statute requires ADOT to establish current market value for any real property to be acquired for transportation purposes. This value is established for ADOT by an independent appraiser who considers all present conditions affecting value, and it is this value amount that is presented to the property owner as ADOT's offer to purchase. ADOT does not purchase personal property, although the costs to move personal property from land purchased by ADOT is covered by the Department's relocation assistance program. ADOT also pays all reasonable title and escrow fees related to its purchase, but ADOT is not authorized to reimburse legal fees that the property owner incurs that are associated with this purchase.</p> <p>Please feel free to contact me if you have more questions.</p> <p>R. Brian Rockwell Assistant Chief Right of Way Agent 205 S. 17th Avenue MD 612E Phoenix, AZ 85007 602-712-8787 Fax 602-712-3257 www.azdot.gov </p> <p>-----Original Message----- From: Chad Blostone [mailto:chadblostone@cox.net] Sent: Tuesday, October 14, 2014 1:10 PM To: Timothy Tait Subject: sm202</p> <p>hi tim - hope all is well. plz tell me if the foothills hoa will be reimbursed for reasonable legal fees associated with the taking of community association real and personal property. expenses associated with the eminent domain work only - not disputing the eis.</p> <p>if you aren't the guy to ask anymore plz forward this email.</p> <p>thx, chad blostone</p>

Code	Issue	Response
1	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><p>-----Original Message----- From: Chad [mailto:chad.atc@gmail.com] Sent: Friday, December 26, 2014 12:39 PM To: Projects Subject: Loop 202</p><p>To whom it may concern-</p><p>My name is Chad Bohls an 8 year Ahwatukee resident. I oppose the proposed 202 freeway extension because our home is located in Foothills Paseo II off 40th St. And Pecos. We currently have a quiet family neighborhood that does not get a lot of traffic. I feel that the freeway traffic will bring in more riffraff, crime, pollution, etc. I also, anticipate our property value to tank due to being "freeway front property." Please reconsider an alternate route to ensure a healthy upbringing for my wife, 3 year old, and 1 year baby.</p><p>Sincerely, Chad Bohls</p><p>Sent from my iPad</p><hr/><p>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.</p><p>.</p></div></div>

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1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Crime	
3	Air Quality	
4	Economics, Socioeconomics	
5	Children’s and Seniors’ Health	

Code	Comment Document
	<div>November 18, 2014</div> <div>To whom it May Concern;</div> <div>As a member of PARC, I'm writing to urge ADOT to choose a "no build" ROD on the SMF for three reasons:</div> <div><div>1</div><div>1. NECESSITY- If the purpose of the SMF is to alleviate Phoenix freeway traffic -- which is mainly caused by commuters coming in and out of downtown from all over the Valley -- the current SMF alignment will do little to ease traffic, especially at bottlenecks like the Broadway Curve. In fact, it appears it will exacerbate congestion at the new interchange on I-10 in the West Valley.</div><div><div>2</div><div>2</div><div>3</div><div>2. Health & Safety - If the purpose of the SMF is to create a truck route/bypass, this alignment will attract more semi traffic into (instead of around) metro Phoenix, the country's sixth highest populated city. This will increase already unhealthy air pollution levels in the valley and expose Ahwatukee residents to toxic levels of air pollution and a potentially deadly scenario in the event of a hazmat spill.</div><div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>3. Cost - The estimated \$2 billion SMF price tag doesn't include actions that will need to be taken to protect the health and safety of Phoenix residents. Nor does it address the ecological issues that will arise from cutting through South Mountain, our nation's largest municipal park and sacred grounds to the Gila River</div></div></div></div>

Code	Issue	Response
1	Alternatives, No-Action No-Build Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, W59 Alternative Versus W101 Alternative	
3	Purpose and Need, Truck Bypass	
4	Air Quality	
5	Health Effects	
6	Hazardous Materials	
7	Project Costs, Total Cost	
8	Biology, Plants, and Wildlife	
9	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
10	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document
	<div><div></div><div>Indian Community.</div></div>
11	<div><div></div><div>The only justification of the SMF I've heard from ADOT is that Ahwatukee residents have known about the SMF all along. The fact that ADOT will not address significant risks that have been thoroughly researched and well documented is unacceptable - not to mention irresponsible and illegal.</div></div>
12	<div><div></div><div>I appreciate your consideration, and look forward to receiving a response from ADOT outlining the necessity of the SMF, along with the measures that will be taken to protect the health and safety of Phoenix residents should the project be approved.</div></div>
4	
6	<div><div></div><div>Sincerely, Wendy Brooks</div><div>Wendy Brooks 1362 W. Mulwood Dr. Phoenix AZ 85045 480.310-1410 wendy@breakthroughcm.com</div></div>

Code	Issue	Response
11	Freeway Awareness	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
12	Purpose and Need, Lack of Support	

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	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><div><div><div>From:</div><div>wendy@breakthroughcom.com [mailto:wendy@breakthroughcom.com]</div></div><div><div>Sent:</div><div>Saturday, November 22, 2014 2:15 PM</div></div><div><div>To:</div><div>Projects</div></div><div><div>Subject:</div><div>NO BUILD on the SMF</div></div></div><div><div>SMF Project Team -</div><div>I'm writing to urge ADOT to vote 'no-build' on the SMF because in its current alignment it will not reduce Phoenix freeway traffic, it will attract more semi's into the Valley instead of around it, adding to an already unhealthy air pollution problem, and it will put tens of thousands of Ahwatukee residents at a significant health and safety risk that has not been adequately addressed in the DEIS or FEIS.</div></div><div><div>Wendy Brooks</div><div>1362 W. Muirwood Dr.</div><div>Phoenix AZ 85045</div><div>wendy@breakthroughcom.com</div></div><div><div>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.</div></div></div></div>

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4	Health Effects	
5	Hazardous Materials	

Code	Comment Document
	<div>Dec 1, 2016</div> <div>To Whom:</div> <div>Most people in Ahwatukee <u>do</u></div> <div><u>NOT</u> want the South Mtn Freeway.</div> <div>It would increase the traffic and</div> <div>congestion in this small town.</div> <div>It would increase pollution in this</div> <div>small town. Go further south</div> <div>on the Indian Reservation and</div> <div>cut over to Laveen. Way south!</div> <div>Sincerely</div> <div>L. Budo</div>

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3	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
	<p>From: Jeff Burgess [mailto:jeffreydavidburgess@gmail.com] Sent: Saturday, December 20, 2014 11:22 AM To: Projects Subject: South Mountain Freeway FEIS</p> <p>Dear South Mountain Freeway Project Team,</p> <p>I am writing to submit comments on your Final Environmental Impact Statement (FEIS).</p> <p>I am opposed to building new freeways to facilitate real estate development. It's the equivalent of taxing Maricopa County's existing citizens to subsidize homebuilders. It also encourages urban sprawl.</p> <p>But I believe the South Mountain Freeway is different. That's because I live in south Tempe and commute to downtown Phoenix every workday. Our mass transit options are limited, and so the traffic on the freeway, as you know, is very heavy. I can tell you from firsthand experience that one of the biggest causes of congestion on our freeways during rush hours is commercial semi truck traffic. I presume that many of these truckers are just passing through Phoenix on their way to or from California, as I don't think that any local trucker in his right mind would attempt to use our freeways during rush hours.</p> <p>Subsequently, I think the construction of the South Mountain Freeway would significantly reduce traffic congestion on the central Phoenix freeways during the rush hours because it would allow lots of commercial truckers to bypass the downtown area. This would also help to improve air quality.</p> <p>The new freeway, of course, should be designed to protect existing neighborhoods as much as possible. It should also be designed so that wildlife can continue to safely move between South Mountain Park and the Estrella Mountains.</p> <p>Sincerely, Jeff Burgess 1010 E. Citation Lane Tempe, AZ 85284</p> <hr/> <p><small>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.</small></p>
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2	
3	

Code	Issue	Response
1	Neighborhoods/ Communities	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-179 through 4-183). The freeway will be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession that began in 2007 slowed growth). In the Eastern Section of the Study Area, the freeway will abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth will be constrained. The freeway will be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.
2	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
3	Biology, Plants, and Wildlife	

Code	Comment Document
1	<p>From: Matt Caggiano [mailto:mattcagg333@yahoo.com] Sent: Tuesday, December 02, 2014 1:40 PM To: Projects Subject: Please Do Not Build the South Mountain Freeway</p> <p>Hello,</p> <p>After reviewing the materials presented in the final EIS, I feel strongly that the South Mountain Freeway should Not be built.</p> <p>I feel the financial resources should be directed toward improving existing roads and improving public transportation and the light rail system.</p> <p>Thanks so much for listening to the public comments!</p> <p>Sincerely, Matthew Caggiano Ahwatukee Resident 425 W Mountain Sage Dr Phoenix, AZ 85045 602-821-0357</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<p>Date: 11/25/15</p> <p>To: Arizona Department of Transportation</p> <p>Subject: South Mountain Freeway Comments</p> <p>As a resident of Ahwatukee I am opposed to placing the proposed South Mountain Freeway on the Pecos Road alignment. I am concerned with the pollution, noise, crime and cutting into South Mountain that has been identified by PARC (protectazchildren.org)</p> <p>If this road is supposed to be a truck bypass why does it still have to deal with some of the highest traffic congestion on the West Side of Phoenix? (I.e. 51st Avenue to well past the Loop 101) It would also have to deal with traffic on the East side of Phoenix around Firebird Raceway which is also very congested at times. The sensible alternative is to put the bypass COMPLETELY outside of Phoenix. For instance, I-10 to SR-85 to I-8 and the reverse would completely bypass Phoenix. To me, this option just seems too simple to not seriously consider.</p> <p>I am also very concerned with students attending Desert Vista High School as their main access route to the school would be cut off and traffic in the neighborhoods would increase to dangerous levels.</p> <p>What is the real reason for the proposed freeway siting – how much political influence is there by the trucking companies that would be using this route?</p> <p>If there has to be a Pecos Road alignment then I urge serious consideration for an open access Parkway. The parkway would be limited to passenger vehicles; trucks would NOT be allowed at all. A hybrid solution could be considered that would include both a Parkway and SR-85 truck bypass.</p> <p>I urge you to use your best judgment and reject the proposed freeway in its’ current form and location.</p> <p>Sincerely,</p> <p><i>Stephen V Chasse</i></p> <p>Stephen V Chasse 16611 S 3rd Street Phoenix, AZ 85048 schasse1@cox.net</p>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Noise	
3	Crime	
4	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
5	Purpose and Need, Truck Bypass	
6	Alternatives, W59 Alternative Versus W101 Alternative	
7	Alternatives	An alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 was considered (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, it was eliminated from further consideration.
8	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City of Phoenix study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
9	Alternatives	The concept of building an arterial street or a parkway was also considered. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the freeway, which will range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the parkway facility would lack sufficient capacity to meet projected travel demand. The parkway facility would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project’s purpose and need. For these reasons, a parkway facility was eliminated from further consideration.

Code

Comment Document

From: Tamara Coffman [mailto:tamaracoffman@yahoo.com]
Sent: Tuesday, November 25, 2014 7:02 PM
To: Projects
Subject: Comments: FEIS Proposed South Mountain Freeway

To who it may concern:

I am a member of PARC. I am strongly opposed to the South Mountain Freeway Expansion. My comments are below....sincerely Tamara Coffman

* Enough is enough. ADOT you have wasted \$22M dollars and 10 years on anEnvironmental Impact Study that is woefully outdated, inaccurate and worst of all demonstrates only a few minutes improvement if built. Litigation will eventually stop this freeway but at what cost to the people of Phoenix and the metropolitan area. Please take responsibility and go back to the drawing board and look for other methods to solve traffic congestion. Putting more cars on the road won't do this...light rail will. And while you're at it...move your focus to the parking lot that downtown Tempe will become once the State Farm Complex is built. Fix the Broadway curve; fix the 7th street tunnel exits.

* I live close to the Pecos Road alignment and purchased my home August 2011. This expansion was not disclosed by the seller, the real estate agents involved or the Club West Homeowners Association. I was informed by neighbors my home is in the path for potential destruction which was disclosed to original purchasers, but never to me.

* There is no compelling case for this freeway to go through the South Mountain Corridor. This freeway was a dream 30 years ago and was modeled on gas, oil and driving habits from a time gone by. It will be proven that a freeway being built in 2016 it will increase pollution, destroy Arizona wildlife and destroy a mountain that is part of Native American Culture....Muhadag Do'ag (South Mountain) that is respected by the Gila River Indian Community as a Healing Mountain.

* Intended or not, this freeway will be a major truck bypass. This brings extensive pollution, noise pollution and a potential for hazardous materials exposure on a road lined with personal homes and schools once an accident occurs. Ahwatukee is the world's largest cul-de-sac....there will be no place for me to exit, no place for the children to exit if there is a dangerous spill or hazardous explosion resulting from an accident. Today NO danger exist because no hazardous materials are transported on this road.

* The FEIS models traffic flow and shows only a minor improvement of a few minutes when used...see table 3-8

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Alternatives, Nonfreeway Alternatives	
4	Freeway Awareness	
5	Air Quality	
6	Biology, Plants, and Wildlife	
7	Section 4(f) and Section 6(f), Traditional Cultural Properties	
8	Purpose and Need, Truck Bypass	
9	Noise	
10	Hazardous Materials	

Code	Comment Document
12	<p>on page 3-34. This is not compelling enough to support a \$2B build. Rather than plowing though a housing community why not re-engineer the HORRIBLY planned Broadway curve and the 7th street tunnel. Fixing the Broadway Curve so cars don't have to cross in front of one another will improve traffic flow. I drive to the airport frequently and am fighting to get to 143 crossing over while cars coming off the 60 are fighting left to get on I-10. This will only get worse as 1,000 people move into jobs in downtown Tempe for the State Farm Expansion. I've also traveled using the 7th street exit. Why not build an upper exit on both sides for car to easily get into down town.</p>
13	<p>* There are significant questions in the design still left unanswered. No formal designs for the freeway have been submitted, I am unable to see any alignment and how this impacts my house. The community will lose desert landscape, biking and walking paths. The wells that feed the lakes will be destroyed. What is the plan to replace these water sources? And it is absolutely unbelievable that an 8-lane freeway will fit along the alignment. Today it is barely possible to drive the four lanes. Am i expected to reach out and touch the freeway in my backyard? Will this freeway be constructed so tightly with such narrow lanes that the level of accidents will increase.</p>
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16	<p>* Once again Arizona will be known for a boondoggle. Please see the link below from the Sierra Club that SMF on the list of the worst projects. December 2010: The New Sierra Club Report Identifies How the Nation's Best and Worst Transportation Projects Will Move the US Beyond Oil, or Keep Us Shackled to the Pump South Mountain Freeway Makes the List of Worst Projects http://www.arizona.sierraclub.org/pr_and_alerts/pr_and_alerts_2012/alert_12-11-12.asp</p>
2	
3	<p>* Why not bring life to downtown tempe and phoenix with a proper light speed rail system. I would endorse that along Pecos road. We have to be the only major metropolitan city with no effective means of transportation besides polluting cars.</p> <p>Tamara Coffman</p>
<p>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.</p>	

Code	Issue	Response
12	Project Costs, Total Cost	<p>The Maricopa Association of Governments conducts regional transportation planning for Maricopa County and regularly evaluates the region’s priorities, given limited funding. The <i>2035 Regional Transportation Plan</i>, approved in 2014, identifies the South Mountain Freeway as one of the region’s top priorities. The priorities within the <i>Regional Transportation Plan</i> are determined using performance criteria such as public and private funding participation, the consideration of social and community impacts, the establishment of a complete transportation system for the region, the construction of projects to serve regional transportation needs, the construction of segments to provide connectivity on the regional system, and other relevant criteria for regional transportation.</p> <p>Currently, the Maricopa Association of Governments is studying short-term and long-term improvements along Interstate 10 and Interstate 17 to address the concerns identified in the comment (see The Spine Study: Interstate-10/ Interstate-17 Corridor Master Plan at: <azmag.gov/Projects>).</p>
13	Design	<p>The base alignments for the proposed freeway are shown in Figures 3-20 through 3-25 in the Final Environmental Impact Statement. More detailed drawings and a video simulation of the proposed freeway are available on the project Web site <azdot.gov/southmountainfreeway>. For questions on specific properties, contact the Arizona Department of Transportation Right-of-Way Group at (602) 712-7316.</p>
14	Community Impacts	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
15	Groundwater	<p>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38.</p> <p>The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</p>
16	Design	<p>The South Mountain Freeway’s eight-lane section is shown on Final Environmental Impact Statement page 3-58, with discussion and remarks that the freeway will be consistent with the design of other freeways (including lane width) in the region and thereby will improve driver expectancy and safety.</p>

Code

Comment Document

1

CONTACT RECORD

SOUTH MOUNTAIN FREEWAY

INCOMING CALL DATE: 11-14-14	INCOMING CALL TIME: 9:51 PM
STAKEHOLDER: FLOYD CORBETT	ADDRESS:
PHONE: 480-706-8860	EMAIL:
CONTACT METHOD:	

REMARKS/QUESTIONS:

Opposed to the freeway. Can't find anything he wants information on the website. Wants a call back has some questions.

Code	Issue	Response
1	Public Involvement	Project team members responded to the call and helped direct the commenter to requested information available on the Web site: <azdot.gov/southmountainfreeway>.

Code	Comment Document
	<p>From: Krystal Correa [mailto:krystalmarie.correa@gmail.com] Sent: Tuesday, November 25, 2014 4:58 PM To: Projects Subject: South Mountain Freeway</p> <p>Hello,</p> <p>I recently moved from Phoenix, AZ to Seattle, WA. I lived in Phoenix for nearly seven years, and the community is still very near and dear to my heart. I am writing now AGAINST the freeway project because the FEIS is deficient. It does not take into account the history of the project and the opposition to it, and it does not really look at lack of good that will come out it.</p> <p>1 The Gila River Indian Community voted "no build" in 2012. This freeway has been in project for years at this point. GRIC does not want this freeway ANYWHERE, not just on their land. ADOT began purchasing parcels of land to build on that route before commissioning the EIS, which is a violation of EPA processes. They are planning to build the freeway within 1/2 mile of the GRIC since they can't override the sovereign vote, but that proximity still means the residents will be subjected to the environmental impacts. This is what environmental racism looks like.</p> <p>2</p> <p>3</p> <p>4 ADOT's own studies show that the 202 extension will only benefit one specific route and save ONLY 35 minutes. They have spent 22 million dollars on speculation and researched and haven't even broken ground yet - for 35 minutes to bypass Phoenix traffic. 22 million. On speculation. On research. This is not the whole value of this expansion by any means - it will be more.</p> <p>5</p> <p>6 Conversely, by their own research in the FEIS, if they DO NOT do the expansion, the traffic will not reach a level that is necessary until 2035. But that is only IF the growth of population continues to grow at 2012 rates. Between the Draft EIS and the Final EIS, no change in population growth figures were made, even though growth in the Valley has considerably slowed since then and we are slated to outgrow our Colorado River water allocation by 2020. It is reasonable, then, to assume that we will NOT reach that population growth at all.</p> <p>7</p> <p>8 This is not the first comment I have submitted to ADOT opposing this freeway. In 2013 I submitted a comment on the draft EIS that failed to be documented in the final version. It was a technical issue, but I want you to know that this is something that community members are willing to fight for on a long term basis, even from as far as Seattle. Don't build this freeway. The resources are not there, the environmental impact will be great, and you should NOT destroy sacred lands.</p> <p>-Krystal Correa</p> <p>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.</p>

Code	Issue	Response
1	Alternatives, Gila River Indian Community No-Build Referendum	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Acquisitions and Relocations	The comment suggests the environmental impact statement process was biased by a history of property acquisitions within the Study Area. Advanced acquisitions in parallel to a National Environmental Policy Act environmental determination process is not unprecedented and is common practice. In this case, property acquisitions by the Arizona Department of Transportation for purposes of implementing the proposed action are done at risk as communicated to the agency by the Federal Highway Administration. If another alternative were to be ultimately selected, the agency would likely have to place the acquired properties on the market for sale and purchase. The Arizona Department of Transportation attempts to balance the risk against its mission of timely delivery of transportation infrastructure to the driving public. Further, Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.
3	Title VI	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Alternatives, No-Action Alternative	
5	Project Costs, Total Cost	
6	Socioeconomic Projections	In June 2013, the Maricopa Association of Governments approved new socioeconomic projections for Maricopa County. The purpose and need and analysis of alternatives were updated and reevaluated using these new socioeconomic projections and corresponding projections related to regional traffic. The conclusions reached in the Draft Environmental Impact Statement were validated in the Final Environmental Impact Statement (see Chapter 3, <i>Alternatives</i>).
7	Public Involvement	After release of the Final Environmental Impact Statement, the Arizona Department of Transportation was contacted by a stakeholder organization and told that the comments it submitted on the Draft Environmental Impact Statement were not included in the Final Environmental Impact Statement. The Arizona Department of Transportation conducted a thorough search of the entire e-mail system and found that 10 e-mail comments, including yours, had been inadvertently omitted from the Final Environmental Impact Statement. Based on this, the Federal Highway Administration, in conjunction with the Arizona Department of Transportation, published an omission notice in the <i>Federal Register</i> on November 7, 2014, and prepared an errata volume [Volume IV of the Final Environmental Impact Statement] to address these omissions.
8	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<p>From: Iliana Correa-Hernandez [mailto:i.correa-hernandez@prescott.edu] Sent: Monday, November 03, 2014 5:34 PM To: Projects Subject: NO LOOP 202</p> <p>To Whom it May Concern,</p> <p>1 2 I condemn ADOT’s decision to double down on the construction of the proposed freeway even after Gila River Indian Community members voted for a “no build” option in an official vote. This is inherent environmental racism. ADOT’s disregard for the objections of Akimel O’odham people from the Gila River Indian Community, and their democratic process, shows that ADOT is committed to lining developers and construction companies’ pockets, not respecting the decision making of the original inhabitants of this region.</p> <p>3 In addition, I am concerned about the extermination of wild horses and donkeys that the Final Environmental Impact Statement says there will be no suitable habitat available if the freeway goes through.</p> <p>Iliana Correa-Hernandez Prescott, AZ</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1	Alternatives, Gila River Indian Community No-Build Referendum	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Title VI	
3	Biology, Plants, and Wildlife	The comment misstates the information presented on page 4-128 of the Final Environmental Impact Statement, which states that, “Although wild horses and burros are present on Community land and may occur adjacent to the E1 Alternative, field observations concluded no suitable habitat for wild horses or burros is or would be available within the action alternatives.” The conclusion drawn is that no suitable habitat for the horses and burros exists in this area, not that appropriate habitat will be destroyed by the freeway.

Code	Comment Document
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Mark A. Coryell
1676 West Satinwood Drive
Phoenix, Arizona 85045
24 October 2014

South Mountain Freeway Project Team
Arizona Department of Transportation
1655 West Jackson Street MD 126F
Phoenix, Arizona 85007

Friends

I am opposed to the construction of the South Mountain Freeway as proposed in the Final Environmental Impact Statement (FEIS) that was released by the Arizona Department of Transportation (ADOT) on 26 September 2014. I urge your agency, and the US Federal Highway Administration, to decide against building the South Mountain Freeway (SMF) in the upcoming Record of Decision. My home, my neighborhood, my health, and my quality of life will be seriously damaged by the proposed South Mountain Freeway.

My home is less than a quarter mile from this eight-lane freeway and a planned interchange at the current intersection of South 17th Avenue and Pecos Road.


There are many practical reasons why the South Mountain Freeways should not be built. But for me the intangible reasons not to build the SMF are equally important. I have come to love my home, my neighborhood, and my community in Ahwatukee Foothills deeply. I have lived in my home near the proposed freeway for over seven years. I have found a safe place to ride my bicycle enabling me to lose over 100 pounds. I have a quiet neighborhood with minimal pollution and traffic. Miles of hiking trails in South Mountain Park are within walking distance. The Sonoran Desert, relatively untouched by man's influence, creates a unique living environment unmatched in any other part of Phoenix. After many years of living in rental properties, some less than desirable, I found a comfortable home. All the beauty of my home will be gone forever if the South Mountain Freeway is built.

I have actively opposed the South Mountain Freeway since I purchased my home in April 2007. I have read both the Draft EIS and the Final EIS. I have participated in ADOT's public meetings on the South Mountain Freeway in Downtown Phoenix and at South Mountain College. I submitted comments opposing the South Mountain Freeway during the DEIS review period last year. I am an active member and contributor to Protecting Arizona's Resources and Children (PARC).

Code	Issue	Response
1	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Community Impacts	
3	Health Effects	
4	Air Quality	
5	Noise	
6	Biology, Plants, and Wildlife	

Code	Comment Document
7	<p>Far beyond my concerns is the undeniable fact that the South Mountain Freeway is a fundamentally bad project. The South Mountain Freeway is based on assumptions and political influences that have consistently demonstrated to destroy and not enhance lives and communities. The South Mountain Freeway will make current environmental degradation and quality of life worse not just for Ahwahtukee but the entire region. Both the Draft and Final EIS provide inadequate and misleading information that fails to account for the damaging influences of urban sprawl, climate change, declining water sources, decreasing open space, and disappearing outdoor recreation opportunities.</p> <p>I do not stand alone in my opposition to the South Mountain Freeway.</p> <p>In the comments submitted to the DEIS, in my 85045 zip code, 71% of my fellow residents oppose the SMF. In the nearby 85048 zip code 69% of residents are opposed to SMF. The Kyrene School District Board and the Tempe Union High School District Boards have both voted to oppose the South Mountain Freeway. Five Kyrene schools and Desert Vista High School are located within less than a quarter mile of the proposed SMF.</p> <p>The US Environmental Protection Agency (EPA) called the DEIS for the South Mountain Freeway totally inadequate. The FEIS does not address the EPA's concerns. The FEIS predicts an increase auto traffic that is not supported by current trends and data.</p> <p>The Sierra Club, the oldest conservation organization in the United States, has labeled the South Mountain Freeway one of the 50 worst public works projects in the USA. I am a member of the Executive Committee of the Grand Canyon Chapter in Arizona of the Sierra Club. Clearly, this freeway will not only destroy my neighborhood but it will also, in slicing through the west portion of South Mountain Park, permanently alter one of the greatest recreational and natural resources in Maricopa County.</p> <p>The nearby Gila River Indian Community has voted to "Not Build" the South Mountain Freeway (SMF). The Community didn't vote to not build it on their land. The Community voted not to build the SMF at all. The FEIS dishonestly represents the Community's position. The FEIS justifies the Pecos Road alignment based on the Community's unwillingness to allow the SMF to be built on their land. The truth is that the SMF will desecrate South Mountain which is sacred to their religious beliefs. This fact is totally ignored in the FEIS which states the freeway would have "... no disproportionately high or adverse affects on indigenous populations".</p> <p>What will be gained by constructing the South Mountain Freeway? According to ADOT in the FEIS only two minutes of total travel time between Avondale and Mesa. Is two minutes worth more than two billion dollars? Clearly the Ahwatukee Foothills gains nothing from the SMF. It will not reduce travel time between the</p>
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Code	Issue	Response
7	Secondary and Cumulative Impacts	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-179 through 4-183). The freeway will be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the freeway will abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth will be constrained. The freeway will be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
8	Climate Change	<p>Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere.</p> <p>Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-87). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-86), that greenhouse gas emissions from the proposed freeway will not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 Code of Federal Regulations § 1502.22(b)].</p>
9	Groundwater	Impacts on water are addressed in the <i>Water Resources</i> section of the Final Environmental Impact Statement, beginning on page 4-101, including groundwater and surface waters.

Code	Comment Document
	<p>Ahwatukee Foothills and Sky Harbor Airport. The SMF reduces travel time between Ahwatukee Downtown Phoenix by one minute.</p>
16	<p>What are the real reasons that the South Mountain Freeway is being built? First, to provide a truck route that bypasses most of Phoenix. Second, to justify and perpetuate urban sprawl. The FEIS includes misleading language that claims that large trucks, despite what one might think, only consist of a small number of all highway traffic. This might be true of the other freeways in Phoenix but clearly this would not be true of the proposed SMF. Secondly, urban sprawl has consistently demonstrated that it encourages inefficient land use, encourages excessive use of fossil fuels, and will lead to a decline in public health and quality of life not only in the Ahwatukee Foothills but the entire region. The South Mountain Freeway will not improve air quality in downtown Phoenix. I doubt that ADOT can point to a single example of a freeway that actually improved air quality.</p>
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17	<p>Two billion dollars of ADOT's money, not to mention taxpayers' money, can be better spent on transportation that discourages urban sprawl, enhances environmental quality, and provides for a better and safer community. The South Mountain Freeway will not make the Ahwatukee Foothills, or the Phoenix Metro area, a better place to live. The South Mountain Freeway is the wrong project, in the wrong place, at the wrong time.</p>
18	<p>Mine is but one voice among the thousands that will speak both for and against the South Mountain Freeway. I hope that my voice will reverse a terribly wrong decision by ADOT and the Federal Highway Administration. I realize that is far more than I could ever expect to accomplish with this letter. Instead, I hope my voice, and the voices of those against the SMF, will lead you to more accurately examine the overwhelmingly negative consequences of building the South Mountain Freeway. Please, do not build the South Mountain Freeway.</p>
	<p>Sincerely  Mark A. Coryell</p>

Code	Issue	Response
10	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
11	Public Involvement	Comments and resolutions are noted.
12	Purpose and Need, Old Plan or Use of Old Data	In Maricopa County, daily vehicle miles traveled levels increased by almost 2 percent between 2011 and 2012, and the 2012 daily vehicle miles traveled approached the 2007 prerecession peak. (Source: the Arizona Department of Transportation's Multimodal Planning Division's Highway Performance Monitoring System Data for calendar years 2011 and 2012). Even if the trend of vehicle miles traveled "per capita" decreasing were to continue, the total vehicle miles traveled in the region will still increase along with increases in total population.
13	Alternatives, Gila River Indian Community No-Build Referendum	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
14	Section 4(f) and Section 6(f), Traditional Cultural Properties	
15	Alternatives, No-Action Alternative	
16	Purpose and Need, Truck Bypass	
17	Project Costs, Total Cost	
18	Alternatives, Nonfreeway Alternatives	

Code	Comment Document
	<p>From: Mike D'Ambrosia [mailto:ufmiked@yahoo.com] Sent: Thursday, December 25, 2014 8:09 AM To: Projects Subject: 202 Extension</p> <p>Add me to the list of people and homeowners, not that those are important, that feel this road will deeply damage the little beauty and comfort we have left in this city. We already live in a concrete jungle and to want to exacerbate that is insane.</p> <p>Will a few commutes be reduced? Maybe, though study after study proves added roads don't alleviate traffic. They ENCOURAGE it.</p> <p>Will many other commutes be disturbed and lengthened? Without a doubt. Every resident headed east on what is now Pecos Rd will likely see a significant delay in their travel time due to traffic lights and pattern disruption.</p> <p>Will the environment be harmed? Again, without a doubt. Air quality is already a horrible problem here. Adding trucking routes in an area with schools and homes in such proximity is a disaster waiting to happen. That's not to mention the disruption of the water table (another resource we seem to care less about than the extra few minutes a trucker from Georgia spends on his way to California).</p> <p>Who benefits? Truckers and contractors who build the road while the citizens of this city lose.</p> <p>South Mountain is a treasure. A real unique place in an otherwise arid landscape and we want to ring it with pollution causing roads. What have we become? I weep for the tax base of Phoenix when we spend \$1.8B while simultaneously eroding the income from property taxes due to value destruction.</p> <p>Think about the future and the world you want to live in. Does it involve more trucking routes or a place where you can enjoy the landscape and breathe the air?</p> <hr/> <p><small>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.</small></p>

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Code	Issue	Response
1	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City of Phoenix study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement). Travelers from Ahwatukee may experience a shorter commute given the higher speeds and lack of signals along the freeway.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Groundwater	Impacts on water are addressed in the <i>Water Resources</i> section of the Final Environmental Impact Statement, beginning on page 4-101, including groundwater and surface waters. The project would not directly affect the water table.
5	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
7	Economics, Socioeconomics	

Code	Comment Document
1	<p>-----Original Message----- From: sally darity [mailto:sallydarity@yahoo.com] Sent: Monday, December 29, 2014 11:24 AM To: Projects Subject: South Mountain Freeway comments</p> <p>I would like to bring to our attention the controversy surrounding one of the consultants for the DEIS for the South Mountain Freeway. You are already aware that traffic projections are affected by optimism bias and other factors causing errors. Some of the articles submitted to you by one or more of the PARC experts also highlighted the likelihood of inflating numbers in the interest of gaining contracts or otherwise benefiting financially. As pointed out by others, the response in the FEIS to the criticism about the use of the 2005 census data and then the "validation" of the projections based on the 2010 which was significantly different, was insufficient. Because the DEIS referenced the projections as coming from MAG, and no specific authors, it is difficult to know where the numbers come from and what method is used to create the projections. It is important to examine the role of Wilbur Smith Associates as a consultant on the project considering their history. I am not aware of anyone pointing out the problems surrounding the involvement of Wilbur Smith Associates (now CDM Smith). Wilbur Smith Associates (WSA) got involved in the South Mountain Freeway (SMF) back when the controversial Interwest Management, Inc was attempting to build SMF as a toll road. Interwest has met with various accusations of inflating revenue projections across the country, including in the case of the Southern Connector in South Carolina with which WSA was involved. The fact that the initial studies were done in the context of a toll road may increase the chances that the numbers were biased, and the fact that WSA became involved with the official ADOT studies and the justification for the project and EIS shortly after the toll road was dropped should be cause for concern if the numbers did not change much. Even updated information should be re-examined for bias, whether it be optimism bias or profit-driven or simple error. This information will be under public scrutiny in the near future. HDR was also involved in a toll road project for the road and so should also be under review as well. This is not only a problem regarding the very justification for the project. ADOT needs to examine the possibility that the transportation-related revenue projections, also done by WSA, which are used to schedule funding (from HURF and RARF) for the SMF P3, may also be over-estimated.</p> <p>Please view the following articles.</p> <p>Wilbur Smith Associates' Traffic and Revenue Forecasts: Plenty of Room for Error http://www.baconsrebellion.com/PDFs/2012/01/Wilbur_Smith.pdf</p> <p>http://usa.streetsblog.org/2014/11/20/the-great-traffic-projection-swindle/</p> <p>Carr Wrecks http://www.phoenixnewtimes.com/1997-04-10/news/carr-wrecks/full/</p> <p>Toll Road Kill? http://www.phoenixnewtimes.com/1997-06-05/news/toll-road-kill/full/</p> <p>No Two-Way Street www.denverpost.com/news/ci_3876477</p> <p>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.</p>
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Code	Issue	Response
1	Traffic	<p>Preparation of the environmental impact statement was undertaken as an independent, unbiased process in accordance with the National Environmental Policy Act.</p> <p>The 2007 Maricopa Association of Governments socioeconomic projections were used in the Draft Environmental Impact Statement because the 2013 Maricopa Association of Governments socioeconomic projections were not available until June 2013. The 2007 Maricopa Association of Governments socioeconomic projections documentation is available from the Maricopa Association of Governments upon request.</p> <p>The traffic projections used in the study were obtained from the Maricopa Association of Governments. The noted consultants were not involved in the preparation or validation of the traffic projections. The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project.</p>
2		Articles reviewed.

Code	Comment Document
1	<p>From: Jerry D [mailto:jdavenport4329@aol.com] Sent: Saturday, November 15, 2014 6:19 PM To: Projects Subject: Loop 202 So Mountain</p> <p>Any one west bound on the <i>I-10 weekdays between 7 and 9 am between Pecos Road and I - 60 knows a 202 Loop is needed now. Traffic is stalled bumper to bumper, shoulder to shoulder spewing emissions to residences, schools and businesses along the way.</i></p> <p>Just take a look at the freeway from the Warner overpass and you will see what I mean. I cannot even use the freeway during this period, I have to use side streets to get to the airport or toward downtown.</p> <p>Jerry Davenport 44th st and Warner</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD126F Phoenix, AZ 85045</p> <p>Dear ADOT ,</p> <p>Thank you for considering my public comments to the FEIS - 11/21/14.</p>
1	<p>1. This construction allegedly goes thru some type of Arizona state toxic site near Laveen or I-10 and there is documented and some undocumented toxins that will be disturbed. Please provide the levels of current toxins and the types and the impact to disruption of this site and impacts to washes, residents and salt river and animals and plants. This seems to me to be reasonable to have its own new section in FEIS for analysis and comments in any draft environmental impact study. Please explain why it is not detailed fully with size location proximity and remediation plans for this section of the project. Mixing and disturbing soil will inevitably mix up separate toxins which exist creating new unknown combined toxic impacts which may become airborne or reenter the soil or water. This needs expert study and assistance from State Superfund personnel and EPA for their independent analysis.</p>
2	<p>• The curve designed in the highway south of 85045 zip code near Calabrea Subdivision should be reviewed for the addition risk mitigation for truck and car crashes since it's a steep banked curve, The pitch slope and angles of this curve will contribute to a truck safety issue and will increase the risks of track accidents and hazardous material spills. This extra detail is all missing from FEIS which is designed to protect and inform the public about impacts. A 5 day Hazmat shelter for residents should be built near the edge of South Mountain north of Pecos.</p> <p>• FEIS may not have accurate and up-to-date 2012-2014 asthma and autism impacts growing in metro Phoenix nor updates to impacts of highway 51 health issues we see from folks living 1 mile for freeways. FEIS should go back and review current health impacts of existing AZ highways air quality and EPA air violations. The FEIS needs to model these impacts of the growth projections on worsening the air and health risks. Population growth alone will cause a severe worsening of health risks. Air quality may become worse than EPA standards in 43 ave, 51 ave zip, 85045, 85044, 85048, GRIC and Laveen.</p> <p>• Direct impact of autism is caused by highways too close to kids. Recent health studies in USA and evidence in 2013 should be added into the impact. Health impacts of Ahwatukee residents and those living in the Foothills Reserve.. The subdivisions impacts at Calabrea need to be restudied. Recent studies in Los Angeles, CA and Boston, MA showed and proved the health risks to children's and adults who live within 500 yards to one mile of a freeway. Their past and ongoing studies presented to government and health agencies show that there is an increase in childhood leukemia, childhood autism, heart and lung diseases caused by living in areas with increased fine particulate and ultrafine particulate matter. The residents of Ahwatukee and the Foothills subdivisions will be living within 300 yards of the freeway. This means the building of this freeway will knowingly cause significant health issues in residents and is not addressed in the FEIS. Knowingly causing health issues and harm to taxpayers is not ethical and needs to be fixed and addressed.</p> <p>• What input has been studied from the major health communities and agencies in Phoenix. Have you talked to hospitals and children's health advocate groups to get their facts and concerns on highway impacts to health in a desert community?</p> <p>• FEIS does not seem to mention hazmat transportation issues i.e. a risk of tanker accident from Mexico. FEIS must identify spill risk and build shelters for 5450 home owners, who have no on ramp to the highway and must rely only on surface streets to evacuate in case of hazardous spills. Residents are locked in by freeway on 2 sides and mountains on 2 sides meaning no escape route. EPA and NEPA guidelines need to be followed and ADOT and FEIS consultants work must be validated and re-audited to protect the citizens.. With a sharp curve in the highway at the end of Pecos and south Mountain traffic accidents are going to be more likely than on a straight highway. Why are there no real meaningful discussions or facts on this design flaw other than it will be addressed in the design phase.</p> <p>• Provide A+ quality sound barriers, with particulate trapping plants and attempt a below grade freeway design at the end of Pecos, to minimize the impacts to the remaining homes of Calabrea. Now that the FEIS states the design is an above ground rolling freeway this 8 lane will knowingly cause additional sound noise and air pollutants to drift into the 650 homes located at Calabrea and Foothills reserve.</p> <p>• Restrict some high sulfur diesel trucks from Mexico from using this SMF route and require them to use the official truck bypass I-85. Mexican trucks which are allowed into the US come with unrestricted emissions and should be banned, as well as, overnight trucks idling at new truck stops causing toxic drift into schools and play grounds.</p> <p>• Sound estimates of 30 decibels are not accurate for the projected traffic volumes from cars and trucks on an above ground freeway in a valley that echoes. Realistic decibel for sound nearing 50-100 decibels due to the valley and mountain echoes will be heard at more than 750 home owners. A concrete wall of 8-20 feet will not mitigate the sound and is not addressed in this FEIS until construction phase. Highways so close to homes and above ground will actually increase the sound with no remedy for homeowners reviewed. Sound pollution is an environmental impact.</p> <p>• Most other highways built in Phoenix are below ground with substantial sound reduction design. This is not addressed for those living in the Calabrea and Foothills subdivisions. We also will have additional hardships since we will need to take side street to access highway 10 and lose land to the ADOT project. We would respectfully ask our SMF section be reevaluated to include proper A+ quality sound walls..</p>
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Code	Issue	Response
1	Hazardous Materials	<p>The corridor analysis revealed sites that will need further assessment during the property acquisition phase of the project. The Arizona Department of Transportation employs a phased approach to site assessment that allows time for cleanup of any sites found to have hazardous waste issues. The project team concluded from the level of analysis conducted during the environmental impact statement process that the types of sites likely to be acquired contain common hazardous waste issues such as underground storage tanks, asbestos and lead paint in buildings, and other commonly found issues (see Final Environmental Impact Statement page 4-164).</p> <p>The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations. Both the Van Buren Tank Farm and the West Van Buren Water Quality Assurance Revolving Fund site were identified and considered during development of the Draft and Final Environmental Impact Statements (see the Draft Initial Site Assessment prepared for the project on the project Web site: <azdot.gov/southmountainfreeway>). These sites are primarily groundwater-impact sites, and groundwater is found at a depth of over 60 feet below the footprint of the freeway. Given the separation distance between the adversely affected media (groundwater) and the construction zone (near surface in these locations), the project team determined that these sites will not pose a risk to construction or to the general public once the freeway is completed. This assessment has been clarified in the Final Environmental Impact Statement on page 4-165.</p>
2	Design	All elements of the freeway design are in accordance with the Arizona Department of Transportation <i>Roadway Design Guidelines</i> and the American Association of State Highway Officials <i>A Policy on Geometric Design of Highways and Streets</i> .
3	Hazardous Materials	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
4	Health Effects	
5	Air Quality	
6	Children's and Seniors' Health	
7	Noise	
8	Trucks	
9	Design	<p>Depressing the proposed Pecos Road sections would entail installing pump stations to drain the main line freeway. A depressed freeway would also need a drainage channel to capture the off-site flows to prevent their entering the freeway. Pump stations were not used because of the high cost of construction and maintenance needed for their operation. The preferred freeway configuration will have the E1 Alternative aboveground and the existing culverts extending to pass the drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Depressing the freeway in this area would eliminate the existing culvert crossings and potentially have adverse flooding impacts on adjacent properties. Extending the existing culverts or upsizing the culverts will maintain or improve drainage flows. This will ensure that there will be no adverse flooding impacts on adjacent properties. (See Final Environmental Impact Statement pages 3-15 and 3-18.)</p>

Code	Comment Document
510	<ul style="list-style-type: none">Ozone levels and already exceeding the parts per million set by EPA and the clean air act and not considered. New EPA enforcement standards must be considered to do a true FEIS. Also explaining that dust storms cause all this particulate violation is not accurate. Modeling of today's air levels needs to be updated and include winter spring, summer, fall and seasonal changes and wind drifts unique to the times of the year.Sound levels from traffic also vary during the winters. Study should have looked at the levels of particulates that get trapped currently in the valley edge of South Mountain Preserve in Ahwatukee.Congestion and future traffic counts not modeled correctly and congestion on west I 10 on ramps not designed correctly to handle traffic volumes. ADOTS past modeling results have been inaccurate and unrealistic. We deserve better and realistic quality data inputs into the study. 2012 and 2013 traffic pattern data not updated in the study. Must relook at peak traffic from April 2013 and look at current air quality EPA violations. Traffic count projections on the I-10 at Broadway curve are not correct and flawed. It should be noted that these numbers were required to be changed since the DEIS but are still inaccurate based on 3rd party independent experts.New ultrafine, fine particulate, Sulfur and benzene test stations should be set up to get accurate 2013 2014 air quality reading in Laveen, GRIC and Ahwatukee zip codes. These testing results along with 2012-2014 data need to be updated in the FEIS.In addition since your asking the public for final comment, you must provide all documents in bilingual and multi-lingual languages and mail notifications to home owners addresses since most residents do not even know what the process is nor read the newspaper. You have also failed to provide information to the minority, impoverished and indigenous groups in the path of this construction project. Several well documented scientific studies and findings (some of which were presented to the EPA during 2011-2014) are still omitted from the facts in the FEIS. This study area actually has more lanes and more traffic estimates than these past studies (and northerly wind drift in to high density populations) which proves that the facts in FEIS are factually in correct. Ignoring so many credential experts is a conflict of interest and should make FEIS data suspect.In 2005 a Joint air toxins study allegedly showed that there was a negative impact due to air toxins. This study found in 2005 it was not environmentally safe to proceed with the highway yet no one seems to have entered these old studies in the 2013 FEIS. The 2005 study needs to be analyzed and updated after 2012 / 2013 findings. To draw conclusions of air impact, with out doing this due diligence in a multi year NEPHA study is a an intent to cover up the facts and deny disclosures. If an old study on this says a freeway resulted in bad outcome, why is there now a revised 2013 FEIS study with a different conclusion and no disclosure of facts used in prior years DEIS?Please update and add to the 2013 FEIS a section with the 2005 /2006 / 2013 EPA / JATAP findings from monitoring stations. Also update the exact study and determine the current toxin levels impacting our citizens for GRIC and Ahwatukee and Laveen. We should have a right for this previous significant and environmental study to be added in the FEIS with updated analysis and commentary.A major cut thru and removal of some of the 3 to 5 ridges of South Mountain will certainly change the wind tunnel and wind patterns. Post freeway it may cause the wind , dust and pollution flows to be different. Please add a study of this impact to the homes in 85045. This will cause more air borne sulfur diesel, fine particulates and benzene to flow into the air and be trapped in zip codes 85045, 85048 and on GRIC and at the foot of south mountain trapped in and near where home owners live. The study does not seriously look at this impact with quality findings. FEIS also does not address the thousands of kids in schools that will be within 1/2 to 1/8 th of a mile of this impacted air flow. Trapped in stagnate air toxins will stay in and over homes, day cares , schools and churches creating an a direct cause and effect on environment impact. not disclosing these facts and projections is an intent to mislead the public. The NEPAH and clean air Act rules are clear and consistent on the topic as well as legal requirements before during and after freeway build plans.Where is the complete and inclusive pre-build updated air quality of the study area. Using air quality data outside the 85045 zip code and data in south Levine is not even pertinent the true environmental impact in the study area. Currently we are in risk for violations in this study area of EPA standards in and on GRIC and in 85045, 85048 areas in 2013. Air quality in Jan- May 2013 , May 15-21 ,22 23-28, 2013 seem to be extremely bad and may have exceeded EPA. 10 days in 2014 seem to have exceeded the minimum air quality level for particulate and toxic matter. In additional several days saw the particulate matter clouded up and remain trapped up against south mountain in Ahwatukee . This season phenomena was not detailed in the FEIS and should be considered as a current environmental impact . Better modeling is needed to determine what additional impact a freeway with 30000 new vehicles will do to adding to the toxic cloud.Levels above EPA toxic and fine particulate standards were exceeded in 2012, 2013 and 2104 at or near the 43rd ave EPA test monitor site. These 2012 and 2013 EPA & Clean air violations need to be put in the updated FEIS study. These numbers were omitted from the factual record, and from modeling, which is in direct disagreement with the FEIS's conclusions of improved air quality with the SMF build in recommended route. We formally request an air monitoring sensor near Pecos and 17th ave and pecos and 29th drive as well as on Indian reservation just south of Pecos rd and N. Chandler where high density housing exists.Detail and list the EPA sensor air violations for Jan 2012 thru November 2014..Air quality has become worse in 2103 and early 2014 yet this new data has not been integrated into the DEIS nor the FEIS. What impact will addition of the freeway cause and wont it violate the clean air act and violate the newest EPA air level standard. New construction and new commercial development was not added into air quality modeling. These known developments and truck depot expansion plans when not considered nor modeled into the FEIS data set.
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Code	Issue	Response
10	Air Quality	<p>As noted on page 4-76 of the Final Environmental Impact Statement, since ozone is a regional pollutant, there is no requirement to analyze potential impacts. The Maricopa Association of Governments is responsible for developing plans to reduce emissions of ozone precursors in the Maricopa area. The Selected Alternative is included in the <i>Regional Transportation Plan</i> that was determined by the U.S. Department of Transportation to conform to the State Implementation Plan on February 12, 2014.</p> <p>Since the release of the Draft Environmental Impact Statement, the Arizona Department of Transportation and the Federal Highway Administration have consulted extensively with the U.S. Environmental Protection Agency on the air quality analytical approach and methods used in the Final Environmental Impact Statement. This consultation has resulted in agreement on the analysis methodologies and the results of these analyses. The carbon monoxide and particulate matter (PM₁₀) analyses demonstrated that the freeway will not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.</p>
11	Purpose and Need, Old Plan or Use of Old Data	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
12	Alternatives, W59 Alternative Versus W101 Alternative	
13	Public Involvement	<p>The Arizona Department of Transportation and Federal Highway Administration developed and implemented comprehensive, inclusive, and adaptive public involvement strategies that exceed National Environmental Policy Act requirements for public engagement. This was in direct response to the importance of the freeway to the region's transportation network, anticipated impacts it will create, and the level of public concern regarding the freeway's effects on neighboring communities.</p>

Code	Comment Document
16	<ul style="list-style-type: none">FEIS needs to study the added commercial development planned on the highway route. As of 11/2014 several plans on development are public including business owners intended use of land leases on GRIC and truck stops and truck depots already planned.FEIS does not estimate accurately the 2012 -2016 growth in toxic air particles and increase in adverse human health counts and health symptoms that the doctors and hospitals see now up from 2008 - 2010 levels with little or no population growth. Note that Phoenix is one of the unhealthiest regions in the United States and continues to get worse due to high pollution, high toxins and close to freeway residential unit construction. Your freeway design increases harm to residents and needs to be reevaluated with current EPA health impact findings from the 2012, 2013 and 2014 studies. Along with new research findings published in the Journal of Medicine and Pediatrics. Sound medical results of this environmental impact study are not accurate or are omitted which suggests to the study area there is no health risk. This is inconsistent with scientific facts not entered in the FEIS.Additional analysis and research should be done on health impacts to current and future residents of Ahwatukee and its 13000 school kids. These children who's play area and day cares will be less than 1/2 of a mile from traffic on freeway will knowingly be harmed. There are many schools, parks and community centers who's health will deteriorate when a 8 lane highway will be built within 1000 feet of their locations. Who will compensate them for their health damages and loss of quality of life? What are the health impacts to elderly golfers near the freeway if environmental impacts disclosed are not accurate?Did the FEIS study even add in the additional traffic due to the building of the premium outlet mall at highway 10 and 202? This substantial increase in polluting traffic needs to be included in the study. ADOT and FEIS avoided these facts which will now need to be added to traffic congestion exiting the new highway.Blasting thru South Mountain will cause religious and racial discrimination and civil rights violations.Is it legal to destroy burial rights and petroglyphs and potential Indian artifacts in the line of demolition? If FEIS does not really go on Indian land and it does not protect their adjacent artifacts is it accurate and inclusive. FEIS should study all the true direct and indirect impacts to the highway after its built.Arizona's AIRFA law passed in 1978 is not being followed nor respected. I think there are also desert turtles, hammer head snakes, bald eagle nesting populations impacted and harmed by the zone of highway construction action.Truck traffic from Mexico and high sulfur diesel and benzene levels will be worse than study portrays. The DEIS clearly does not model the additional air pollution for this traffic, nor study serious fine and ultra fine particulates.No serious discussion or consideration in the FEIS of the 2005 monitoring of toxic chemicals (present air toxins) . This 2005 study conducted by EPA and ADEQ in joint effort with JATAP showed results reported in 2006 showed emission from traffic were already (in 2006) above the standard of 1 million chance of cancer in a life time of exposure in west and south phoenix and GRIC. This needs new data for 2007 2008 2009 2010 2011 2012 2013 since air and traffic are now worse. To not have DEIS and FEIS re-study and update this is may be unethical and flawed.Jatap monitoring already found (in 2005-2006) formaldehyde at 34 times the standards will be worse than 2005 levels and needs to be retested and modeled for the increase traffic and population.Benzene was discovered to already be at 8 times the standard, butadiene 1 and 3 7.5 times the standard, acetaldehyde at 3.4 times the standard, our residents are being exposed to these entire carcinogens not just one. DEIS must study the combined effects of these current carcinogenic mixed compounds on health. Everyone needs to seriously and legitimately study the new higher levels of all of the above thru 2013, then model and project the added compounds and impacts caused by the freeway construction which will make all the toxin levels higher. Study of mixed compounds and its new impact on health has not been addressed but is a known result. Experts need to be properly vetted and hired to render pro and con opinions of the combination of toxins and air particles (fine and ultra fine in a desert setting prone to dust storms) when mixed together and also identify where these hot spots are in highest concentration now and during construction and post construction with taking into consideration cutting of wind restricting South Mountain ridges.Specific environmental impacts to the 620 homes and residents at the end of Pecos and north of Pecos are not even in the FEIS study! This special area with 1/2 dozen subdivisions at the foot of south mountain and north of Indian reservation (Calabrea Sub division zip code 85045) has a separate and unique micro climate with current dust and air issues which requires a separate impact study section. Please include pollution and toxins being trapped at the foot and ridges of south mountain preserve and their current health impacts and post construction higher health impacts.Also identify and map the impact in construction zone size and destruction of zoned protected wildlife wash areas governed by Fish and Game. These many areas between homes in subdivisions and are currently federally or state protected areas where no planting removal or destruction is allowed. See signage along several of the walking paths (south of Shaugnessy and west of North Chandler boulevard) in the master communities and specifically detailed in the 2002-2005 Woodside master community plans. I do not see any facts or study in FEIS detailing the SMF construction area or amount of destruction area of these restricted lands. The current ADOT construction maps don't clarify the exact acres of these protected land that are going to be taken and bulldozed.Provide an updated map and remediation plan for the protected lands. How will you maintain the habitat during pre and post construction. How will the washed be impacted then protected as wildlife and cacti?Who will pay for the homeowners for sound proofing who are not being bought out. What compensation is given to residents who will have noise damage impacts within 1/2 mile of SMF?
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Code	Issue	Response
14	Air Quality	<p>Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's interim mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-78 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and will, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The Draft and Final Environmental Impact Statements present information and analysis about the proposed action and the enhanced conditions when compared against the No-Action Alternative, showing that the freeway will not cause substantial adverse effects. The Draft and Final Environmental Impact Statements account for the potential effects when considering both adverse and beneficial impacts. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives.</p> <p>The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there will be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions will decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-78 of the Final Environmental Impact Statement).</p> <p>The Final Environmental Impact Statement includes a summary of past health risk studies for similar projects, all of which identified very low health risk, well below the U.S. Environmental Protection Agency's "Action Level" for addressing risk (see page 4-79).</p>

Code	Comment Document
754	<div><div><div><div><div></div><div>7</div></div><div><div>5</div></div></div><div><div></div><div>4</div></div></div><div><ul style="list-style-type: none">All remaining home owners who live within 1/3 of a mile, should be given a free a noise proofing (sound dampening) package, as well as, fine and ultra fine particulate matter air filtrations systems. This is the least ADOT can do to offset the negative impact of tearing down homes in our communities and destruction of natural desert views. Home owners who need to protect their families, and should not have an intended undue harm and expense for remediation. Especially since this freeway will be above ground an unlike all the other freeways' In Adot's regional and metro transportation system. Why should E1 alternative be given less protection than other communities? It has been proven that these homes, which will remain in the study area near the SMF, need additional mitigation and risk reductions. The health impacts are now well documented and submitted in the public comments of DEIS and FEIS and to the EPA.<p>Thank your for your time and consideration.</p><p>cc/ rbgre attny</p></div></div>

Code	Issue	Response
15	Air Quality	Air quality depends on several factors such as the area itself (size and topography), the prevailing weather patterns (meteorology and climate), and the pollutants released into the air. Cuts through the South Mountains will produce microclimate differences similar to those produced by a series of buildings in a large city that produce localized wind tunnel effects. The mountain cuts, however, will not affect regional air quality. The Federal Highway Administration does not conduct hot-spot analyses for mobile source air toxics pollutants, in part because the U.S. Environmental Protection Agency's health risk guidelines for these pollutants are based on 70-year exposure, and it is extremely unlikely that anyone would be at a fixed location near the project for 70 continuous years. Instead, the Federal Highway Administration conducted a mobile source air toxics emissions analysis for the area affected by the project (see page 4-78 of the Final Environmental Impact Statement).
16	Socioeconomic Projections	The new socioeconomic projections approved by the Maricopa Association of Governments in June 2013 were developed in close coordination with the local jurisdictions of Maricopa County. The assumptions related to land use, occupancy levels, residential and commercial development plans, job centers, and other factors are updated regularly and form the basis for the model.
17	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
18	Title VI	
19	Cultural Resources	
20	Biology, Plants, and Wildlife	

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Biology, Plants, and Wildlife	
3	Freeway Awareness	

Code	Comment Document
	<p>-----Original Message----- From: gdugan2@netzero.net [mailto:gdugan2@netzero.net] Sent: Monday, November 17, 2014 4:26 PM To: Projects Cc: PARCtheSMF@aol.com Subject: Comments on FEIS on South Mountain Truck Bypass Freeway</p> <p>ADOT,</p> <p>Your FEIS shows that you have never had any intent to honestly respond to the comments made on your original DEIS. It is nothing more than ADOT being a servant of the trucking industry. Your director wrote a column for the Arizona Republic trying to justify the reasons and cost of a future Interstate 11 highway stating that the future of Arizona is the efficient movement of freight through our state. No mention at all of moving people more efficiently. The South Mountain truck bypass freeway will be nothing more than a leg of the proposed Interstate 11 highway. Regarding the FEIS:</p> <p>1) No mention at all of any alternative forms of transportation ie. light rail. Cars and trucks only, even though study after study shows that people are driving less and less and will so in the future. 2) Table 3-8, page 3-34 shows that your claim that the South Mountain truck bypass freeway will only reduce congestion and travel time at the "Broadway Curve" on I10 by a couple of minutes., yet you continue to try and convince the general public that this truck bypass freeway will totally relieve the rush hour congestion there. Nothing more than a giant deception and lie. 3) You did not even try and address the EPA comments on your DEIS regarding air quality destruction over the South Mountain air shed. The air quality will be destroyed for thousands of school children who attend schools within a couple of miles of the proposed freeway, as well as the 70,000+ people who live in Ahwatukee, Foothills, Mountain Park Ranch, and Lakewood. This is why both the Tempe Union and Kyrene School Districts have come out opposed to this proposed truck bypass freeway. 4) Your initial "estimated" cost for this proposed freeway is \$2 Billion. That is approximately \$100 MILLION PER MILE!!! After you start mitigation on all of your non addressed problems and engineering problems, it will most likely double in cost to \$200 Million per mile. No other highway in America has ever cost nearly that much. 5) Mr. Tate stated in one of the public meetings held in Lakewood that "you will be able to keep your lakes; after all, it is called Lakewood". The FEIS states that if OUR well heads that supply water to OUR lakes in Lakewood and the Foothills and Club West are destroyed, ADOT will "replace" these water sources. From where? I want to know - potable, treated drinking water from the City of Phoenix? Treated waste water? Would you think a one time payment would be acceptable to us. NO WAY! I reside on one of the lakes and paid a large premium for this privilege. I would fight you in court for the rest of my life before accepting such a settlement. 6) The FEIS does not mention anything regarding concerns raised about the possibility of hazardous materials transported on this truck bypass freeway and how thousands of residents might be evacuated. This potential danger was questioned in comments on the DEIS. Do you think that just ignoring this problem will cause it to go away? 7) South Mountain Park "preserve", the largest city park in America, will have its beautiful western ridges destroyed - scared forever by this truck bypass freeway. What does "preserve" mean to you? It is also considered sacred to the Gila River Native American Nation. You feel that you can just ignore their sacred mountain for the benefit of the trucking industry and business men? 8) The northern end of this attaches to I10 in the middle of west Phoenix. The congestion and pollution there will be even worse than what it is now during rush hour. How will that mess be addressed in the future?</p> <p>This truck bypass freeway needs to be extended way out of the metro Phoenix area - west out along I8 to state route 85 east of Gila Bend.</p> <p>George R. Duganz Lakewood</p> <p>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.</p>

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A. This freeway will not be part of Interstate 11.
2	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
3	Alternatives, No-Action Alternative	
4	Air Quality	
5	Children’s and Seniors’ Health	
6	Project Costs, Total Cost	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region. In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected.
7	Groundwater	
8	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
9	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
10	Section 4(f) and Section 6(f), Traditional Cultural Properties	
11	Alternatives, W59 Alternative Versus W101 Alternative	

Code	Comment Document
	<p>From: John Edmondson [mailto:john@theheadoffice.net] Sent: Monday, November 24, 2014 8:12 AM To: Projects Subject: Stop the SMF Importance: High</p>
1	<p>I don't believe that ADOT addressed my original comments on the DEIS, which I find troubling. I am a member of PARC, and believe the FEIS is flawed in many ways - among them:</p>
2	<p>It is clear to me from the study information in the FEIS that out of date information was used to determine the viability of transit improvements. Additionally the concepts of just looking at transit to and from the study area is flawed. The data used is from 2001 to maybe 2006.</p>
3	<p>With the passage of the last 8 years, powerful indications exist that the South Mountain Freeway build is an unsatisfactory approach to the transit needs of the region. It should be incumbent upon ADOT to apprise the stakeholders of this fact, and advise an updated approach. ADOT has our theoretical "experts" in transportation, and as such have a duty and responsibility to the citizens of the state to seek the most effective transportation models for the future. The concept that the generals always fight the last war, ADOT appears to be driving the last transportation solution model, when more effective models exist to solve the transportation needs of the future. Because ADOT's own studies show that South Mountain Freeway will not alleviate traffic, nor change commute times, the project should be immediately scrapped for a more effective approach.</p>
	<p>Recent studies show the younger generations driving less, and living closer to their work, and a massive increase in telecommuting. A growing segment of the population recognizes that using mass transit is more effective use of their time and transportation dollars. Maricopa County currently has a particularly poor mass transit system, and with more effective routes across the valley, more people will use the transit system thus alleviating the stressed freeway system, and improving the air quality throughout the valley.</p>
2	<p>Consider replacing the freeway with express bus routes from all areas of the valley to all other areas of the valley to connect to local feeders and expand the operating hours. Frequent routes and minimizing the stops for those who want to cross the valley would massively reduce traffic. An example would be express routes to the airport from every major location valley wide. Implementing a strategy like this while pursuing the construction of effective</p>

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Alternatives, Nonfreeway Alternatives	
3	Alternatives, No-Action Alternative	

Code	Comment Document
	<div data-bbox="428 431 1274 532"> <p>regional rail or light rail strategies would further the transportation effectiveness throughout the valley (and ADOT still gets to construct stuff – a win win). This concept can be implemented for less than the cost of the SMF – or be extremely robust for the cost of the SMF.</p> </div> <div data-bbox="205 546 257 602"> <div>3</div> </div> <div data-bbox="428 534 1292 993"> <p>ADOT, by its own admission, recognizes that the SMF is not going to change the transportation woes of the valley. Essentially ADOT is saying that we have to build a freeway because that is the only way we know to solve the problem ... even though it wont solve the problem. We are facing new issues; new technologies; and new generations who recognize that this planet is the only one we have to live on, so we should take care of it. Putting more carbon into the air by creating paths for more trucks to travel is taking us in the wrong direction. Lets focus on transporting as much as we can in the cleanest way possible – this is the future of transportation – not building 1950’ s technology (i.e. freeways). As a community we hire our political leaders to look forward. In turn, they employ subject matter experts, like employees of ADOT, to advise them of the right thing to do for all of the citizens. Because as has been pointed out by so many outside experts, the FEIS for the SMF is seriously flawed in so many ways, it is incumbent upon ADOT to immediately stop this process and take stock of what truly makes sense for those who will be so dramatically affected by the deadly increase in pollution in the study area, the gross hazardous material accident risk, and the obscene expense associated with a freeway that ADOT recognizes will not improve the traffic congestion for the rest of the valley. Let’ s do the right thing, and really focus on getting people out of their cars and build a TRANSPORTATION system for the next century, not that last one.</p> </div> <div data-bbox="205 854 366 979"> <div>4</div> <div>5</div> <div>6</div> <div>3</div> </div> <div data-bbox="428 995 587 1044"> <p>John Edmondson Phoenix, AZ</p> </div> <div data-bbox="428 1159 1289 1221"> <hr/> <p><small>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.</small></p> </div>

Code	Issue	Response
4	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Hazardous Materials	
6	Project Costs, Total Cost	

Code	Comment Document
	<p>From: Diane Eide [mailto:dbe1950@gmail.com] Sent: Thursday, October 16, 2014 9:33 AM To: Projects Subject: Loop 202 South Mountain</p>
1	<p>I am very concerned about my house value - please read the attached.</p>
2	<p>Can someone please contact me regarding the status of this area? Thank you</p> <p>Diane Eide 480-759-8490 3231 E Redwood Lane Phoenix, AZ 85048</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1	Economics, Socioeconomics	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Public Involvement	Commenter was contacted by members of the project team.

Code	Comment Document
	Loop 202
	32 nd Street Bridge
1	<p>I live in Lakewood very near the intersection of 32nd St and Pecos Rd. The Loop 202 debate has been going on for years but on Sept 26th the final EIS was released and I took note that this is becoming a reality. I read the information online and called ADOT to inquire about the impact the highway would have on my neighborhood. I learned that none of the houses in my area were in the right of way but I could not imagine how an 8 lane highway with a median, appropriate shoulders and a sound wall barrier could possibly fit in the existing space.</p> <p>After a another call to the right of way department at ADOT I earned that the highway will be elevated with a gradual incline beginning ¼ mile on either side of 32nd St with a 20 foot high bridge over the intersection. My comment about how this was a convenient way to get around right of way relocation was dispelled and I was immediately corrected. The representative said the bridge over the 32nd St intersection was to accommodate access to Pecos Storage from 32nd St.</p> <p>So in other words the neighborhood just to the east and the west of 32nd St and Pecos Rd will have their view obstructed and there will be high traffic noise generated by an elevated highway to accommodate a business. Needless to say I am appalled that the city is completely ignoring the residents who live and entertain and whose children play in the front yards and backyards along the highway in favor of one business establishment.</p> <p>In the EIS report Environmental Consequences section highlighting the Pecos Road Visual Impacts issue of an elevated highway is brushed over as minimal.</p> <p>Come and stand in my backyard. Unless the highway has no streetlights and no semis my view will be nothing but concrete and truck tops and the night sky will be lit up like a runway. The nighttime quiet solitude will be shattered by over the road truckers who drive all night.</p> <p>I love my house and my neighborhood but I would rather have the city take my house than have an elevated behemoth out my back door.</p> <p>The highway is inevitable and it is quite obvious that nothing will stand in its way no matter the environmental impact on residents who actually live in the area. Our quality of life the quality of the air we breathe and the value of our homes will suffer. This is not acceptable. ADOT needs a new plan.</p> <p>Diane Eide</p>
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Code	Issue	Response
1	Design, Noise	The freeway will have a rolling profile (see page 3-41 of the Final Environmental Impact Statement) and will be elevated to pass over arterial streets. To maximize the effectiveness of noise walls and to minimize costs, walls are normally constructed on the elevated grades with the freeway.
2	Visual Resources	<p>Light from the freeway will be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Freeway lighting will be provided along the median of the freeway and at interchanges to achieve desired lighting levels for safety reasons. Any freeway lighting will be designed to reduce illumination spillover onto sensitive light receptors (such as residential and natural areas) (see page 3-58 of the Final Environmental Impact Statement).</p> <p>Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.</p>
3	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Community Impacts	
5	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Alternatives, Environmentally Preferable Alternative	
7	Air Quality	
8	Economics, Socioeconomics	

Code

Comment Document

Estrella Elementary
Kyrene School District
2620 E Liberty Lane
Phoenix, AZ 85048
October 27, 2014

Mr. Timothy Tait, Assistant Communication Director
AZ Department of Transportation
1801 W Jefferson St.
Suite 120, MD E 700
Phoenix, AZ 85007

Dear Mr. Tait:

Can you please rethink the freeway through Ahwatukee? It just doesn't make sense to me that you would take down quite a lot of things. If you think about it you're taking down our church that just had almost \$2,000,000 dollars of water damage repairs from the monsoons, a lot of my friends' houses, and would you like it if a freeway was in front of your school? The only reason I'm mad is because Ahwatukee was a happy place until we got the horrible news that they were going to put a freeway through it and now everybody's worried that it's coming and coming FAST! It just doesn't make sense, to me at least.

Sincerely,

Andy Ellis
Andy Ellis

P.S- it would be greatly appreciated for a response! :)

Code	Issue	Response
1	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Freeway Awareness	
3	Community Impacts	

Code	Comment Document
	<div><div><div>1MR. ENOS: Hello. My name is Darius Enos,</div><div>2and I'm from Santa Cruz Village, well, actually, between</div><div>3Gila Crossing and Santa Cruz, at that cul-de-sac.</div><div>4My dad is building a -- like a mud house.</div><div>5And it's a very good example of sustainability that I</div><div>6don't -- I'm not sure if the tribe has looked into when</div><div>7fulfilling our housing needs. But it's for sustainable</div><div>8purposes. It's going to keep our -- our family cool in</div><div>9the summer, and it's going to keep us warm in the winter.</div><div>10And it's going to be a reproduction of how homes were</div><div>11built prior to what we call so-called progress.</div><div>12And I know that's been a theme that's been</div><div>13discussed is progress; it's coming. Well, did you know</div><div>14that with progress, it -- comes all these -- these bad</div><div>15statistics for our community? We say that manifest</div><div>16destiny's coming. It's happening. But all of these --</div><div>17these things, these diseases, these -- alcohol abuse,</div><div>18domestic violence, violence against women, the</div><div>19sexualization of women. We -- we don't really value who</div><div>20we are as O'odham and as -- as a people, as spiritual</div><div>21beings and -- that was placed in this desert.</div><div>22Why we don't really necessarily question why</div><div>23we're here, because we're participating in the economy.</div><div>24We're trying to feed our families. And yet originally, we</div><div>25had the water to -- to make our own gardens, to provide</div></div><div>Page 92</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Issue	Response
1		Comment noted.

Code	Comment Document
2	<div>1 like, an example copy of the book. I haven't purchased</div> <div>2 the whole thing yet. So there's a lot more information</div> <div>3 on -- in this book, I'm pretty sure, that I haven't even</div> <div>4 tapped into yet.</div> <div>5 But one of the statistics was from 1990 to</div> <div>6 2007, Arizona added fossil fuel pollutants faster than any</div> <div>7 other state. The rate of increase was more than three</div> <div>8 times the national average.</div> <div>9 And if you guys think about what this</div> <div>10 freeway, what kind of impact does that have on our</div> <div>11 pollution? I think -- I'm not too sure Gila River has air</div> <div>12 quality awards for really good air quality, but what is</div> <div>13 that going to do to our -- our health?</div> <div>14 And there's also other -- by 2005, the</div> <div>15 Valley's infamous brown cloud was drawing the lowest</div> <div>16 national grades from the American Lung Cancer Association</div> <div>17 for air quality in both ozone and particulates. And in</div> <div>18 2010 we claimed the number one spot for dust pollution.</div> <div>19 So I don't know if that's something that's</div> <div>20 in the FEIS. But it's definitely something to consider.</div> <div>21 And I'm not sure why there isn't a FEIS for different</div> <div>22 communities, whether they be on reservation or off</div> <div>23 reservation. I don't have -- I don't -- honestly, I don't</div> <div>24 know if anyone has time to look at, you know, Buckeye's</div> <div>25 FEIS or Laveen's FEIS or Ahwatukee's FEIS. Our main</div> <div>Page 94</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
2	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
3	National Environmental Policy Act Process	The Final Environmental Impact Statement considers the potential impacts on all communities within a single document. Separate documents are not developed for each community.

Code	Comment Document
3	<p>1 concern is -- is our community. And why couldn't there be</p> <p>2 a separate FEIS for us to look at, whether it be on or off</p> <p>3 the reservation?</p> <p>4 So with that being said, that is -- I think</p> <p>5 that is a form of blatant racism. We're a marginalized</p> <p>6 community as it is. We -- like the elder, Mike</p> <p>7 Tashquinth, said, we've given a lot, in our history, to</p> <p>8 the non-natives. And we continue to do that today with</p> <p>9 casino revenue.</p> <p>10 So I think we're a very important</p> <p>11 population, and -- and -- we are. And I hope that people</p> <p>12 consider that when they're making their decisions, whether</p> <p>13 it be like the political vote or a political speech. But</p> <p>14 there's things that you can do that doesn't involve</p> <p>15 politics, like -- like Renee does or -- or Mike or the</p> <p>16 runners. They took their time out of their day to make a</p> <p>17 statement. They ran from Muhadagi Do'ag to here along the</p> <p>18 freeway and the potential freeway lines route. And I just</p> <p>19 wanted to give you guys hope, and remember that we did --</p> <p>20 we do continue to give a lot to the state of Arizona.</p> <p>21 And, you know, I've been here before. I've</p> <p>22 talked in front of people. I've been to a few council</p> <p>23 meetings. And I'm glad that Councilman Chris Villarreal</p> <p>24 stepped up and said that. I think a lot of us are</p> <p>25 wondering what is council -- what their position is with</p>
4	

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Code	Issue	Response
4	Title VI	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
2	<div><div>1 the freeway, because they've -- you know, they've come up</div><div>2 here, and they've said it's -- it's -- they're just fine</div><div>3 listening to everybody, and they're not ready to make a</div><div>4 decision. They've said that here today. And so I'm glad</div><div>5 Council Villarreal said that -- that the position is to</div><div>6 defend our air quality. And I think we're all -- we'll</div><div>7 all hold you up to it.</div><div>8 And so thank you.</div><div>9 MS. KISTO: Thank you, Mr. Enos.</div><div>10 Anybody else?</div><div>11 Ma'am. Next we'll have Monique Rodriguez.</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div><div>Page 96</div><div>Driver and Nix Court Reporters - (602) 266-6525</div><div>www.drivernix.com</div></div>

Code	Issue	Response

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1 over there on our rez, now we're starting to get</div><div>2 sidewalks. And I was like -- it's cracking me up, because</div><div>3 I'm like, dang, now we're going to have sidewalks.</div><div>4 We're -- we're a rez, you know -- but, you know, so -- you</div><div>5 know, from our O'odham over there to over here, you know,</div><div>6 I just want to commend every one of you guys that are</div><div>7 standing up for what you believe is right for your</div><div>8 community and your land, you know. That's awesome. I'm</div><div>9 proud of each and every one of you guys.</div><div>10 MS. KISTO: Thank you, Mr. Eschef.</div><div>11 Anybody else? Please come up, make a</div><div>12 comment. You're more than welcome to.</div><div>13 Ms. Riddle is on her way back up.</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>Page 45</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div></div>

Code	Issue	Response

Code	Comment Document
	<div data-bbox="562 389 587 651"><div>1</div><div>2</div><div>3</div></div> <div data-bbox="609 362 801 449"><hr/>From: Kelly Fam [mailto:kwandry3@cox.net] Sent: Sunday, December 28, 2014 9:07 AM To: Projects Subject: Family opposed to freeway</div> <div data-bbox="609 477 1286 618"><p>This very existence of this proposes to expand the Loop 202 is a threat our own existence. It is a clear example of present day colonization. Furthermore, it is an enormous attempt on the side of the state to commit large-scale ecocide to everything natural which still exists within Phoenix. Thousands of families and all four O’odham tribes are under attack by this proposed freeway. This project needs to be shut down.</p></div> <div data-bbox="609 647 643 671"><p>Thank you</p></div> <div data-bbox="609 741 1286 804"><hr/><small>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.</small></div>

Code	Issue	Response
1	Title VI	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Biology, Plants, and Wildlife	
3	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document
	<div><div><div>1</div><div>2</div></div><div><div>3</div><div>4</div></div><div><div>5</div></div><div><div>6</div></div><div><div>2</div></div><div><div>7</div></div><div><div>8</div><div>9</div></div></div> <div><p>From: Kelly Fam [mailto:kwandry3@cox.net] Sent: Sunday, December 28, 2014 9:44 AM To: Projects Subject: No build emphasis and Concerns about the (\$20 million) DEIS</p><p>I am concerned that the DEIS does not adequately identify:</p><ul style="list-style-type: none">the displacement of Gila River homes,does not identify an evacuation route in the event of a biohazardous accident,does not depict the loss of agriculturally zoned lands in the Laveen and Gila River areas, orvisually display prehistoric sites potentially impacted from construction.The DEIS clearly discriminates on the basis of religion and race. United States commission on civil rights defined religious discrimination in relation to the civil rights guaranteed by the Fourteenth Amendment to the United States Constitution.The modeling of air pollution impacts in the DEIS do not include the additional air pollution from truck traffic from Mexico. The DEIS briefly mentions the issue, but it claims it has no way to know what impact this would be. Toxic air is already an issue, but added risks are not mentioned.there is nothing in the DEIS that even mentions the hazmat transportation and risks issue.<p>ADOT needs to analyze these impacts and provide visuals such as aerial photography where needed.</p><p>I recommended that ADOT issue a revised DEIS that adequately addresses public health concerns. NO build is the only option.</p><p>Thank you</p><p><small>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.</small></p></div>

Code	Issue	Response
1	Acquisitions and Relocations	There will not be displacements of Gila River Indian Community homes.
2	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
3	Land Use	The existing land uses and zoned land uses are shown and the potential acreage of conversion to a transportation use are disclosed in the section, <i>Land Use</i> , beginning on page 4-3 of the Final Environmental Impact Statement. There will be no loss of agricultural land on the Gila River Indian Community.
4	Cultural Resources	Sensitive and confidential information regarding Native American sacred sites is not included in the Final Environmental Impact Statement, a public document, as a means of protecting them. This information is included in the technical reports prepared for the project and is kept confidential.
5	Title VI	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Trucks	
7	Public Involvement	Aerial maps are available on the project Web site: <azdot.gov/southmountainfreeway>.
8	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
9	Alternatives, No-Action Alternative	

Code

Comment Document

From: Kelly Fam [mailto:kwandry3@cox.net]
Sent: Sunday, December 28, 2014 9:44 AM
To: Projects
Subject: No Build!

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Laveen and Ahwatukee residents would ultimately be affected by air and noise pollution, as well as the inevitable devastation of numerous local businesses, homes and a church in the line of the proposed route.

The Sierra Club Report “The Best and Worst in Transportation Investments” listed SMF as one of the worst projects in the United States based on oil, environmental, health, economic, and land use impacts. The freeway would impose on a critical wildlife corridor for various threatened desert animals and fragile ecosystems unique to both the Estrella and South Mountain ranges.

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Code	Issue	Response
1	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Noise	
3	Acquisitions and Relocations	
4	Freeway Awareness	
5	Biology, Plants, and Wildlife	
6	Cultural Resources	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div></div><div><div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div><div></div><div></div><div></div></div></div></div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div><div></div><div></div><div></div></div></div> <div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>

Code	Comment Document
1	<p>1 MS. FRANCISCO: Good morning. My name is</p> <p>2 Shelby Francisco, and I'm a resident here in District 6.</p> <p>3 I grew up with a asthmatic child, so I know</p> <p>4 what it is firsthand to have sick children. I don't think</p> <p>5 the community really realize that this freeway will have</p> <p>6 such an impact on our health that it's -- it's not a good</p> <p>7 thing.</p> <p>8 You know, it's convenient to jump on the</p> <p>9 freeway and go wherever we want to go. But it comes with</p> <p>10 a price. And our community has to remember that. And,</p> <p>11 you know, I'm sorry that the allottees are having trouble</p> <p>12 with expanding their services, but they should be afforded</p> <p>13 what services they want to produce on their lands. I,</p> <p>14 too, am an allottee in Queen Creek. You know, and if I</p> <p>15 wished to pursue it, I would.</p> <p>16 But I do not support the building of this</p> <p>17 freeway. Our district here put a resolution in place to</p> <p>18 not support it. So all the people that attend the</p> <p>19 district meetings, you're the ones that have the power.</p> <p>20 Go to your meetings. Be involved. Take that</p> <p>21 responsibility on yourself. There's nothing wrong with</p> <p>22 being on opposite ends of the spectrum. But if you want</p> <p>23 to make a difference, you need to be in your community</p> <p>24 meetings to do that.</p> <p>25 So I do not support the build. You know, we</p>
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Code	Issue	Response
1	Children’s and Seniors’ Health	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Health Effects	

Code

Comment Document

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1 the people, have spoken. We even did it by vote. So I
2 expect my council to fight it as hard as they can with
3 whatever expenses they need to, to fight it, because we
4 have spoken, and that's what this community wishes.

5 MS. KISTO: Thank you, Ms. Francisco.

6 Ms. Lopez, please come on up.

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Page 29

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Code	Issue	Response
3	Alternatives, Gila River Indian Community No-Build Referendum	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div><div><div>1</div><div>2</div><div>3</div></div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div></div></div><div><div><div><div>From: fritzca [mailto:fritzca@q.com]</div><div>Sent: Tuesday, November 25, 2014 8:03 PM</div><div>To: Projects</div><div>Subject: Loop 202 South Mountain Freeway Comments</div></div></div><div><div>Top Ten Reasons NOT to Build 202 Freeway:</div><div>1. Creates truck route around Phoenix – producing disastrous air quality and possible hazardous spills</div><div>2. Adjacent to schools</div><div>3. Creates unhealthy conditions for those susceptible to asthma, allergies, and cardiopulmonary problems</div><div>4. Traffic congestion is only alleviated by 1 minute</div><div>5. ADOT used outdated data from more than 34 years ago</div><div>6. Water wells would be disrupted</div><div>7. Demolishes 3 mountain ridges to South Mountain Preserve, animal habitat, and sacred and culturally sensitive land</div><div>8. Elevated with only 2 on-ramps from Ahwatukee-Foothills</div><div>9. Devastating to quality of life, lowering property values</div><div>10. Dictating the life of our community by others with no ties or interest in our community</div></div><div><div>Carolyn S., Carolyn A., and Charles Fritz</div><div><div>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.</div></div></div></div></div>

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Air Quality	
3	Hazardous Materials	
4	Children’s and Seniors’ Health	
5	Health Effects	
6	Alternatives, No-Action Alternative	
7	Purpose and Need, Old Plan or Use of Old Data	
8	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
9	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
10	Biology, Plants, and Wildlife	
11	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document

Code	Issue	Response
12	Design	<p>The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study (see Final Environmental Impact Statement pages 3-15 and 3-18).</p> <p>The freeway will include four traffic interchanges in Ahwatukee Foothills Village: 40th Street, 24th Street, Desert Foothills Parkway, and 17th Avenue.</p>
13	Economics, Socioeconomics	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
14	Purpose and Need, Lack of Support	

Code	Comment Document
	<div><div><div>1234567839</div></div><div><p>-----Original Message----- From: Donald Fuller [mailto:donjaneazco@gmail.com] Sent: Saturday, November 22, 2014 8:31 PM To: Projects Subject: Freeway</p><p>Dear ADOT</p><p>We are two of the nearly 8,000 who have commented negatively regarding the 202 extension. This demonstrates the sincerity of the concerns expressed by the thousands of residents who would be affected.</p><p>We are against having an eight lane freeway in our back (and front) yards with 18 wheelers roaring and polluting our relatively quiet and clean air.</p><p>Has anyone considered the devastation that would result in destroying thousands of residences and a place of worship serving hundreds of our neighbors and chopping a chunk off a mountain sacred to our Native American brothers?</p><p>Would not the expense of the removal and compensation paid to all the residents and churches be greater than offering the Indian owners a generous compensation to build on the desert wasteland that exists there now? And why were building permits even allowed through this area ... even in recent months to Pecos and 17th Avenue?</p><p>We purchased the property here to get away from the big city and to enjoy the quiet and unspoiled foothills of South Mountain. Now, we may be faced with years of disruption with bulldozers and jackhammers and debris and racket, plus acres of interchanges.</p><p>The uprooting of our homes and churches and mountain preserve will be catastrophic.</p><p>Gratefully,</p><p>Don and Jane Fuller, Ahwatukee Residents 2502 E. Glenhaven Dr. Phoenix, AZ 85282 donjaneazco@gmail.com</p><p>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.</p></div></div>

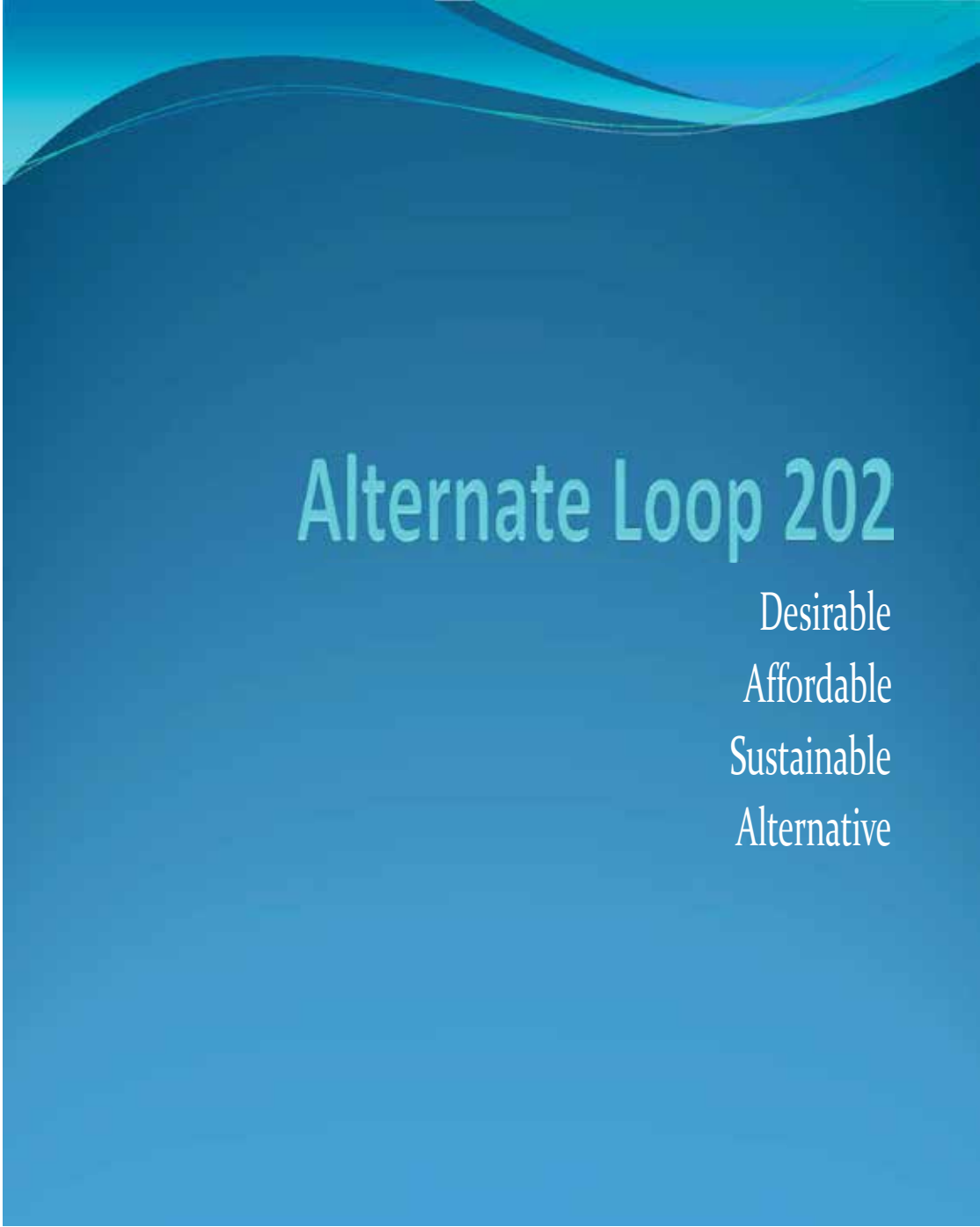
Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Air Pollution	
3	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A. The project will result in the displacement of 168 single-family homes.
4	Freeway Awareness	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Section 4(f) and Section 6(f), Traditional Cultural Properties	
6	Alternatives, Gila River Indian Community Alignment	
7	Freeway Awareness	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>While the City of Phoenix has some ability to control development through its zoning ordinances, the City of Phoenix does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.</p>
8	Temporary Construction Impacts	Temporary construction impacts and mitigation to minimize harm during construction are disclosed beginning on page 4-173 of the Final Environmental Impact Statement. These commitments are confirmed in Table 3, beginning on page 38, of the Record of Decision.
9	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<p>From: Kathie Gallagher [mailto:kathieg20@gmail.com] Sent: Tuesday, November 25, 2014 5:40 PM To: Projects Subject: OUR FUTURE AND THE FUTURE OF MANY CREATURES</p> <p>My Family and I Join With the Tribal Nations and the people of Ahwatukee and the future generations ,not to mention the environment !</p> <p>1 WE ARE STRONGLY APPOSED TO CREATING A TRUCK ROUTE ALONG PECOS ROAD!! Kathie Gallagher</p> <hr/> <p><small>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.</small></p>


Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<p>From: Ddgangemi [mailto:ddgangemi@aol.com] Sent: Thursday, November 20, 2014 1:21 PM To: Projects Subject: Loop202 Proposed Sount Mountain Freeway Pecos Road</p> <p>This input was previously submitted with a corrupted file attached. A new file has been attached, Please submit this with your public feedback .</p> <p>Debby Gangemi</p> <p>Please include our comments to protest this Freeway being built. We support PARC(protectazchildren.org) who is opposing the proposed Freeway also.</p> <p>The original plan for this was in 1985 before the community was built .</p> <p>No successful business would use plans from 1985 for obvious reasons. They would not be a business today if they used analysis from 1985 to guide them in 2014. The landscape has changed, look at alternative routes than make sense for 2014 and beyond.</p> <p>Attached is a alternative to make the Pecos road a parkway.</p> <p>Please choose another route that takes into account the future, not the past.</p> <p>Sincerely,</p> <p>Debby Gangemi Jerry Lamb</p> <hr/> <p><small>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.</small></p>
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Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives	In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the freeway, which will range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, a parkway would lack sufficient capacity to meet projected travel demand. A parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project’s purpose and need. For these reasons, a parkway was eliminated from further consideration.


Code	Comment	Document
		

Code	Issue	Response

Code	Comment Document
	<div><h3>Existing Proposal</h3><ul style="list-style-type: none">Current Proposal Places Multi-Lane Multi-Use Especially Industrial/Commercial Traffic Corridor:<ul style="list-style-type: none">❖ Over Confluence of the Salt and Gila River Watersheds.❖ Disrupts existing Residences and Tribal Heritage Lands❖ Enables Environmental Hazard Risks in Residential Areas❖ Requires Removal of Existing I-10/Pecos/101 Interchange❖ Requires Construction of 8/10 Lane Interchange</div>


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Code	Issue	Response
3	Surface Water	Alternative crossings of the Salt River were studied as part of the environmental impact statement process and are discussed beginning on page 4-116 of the Final Environmental Impact Statement. Impacts resulting from the freeway crossing the Salt River will be addressed in a Clean Water Act Section 404 permit. Washes, streams, rivers, and wetlands delineated as waters of the United States, or jurisdictional waters, are regulated by the U.S. Army Corps of Engineers through use of Section 404 permits. When avoidance of waters of the United States is not practicable, minimization of impacts would be achieved, and unavoidable impacts would be mitigated to the extent reasonable and practicable. The permitting process for Section 404 requires Clean Water Act Section 401 certification. This certification is regulated by the Arizona Department of Environmental Quality for waters of the United States, except on tribal land, where it is regulated by the U.S. Environmental Protection Agency. For construction of the freeway, the Arizona Department of Transportation and its contractors will be required to comply with Sections 401 and 404 of the Clean Water Act and ensure that permit conditions and mitigations will be met during construction. The general and special conditions of the Section 404 Individual Permit will minimize impacts on waters of the United States to the extent practicable.
4	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Cultural Resources	
6	Hazardous Materials	
7	Design	The Interstate 10/Pecos Road/State Route 202 Loop system traffic interchange was constructed to be able to accommodate the freeway and will not have to be removed.

Code	Comment Document
	<div><h3>Existing Proposal</h3><ul style="list-style-type: none">• Up-Sized 1983 City Plan in Current 2013 Environment<ul style="list-style-type: none">• Phoenix City has Outgrown Initial Proposal• Ignores Trend to Commuter Rail and Alternative Transportation• Is Inadequate for Commercial Traffic and Residential Traffic as Well</div>


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Code	Issue	Response
8	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
9	Alternatives	The freeway will be capable of accommodating both residential and commercial traffic, just as all existing freeways in the Phoenix metropolitan area do. The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60.

Code	Comment Document
	<div><div>Existing Proposal</div><div><div>Alternatives studied in the Draft Environmental Impact Statement</div><p>The map displays various transportation alternatives for a project area spanning from Goodyear to Chandler. Key features include: <ul style="list-style-type: none">Study Area: Indicated by a light tan shaded region.Existing freeway: Shown as a solid purple line.Gila River Indian Community boundary: Marked with a dashed orange line.Maricopa County line: Represented by a dashed grey line.Western Section: Includes the W59 Alternative (purple), W71 Alternative (blue), and W101 Alternative (orange) with its Western, Central, and Eastern options.Eastern Section: Includes the E1 Alternative (green).Geographic Labels: Cities like Goodyear, Avondale, Tolleson, Phoenix, Tempe, and Chandler are labeled, along with major roads like Baseline Road, Elliot Road, and Chandler Boulevard.Legend: A box in the upper right corner defines the symbols for the study area, existing infrastructure, community boundaries, and the specific alternatives.Scale: An approximate scale bar at the bottom left shows 0 to 3 miles.</p></div></div>

Code	Issue	Response

Code	Issue	Response
10	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
11	Alternatives	The freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the South Mountain Freeway will be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The alignment proposed in the comment is similar to freeway alignments proposed for State Route 303L south of Interstate 10 and the Hassayampa Freeway (as described in the Maricopa Association of Governments Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstate 8/Interstate 10 Hidden Valley Transportation Framework Study). The alignment would be similar to the State Route 85/Interstate 10 Alternative evaluated for the project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
12	Alternatives	The alignment proposed in the comment would be located primarily within Gila River Indian Community land. The Gila River Indian Community has not given permission to study in detail alternatives on its land. Tribal sovereignty is based in the inherent authority of Native American Tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

Code	Comment Document
	<div><h3>Creative Proposal</h3><ul style="list-style-type: none">• Creative Proposal Provides<ul style="list-style-type: none">❖ Commercial Commerce Option.<ul style="list-style-type: none">❖ Places Commercial Traffic in less developed areas❖ Residential Option Supporting Ahwatukee Tax Base.<ul style="list-style-type: none">❖ Similar to the Piestewa Fwy❖ Commuter Rail Option for Sports, Entertainment & Downtown Access.❖ Eliminate I-10 Stack Road Construction Re-work.❖ Supports Az. Sustainability Initiatives❖ Potential Overall Project Cost Savings❖ Potential for Future Phoenix Growth</div>

Code	Issue	Response

Code

Comment Document

CONTACT RECORD
SOUTH MOUNTAIN FREEWAY

INCOMING CALL DATE: 9/15/14	INCOMING CALL TIME: N/A
STAKEHOLDER: DAN GARCIA	ADDRESS: N/A
PHONE: 602-549-6829	EMAIL: N/A
CONTACT METHOD: HOTLINE CALL	
CALLER REMARKS/QUESTIONS: Mr. Garcia called to inquire when the freeway construction will begin.	

Code	Issue	Response
1	Project Development Process	This Record of Decision allows final design and construction to begin. Construction could begin as early as the end of 2015. Please see the project Web site for updates (<azdot.gov/southmountainfreeway>).

Code	Comment Document
	<p>-----Original Message----- From: Barbara Geidel 2 [mailto:bgeidel@cox.net] Sent: Monday, November 24, 2014 6:02 PM To: Projects Subject: I oppose South Mountain Freeway as a member of PARC</p> <p>Greetings,</p> <p>As an Ahwatukee resident and a member of PARC, I strongly oppose the building of the South Mountain Freeway. I specifically live in Lakewood, an area that would be negatively affected by this freeway.</p> <p>My child attends Horizon Community Learning Center at 48th St. and Frye Road. There is scientific evidence, found by PARC, that my child, and the 13,000 other students in Ahwatukee, would be at increased risk for respiratory ailments and retarded lung development. This is simply not acceptable. For myself and my husband, as we head into our "senior" years, PARC found that we would have a significantly higher risk of heart attack or death. This is where we wanted to retire, not be living amid the dangers of living right next to an unneeded freeway.</p> <p>As currently proposed, South Mountain Freeway would be a major bypass for trucks. We do not need another truck bypass, especially not one in Ahwatukee or the Phoenix metropolitan area. There is the clear danger of trucks transporting hazardous materials (hazmats) through Ahwatukee, known as "the world's largest cul-de-sac." Evacuation in a timely manner would be difficult, if not impossible. In the case of a chlorine, the results of a spill would most certainly be deadly for Lakewood residents in Ahwatukee. The transportation of hazmats through or by Ahwatukee and Lakewood is unacceptable.</p> <p>The proposed South Mountain Freeway would destroy 3 ridges of South Mountain, which is in the South Mountain Preserve. We want this land "preserved" as it was intended to be. South Mountain is sacred land to several Native American tribes in Arizona. This freeway would be completely disrespectful to their culture. In addition, South Mountain is part of the largest municipal park in the country - it should be honored and preserved as the crown jewel it is.</p> <p>As a resident of Lakewood, the well that feeds our lakes would be destroyed. I can only assume that the cost of replacing this well, plus the ones in the Foothills and Club West golf courses, would be passed onto the taxpayers like me. This is not acceptable.</p> <p>This region is much different than it was 30 years ago when the freeway plan was conceived. The FEIS has not adequately addresses the annual injuries, deaths, and property destruction that will occur in my neighborhood. The health implications and potential cancer deaths from elevated levels of certain air pollutants is being dismissed by FEIS - this approach to human conditions and suffering is unacceptable.</p> <p>FEIS claimed that the South Mountain Freeway would improve travel time by only a couple of minutes on Page 3-34, Table 3-8.This is no justification for the expense and potential harm of this freeway. I strongly oppose the building of the South Mountain Freeway near my home in Lakewood, Ahwatukee.</p> <p>Barbara Geidel</p> <p>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.</p>

Code	Issue	Response
1	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Children’s and Seniors’ Health	
3	Purpose and Need, Truck Bypass	
4	Hazardous Materials	
5	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
6	Section 4(f) and Section 6(f), Traditional Cultural Properties	
7	Groundwater	<p>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</p> <p>In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected.</p>
8	Community Impacts	Mitigation measures to minimize the impact of the freeway on the remaining residents are presented throughout Chapter 4 of the Final Environmental Impact Statement. These commitments are confirmed in Table 3, beginning on page 38, of the Record of Decision.
9	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
10	Health Effects	
11	Air Quality	
12	Alternatives, No-Action Alternative	

Code

Comment Document

From: Murray Gifford [mailto:murraygifford@gmail.com]

Sent: Wednesday, October 15, 2014 12:31 PM

To: Projects

Subject: Fwd: Proposed New Pecos Road Freeway.....Ahwatukee....South Mountain Freeway

1

We are contacting you concerning the above mentioned subject as we are taxpayers and property owners in Ahwatukee....and "dead set" against its proposed Pecos Road location and construction...

One email below from a member of Phoenix City Council advises us to contact you in this regard... He also does not want to see the project built there as well...

The second email below from me sets out a number of reasons (common sense and technical) as to why we (along with 80,000 other people living in Ahwatukee) do not want the freeway to be built in that proposed location...

Respectfully submitted....

Thank you...

Murray A. Gifford

Code	Issue	Response
1		Comments and responses appear on following pages.

Code	Comment Document
2	<p>Sent from my iPad</p> <p>Begin forwarded message:</p> <p>From: council.district.6@phoenix.gov Date: October 15, 2014 at 8:49:00 AM MDT To: "Murray A. Gifford" <murraygifford@shaw.ca> Subject: Re: Proposed New Pecos Road Freeway.....Ahwatukee....South Mountain Freeway</p> <p>Hello Murray,</p> <p>Thank you for contacting the District 6 office. Councilman DiCiccio is on record as opposed to the proposed loop 202 extension and in favor of an alternative. Your comments would be worth sending directly to ADOT at projects@azdot.gov or by telephone at (602) 712-7006. They are soliciting residents feedback for the proposed expansion until the end of November.</p> <p>Thank you,</p> <p>George Maynard Council District 6 Councilman DiCiccio</p> <p>From: "Murray A. Gifford" <murraygifford@shaw.ca> To: Council District 6/PCC/PHX@PHXENT, Date: 10/14/2014 03:21 PM Subject: Proposed New Pecos Road Freeway.....Ahwatukee....South Mountain Freeway Sent by: Murray Gifford <murraygifford@gmail.com></p> <p>Dear Mr. DiCiccio,</p> <p>Our family are property owners close to the PROPOSED new Pecos Road Freeway in Ahwatukee and are most anxious to see that this project not be built in this location.</p> <p>We understand that Phoenix City Council is to vote next council meeting to approve or turn down approval of the PROPOSED Freeway Design and Plan as presented by the Arizona Department of Transportation (ADOT)... At this point, I believe it's the technical approval or disapproval of the (FEIS), the Final Environmental Impact Statement for the South Mountain Freeway (SMF)...We would therefore appreciate your support for voting no to this plan not proceeding for the following reasons:</p>

Code	Issue	Response
2		Introductory information reviewed.

Code	Comment Document
3	<ul style="list-style-type: none">The location of the proposed Pecos Rd-South Mountain Freeway was originally considered some 25 years ago when the community of Ahwatukee was in its infancy...if built then, there would be no community disruption or horrendous problems that are faced today if the proposed project is allowed to proceed there because designers then would have taken the Freeway into consideration and not allowed schools, playgrounds, and residential construction so close to the Freeway....i.e., there are 80,000 people now living in Ahwatukee which was not considered 25 years ago...WRONG LOCATION FOR TODAY's TIMES!!There are certainly other locations where the Freeway could go... and much much less cost to construct... <p>The following technical reasons were obtained by professional consultants in highway design, and environmental and quality of life issues...hired by PARC (Protecting Arizona's Resources and Children) an Ahwatukee taxpayer's and homeowners group organized to stop the SMF from proceeding...</p> <ul style="list-style-type: none">The SMF fails to improve on traffic congestion anywhere in the Phoenix area,The SMF would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley,The SMF would deteriorate air quality beyond allowable limits,The SMF would bring proven health dangers for students attending schools near the proposed freeway, specifically 15 schools with over 13,000 students,The SMF would cause unnecessary destruction of both plant and animal habitats within South Mountain and destruction of wilderness areas revered by Phoenix citizens, along with the desecration of land sacred to Native American populations,The SMF would create significant, new dangers of hazardous material transport within highly populated and highly vulnerable areas,The SMF would fail to provide any significant benefits for the outrageous cost,ADOT's proposal for the SMF shows a complete disregard for the laws that are meant to protect our environment and our citizens. <p>Regards,</p> <p>Murray Gifford</p>
4	
5	
6	
7	
8	<ul style="list-style-type: none">The SMF fails to improve on traffic congestion anywhere in the Phoenix area,The SMF would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley,The SMF would deteriorate air quality beyond allowable limits,The SMF would bring proven health dangers for students attending schools near the proposed freeway, specifically 15 schools with over 13,000 students,The SMF would cause unnecessary destruction of both plant and animal habitats within South Mountain and destruction of wilderness areas revered by Phoenix citizens, along with the desecration of land sacred to Native American populations,The SMF would create significant, new dangers of hazardous material transport within highly populated and highly vulnerable areas,The SMF would fail to provide any significant benefits for the outrageous cost,ADOT's proposal for the SMF shows a complete disregard for the laws that are meant to protect our environment and our citizens. <p>Regards,</p> <p>Murray Gifford</p>
9	
10	
11	
12	
13	<ul style="list-style-type: none">The SMF fails to improve on traffic congestion anywhere in the Phoenix area,The SMF would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley,The SMF would deteriorate air quality beyond allowable limits,The SMF would bring proven health dangers for students attending schools near the proposed freeway, specifically 15 schools with over 13,000 students,The SMF would cause unnecessary destruction of both plant and animal habitats within South Mountain and destruction of wilderness areas revered by Phoenix citizens, along with the desecration of land sacred to Native American populations,The SMF would create significant, new dangers of hazardous material transport within highly populated and highly vulnerable areas,The SMF would fail to provide any significant benefits for the outrageous cost,ADOT's proposal for the SMF shows a complete disregard for the laws that are meant to protect our environment and our citizens. <p>Regards,</p> <p>Murray Gifford</p>
14	

Code	Issue	Response
3	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Freeway Awareness	
5	Alternatives, Range of Reasonable Alternatives	
6	Alternatives, No-Action Alternative	
7	Purpose and Need, Truck Bypass	
8	Air Quality	
9	Children's and Seniors' Health	
10	Biology, Plants, and Wildlife	
11	Section 4(f) and Section 6(f), Traditional Cultural Properties	
12	Hazardous Materials	
13	Project Costs, Total Cost	
14	National Environmental Policy Act	
		The Arizona Department of Transportation and Federal Highway Administration respectfully disagree with this comment. The environmental impact statement process followed the National Environmental Policy Act and Federal Highway Administration's implementing regulations for conducting social and economic evaluations. The impacts associated with the proposed action are appropriately disclosed in the Final Environmental Impact Statement.

Code	Comment Document
	<p>From: ivy green [mailto:theivygreen@gmail.com] Sent: Tuesday, November 25, 2014 8:21 PM To: Projects Subject: Please do not build the 202 expansion</p> <p>Hello,</p> <p>My name is Ivy and I am an Arizona Native. I pay taxes and live in this state year round. My Family has been in this state for about 5 generations, and I have friends whose families have been in the area for thousands of generations. I am opposed to the 202 expansion.</p> <p>1 South Mountain has been part of the landscape since before the first people arrived, and to desecrate it by removing large chunks to make room for a road is cutting off our nose to spite our face. My Grandmother, my Mother, and myself have all hiked this mountain. I was married to my husband there. Many enjoy this mountain as is. I don't want my tax dollars wasted on this ill- conceived project, we have enough freeway in Phoenix already.</p> <p>2 Also, on a practical note, I Find that this expansion is cumbersome and unnecessary. Even as a property inspector, who drives all over the valley during the day for my work, this would not cut down my commute in any significant way, and would cost the state tax money that would be better spent on schools.</p> <p>3 Finally, and most importantly, this mountain is culturally significant to many First Nation people in the area. Imagine someone building a freeway through your church, synagogue, mosque, temple, yoga studio, gym, etc. Sounds excessive and mean-spirited, right? Well in the interest of treating people fairly, we should respect the wishes of those who see this place as sacred.</p> <p>Thank you for your time in reading my letter.</p> <p>Sincerely,</p> <p>Ivy Green</p>

Code	Issue	Response
1	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document
	<div data-bbox="494 455 1333 495"> <p> From: Monica Green [mailto:greenmonica@live.com] Sent: Tuesday, November 25, 2014 2:32 PM To: Projects Subject: NO on S.Mnt 202 via Ahwatukee-PARC Importance: High </p> </div> <p data-bbox="494 504 1333 530">To Whom it May Concern,</p> <p data-bbox="494 538 1333 653">Please take into consideration the decision you are making. Allowing a P3 development of a by-pass truck freeway on Pecos Road is not the answer to traffic congestion along I-10. I live in Ahwatukee and work downtown in development. This is such a bad and poor use of the land that has been in protest for over 30 years.</p> <p data-bbox="494 661 1333 743">It truly isn't necessary and development and change in the valley needs to be so much more than just "building to build" without regard for the impact that it truly makes on our community.</p> <p data-bbox="494 751 1333 776">Simply put, you will see a max exodus of middle to high income families leave the area.</p> <p data-bbox="494 784 1333 901">It is something that will impact the community in more ways than you can imagine! We will uproot our families and have to give up the schools that we've worked so hard on committing to making better. The pollution and transient nature of the area is something that we simply will refuse to live in.</p> <p data-bbox="494 909 1333 957">Please don't allow this to happen. Ahwatukee exists for a reason, it's not an "urban" community nor has it ever intended to become one.</p> <p data-bbox="494 965 1333 989">Is this really what you want? Please consider PARC and our strong opposition to this.</p> <p data-bbox="494 1032 1333 1056">Simply put, you will see a max exodus of middle to high income families leave the area.</p> <p data-bbox="494 1098 1333 1179"><i>"The real tragedy of the South Mountain Freeway is that ADOT has wasted over \$22 million and more than a decade to promote a \$2 billion freeway that even ADOT admits won't ease any traffic-congestion issues."-AZ REPUBLIC</i></p>

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Freeway Awareness	
4	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A. There is no evidence that the freeway will cause people to leave the area. The regions' benefits will remain, and improved access to residences and businesses will make them more desirable.
5	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Purpose and Need, Lack of Support	
7	Project Costs, Total Cost	
8	Quoted statement	It should be noted that the statement in quotations is from a letter to the editor by a member of the public that was published in <i>The Arizona Republic</i> , not from the editors or any representatives of <i>The Arizona Republic</i> .

Code	Issue	Response
1	Purpose and Need, Truck Bypass	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.</p>
2	Children's and Seniors' Health	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
3	Project Cost, Total Cost	
4	Alternatives, No-Action Alternative	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div></div><div><div><div><div>From: Rusty Crerand</div><div>Sent: Tuesday, December 30, 2014 8:00 AM</div><div>To: Projects</div><div>Subject: Loop 202 S. Mt. #1436376443</div></div><div><div>12/29/2014 9:02:19 PM</div><div>While I can see a need to constantly improve on the freeway system, this addition is obviously very misguided. I understand that this route has been planned for many years, but it seems that the powers that be are proceeding with a plan which was conceived years ago without regard to how things have changed. While I feel it cannot be said enough that this project will ruin what has attracted us and the many residents of Ahwatukee - the quaintness, the beauty, the peace of being secluded from a large metropolitan city, this is not the purpose of this comment. What has not been discussed is the fact that in meeting the goal of guiding people around Phoenix, by accomplishing this, there will be a significant loss of revenue for the City of Phoenix. By people being diverted around the city, they will no longer need to stop within to make purchases such as gas and supplies. I agree that we need to constantly approve our freeway system, but just because this was part of an overall plan which was developed many years ago, does not mean it is the best plan in todays environment. As a citizen of the citizen of Phoenix and Ahwatukee I do not agree with this plan and believe an alternative should be explored.</div><div><div>Angela Hallums</div><div>ahallums@hotmail.com</div></div><div><div><div>Rusty Crerand</div><div>Constituent Services Officer</div><div>206 S. 17th Ave.</div><div>MD 118A Room 101</div><div>Phoenix, AZ 85007</div><div>602.712.7856</div><div>dcrerand@azdot.gov</div></div><div><div><div>ADOT</div><div>Communications</div></div></div></div><div><div>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.</div><div>.</div></div></div></div></div></div>

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Community Impacts	
3	Economics	The freeway will be entirely located within the City of Phoenix, so motorists that use the freeway will not be diverted around the city. Other potential economic impacts are discussed beginning on page 4-56 of the Final Environmental Impact Statement.
4	Alternatives, Range of Reasonable Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
1	<p>From: Sandy H. [mailto:sandy.hamilton.az@gmail.com] Sent: Friday, December 05, 2014 9:13 AM To: Projects Subject: Comment on SM Freeway Errata</p> <p>Comment on Sierra Club objections regarding fossil fuel waste:</p> <p>People work where they work. The proposed freeway would actually result in less fossil fuel used because the drive to and from work would be more efficient on the freeway rather than the stop and go drive by way of surface streets.</p> <p>It is a very efficient use of our land.</p> <p>-- Sandy Hamilton DeLex Realty (602) 888-0267 www.LaveenLiving.net www.LaveenLiving.com</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div></div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div><p>From: hancockjan@aol.com [mailto:hancockjan@aol.com] Sent: Sunday, November 23, 2014 9:31 PM To: Projects Subject: Proposed 202 South Mountain Freeway Public Comment</p><p>South Mountain Study Team Arizona Department of Transportation 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007 projects@azdot.gov</p><p>To Whom It May Concern:</p><p>My name is Jan Hancock and I live in downtown Phoenix, Arizona. I am an equestrian and I board my horse at Haldiman Farms, located south of Baseline Road a few blocks away from South Mountain Park at 227 W. Beverly Road, Phoenix, AZ 85041.</p><p>I frequently ride the entire trail system provided in South Mountain Park and as a recreationist, I seek the safety, quiet serenity, beauty, vistas, and long length of the Park's non-motorized trails to ride and exercise my horse. The close location of this expansive urban park has been a treasure for people like me whose good health depends on a regular respite from the crush of urban-induced stress.</p><p>I am the author of the U.S. Department of Transportation, Federal Highway Administration publication, <i>"Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds"</i> written in 2009. Here is a link to the online version of this 312-page resource that forms the basis for well-designed recreational trails that accommodate the safety and recreational needs of America's equestrian trail users: http://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_publications/07232816/index.cfm</p><div><div>1</div><div>2</div><div>3</div><div>4</div></div><p>The protection of and access to existing trail systems and recreational corridors are paramount to the recreational trail user. The proposed 202 South Mountain Freeway will permanently threaten all of the recreational trail connectivity that now exists and create noise, drastically reduce air quality, and negatively impact the wildlife corridors and flora indigenous to South Mountain Park/Preserve.</p><div><div>1</div></div><p>Specifically, the 202 South Mountain Freeway proposed alignment will negatively impact the Maricopa Trail, a 240-mile Maricopa County non-motorized recreational trail, which connects with and utilizes South Mountain Park's National Trail pathway to connect all of the 10 Maricopa County Regional Parks east and west of Interstate 10, utilizing the Guadalupe Road bridge over I-10, which also links to the 100-mile Sun Circle Trail that has formed Maricopa County recreational trail connections with the Salt River Project canal system throughout the entire Valley of the Sun for more than 50 years. The Maricopa Trail/National Trail/Sun</p></div></div>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	As discussed in Figure 5-5 on pages 5-8 and 5-9 of the Final Environmental Impact Statement, the freeway will be constructed as an elevated span to clear the Sun Circle/Maricopa/National trails in the area of the South Mountains.
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
3	Air Quality	
4	Biology, Plants, and Wildlife	

Code	Comment Document
1	<p>Circle Trail system is illustrated in the following maps: http://www.maricopa.gov/parks/MaricopaTrail/pdf/2014maps/regional-trail-11x17.pdf http://www.srpnet.com/water/canals/distances.aspx</p> <p>I am a member of PATH International, a nonprofit organization with 800 equine therapy centers around the world. My affiliation with this organization is the program for Wounded Warriors who use America's trails for the treatment of their Post-Traumatic Stress Disorder afflictions. The PATH International programs are helping reduce the numbers of veteran suicides, now at a level of <u>22 suicides every day</u>. Trails provide the serenity, safety, and outdoor environment that are healing these veterans. The Phoenix VA Hospital can utilize the South Mountain Park trail systems as one of the closest areas for veterans' equine therapy treatment. The 202 South Mountain Freeway would negate the value of the South Mountain Park trail system for Wounded Warrior program treatment. For information about the "Horses for Heroes" national program at PATH International, please see: http://www.pathintl.org/ For statistical information, please see the Veteran's Administration 2010 report on veteran's suicides: http://www.va.gov/opa/docs/Suicide-Data-Report-2012-final.pdf The specific section in this report is: Suicide among Veterans – As Reported on Death Certificates Among cases where history of U.S. military service was reported, Veterans comprised approximately 22.2% of all suicides reported during the project period. If this prevalence estimate is assumed to be constant across all U.S. states, an estimated 22 Veterans will have died from suicide each day in the calendar year 2010.</p> <p>Trail Connectivity is also one of my deepest concerns. The most pertinent information relating to the trails and shared non-motorized paths guidelines in South Mountain Park is provided in Section 4(f), item 15, Trails and Shared Use Paths of the FHWA environment guidelines for America's freeways and highways, in the following document: www.environment.fhwa.dot.gov/4f/4fpolicy.asp Questions 15A and 15B specifically address the interruption of existing and designated shared use paths, which include the Maricopa Trail, National Trail, and Sun Circle Trail that share the same pathway in South Mountain Park. Furthermore, the National Trail is a designated National Recreational Trail with all the inherent protections provided by the FHWA. Please see the guidelines provided in Questions 15A and 15B below: 15. Trails and Shared Use Paths Question 15A: Do the requirements of Section 4(f) apply to shared use paths or similar facilities? Answer: FHWA must comply with 23 CFR 774.13(f) when determining if a Section 4(f) approval is necessary for the use of a trail, path, bikeway, or sidewalk. If the publicly owned facility is primarily used for transportation and is an integral part of the local transportation system, the requirements of Section 4(f) would not apply since it is not a recreational area. Section 4(f) would apply to a publicly owned, shared use path or similar facility (or portion thereof) designated or functioning primarily for recreation, unless the official(s) with jurisdiction determines that it is not significant for such purpose. During early consultation, it should be determined whether or not a management plan exists that addresses the primary purpose of the facility in question. If the exceptions in 23 CFR 774.13(f) and (g) do not apply, the utilization of the <i>Programmatic Section 4(f) Evaluation for Independent Bikeway or Walkway Construction Projects</i> should be considered if the facility is within a park or recreation area. Whether Section 4(f) applies or not, it is FHWA's policy that every reasonable effort should be made to maintain the continuity of existing and designated shared use paths and similar facilities.²³</p> <p>Question 15B: The National Trails System Act permits the designation of scenic, historic, and recreation trails. Are these trails or other designated scenic or recreation trails on publicly owned land subject to the requirements of Section 4(f)? Answer: FHWA must comply with 23 CFR 774.13(f) when determining if a Section 4(f) approval is necessary for the use of a trail, path, bikeway, or sidewalk. National Scenic Trails (other than the Continental Divide National Scenic Trail) and National Recreation Trails that are on publicly owned recreation land are subject to Section 4(f), provided the trail physically exists on the ground thereby enabling active recreational use.</p> <p>For further information regarding the protection of National Recreational Trails, please contact: Christopher B Douwes Community Planner</p>
5	

Code	Issue	Response
5	Section 4(f) and Section 6(f)	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
4	<p>Recreational Trails Program Transportation Alternatives Program Federal Highway Administration FHWA HEPH-10 Rm E74-474 1200 New Jersey Ave SE Washington DC 20590-0001 Phone: 202-366-5013; Fax: 202-366-3409 Christopher.Douwes@dot.gov</p> <p>My additional concerns include the significant impacts to the wildlife corridors that connect South Mountain Park to other regional mountain and lake parks within the Valley, including the Estrella, White Tank, and Lake Pleasant Regional Park preserves to the west, and the San Tan, Usery/Superstition, and McDowell Mountain Park preserves to the east. Many wildlife species in the Valley have travel ranges of 50 or more miles, and the 202 South Mountain Freeway would add just one more hazard to the natural habitats of these indigenous fauna. The roadway crossings of these wildlife animals continue to be a cruel, gruesome and transportation safety concern to all freeway and highway users. Major concerns are detailed in this document: http://www.fhwa.dot.gov/environment/critter_crossings/main.cfm The noise environmental effects of freeways and roadways on wildlife are detailed in this document: http://www.fhwa.dot.gov/environment/noise/noise_effect_on_wildlife/effects/index.cfm And the resulting environmental impacts on the vegetation and ecosystem many of these wild animals need to survive are detailed in this document: http://environment.fhwa.dot.gov/ecosystems/begmgt.asp</p> <p>Many years ago, I gave my word that I would protect our Phoenix Mountain Preserves to the four women volunteers who worked so hard to save our Phoenix Mountains: Dottie Gilbert, Ruth Hamilton, Maxine Lakin, and Penny Howe. Only one of these remarkable women is now alive, and I feel my strong commitment to these true visionaries would be desecrated by the 202 South Mountain Freeway.</p> <p>Attached is an archival copy of the 1986 article in the <i>Paradise Valley Voice</i>, documenting the historic day that Governor Bruce Babbitt (and later U.S. Secretary of the Interior) signed the charter amendment into law that established the permanent boundary around the Phoenix Mountain Preserve.</p> <p>Long before this, in the early part of the 20th century, South Mountain Park's boundaries were established through a designation that was originally a Recreation and Public Purposes Patent from the General Land Office awarded to the City of Phoenix. The Master Title Plats will have the exact date this occurred. What is discouraging to me is the blatant letter of support for the ADOT 202 South Mountain Freeway from the San Francisco office of the U.S. Department of the Interior, dated July 24, 2014, signed by Patricia Sanderson Port, Regional Environmental Officer. Does U.S. Interior Secretary Jewell understand the implications of this support for a taking of established preserve lands for the purpose of a freeway? Does this sacrilege of the Department of the Interior's historic lawful jurisdiction over our nation's designated preserves mean nothing to the future protection of America's designated preserved public lands?</p> <p>Furthermore, regarding this U.S Department of Interior letter, there is a glaring lack of specificity, designation or identification of Preserve "replacement land" prior to project design, decision or action by ADOT on this project. It is ludicrous to consider making any planning decisions on the taking of Preserve lands for this project not knowing exactly what "substitution property" would be designated to comply with the intent of the Land and Water Conservation Fund Act. I totally disagree with and am astonished by the ADOT Code 1, Section 4(f) and Section 6(f) (document page 85) response.</p> <p>To conclude, I strongly oppose the construction of the 202 South Mountain Freeway for the reasons enumerated and further defined in this letter. The disadvantages of this project far outweigh the advantages, and the destruction of the South Mountain Park/Preserve lands and the Park's environmental treasures can never be regained if this ill-advised, unnecessary ADOT project proceeds.</p> <p>Thank you for this opportunity to express my concerns and opposition. My contact information is provided in my signature box below.</p> <p>Best regards,</p> <p>Jan Hancock</p>
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Code	Issue	Response
6	Section 4(f) and Section 6(f)	As discussed on page 5-23, the replacement land will be identified in coordination with the City of Phoenix. This action will take place after the Record of Decision (see Table 3, beginning on page 38, of the Record of Decision).
7	Alternatives, Environmentally Preferable Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
8	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	

Code	Comment Document
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Code	Issue	Response

Code Comment Document

Paradise Valley VOICE

Wednesday, Jan. 29, 1986
Vol. 3, No. 15
953-3853

THE BEST LITTLE NEWSPAPER IN PARADISE VALLEY

SERVING NORTH OF THE PHOENIX MOUNTAINS BETWEEN SEVENTH STREET AND SCOTTSDALE ROAD

Former Arizona Governor Bruce Babbitt (and later U.S. Secretary of the Interior) signs the charter amendment into law that created a permanent boundary around the Phoenix Mountain Preserve.

The four Phoenix "matriarchs" who steadfastly saved all of the Phoenix Mountains preserves through their tenacious efforts are shown in this photo: (1) Ruth Hamilton, (2) Maxine Lakin, (3) Penny Howe, and (4) Dottie Gilbert.

This signing took place in 1986 and the preservation of South Mountain Park's boundaries was already established by this time, through the South Mountain Park designation that was originally a Recreation and Public Purposes Patent from the General Land Office to City of Phoenix, that dates back to the early part of the 20th Century. The Master Title Plats will have the exact date this occurred. South Mountain Park was established long before the freeways!

Charter amendment

City officials and supporters of the mountains preservation effort, including Penny Howe, chairman of the Phoenix Mountain Preserve Council, (leaning against desk, right,) look on, as Gov. Bruce Babbitt signs a charter amendment into law, creating a permanent boundary around the Phoenix Mountain Preserve.

Code	Issue	Response
9		Article reviewed.

Code	Comment Document
	<p>From: Barbara Hanser [mailto:babbsee@gmail.com] Sent: Tuesday, November 25, 2014 2:05 PM To: Projects Subject: South Mountain Freeway</p> <p>TO WHOM IT MAY CONCERN: I am highly opposed to the implementation and construction of the South Mountain Freeway/bypass.</p> <p>1 In light of the major environmental impact on our Valley, this project should never have left the drawing board. More importantly, why consider costly</p> <p>2 construction of a non-essential Freeway when our state has a serious deficit/budget problem at this time?</p> <p>NOTE TO ADOT: SCRUB THIS USELESS PROJECT NOW AND FOREVER!!!!!!</p> <p>Barbara Hanser 4625 East Euclid Avenue Phoenix, AZ 85044</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1	Alternatives, Environmentally Preferable Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Purpose and Need, Lack of Support	

Code	Comment Document
	<p>From: Kim Healy [mailto:kim@healycare.com] Sent: Tuesday, November 18, 2014 8:16 AM To: Projects Subject: South Mountain Freeway Project</p> <p>I am writing this email to oppose the proposed South Mountain Freeway project. There are many reasons the project as proposed is a bad idea, but these are among the most important:</p> <p>1</p> <p>2 3 4</p> <p>5</p> <p>6 7 8</p> <p>9</p> <p>10 11 12</p> <p>-- Kim Healy-Franzetti Resident of Lakewood 3801 E. Amberwood Drive Phoenix, AZ 85048</p> <p>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.</p>

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Purpose and Need, Truck Bypass	
3	Hazardous Materials	
4	Community Impacts	
5	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
6	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Health Effects	
8	Children’s and Seniors’ Health	
9	Project Costs, Total Cost	
10	Alternatives, No-Action Alternative	
11	Alternatives, Gila River Indian Community Alignment	
12	Alternatives, Range of Reasonable Alternatives	

Code	Comment Document
	<p>From: Kim Healy [mailto:kim@healycare.com] Sent: Tuesday, November 18, 2014 8:28 AM To: Projects Subject: South Mountain Freeway Opposition</p> <p>I am writing this email to oppose the proposed South Mountain Freeway project. There are many reasons the project as proposed is a bad idea,</p> <p>1</p> <p>2 3</p> <p>4</p> <p>5</p> <p>6</p> <p>7 8</p> <p>I struggle to think the only reason this project continues is due to city commitments to developers that were committed this road on the other side of the mountain. It is unfortunate but it seems that this project is headed for a legal battle.</p> <p>9</p> <p>10 11</p> <p>The years of consistent opposition to this project clearly demonstrates it is a bad idea. There is no reason to build a bad project simply because has been planned. It would be far better to take a fresh look at this issue and -- if justified -- build the project in a new, different, and more sensible location.</p> <p>--</p> <p>Ray Healy, Resident 3801 E. Amberwood Drive Phoenix, AZ 85048</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Purpose and Need, Truck Bypass	
3	Hazardous Materials	
4	Economics, Socioeconomics	
5	Groundwater	<p>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</p> <p>In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected.</p>
6	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Health Effects	
8	Children’s and Seniors’ Health	
9	Alternatives, Gila River Indian Community Alignment	
10	Purpose and Need, Lack of Support	
11	Alternatives, Range of Reasonable Alternatives	

Code	Comment Document
	<p>From: John C. Hendricks [mailto:jhendricks@meagher.com] Sent: Tuesday, November 18, 2014 11:26 AM To: Projects Subject: Proposed South Mountain Freeway Project [MG-Legal.FID707678]</p> <p>I am writing this email as a concerned member of the community who opposes the proposed South Mountain Freeway project. There are many reasons the project as proposed is a bad idea, but these are among the most important:</p> <ol style="list-style-type: none">1. During the time this project has been in the planning stage, the Phoenix metropolitan area has grown dramatically. As a result, building the freeway in the proposed location would do little or nothing to ease traffic congestion.2. The result is the new freeway – if built – would turn out to be a bypass for commercial truck traffic and hazardous material carriers. However, it does not make sense to route such traffic through an area near an elementary school and residential communities that are now long-established and well-developed.

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Purpose and Need, Truck Bypass	
3	Hazardous Materials	
4	Community Impacts	

Code	Comment Document
5	3. Building the freeway in the proposed location would unjustifiably impose significant harm on home owners in South Phoenix without significantly helping others. Real estate values will drop dramatically. The freeway also threatens the two lakes in the Lakewood community, which rely on pumps located in the proposed freeway right-of-way. Destroying the lakes would devastate those who currently live along them.
6	
7	4. Building the freeway in the proposed location will impair the air quality in South Phoenix neighborhoods. That decreases the quality of life for all who live there and threatens the health of children, the elderly, and those who have respiratory problems.
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10	5. Although the planned freeway project offers little if any benefit to the people of Phoenix and Maricopa County, the costs will almost certainly be much higher than presently projected. The potential benefits therefore no longer justify the extensive cost of the planned project.
11	
12	At this point, the only feasible option for a South Mountain Freeway project is a project much further south than the currently-planned route. If nothing else, the long history of consistent opposition to this project also demonstrates it is a bad idea. There is no reason to build a bad project simply because has been planned. It would be far better to take a fresh look at this issue and – if justified – build the project in a new, different, and more sensible location.
1	
13	

Code	Issue	Response
5	Economics, Socioeconomics	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region. In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected.
7	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
8	Health Effects	
9	Children's and Seniors' Health	
10	Alternatives, No-Action No-Build Alternative	
11	Project Costs, Total Cost	
12	Alternatives, Gila River Indian Community Alignment	
13	Alternatives, Range of Reasonable Alternatives	

Code	Comment Document
	<p>I would welcome the opportunity to discuss this matter further with the Arizona Department of Transportation. Please do not hesitate to contact me if you would like to do so.</p> <p>John C. Hendricks Partner Meagher & Geer, P.L.L.P 8800 N. Gainey Center Drive, Suite 261 Scottsdale, Arizona 85258 DIRECT: 480-624-8569 FAX: 480-222-6685 jhendricks@meagher.com www.meagher.com V-Card</p> <p>24-Hour Catastrophic Loss Emergency Hotline: 1-877-635-8663</p> <p>NOTICE: The foregoing message (including all attachments) is covered by the Electronic Communications Privacy Act, 18 U.S.C. Sections 2510-2521, is CONFIDENTIAL and may also be protected by ATTORNEY-CLIENT or other PRIVILEGE. If you are not the intended recipient of this message, you are hereby notified that any retention, dissemination, distribution or copying of this communication is strictly prohibited. Please reply to the sender that you have received this message in error; then delete it. The U.S. Treasury Department requires us to advise you that this written advice is not intended or written by our firm to be used, and cannot be used by any taxpayer, for the purpose of avoiding any penalties that may be imposed under the Internal Revenue Code. Written advice from our firm relating to Federal tax matters may not, without our express written consent, be used in promoting, marketing or recommending any entity, investment plan or arrangement to any taxpayer, other than the recipient of the written advice. Thank you.</p> <hr/> <p>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.</p> <p>.</p>

Code	Issue	Response

Code	Comment Document
	<div><div><div><div>1</div><div>2</div><div>3</div></div><div><div>4</div></div><div><div>2</div></div><div><div>5</div><div>6</div><div>7</div></div><div><div>8</div><div>9</div><div>10</div></div><div><div>11</div></div></div><div><p>From: Scott Herrmann [mailto:sherrmann@goprocure.com] Sent: Saturday, September 27, 2014 9:46 AM To: Projects Subject: Bad design kills endangered species</p><p>Hey ADOT –</p><p>This is so wrong that I cannot believe you think it’s Ok. Not only are you ruining t a mountain preserve by taking off three ridges and more than 30 acres of protected land, your also creating noise and pollution that will never go away. Build this Freeway West of the city from I8 north to I10 west of the 303 loop or connect it there.</p><p>Why the HELL would you build this trashy noise maker in Ahwatukee and think that it is OK? Why?</p><p>People, schools, churches, endangered species, tribal sacred ground all ruined for trucking and transportation and the Union Pacific Railroad, and will not ease traffic because the same traffic jams will occur where this connects at 56th avenue or there about.</p><p>Pull your head out of the cavern it’s in and move this freeway WEST! Way West outside of tukee and the metro area. We will never see the top of south mountain in 20 years if you build this and ruin our community ?</p><p>Scott Herrmann Director Mobile Solutions Direct: 480.706.7030 sherrmann@goprocure.com IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed. The message may contain information that is confidential. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately and destroy all copies.</p><p>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.</p></div></div>

Code	Issue	Response
1	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Noise	
3	Air Quality	
4	Alternatives	The Interstate 8/State Route 85 Alternative is in place today and will be in place in the future as an alternative route for motorists to use to bypass the entire Phoenix metropolitan area. The alternative serves that purpose, but provides no benefits to support regional travel within the Phoenix metropolitan area. For this reason, it was eliminated from further study.
5	Freeway Awareness	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Children’s and Seniors’ Health	
7	Biology, Plants, and Wildlife	
8	Cultural Resources	
9	Purpose and Need	Creating a distribution system for the railroad is not a goal of the freeway. The freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and allowing traffic—including truck traffic—to access a segment of the “loop” system (see pages 1-21, 1-22, 3-1, and 3-3 of the Final Environmental Impact Statement) in the Phoenix metropolitan area. The South Mountain Freeway will be a commuter corridor, helping to move local traffic. As with all other freeways in the region, trucks will use it for the through-transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary vehicles using the freeway will be automobiles.
10	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
11	Alternatives, Range of Reasonable Alternatives	

Code Comment Document

From: Scott Herrmann [mailto:sherrmann@goprocura.com]
Sent: Thursday, December 04, 2014 5:14 PM
To: Projects
Cc: Pat Lawlis
Subject: South Mountain Freeway Comment from a PARC member

The SMF will cause relentless noise and pollution let alone the devastation of the natural areas of South Mountain park. This freeway will take away too much from this environment, that will never be replaced. The gains made by the private trucking and transportation industry should not take away our quality, the solitude, sanctuary and peacefulness of life in Ahwatukee.

ADOT wake up and [listen to the people who live here](#) - not the voices of trucking commerce who don't give a damn about anything except their own greed and profits. This is an unnecessary freeway it will NOT alleviate traffic problems anywhere. I hope when you read this you pause and *think about the environment*.

So why am I writing this comment about the South Mountain Freeway Project? Because I want you to remember this when it's built:

ADOT & the Federal Highway Administration you will wipe out endangered species and crush flora and fauna-

ADOT & the Federal Highway Administration you will destroy historic lands and sacred tribal grounds-

ADOT & the Federal Highway Administration you start an endless stream of noise and pollution - that will never go away- you may even be the reason for a HAZMAT natural disaster in my neighborhood-

ADOT & the Federal Highway Administration you ruin a sanctuary of an area we love and call home- To all employees of ADOT & the Federal Transportation System IF you build it, I know you'll be haunted by your decision until your last day on Earth. Sleep with that!

Scott Herrmann
PARC Member
 Direct: 480.706.7030
sherrmann@goprocura.com

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Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Air Quality	
3	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
4	Purpose and Need, Truck Bypass	
5	Community Impacts	
6	Purpose and Need, Lack of Support	
7	Purpose and Need, Environmentally Preferable Alternative	
8	Biology, Plants, and Wildlife	
9	Cultural Resources	
10	Section 4(f) and Section 6(f), Traditional Cultural Properties	
11	Hazardous Materials	

Code	Issue	Response
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4	Alternatives	The Interstate 8/State Route 85 Alternative is in place today and will be in place in the future as an alternative route for motorists to use to bypass the entire Phoenix metropolitan area. The alternative serves that purpose, but provides no benefits to support regional travel within the Phoenix metropolitan area. For this reason, it was eliminated from further study.
5	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Crime	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, it did note that based on its experience there does not appear to be a correlation between crime rates and freeways.
7	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
8	<p>life that will never recover from your freeway.</p> <ul style="list-style-type: none">• Sacred grounds of tribal nations will also be effected
3	<p>Did you know Section 4(f) of the Transportation Act mandates “the rejection of any project that requires the use of preserves and park land” unless: there is no feasible or prudent alternative... or such a project includes all possible planning to minimize harm to a park and preserve. You have done neither.</p> <p>Just because private entities think that this path is a good idea it’s not. Your paving paradise for the profits of Swift Transportation and Union Pacific Railroad. I hope you all choke on the pollution this will cause.</p> <p>I, as a member of PARC Protecting Arizona’s Resources and Children, realize you will vote and pass your own record of decision and leave us all with a ruined community> I want to point out, you will be legally challenged by PARC and Others. I have copied some PARC members and Mayor Greg Stanton and representative Sal DiCiccio so they realize what is happening to our community, before the first bulldozer moves the precious earth of South Mountain. Although they won’t say they oppose the freeway, I still wish they would as their supporters in this area are keeping tabs on their lack of a opinion. Maybe now they will generate one because it must be soon.</p> <p>I hope that you realize your building something no community member wants.</p> <p>Thank you for your time.</p> <p>Scott Herrmana herrmann8r@msn.com</p> <p>Rusty Crerand Constituent Services Officer 206 S. 17th Ave. MD 118A Room 101 Phoenix, AZ 85007 602.712.7856 dcrerand@azdot.gov</p>

Code	Issue	Response
8	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

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Code	Comment Document
8	recover from your freeway. Sacred grounds of tribal nations will also be effected
3	<p>Did you know Section 4(f) of the Transportation Act mandates “the rejection of any project that requires the use of preserves and park land” unless: there is no feasible or prudent alternative... or such a project includes all possible planning to <u>minimize harm to a park and preserve</u>. You have done neither.</p> <p>Just because private entities think that this path is a good idea it’s not. Your <i>paving paradise for the profits of Swift Transportation and Union Pacific Railroad</i>. I hope you all choke on the pollution this will cause.</p> <p>I, as a member of PARC Protecting Arizona’s Resources and Children, realize you will vote and pass your own record of decision and leave us all with a ruined community> I want to point out, you will be legally challenged by PARC and Others. I have copied some PARC members and Mayor Greg Stanton and representative Sal DiCiccio so they realize what is happening to our community, before the first bulldozer moves <u>the precious earth of South Mountain</u>. Although they won’t say they oppose the freeway, I still wish they would as their supporters in this area are keeping tabs on their lack of a opinion. Maybe now they will generate one because it must be soon.</p> <p>I hope that you realize your building something no community member wants. Do the right thing and stop the madness and the South Mountain freeway Loop 202.</p> <p>Thank you for your time.</p> <p>Scott Herrmann Director Mobile Solutions</p>  <p>Direct: 480.706.7030 sherrmann@goprocura.com www.continulink.com www.goprocura.com</p> <p>IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed. The message may contain information that is confidential. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately and destroy all copies.</p> <p>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.</p>

Code	Issue	Response
8	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code Comment Document

From: SCOTT R HERRMANN [mailto:herrmann8r@msn.com]
Sent: Friday, November 14, 2014 3:37 PM
To: Projects
Subject: Stop the SMF Freeway AZ DOT

Please stop thinking about a loop of South Mountain.

It will only disturb us living in Ahwatukee and create noise, pollution, waste, upset and kill wildlife, native plant species and the land itself. Removing mountain ridges is not acceptable in a preserve like South Mountain Park

If you build this and if you read this... hopefully you'll be haunted the rest of your living days by the poor decision that will not help a single individual. It only helps the trucking companies and union pacific railroad who want it built. Screw them too, they can rot in their graves as well.

Stop the madness
Scott Herrmann
480 706 7030

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2	Air Quality	
3	Biology, Plants, and Wildlife	
4	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
5	Purpose and Need, Lack of Support	
6	Purpose and Need, Truck Bypass	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>5</div><div>4</div></div><div><p>From: Scott Herrmann [mailto:sherrmann@goprocura.com] Sent: Thursday, October 16, 2014 11:50 AM To: Projects Cc: Pat Lawlis; mayor.stanton@phoenix.gov; council.district.6@phoenix.gov; herrmann8r@msn.com; howard@shankerlaw.net Subject: a PARC member Comment on Final Environmental Impact Statement for the Loop 202 South Mountain Freeway</p><p>I am not sure you know what you are building and how it will ruin one of Arizona great communities here in Phoenix. Ahwatukee, the Foothills and the Club West communities and many others will all suffer from this Loop 202 South Mountain Freeway.</p><ul style="list-style-type: none">Let’s begin with Noise, it will grow exponentially versus what we have today, a quiet community virtually void of traffic noise.Pollution, trucks and cars running circles around a mountain top, cause the air to stagnate and eventually cover the top of the mountain with permanent pollution.<u>What part of Mountain Preserve do you not understand?</u> A preserve is PROTECTED environment that is not supposed to be used for a freeway. Why not move the freeway west along the highway 19 path and your connection west is built? Or just leave well enough alone, your facts are wrong and traffic, pollution and haz mat models are based upon wrong</div></div>

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Code	Comment Document
6	<p>information too.</p> <ul style="list-style-type: none">We do not want to have access to the west side of Phoenix, via a freeway which will only cause additional crime in our great communities. We have an almost secure cul-de-sac effect today that will be ruined with this freeway as you will open up a crime corridor to the west side.Many animals who will get crushed, plus extremely fragile and diverse plant life that will never recover from your freeway.Sacred grounds of tribal nations will also be effected
7	
8	
3	<p>Did you know Section 4(f) of the Transportation Act mandates “the rejection of any project that requires the use of preserves and park land” unless: there is no feasible or prudent alternative... or such a project includes all possible planning to <i>minimize harm to a park and preserve</i>. You have done neither.</p> <p>Just because private entities think that this path is a good idea it’s not. Your <i>paving paradise for the profits of Swift Transportation and Union Pacific Railroad</i>. I hope you all choke on the pollution this will cause.</p> <p>I, as a member of PARC Protecting Arizona’s Resources and Children, realize you will vote and pass your own record of decision and leave us all with a ruined community> I want to point out, you will be legally challenged by PARC and Others. I have copied some PARC members and Mayor Greg Stanton and representative Sal DiCiccio so they realize what is happening to our community, before the first bulldozer moves <u>the precious earth of South Mountain</u>. Although they won’t say they oppose the freeway, I still wish they would as their supporters in this area are keeping tabs on their lack of a opinion. Maybe now they will generate one because it must be soon.</p> <p>I hope that you realize your building something no community member wants.</p> <p>Thank you for your time.</p> <p>Scott Herrmann Director Mobile Solutions 20+ years living in Ahwatukee Direct: 480.706.7030 sherrmann@goprocure.com</p> <p>IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed. The message may contain information that is confidential. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately and destroy all copies.</p> <p>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.</p>

Code	Issue	Response
6	Crime	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, it did note that based on its experience there does not appear to be a correlation between crime rates and freeways.
7	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
8	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
1	<p>From: Jacci Hodges [mailto:jacci.hodges@gmail.com] Sent: Wednesday, November 19, 2014 7:24 PM To: Projects Subject: South Mountain Freeway</p> <p>I am a resident of Ahwatukee, a registered voter who votes, a parent, a teacher, and a concerned citizen. The South Mountain Freeway should never be built. Please consider the negative long term effects this freeway will have on my community.</p> <p>Thank you.</p> <p>Jacqueline Hodges</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code Comment Document

From: Les Holland [mailto:les_holland@prodigy.net]
Sent: Sunday, December 07, 2014 11:48 PM
To: Projects
Subject: Fw: Arizona Department of Transportation Weekly Digest Bulletin // 202 to I-10 connection

----- Forwarded Message -----

From: Les Holland <les_holland@prodigy.net>
To: "Dana.Kennedy@mail.house.gov" <Dana.Kennedy@mail.house.gov>; "dwaz@fastq.com" <dwaz@fastq.com>
Sent: Sunday, December 7, 2014 11:43 PM
Subject: Fw: Arizona Department of Transportation Weekly Digest Bulletin // 202 to I-10 connection

Please forward to AZ CD7 Ruben Gallego. THX.
dwaz@fastq.com = Steve Brittle, Don't Waste AZ

Reminder: If the 202 connects to the I-10 at 55th Avenue, traffic wishing to go from North on the 101 to South on the 202 --or-- from South on the 202 to North or the 101 will share an I-10 bottleneck from 55th Avenue to 101st Avenue, a distance of about 6 miles. This will be worse than the shared pavement in Los Angeles where the I-5 and I-10 bottleneck runs about 3 miles. The section of I-10 between 55th Avenue and 101st Avenue is already severely overloaded for both am and pm rush hours.

Common sense dictates that the 202 should connect to the I-10 at 101st Avenue.

***The 55th Avenue route was penciled in during the 1980s.
It runs by the Fuel Tank Farms, a potential target for terrorists or industrial accidents.***

Regards, Les.Holland@computer.org

----- Forwarded Message -----

From: Arizona Department of Transportation <adot@service.govdelivery.com>
To: Les.Holland@computer.org
Sent: Sunday, December 7, 2014 4:37 PM
Subject: Arizona Department of Transportation Weekly Digest Bulletin

Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>The connection to Interstate 10 (Papago Freeway) at 59th Avenue will include substantial improvements (widening) along Interstate 10 to provide adequate operations on Interstate 10 in the area of the junction and to allow traffic moving to and from the South Mountain Freeway to enter and exit the Interstate 10 main line (see page 3-49 of the Final Environmental Impact Statement).</p>
2	Alternatives	<p>While the Selected Alternative will be located near the fuel tank farm, the Arizona Office of Homeland Security and the City of Phoenix have concurred that the project and the fuel tank farm could coexist (see page S-13 of the Final Environmental Impact Statement).</p>

Code

Comment Document

South Mountain Freeway comment deadline extended to Dec. 29

12/04/2014

South Mountain Freeway comment deadline extended to Dec. 29
Addendum to Final Environmental Impact Statement now available for review

With the Arizona Department of Transportation and the Federal Highway Administration issuing an addendum – called an Errata – to the Final Environmental Impact Statement for the proposed South Mountain Freeway, the comment period has been extended to Dec. 29 for final comments before a Record of Decision is issued in 2015.

Of the more than 8,000 comments received during the public review period for the South Mountain Freeway Draft Environmental Impact Statement, it was noted that 10 comments submitted in 2013 were inadvertently not relayed to the study team for incorporation into the Final Environmental Impact Statement, which was released Sept. 26. As a result, the Arizona Department of Transportation and the Federal Highway Administration issued a "Notice of Omission" in the Federal Register and published an Errata to the Final Environmental Impact Statement.

The Errata contains the 10 comments and formal responses to those comments; it will be available for a 30-day public review period. The Errata can be found at these 18 locations:

- Phoenix Public Library – Cesar Chavez; 3635 W. Baseline Road, Laveen; 602.262.4636
- Phoenix Public Library – Desert Sage; 7602 W. Encanto Blvd., Phoenix; 602.262.4636
- Phoenix Public Library – Ironwood; 4333 E. Chandler Blvd., Phoenix; 602.262.4636
- Phoenix Public Library – Burton Barr; 1221 N. Central Ave., Phoenix; 602.262.4636
- Chandler Sunset Library; 4930 W. Ray Road, Chandler; 480.782.2800
- Sam Garcia Western Avenue Library; 495 E. Western Ave., Avondale; 623.333.2565
- Tolleson West Public Library; 9555 W. Van Buren St., Tolleson; 623.936.2746
- Tempe Public Library; 3500 S. Rural Road, Tempe; 480.350.5500
- ADOT Environmental Planning Group; 1611 W. Jackson St., Phoenix; 602.712.7767 (call for appointment)
- Gila River Indian Community District 1 Service Center; 15747 N. Shegoi Road, Coolidge; 520.215.2110
- Gila River Indian Community District 2 Service Center; 9239 W. Sacaton Flats Road, Sacaton; 520.562.3450/520.562.3358/520.562.1807
- Gila River Indian Community District 3 Service Center; 31 N. Church St., Sacaton; 520.562.2700
- Gila River Indian Community District 4 Service Center; 1510 W. Santan St., Sacaton; 520.418.3661/520.418.3228
- Gila River Indian Community District 5 Service Center; 3456 W. Casa Blanca Road, Bapchule; 520.315.3441/520.315.3445

Code	Issue	Response

Code

Comment Document

- Gila River Indian Community District 6 Service Center; 5230 W. St. Johns Road, Laveen; 520.550.3805/520.550.3806/520.550.3557
- Gila River Indian Community District 7 Service Center; 8201 W. Baseline Road, Laveen; 520.430.4780
- Gila River Indian Community – Ira Hayes Library; 94 N. Church St., Sacaton; 520.562.3225
- Gila River Indian Community Communications & Public Affairs Office; 525 W. Gu U Ki Road, Sacaton; 520.562.9851

A Record of Decision is expected in early 2015. The final decision on construction of the freeway is a cooperative effort involving ADOT, the Federal Highway Administration and the Maricopa Association of Governments as the regional planning agency. The corridor is part of a comprehensive, voter-approved regional plan developed by the Maricopa Association of Governments, and ADOT serves as the agency responsible for implementation of that plan, with the Federal Highway Administration providing the oversight required to use federal transportation funds. For more information, visit azdot.gov/SouthMountainFreeway, email projects@azdot.gov, call 602.712.7006, or write to ADOT Community Relations, 1655 W. Jackson St., MD126F, Phoenix, AZ 85007.

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Code	Issue	Response

Code	Comment Document
1	<p>11/14/14</p> <p>To Whom it May Concern:</p> <p>I was raised in the Ahwatukee Foothills by a single mother. We moved there because we loved the area, the community, the peace and quiet there.</p> <p>I am now 25 years old and my mom is so upset about the 202 SMF maybe being built as it will ruin the entire area + community there.</p> <p>I have to agree as she showed me where this proposed freeway would go. It's way too close to the schools there. Kids should be able to play outside in fresh air, not not polluted by trucks + fumes, noises + cars nearby. The air here is already pretty bad - why would ADOT want to make it worse?</p> <p>Not to mention blasting out part of South Mountain. This proposed freeway was planned 30 years ago. Do they care about the homes they would destroy, the community church, or how this will truly affect our →</p>

Code	Issue	Response
1	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Children's and Seniors' Health	
3	Air Quality	
4	Noise	
5	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
6	Purpose and Need, Old Plan or Use of Old Data	
7	Acquisitions and Relocations	

Code	Comment Document
8	<p>Community? I don't think so. I think it's greed driven, all about the money. What a sad "Way of the World" ADOT has gone. They need to be honest. let us live live in peace + in clean fresh air. Go build a freeway somewhere else where it won't ruin lives. My mom says if they build it she will move. Thanks for your consideration of this matter.</p> <p>Jenny Hermes</p>

Code	Issue	Response
8	Alternatives, Range of Reasonable Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
1	<p>-----Original Message----- From: Brent Honn [mailto:Brent.Honn@fphcare.com] Sent: Thursday, December 04, 2014 10:35 PM To: Projects Subject: Loop202</p> <p>Any thoughts of having light rail down the middle of the west portion from I10 to just north of gila river reservation. This will link with west light rail that follows I10 to downtown. Thinking building in conjunction w freeway will be quicker and much less expensive.</p> <p>Sent from my iPad</p> <hr/> <p>This e-mail and any attachments may contain confidential information. If you are not the intended recipient (or have received this e-mail in error) please notify the sender immediately and destroy this e-mail. Any unauthorized copying, disclosure or distribution of the material in this e-mail is strictly forbidden.</p> <hr/> <p>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.</p> <p>.</p>

Code	Issue	Response
1	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment	Document
	<hr/> <p>From: blair@houghton.net [mailto:blair@houghton.net] Sent: Tuesday, November 25, 2014 11:58 PM To: Projects Subject: Loop 202 South Mountain Freeway Final EIS Comments</p>	
1		
2		
3		
4	<p>The findings of the EIS are in parts conflicting, in parts purely specious, and have apparently been guided to reach the single goal of making the project as expensive as possible (and thus as lucrative as possible for the builders of the freeway) while avoiding meaningfully engaging the GRIC. As the GRIC has voted for a "no-build" option, it is clear they do not see a net benefit in building the freeway, and have eschewed interest in attempting to benefit from it. The residents on the other side of the boundary have also expressed little indication of benefit from it. It's clear that nobody served locally by this road will obtain any benefit from it. When the road was putatively approved, it was envisioned to have been completed almost two decades ago, at far less cost, with far less impact. The project has since grown vastly in scope and direct deleterious impact to residents. Further, the voters' choice at the time was to take the entire regional system or leave it, giving them no chance to make a detailed choice as to any particular segment, only to "approve" them all or lose those that were clearly necessary. It's reasonable to expect that some of the segments would have fallen below the line of approval if they were given a chance to place the line at will. And given that this is the last, most expensive, least utilitarian segment in the system, it is logical that this would be the segment farthest below that line. I do not believe that the people currently approve of this part of the project, despite what was voted on a long time ago. The money would be far better spent elsewhere, not least because more will have to be spent to fix what this project will break, if that is even possible</p> <p>Responses to comments to the Draft EIS were evasive or were irrelevant boilerplate.</p> <p>Sincerely,</p> <p>Blair Houghton</p> <hr/> <p><small>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.</small></p>	

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, Gila River Indian Community No-Build Referendum	
3	Alternatives, No-Action Alternative	
4	Project Costs, Total Cost	

1

2

3

4

5

6

From: Rusty Crerand

Sent: Monday, November 17, 2014 3:40 PM

To: Projects

Subject: Loop 202 S. Mt. Comment #1432155389

Comment from Envoy:

11/17/2014 3:12:38 PM

My husband and I live in Lakewood subdivision of Ahwatukee and we are very concerned with the proposed freeway just south of our development. We understand that the wells that supply our lakes will be destroyed and I have a hard time believing that freeway would be a benefit to all those living near it. Traffic congestion, pollution and noise are all a HUGE concern to our health and welfare, especially kids. We want you to know that we vehemently OPPOSE this expansion. We have lived here in this peaceful neighborhood for 27 years and would be heartbroken for that to change.

May Hsieh

16210 S. 34th Way

dinahdog@cox.net

480-759-0902

Rusty Crerand

Constituent Services Officer

206 S. 17th Ave.

MD 118A Room 101

Phoenix, AZ 85007

602.712.7856

dcrerand@azdot.gov

ADOT

Communications

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Code	Issue	Response
1	Groundwater	<div>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</div> <div>In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected.</div>
2	Purpose and Need, Lack of Support	<div>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</div>
3	Air Quality	
4	Noise	
5	Children’s and Seniors’ Health	
6	Community Impact	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div></div><div><div>4</div></div></div> <div><p>-----Original Message----- From: Patti [mailto:patimus@aol.com] Sent: Wednesday, November 19, 2014 6:06 PM To: Projects Subject: PARC</p><p>It is amazing to me and my family that the AZDOT is even considering destroying homes, churches, wildlife habits and homeowners' lives by putting in a freeway on Pecos Road when the people living in the area have voted against it and are very angry over this outlandish possible move. There must be a huge payoff within the committee for this to take place. Either there is a payoff or someone believes they have more sense than anyone else and really knows what is best for the mass of people who live in the area. Sounds similar to other political groups. Please reconsider and put the people, churches and animals ahead of your personal desires or increase in income. We support NOT building the 8 lane raised freeway along Pecos Rd.</p><p>Very upset with the people on this committee,</p><p>Patti Hugh resident of Club West.</p><p>Sent from my iPad</p><hr/><p>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.</p><p>.</p></div>

Code	Issue	Response
1	Freeway Awareness	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Biology, Plants, and Wildlife	
3	Purpose and Need, Lack of Support	
4	Alternatives, No-Action Alternative	

Code Comment Document

1

1 MS. HUNERGARDT: Thank you, Zuzette.

2 Can everybody please hear me? Thank you.

3 First of all, as I sat here and listened to
4 everybody speak, I hear you with heavy hearts. My heart
5 is heavy too. I heard Ms. Shelby speak long ago about the
6 progress. Times have changed. She's so right.

7 I remember coming back home, as a child,
8 over 50 years ago -- I'm going to just say over 60 years
9 ago, so you can figure out my age as I stand here.

10 But as a child, I remember seeing that Gila
11 River run. I remember seeing it go bank to bank. I
12 remember seeing my grandparents -- I'm a Perkins from
13 District 1. I'm also -- those are my paternal
14 grandparents. And my maternal grandparents are Ellas from
15 across the river.

16 But what I want to say, I remember, many
17 times, my grandparents, we'd go visit one grandparents;
18 we'd go visit the other. My grandfather would wade --
19 he'd take a walking stick way out in the middle of the
20 river to see, can we cross the river. Sometimes he would
21 take a child on his back to see if he could get to the
22 other side. And many times -- and I could not understand.
23 But his faith was so strong. Those rapids and the water
24 would be just twirling around.

25 And the water was clean in those days. It

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1 was not dirty. It was not brown. It ran pure in those</div><div>2 days. We even drank out of it. That was our drinking</div><div>3 water. We even bathed -- I used to watch my grandmother</div><div>4 go get the little buckets and build the fire and bathe</div><div>5 each and every one of us. And thank God, the one who got</div><div>6 in first, they were lucky, because there were seven of us</div><div>7 children. So my grandmother -- I am truly blessed. And</div><div>8 some of you may know what that means. I see a lot of</div><div>9 smiles, but they're not laughing.</div><div>10 But anyway, what I want to say, stand up</div><div>11 here, you know, you're all right. Every one of you.</div><div>12 Every -- every one that spoke tonight, you're all right.</div><div>13 I also had the opportunity, growing up -- I</div><div>14 worked on both sides of the world. And I wanted, part of</div><div>15 me -- those that are people that are Anglo, white people,</div><div>16 I had an opportunity to go on the other side of the world</div><div>17 and on this side. My late father was a World War II</div><div>18 veteran. And I know there's many veterans here tonight</div><div>19 too -- or today. And I just want to thank every one of</div><div>20 you guys, because you know what? You guys didn't have to</div><div>21 go serve. You were not even United States citizens. But</div><div>22 you guys served. You did. You took that oath. You took</div><div>23 that oath, and under God, the greatest creator of all, our</div><div>24 living God, our Heavenly Father, and you heard words</div><div>25 talked about right now, about the creator, our Father.</div></div><div>Page 85</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1I also would like to -- and due respect to</div><div>2ADOT. I had the opportunity to work for the Arizona</div><div>3Department of Transportation, a great department, many,</div><div>4many years ago. And I want to tell you, when it came to</div><div>5the reservation, they were at heart. They met with many</div><div>6reservations, and they would check what those studies</div><div>7would be. They checked the lifestyle. They checked the</div><div>8water. They'll check -- somebody had so many horses,</div><div>9well, what's going to happen to my horses if you come on?</div><div>10They did all their homework. They wanted to make sure</div><div>11that road went through or went by their house. They</div><div>12crossed their T's and dotted their I's, ADOT did.</div><div>13But then I heard this one lady speak up a</div><div>14while ago. And she said she went to her council</div><div>15representative -- and please, please go to your</div><div>16representative. You guys elected your representative at</div><div>17each council. And I go to mine. I had a problem this</div><div>18past year. I'm also a landowner. But you know what? I</div><div>19really don't own that land. It's allotted land. It</div><div>20belongs to the U.S. Government. We're only there in name</div><div>21only. That's it. And that's what we forget about. But</div><div>22most importantly, the land belongs to God, not to us. Not</div><div>23to us.</div><div>24And another thing I want to tell you, she</div><div>25even spoke about council. You know, maybe, if all of</div></div><div>Page 86</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1 you -- or all of these issues that you're talking about</div><div>2 could have been aired out at your council meeting, or go</div><div>3 to your council community meetings also. It just takes</div><div>4 that one vote. One vote to change everything. So please,</div><div>5 please remember that. Go vote. Go speak up.</div><div>6 A lot of you spoke up now. You go do that.</div><div>7 You have that right, every single one of you.</div><div>8 And thank you very much for hearing what I</div><div>9 had to say. And I'd like to say God bless each and every</div><div>10 one of you. And what happens, it's in God's hands. It's</div><div>11 in God's hands. And so I ask, you pray for what this</div><div>12 decision is going to be.</div><div>13 Thank you very much.</div><div>14 MS. KISTO: Thank you, Ms. Hunergardt.</div><div>15 Come on up.</div><div>16 And after the young lady, we will have</div><div>17 Darius come up to the microphone.</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div>Page 87</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code Comment Document

From: Rusty Crerand
Sent: Thursday, December 11, 2014 3:23 PM
To: Projects
Subject: Loop 202 S. Mt. Opinion

12/10/2014 10:59:53 AM

1
2
In an MSN online article titled "The 15 Hottest American Cities for 2015", they highlighted Washington D.C., which is known for being one of the worst for traffic congestion. Please read the following excerpt and help me understand why ADOT is so hell-bent on pursuing an old, extremely outdated plan for a worthless, expensive, destructive freeway instead of spending their time and OUR money on a REAL solution:

"Washington, D.C.'s new transportation system will revitalize the local economy.

D.C., which has always been known for notoriously bad traffic and a headache-worthy public transit system is getting an overhaul in infrastructure. The Silver Line, a new Metro line the city had been anticipating for the last few years, finally opened Phase 1 in July; it reaches out to Reston, Virginia, where many commuters live.

Phase 1 will clear up a good amount of the car congestion, but it will also give the economy a boost. The Silver Line's Tysons Corner station is the site of a large shopping mall, which is now easily accessible and bound to see an influx in money-spending shoppers.

Phase 2 is anticipated to arrive in 2018, and will connect the capital to Dulles International Airport."

I'm just sayin'.... Roberta K. Hunt, Ahwatukee Foothills Resident

Rusty Crerand
Constituent Services Officer

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MD 118A Room 101
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The logo for ADOT Communications. It features the letters "ADOT" in a bold, stylized font with a green-to-blue gradient. Below "ADOT" is the word "Communications" in a smaller, black, sans-serif font. A thin horizontal line is positioned above the word "Communications".

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Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, Nonfreeway Alternatives	

Code Comment Document

1

From: Hurd, Stephanie [mailto:stephanie.hurd@aa.com]
Sent: Tuesday, December 23, 2014 2:01 PM
To: Projects
Subject: Pro Freeway

Please, please, please get the freeway moving!!! We are SO supportive of it and we live close to it, yay! Let's go FREEWAY!
It's heartbreaking for our area knowing that self-centered people are trying to stall the freeway being built. Please move forward with the freeway, please!

Stephanie Hurd
Business Technologies Analyst
Tech Ops - Line MX



A small red and white airplane, possibly a private jet or a small commercial aircraft, parked on a tarmac. The aircraft is white with red accents on the tail and fuselage. It is parked on a paved surface, and the background is a clear sky.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>345</div><div>6</div><div>7</div></div><div><div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div><div><div>From: MarianneHut@aol.com [mailto:MarianneHut@aol.com]</div><div>Sent: Thursday, November 20, 2014 9:14 AM</div><div>To: Projects</div><div>Subject: Regarding Loop 202 extension</div></div><div><p>Your plan of putting an interstate and international truck route short cut through Ahwatukee is a horrible and costly mistake! Not only is it the cost of hundreds of homes and businesses that will be destroyed. The cost is also the air and noise pollution, an inevitable increase in crime, and definitely the quality of life in Ahwatukee! It will no longer be the delightful community in which we enjoy living now.</p><p>I agree that trucks need to bypass central Phoenix, but an alternative is obvious. Long ago all interstate trucks should have been routed west on Interstate 8, and north on Hwy 85 to join up with I-10. It would be much less costly to widen the 30 or so miles of Hwy. 85 to carry the heavy traffic. Please spare Ahwatukee this detrimental portion of Loop[202 and NOT build on Pecos Road!</p><div>Marianne Hutchinson</div></div><div><div>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.</div></div></div></div>

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Acquisitions and Relocations	
3	Air Quality	
4	Noise	
5	Crime	
6	Community Impacts	
7	Alternatives	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

Code	Comment Document
	<div></div> <div><p>Notes 11/22/14</p><p>South Mountain Freeway Project team Arizona Department of Transportation 1655 W. Jackson St. MD 126 F Phoenix, Az 85007</p><p>To Whom it may Concern:</p><p>We would just like to say, the ADOT South Mountain Freeway Project, in our opinion is a big</p><div></div></div>

Code	Issue	Response

Code	Comment Document
1	<p>mistake. It will not relieve congestion, will be a truck by-pass and does nothing to help traffic flow. We ask that this project not go forward.</p> <p>Thank You</p> <p>Les + Tonya Isaacowitz</p> <div><p>Les & Tonya Isaacowitz 2511 E. Rocky Slope Dr. Phoenix, AZ 85048</p></div>
2	

Code	Issue	Response
1	Alternatives, No-Action No-Build Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Purpose and Need, Truck Bypass	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div>1 need to get involved. You don't think that stuff. Your 2 vote counts. Currently, in Southern Arizona, one of the 3 offices has to go for a recount probably because it's that 4 close. You have to vote. 5 On the way down here, driving down Riggs 6 Road -- you know, we've got the border patrol running up 7 and down Riggs Road. And that affects everybody within 8 the community. There's a notation over here saying that 9 this thing's coming up for funding in the year 2015. 10 Those monies, which could have gone towards all this 11 border enforcement and stuff like that probably could have 12 been used for funding for a lot of this freeway stuff we 13 wouldn't have to be paying for. 14 You need to know or research which one of 15 the parties or the people running for the office, what 16 their stances are, and then vote for whatever the best 17 for -- not only for this community but for this country. 18 Sorry. Just get out and vote. That's all I 19 ask. 20 MS. KISTO: Sir, go ahead, if you'd like to 21 come up and comment. 22 23 24 25</div></div>
	<div>Page 104 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
1	<div>MS. JACKSON: Everybody hear me? All right. Good morning. It's still morning. I want you to know that a lot of us have been awake and been planning and been preparing for this day for at least the last week. The runners, all of us who have come through here had a journey this morning while you were probably still in bed or getting dressed. We started at the -- at where the proposed blast site is. We rode in a pickup truck there, dusty, and got blessed. And we heard about the mountain, and we heard -- we sang a song, and we were blessed by Mike here. And then very brave men, women, young girls, elder women, they ran for you. For you. All the community members that are in here. Not to be too disrespectful, but I don't really care about what these people are here for. We're here to talk to you, because you're going to stop it. We're going to stop this freeway. So we could come in, and we could reference the FEIS all we want. But let's be honest, they don't care what we have to say. Our comments about Elder Brother, about Muhadagi Do'ag, that doesn't mean anything to them. We can talk about the pollutants. We can reference their wildlife, and -- we can reference all the</div>
	Page 66 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Air Quality	
3	Biology, Plants, and Wildlife	

Code	Comment Document
	<div><div><div>435</div><div><p>1 discrepancies in the FEIS. It doesn't matter. Because</p><p>2 when the ROD, the record of decision comes, they're going</p><p>3 to build it. They're going to try to build it. And let</p><p>4 them try.</p><p>5 But what I came here to tell you is about</p><p>6 what happened this morning. So that group, they set out,</p><p>7 and they covered the route on our community, but the route</p><p>8 where that freeway will be coming through. Some fell</p><p>9 behind. Some were -- it was tougher than a lot of them</p><p>10 had anticipated. Some of them aren't runners. Some of</p><p>11 them are seasoned runners. But they helped each other.</p><p>12 We have people here from all over the</p><p>13 community who came to run today. All just within the last</p><p>14 four days we decided to do this run, to do this, to be</p><p>15 here with you. Last minute these good people came</p><p>16 together. Yesterday they sat underneath the tamarack and</p><p>17 made signs. Read those signs. A lot of their children</p><p>18 wrote those signs. They made those signs. What could be</p><p>19 more pure and more important than the voice of a child</p><p>20 saying that we want clean air, the voice of a child saying</p><p>21 we don't want to destroy our horses. We want to live in a</p><p>22 clean environment.</p><p>23 So that journey began, and those people</p><p>24 helped each other. And it wasn't necessarily a long run,</p><p>25 but it was a memorable one, and it was a journey for us</p></div></div><div>Page 67</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response
4	Children's and Seniors' Health	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Alternatives, Environmentally Preferable Alternative	

Code	Comment Document
6	<div>1 all. We all stayed together. We all remember what we're</div> <div>2 doing, why we're doing this. And when we were coming in</div> <div>3 here, we knew we were in a better place and we were in a</div> <div>4 stronger place to come and speak to you today.</div> <div>5 So while I do -- of course I do encourage</div> <div>6 you to make those statements at the court reporter and</div> <div>7 look at the FEIS, see the discrepancies. See how minimal</div> <div>8 attention our community gets in that big report. And then</div> <div>9 also think about this. And I will say it. Our community,</div> <div>10 our own community, our own tribal leadership should have</div> <div>11 done a better job of dissecting this information and</div> <div>12 getting it to the people in a way that we could all</div> <div>13 understand.</div> <div>14 And I don't mind saying it, because I went</div> <div>15 to the table and had a meeting with our tribal leadership.</div> <div>16 And I was one of the few who were there. There are things</div> <div>17 that are supposed to be in this form that we agreed on</div> <div>18 that aren't here. The resolutions were supposed to be</div> <div>19 blown up so you could all see. The motion that was made</div> <div>20 in the past by the elders concern committee where they</div> <div>21 said we, as elders, stand against this freeway and to</div> <div>22 protect the mountain. They have said that.</div> <div>23 And it's not here. We are the voice. And</div> <div>24 we have to go through every one of you and tell you, be</div> <div>25 strong. Be brave. Be courageous. We can do this.</div> <div>Page 68</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>
1	

Code	Issue	Response
6	Gila River Indian Community Coordination	Chapter 2, <i>Gila River Indian Community Coordination</i> , is dedicated entirely to presenting information about the Gila River Indian Community and the project team's interaction with the Gila River Indian Community.

Code	Comment Document
7	<div><p>1 Look, we don't get any compensation. I'm a</p><p>2 landowner. My parents are a landowners. We have land in</p><p>3 that freeway corridor. That land doesn't belong to them,</p><p>4 my parents. It doesn't belong to me. And it doesn't</p><p>5 belong to my children. It is for all of us.</p><p>6 Never have I been so upset at the lack of</p><p>7 respect that these people have for us. We've been doing</p><p>8 this for several years now out of pocket, on our own time.</p><p>9 I want you, community members, to look at these people.</p><p>10 We are not troublemakers. We are not all these things</p><p>11 people want you to think we are. We are just simply</p><p>12 people that said no.</p><p>13 Look around our indigenous communities,</p><p>14 everybody standing up. Everybody has their own battles.</p><p>15 Everybody's fighting those battles; elders, young people.</p><p>16 This is our battle. This is our battle. That is our</p><p>17 sacred mountain. You need to stand up. Don't be afraid.</p><p>18 'Cause when it comes down to it, where do you want to be</p><p>19 in the side of history? Where do you want your family's</p><p>20 name to be? Do you want your family to be a family that</p><p>21 stood up and fought, that helped?</p><p>22 Now, I don't -- I am simply just a community</p><p>23 member. I'm simply a mother, student, somebody who works</p><p>24 and really cares, has deep love, deep love for her people,</p><p>25 a person that just woke up one day and said, no, I'm not</p></div> <div>Page 69</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
7	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div>1 going to give in to the things that are all plaguing our</div><div>2 community; drugs, alcoholism, poverty. I'm going to do</div><div>3 something. We all did do something.</div><div>4 And if this is it, then do it. Make a</div><div>5 statement. Speak up. Start talking to your people. This</div><div>6 isn't over.</div><div>7 And I told my daughter, who did run the</div><div>8 whole -- who ran all day today for us, for our family.</div><div>9 And I told her one day when we were driving home -- which</div><div>10 I will also mention that my children have always gone to</div><div>11 school in Ahwatukee. We've lived in Ahwatukee for a</div><div>12 while. I have a lot of concern for that community as</div><div>13 well.</div><div>14 But I told her that one of these days, maybe</div><div>15 in 15 years, you're going to still be fighting this.</div><div>16 Remember what we did. Remember who was there. Remember</div><div>17 what your elders said.</div><div>18 Don't give up, everybody. Don't give up.</div><div>19 What they don't know is what's coming. This is just the</div><div>20 beginning. We're not going to stop. We're going to keep</div><div>21 fighting.</div><div>22 And that's all I want to say.</div><div>23 MS. KISTO: Thank you, Ms. Jackson, for your</div><div>24 comment.</div><div>25 Anybody else like to come up and make a</div></div></div> <div><div>Page 70</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<p>From: sharkb8@aol.com [mailto:sharkb8@aol.com] Sent: Wednesday, November 19, 2014 11:07 AM To: Projects Subject: Responses To SMF202 FEIS</p> <p>Responses To ADOT's Comments in the SMF 202 FEIS</p> <p>Code 1-Purpose and Need: Your comments in the FEIS related to my question, "One fact about Phoenix area freeway construction is that within a few month's of a new freeway's opening, it reaches capacity and the only way to effectively relieve freeway rush hour traffic is to get vehicles off the freeway, not by building more and more freeways which increases the vehicle count across the grid did not answer my question. Your comments were ambiguous. You state the congestion relief resulting from the proposed freeway would provide reductions of delays at interchanges. How is this possible when the proposed South Mountain Freeway creates new MAJOR choke points at new freeway intersections (2-3 different freeways intersecting) at 55th Avenue in the west and I-10 in the east where none existed before? Commuters traveling from the west into downtown Phoenix now will have three major freeway choke points on their way downtown during rush hour. Eastsiders will have another within 7 miles of the worst choke point on I-10, the Broadway curve. Table 3-9 in the FEIS shows no substantial factual information on the benefits of the SMF vs. the no-action plan. Just ideas, projections and comments with no factual comments referenced in the comparison chart. Take for instance, the comment under Without the Proposed Freeway, "Lack of the proposed freeway would be inconsistent with the planning efforts of numerous governmental entities." And spending \$2-\$3 billion for 22 miles of a freeway with so many detrimental issues is?</p> <p>Code 2-Purpose and Need: Where does the 6 percent reduction in 2035 average daily traffic volume in the Broadway curve area number come from? Is it just a projection based on the 2003 RTP? Based on past and current real world experience in the field and on the pavement, the Broadway Curve area will not see a reduction in traffic volumes in 2035 as a result of the South Mountain Freeway build. Add to the fact that in the east, the SMF footprint is set. There is no room for expansion unless the GRIC allows expansion to be built on their land in future years.</p> <p>Code 6-Neighborhoods/Communities: I mentioned that Pecos Road contains a "major" church, grade school, post office, and thousands of people living directly in the path of the proposed freeway. These people and businesses will have to be moved and compensated and will be severely impacted if they stay. I find the comment in the FEIS, "Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility, offensive. This freeway was on the maps in 1985 (conceived, maybe as early as 1972?), it's now 2014</p>

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1	Alternatives, No-Action Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>The connection to Interstate 10 (Papago Freeway) at 59th Avenue will include substantial improvements (widening) along Interstate 10 to provide adequate operations on Interstate 10 in the area of the junction and to allow traffic moving to and from the South Mountain Freeway to enter and exit the Interstate 10 main line (see page 3-49 of the Final Environmental Impact Statement). The design of the Interstate 10 and South Mountain Freeway system traffic interchange at 59th Avenue has received preliminary acceptance from the Federal Highway Administration, subject to completion of the National Environmental Policy Act process.</p> <p>The Interstate 10/Pecos Road/State Route 202 Loop system traffic interchange was constructed to be able to accommodate the freeway.</p>
2	Purpose and Need	<p>As stated in the original response, the values are based on modeled 2035 traffic projections. The Maricopa Association of Governments is the local government agency responsible for traffic forecasting. The Maricopa Association of Government's travel demand model is a state-of-the-practice model that predicts traffic movement and is used by the Maricopa Association of Governments and Arizona Department of Transportation to determine the need for transportation projects. The model is calibrated to actual, observed traffic conditions and meets an advanced practice guideline by the Federal Highway Administration for similarly sized areas.</p>
3	Community Impacts	<p>Mitigation measures to minimize the impact of the freeway on the remaining residents and businesses are presented throughout Chapter 4 of the Final Environmental Impact Statement.</p> <p>The impacts on community character and cohesion are presented in Table 4-9 beginning on page 4-24 of the Final Environmental Impact Statement.</p>
4	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
5	Freeway Awareness	

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	<p>and it's not built. So all these 80,000+ people over the last 29 years should not have purchased homes, built businesses, etc. in the area because of a potential freeway? That comment in the FEIS was uncalled for. These people have built a community before the freeway and it is something that must be dealt with in an understanding, professional manner.</p>
6	<p>My following question was never answered in the FEIS – Since there is no land available, that means there will be no industrial development along the freeway thru Ahwatukee Foothills for the State of Arizona or it's municipalities. Zip, Zilch, Nada. This leaves the Gila River Indian Community with a potential financial juggernaut of retail, industrial and hospitality development along the proposed freeway on their land. This will add even more traffic to the community. Since ADOT states no studies can be done on this land, they have no clue as to what kind of developmental impact the Gila River Community has in store for our community. No one does. Since I posed this question a major retail center has been built and an office complex is in the development stages. There will be a huge arterial street traffic influx from all this development from the freeway/new businesses in the area and there is no state land available. Roads can't be widened when there is no land. What are ADOT's solutions?</p>
7	<p>Code 8-Utilities: You state: There are city water and sewer lines and other private utilities under Pecos Road. As necessary, these utilities would be relocated to avoid impacts from the proposed freeway. But you do not provide any information about these water lines. I want to know exactly what your plans are for these affected water lines. I want to know that petrochemicals and other industrial waste aren't seeping into my water supplies. I saw a 60 million water line being built right under Pecos Road. I looked down the trenches. It needs to be moved, where, what and how much is being moved. What do YOU perceive "as necessary?" Be specific in your answers.</p>
8	<p>This question was not answered: Will ADOT pay for yearly independent water and soil analysis to look for leaching of oil, gas, diesel fuel and chemicals into the freeway area near the community that will eventually leach into the water supply? What about the area's well re-location that is impossible. Is ADOT willing to pay the community for water costs in perpetuity on wells that are capped in the area? Has this cost been added to the budget?</p>
9	
10	<p>Code 9-Utilities: You state: The major gas lines that run along Pecos Road are operated by El Paso Natural Gas and Kinder Morgan. The operation of these lines would not be affected by the proposed freeway. Please answer my question; will these lines need to be shut down during construction? They are very close to Pecos Road. In areas within 30 feet. Will for instance, a few miles of lines need to be diverted? Fuel lines pose issues, potentially fatal issues. Koch industries knows this well. Be more specific in your answers.</p>
11	<p>Code 10-Noise: This is going to be a very delicate issue considering the unique topography of the area. I stated that sound abatement walls will be totally ineffective if this freeway is built above ground thru Ahwatukee. Anyone can visualize this in the areas where all housing is above the highway platform. You didn't answer my question as to how this sound issue will be dealt with. People are used to zero freeway (or vehicle) noise and now they will have a potential 100,000+ vehicles. You state that the regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies make every reasonable and feasible effort to provide noise mitigation when the criteria are approached or exceeded. What does this mean to possibly tens of thousands of people who are negatively impacted by this severe noise? Remember this is virgin land, thousands of houses and nothing else surrounded by open desert and mountains. There is no city "white noise" in the area. What will be done for the people this noise issue impacts? What is a reasonable and feasible effort? Be specific.</p>
12	<p>Code 11-Noise: You state: The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study. In other words because of COST, the below ground option</p>

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6	Economics, Socioeconomics	<p>As noted on page 3-27 of the Final Environmental Impact Statement, the Maricopa Association of Governments regularly updates its models used for traffic projections to address changes to model inputs, such as socioeconomic data like residential or commercial developments.</p> <p>With the freeway in operation, additional planned capacity will be added to the region's freeway system. Demand on the arterial street grid will shift appropriately to the freeway. These benefits are displayed in Figures 3-12 and 3-13 of the Final Environmental Impact Statement. The road network will be better suited to handle changes in development plans with the freeway in operation.</p>
7	Utilities	<p>As discussed on page 4-174 of the Final Environmental Impact Statement, the specific location and method of utility relocations will be determined during final design of the project.</p>
8	Water Quality	<p>Water quality-related regulatory requirements, potential impacts, and proposed mitigation are presented in the sections, <i>Water Resources</i>, <i>Floodplains</i>, and <i>Waters of the United States</i>, beginning on pages 4-101, 4-110, and 4-116, respectively, of the Final Environmental Impact Statement.</p>
9	Groundwater	<p>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. Details on the well acquisition, condition assessment, and replacement process used by the Arizona Department of Transportation are presented on page 4-108 of the Final Environmental Impact Statement. This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region. The anticipated cost of well replacement has been included in the total cost for the project, as presented in the Final Environmental Impact Statement</p>
10	Utilities	<p>The statement quoted notes that these lines will “not be affected.” That includes all aspects of the utility's operations.</p>
11	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
12	Design	<p>The evaluation of the depressed profile option is presented beginning on page 3-15 of the Final Environmental Impact Statement. Cost was one of many factors that led to the option ultimately being eliminated from study. The option would also displace an additional 300 residences, require additional maintenance of pump stations and detention basins for the life of the freeway, and would not have completely eliminated noise and visual impacts. Also, depressing the freeway in this area would potentially have adverse flooding impacts on adjacent properties and increase the risk of flooding on the freeway itself.</p>

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	<p>was eliminated. Even though this option has extremely more beneficial elements (sound, access, visual footprint, etc) to the community when compared similarly to the alternative construction method.</p>
12	<p>Code 12-Property Values: You state: As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area. This supports the below ground option would benefit a community more than an elevated freeway with soaring 20-30 feet high entry points.</p>
13	<p>Code 15-Trucks: You state: The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035. And if that forecast is wrong and its more, way more? And this freeway becomes the Phoenix are metro truck bypass everyone thinks it will. Will there be a way to limit the types of vehicles driven on the freeway or monitor them and their emissions? You haven't answered this question.</p>
14	<p>This question was not fully addressed in the FEIS (Code 18) and it is a critical question that needs to be answered for the citizens of Ahwatukee Foothills: This proposed 8-10 lane freeway will take 7-9 years to construct. During that time it will throw in excess of 6000 construction workers daily on our streets coming and going. There will be a continual dirt cloud over Ahwatukee until the freeway is completed. Pecos Road will continually be shut down and basically be unusable which means Chandler Boulevard and Ray Road will be the only way in and out for 7-9 years. How are people in this area going to get out? It will be unlivable during construction for the residents south of Chandler Boulevard between 35 Avenue and 40th Street. Will there be a fund to help children and elderly adults who develop major respiratory ailments from the construction's brown cloud? Will residents and businesses be compensated for extra water costs for dirt cleanup during construction? What about blasting apart South Mountain with 3 twenty story high and 200 yard wide cuts and the unknown noise effects on the community?</p>
15	
	<p>Code 18-Traffic: The freeway construction staging plan for the area along Pecos Road would allow for keeping east–west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction.</p>
16	<p>This answer (Code 18-Traffic:) needs much more detail because as it exists now, it just doesn't seem feasible. The footprint of the land from 17th Avenue to 40th Street is very limited. There is going to have to be closures of Pecos Road to be able to accomplish the construction of an 8-lane freeway through this corridor. How long are these closures going to be? How is the community notified? Blasting? Disruption of services? Dirt? Maybe the GRIC is allowing you to use their land for "staging areas" for a price? Be more specific.</p>
17	<p>This question was not answered: ADOT plans to put part of this freeway thru South Mountain Park because they say they have no other option and Federal law allows them that right. I can't even express in words how wrong this is. Taking even one foot of a park for a freeway is just plain wrong. After all why is it even a park. And not just a park, but also the United States largest municipal park and one of the world's largest urban parks at 16,283 acres soon to have a freeway running through it and named after it. There are options.</p>
18	<p>This question was not specifically answered: What is the possible future cleanup cost to Arizona taxpayers if the Superfund site near 55th Avenue is breached and leaks into ground water since the Federal government will no longer be responsible for any costs of cleanup if a freeway is built in the area? Similar sites cleanup costs have ranged from \$650 million to \$2.25 Billion. Has this cost also been added to the budget? It is extremely important that this question be answered. Construction of this freeway has the potential of making the State of Arizona responsible for a major Superfund site cleanup of potentially billions of dollars in the future.</p>
	<p>Codes 22-23-Hazardous Materials: Did not specifically answer the above question about who is</p>

Code	Issue	Response
13	Trucks	Arizona highways, as are most highways across the United States, are open to all kinds of traffic, so long as the cargo being carried is in accordance with U.S. Department of Transportation regulations for the specific type of cargo. The South Mountain Freeway will operate under the same rules as other similar facilities in the state; truck traffic will be permissible (see text box on Final Environmental Impact Statement page 4-166).
14	Temporary Construction Impacts	<p>The project will not take 7 to 9 years to construct. The Arizona Department of Transportation plans on delivering the project as a single design-build-maintain project. This method will accelerate the construction duration for the entire project to around 3 to 3.5 years. Construction in any one area will be much shorter.</p> <p>As stated in the previous response, east–west travel in the area of Pecos Road will continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.)</p> <p>Mitigation and regulatory requirements related to construction-related air quality and noise impacts are presented in the Final Environmental Impact Statement beginning on page 4-173.</p> <p>Mitigation related to blasting is presented in the text box on page 4-123 of the Final Environmental Impact Statement.</p> <p>These commitments are confirmed in Table 3, beginning on page 38, of the Record of Decision.</p>
15	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
16	Temporary Construction Impacts	<p>The methods and timing of construction activities will be determined during final design of the project. The final design and construction activities must adhere to the commitments made in the Record of Decision.</p> <p>The Arizona Department of Transportation will engage the public during design of the freeway to address specific design-related issues as specified in the commitment list. For projects like the South Mountain Freeway, the Arizona Department of Transportation, in the past, has held advertised public meetings to present design details—particularly to show where the freeway will be located, its profile, service traffic interchange configurations, noise barrier locations, and architectural treatments. During construction, the Arizona Department of Transportation will hold information meetings at the beginning of construction activities regarding the upcoming improvements and work schedules. The public will be informed through construction updates/newsletters, project information hotlines, Web sites, periodic meetings, project offices, and radio and newspaper advertising.</p>
17	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

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19	<p>responsible for the Superfund site cleanup near 55th Avenue. Currently as I understand, the Federal Government is but that changes with construction of a freeway. Please answer the question.</p> <p>Code 24-Design: You state: Desert Foothills Parkway and 24th Street have standard 12-foot-wide travel lanes, and the vertical and horizontal geometry make them passable by most vehicle types. These roads are operated and maintained by the City of Phoenix . The City of Phoenix would have the authority to restrict truck traffic, if desired. The key here is "most vehicle types." In the event of an emergency when the proposed freeway is shut down, the Desert Foothills Parkway and 24th Street exits have to be made unavailable for diverting traffic off the freeway. These roads cannot handle the capacity with their winding, hilly terrain and narrow lanes. Do a site "real" analysis (with actual vehicles) and you will find out that 20 big rigs will not be able to negotiate this area creating gridlock. Delivery trucks have avoided it for decades. Planning for such an event is crucial because of the geography. Pushing the decision onto the City of Phoenix shows a lack of public safety concern considering you are the Arizona Department of Transportation. This will be a major problem, make everyone aware, and implement plans before it becomes a serious problem.</p> <p>Lately it's become apparent that ADOT is "shopping" the construction/maintenance of this freeway as a public/private build to help with financing the project. What happened to all the sales taxes set aside with a specific voter proposition to establish funds for this freeway? A cost analysis of expenditures is requested. How is a private company going to make a profit on their investment in the project since this is not a toll road? Are their project invoices to become public record? Are they going to handle all future maintenance? Will this build/maintenance be put out for bid so other private companies get a chance to compete for public projects?</p> <p>Sincerely, Kevin Janke</p> <hr/> <p>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.</p>
20	

Code	Issue	Response
18	Hazardous Materials	<p>Given the separation distance between the adversely affected media (groundwater) and the construction zone (near surface in these locations), the project team determined that these sites will not pose a risk to construction or to the general public once the facility is completed.</p> <p>According to 46 <i>Federal Register</i> 18026 (March 23, 1981), the environmental impact statement must discuss reasonably foreseeable actions. These are actions that are likely to occur or probable, rather than those that are merely possible.</p>
19	Traffic	<p>Issues related to a severe accident exist for many portions of the Phoenix metropolitan area. A fast and effective response is critical in the emergency response plans prepared by emergency service providers and is discussed on page 4-166 of the Final Environmental Impact Statement.</p>
20	Project Delivery	<p>In July 2014, the Arizona Department of Transportation announced that if the Selected Alternative is the build alternative, the South Mountain Freeway will be procured as a single project using a public-private partnership approach. The design-build-maintain delivery mechanism will include a long-term maintenance component but will not include a private finance option. This delivery method provides the best value for Arizona taxpayers, allows the agency to mitigate risk most effectively, and provides the most efficient and innovative delivery option.</p> <p>The Arizona Department of Transportation will fund the project capital costs with a combination of available public funds from sales tax revenues and tax-exempt bonds. The maintenance period will be up to 30 years from project completion. The selection of the design-build-maintain contractor will be open and will be based on best value, combining qualifications, schedule, and price.</p>

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>1</div><div>8</div></div><div><div><div><div>From:</div>Tanja Jockovic [mailto:tanjajockovic@msn.com]</div><div><div>Sent:</div>Tuesday, November 25, 2014 2:32 PM</div><div><div>To:</div>Projects</div><div><div>Subject:</div>No to Loop 202 South Mountain Freeway</div></div><div><p>As one of the least sustainable states in the U.S., Arizona should rethink their decision to expand Loop 202 South Mountain Freeway. This is not about whether this freeway should be built; this is about preserving what is left of our precious environment. Location of the proposed Loop 202 will only add to destruction of the environment, pollute the air and water, and misplace dozens of families. Southern part of the valley is already a home to dozens of landfills, including some hazardous waste landfills, as well as concrete and asphalt manufacturers that have been spewing toxic particles into the air; adding a freeway into this mix will be detrimental to those living in the area, myself included as I will have the front row view of Loop 202 if this proposal passes.</p><p>Instead of investing in more sustainable options such as light rail or investing in preservation of our natural resources, Arizona has decided it would be in our best interest to do the opposite and is even willing to desecrate the sacred ground of Native Americans. As the temperatures skyrocket, drought worsens, and we deplete the last drop of water, will you then realize that you should have taken some precaution in protecting the environment and human health? Will you then realize that striving towards more sustainable future is the only option if we wanted to ensure our future generations have a chance at survival? Sadly, I doubt greedy corporations and those pushing for this freeway to be built ever considered those who will be the most affected or our rights including human, animal and environmental.</p></div><div><div>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.</div></div></div></div>

Code	Issue	Response
1	Alternatives, Environmentally Preferable Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Air Quality	
3	Water Quality	Water quality-related regulatory requirements, potential impacts, and proposed mitigation are presented in the sections, <i>Water Resources</i> , <i>Floodplains</i> , and <i>Waters of the United States</i> , beginning on pages 4-101, 4-110, and 4-116, respectively, of the Final Environmental Impact Statement.
4	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Hazardous Materials	
6	Alternatives, Nonfreeway Alternatives	
7	Section 4(f) and Section 6(f), Traditional Cultural Properties	
8	Health Effects	

1

CONTACT RECORD

SOUTH MOUNTAIN FREEWAY

INCOMING CALL DATE: 11/3/14	INCOMING CALL TIME: 5:39 PM
STAKEHOLDER: DAVE JOHNSON	ADDRESS:
PHONE:	EMAIL:
CONTACT METHOD: HOTLINE CALL	
<div><div>REMARKS/QUESTIONS:</div><div>Oppose project - From Prescott AZ</div></div>	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div data-bbox="202 493 257 550">1</div> <div data-bbox="425 348 1296 425"><hr/><p>From: Ken Js [mailto:h_drakensis33m@hotmail.com] Sent: Saturday, October 18, 2014 5:17 PM To: Projects Subject: Final Environmental Impact Statement for the Loop 202 South Mountain Freeway Available</p></div> <div data-bbox="425 451 634 471"><p>To whom it may concern:</p></div> <div data-bbox="425 501 1137 522"><p>PLEASE HURRY UP AND GET THE DANG LOOP 202 SOUTH MOUNTAIN FREEWAY BUILT!</p></div> <div data-bbox="425 550 1283 626"><p>That's my OFFICIAL, PUBLIC comment. I support the COMPLETION of the Loop 202, connecting to I-10 at 55th Ave. Moreover, I'm not concerned if a the Loop 202 has to cut through a SMALL portion of South Mountain Park.</p></div> <div data-bbox="425 657 658 677"><p>'Officially,' and with respect,</p></div> <div data-bbox="425 707 643 784"><p>Kenneth B. Jones 12547 W. Montebello Ave. Litchfield Park AZ 85340</p></div> <div data-bbox="425 834 1296 939"><hr/><p>Subject: Final Environmental Impact Statement for the Loop 202 South Mountain Freeway Available Date: Fri, 26 Sep 2014 18:22:52 -0500 To: h_drakensis33m@hotmail.com From: adot@service.govdelivery.com</p></div> <div data-bbox="425 961 1302 1012"><div data-bbox="515 975 537 995">?</div></div>

Code	Issue	Response
1		Comment noted.

Code Comment Document

Final Environmental Impact Statement for the Loop 202 South Mountain Freeway Available

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) released the [Final Environmental Impact Statement](#), or "FEIS", on September 26, 2014.

The [FEIS](#) is available for a 60-day review until November 25, 2014. During this review, the document is available online (azdot.gov/southmountainfreeway) and at the locations listed below:

- Phoenix Public Library – Cesar Chavez; 3635 W. Baseline Rd., Laveen; 602.262.4636
- Phoenix Public Library – Desert Sage; 7602 W. Encanto Blvd., Phoenix; 602.262.4636
- Phoenix Public Library – Ironwood; 4333 E. Chandler Blvd., Phoenix; 602.262.4636
- Phoenix Public Library – Burton Barr; 1221 N. Central Ave., Phoenix; 602.262.4636
- Chandler Sunset Library; 4930 W. Ray Rd., Chandler; 480.782.2800
- Sam Garcia Western Avenue Library; 495 E. Western Ave., Avondale; 623.333.2565
- Tolleson West Public Library; 9555 W. Van Buren St., Tolleson; 623.936.2746
- Tempe Public Library; 3500 S. Rural Rd., Tempe; 480.350.5500
- ADOT Environmental Planning Group; 1611 W. Jackson St., Phoenix; 602.712.7767 (call for appointment)
- Gila River Indian Community District 1 Service Center; 15747 N. Shegoi Rd., Coolidge; 520.215.2110
- Gila River Indian Community District 2 Service Center; 9239 W. Sacaton Flats Rd., Sacaton; 520.562.3450/520.562.3358/520.562.1807
- Gila River Indian Community District 3 Service Center; 31 N. Church St., Sacaton; 520.562.2700
- Gila River Indian Community District 4 Service Center; 1510 W. Santan St., Sacaton; 520.418.3661/ 520.418.3228
- Gila River Indian Community District 5 Service Center; 3456 W. Casa Blanca Rd., Bapchule; 520.315.3441/520.315.3445
- Gila River Indian Community District 6 Service Center; 5230 W. St. Johns Rd., Laveen; 520.550.3805/ 520.550.3806/520.550.3557
- Gila River Indian Community District 7 Service Center; 8201 W. Baseline Rd., Laveen; 520.430.4780
- Gila River Indian Community – Ira Hayes Library; 94 N. Church St., Sacaton; 520.562.3225
- Gila River Indian Community Communications & Public Affairs Office; 525 W. Gu U Ki Rd., Sacaton; 520.562.9851

The [Draft EIS](#) and [FEIS](#) identifies a preferred alternative route for this freeway corridor – running east and west along Pecos Road and then north and south between 55th and 63rd avenues, connecting with Interstate 10 on each end. It also formally documents the analysis of potential impacts associated with the proposed freeway.

The [FEIS](#) addresses all 8,000 comments received during the 90-day review and comment period of the [Draft EIS](#) released in April 2013. Responses to these comments are provided in Volume III of the [FEIS](#). Comments received during the 60-day [FEIS](#) review period will be considered in the "Record of Decision," the final decision-making document prepared by the FHWA. The Record of Decision is expected to be available for public review in early 2015.

For more information, visit azdot.gov/southmountainfreeway, email projects@azdot.gov, phone 602.712.7006, or write to ADOT Community Relations, 1655 W Jackson St, MD126F, Phoenix, AZ 85007.

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Code	Issue	Response

Code Comment Document

From: Jules Junion [mailto:jjunion@cox.net]
Sent: Tuesday, November 11, 2014 2:48 PM
To: Projects
Subject: SMF- NO BUILD / PARC Member
Importance: High

To whom it may concern:

Based on the finding in the FEIS, I am sending this e-mail to share my concerns that an eight-lane freeway will be tearing through our beautiful Ahwatukee Foothills destroying wildlife, compromising air quality, and essentially bastardizing the sacred preserve known as South Mountain.

As a twenty year resident of Ahwaukee, and having traveled all over this country and abroad, I can't express to you what a majestic and beautiful area of land that we currently live in. You are not building. YOU ARE DESTROYING!

To rip through this community to build what is essentially a trucker bypass is very irresponsible on the part of ADOT. This 30-year-old, ill conceived freeway plan should be thrown out the window.

Best Regards,

Jules Junion
Director, National Accounts
AccentCare - PCS Division
480-540-6343 c

The logo for AccentCare, featuring the company name in a serif font, the tagline "Your Extended Family" in a smaller font below it, and a stylized graphic of two interlocking loops to the right.

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Code	Issue	Response
1	Biology, Plants, and Wildlife	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Air Quality	
3	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
4	Section 4(f) and Section 6(f), Traditional Cultural Properties	
5	Purpose and Need, Truck Bypass	
6	Purpose and Need, Old Plan or Use of Old Data	

Code

Comment Document

From: Rachel Kelley [mailto:rachelkelley@q.com]
Sent: Tuesday, November 25, 2014 6:49 AM
To: Projects
Subject: Cancel South Mountain Freeway project

With regards to public comment on the FEIS for the South Mountain Freeway project, I strongly urge you to cancel the project due to the highly deficient FEIS.

Regards,

Rachel Kelley

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Timothy Kelley [mailto:tskelley.tk@gmail.com] Sent: Monday, November 24, 2014 12:17 PM To: Projects Subject: Cancel South Mountain Freeway project</p> <p>With regards to public comment on the FEIS for the South Mountain Freeway project, I strongly urge you to cancel the project due to the highly deficient FEIS.</p> <p>Regards, Timothy Kelley</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div></div><div><div><div><div>From: Shad Kelly [mailto:coppercache1302@yahoo.com]</div><div>Sent: Tuesday, November 18, 2014 4:06 PM</div><div>To: Projects</div><div>Subject: My family opposes the proposed south mountain freeway!</div></div></div><div><div>My family opposes the proposed south mountain freeway!</div><div>The SMF would cause unnecessary destruction of both plant and animal habitats within South Mountain and destruction of wilderness areas revered by Phoenix citizens, along with the desecration of land sacred to Native American populations. We are very concerned that the SMF would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley. We are very concerned that the SMF would create a dramatic increase in Phoenix truck traffic POLLUTION. This pollution will affect my children. This pollution will affect ALL CHILDREN along the proposed route. Reminder that we are in a relative "Valley" on the south side of south mountain. This is unacceptable. We are very concerned that the SMF would create significant, new dangers of hazardous material transport within highly populated and highly vulnerable areas. INCLUDING SCHOOLS and HOMES.</div><div>Thank You, Shad Kelly 602-803-9260</div></div><div><div>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.</div><div>.</div></div></div></div>

Code	Issue	Response
1	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
3	Section 4(f) and Section 6(f), Traditional Cultural Properties	
4	Purpose and Need, Truck Bypass	
5	Air Quality	
6	Children’s and Seniors’ Health	
7	Hazardous Materials	

Code	Comment Document
	<div data-bbox="428 358 901 445"><p>From: Shad Kelly [mailto:coppercache1302@yahoo.com] Sent: Sunday, December 28, 2014 9:46 AM To: Projects Subject: DEIS concerns</p></div>
1 2 3 4 5 6 2	<p data-bbox="428 528 979 550">I am concerned that the DEIS does not adequately identify:</p> <div data-bbox="463 580 1289 1048"><ul style="list-style-type: none">• the displacement of Gila River homes,• does not identify an evacuation route in the event of a biohazardous accident,• does not depict the loss of agriculturally zoned lands in the Laveen and Gila River areas, or• visually display prehistoric sites potentially impacted from construction.• The DEIS clearly discriminates on the basis of religion and race. United States commission on civil rights defined religious discrimination in relation to the civil rights guaranteed by the Fourteenth Amendment to the United States Constitution.• The modeling of air pollution impacts in the DEIS do not include the additional air pollution from truck traffic from Mexico. The DEIS briefly mentions the issue, but it claims it has no way to know what impact this would be. Toxic air is already an issue, but added risks are not mentioned.• there is nothing in the DEIS that even mentions the hazmat transportation and risks issue.</div>
7	<p data-bbox="428 1082 1280 1135">ADOT needs to analyze these impacts and provide visuals such as aerial photography where needed.</p>
8	<p data-bbox="428 1171 1243 1219">I recommended that ADOT issue a revised DEIS that adequately addresses public health concerns.</p>
9	<p data-bbox="428 1229 680 1251">NO build is the only option.</p> <p data-bbox="428 1288 522 1310">Thank you</p>
	<div data-bbox="428 1405 1289 1467"><p>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.</p></div>

Code	Issue	Response
1	Acquisitions and Relocations	There will not be displacements of Gila River Indian Community homes.
2	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
3	Land Use	The existing land uses and zoned land uses are shown and the potential acreage of conversion to a transportation use are disclosed in the section, <i>Land Use</i> , beginning on page 4-3 of the Final Environmental Impact Statement. There will be no loss of agricultural land on the Gila River Indian Community.
4	Cultural Resources	Sensitive and confidential information regarding Native American sacred sites is not included in the Final Environmental Impact Statement, a public document, as a means of protecting them. This information is included in the technical reports prepared for the project and is kept confidential.
5	Title VI	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Trucks	
7	Public Involvement	Aerial maps are available on the project Web site: <azdot.gov/southmountainfreeway>.
8	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
9	Alternatives, No-Action Alternative	

Code	Issue	Response
1	Acquisitions and Relocations	There will not be displacements of Gila River Indian Community homes.
2	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
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9	Alternatives, No-Action Alternative	

Code Comment Document

From: [Projects](#)
To: [ADOT](#)
Subject: FW: My family opposes the south mountain freeway
Date: Monday, December 29, 2014 7:15:34 AM

Please log

Brock J Barnhart
Assistant Communication Director

1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-4690
azdot.gov

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized green font with a red outline, and the word "Communications" in a smaller, black, sans-serif font below it.

From: Shad T Kelly [<mailto:skelly@umec.com>]
Sent: Sunday, December 28, 2014 8:54 AM
To: Projects
Subject: My family opposes the south mountain freeway

My family opposes the proposed south mountain freeway!

The SMF would cause unnecessary destruction of both plant and animal habitats within South Mountain and destruction of wilderness areas revered by Phoenix citizens, along with the desecration of land sacred to Native American populations, We are very concerned that the SMF would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley. We are very concerned that the SMF would create a dramatic increase in Phoenix truck traffic POLLUTION. This pollution will affect my children. This pollution will affect ALL CHILDREN along the proposed route. Reminder that we are in a relative "Valley" on the south side of south mountain. This is unacceptable. We are very concerned that the SMF would create significant, new dangers of hazardous material transport within highly populated and highly vulnerable areas. INCLUDING SCHOOLS and HOMES.

Thank you,
Shad Kelly
602-803-9260

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Code	Issue	Response
1	Biology, Plants, and Wildlife	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
3	Section 4(f) and Section 6(f), Traditional Cultural Properties	
4	Purpose and Need, Truck Bypass	
5	Air Quality	
6	Children's and Seniors' Health	
7	Hazardous Materials	

Code

Comment Document

From: Diana King [mailto:diana30king@yahoo.com]
Sent: Wednesday, November 19, 2014 10:31 AM
To: Projects
Subject: south mountain freeway

I understand the city is thinking about creating a truck bypass on or by pecos road. I just wanted to say I am opposed to this idea and I hope you would reconsider.
Diana Small

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Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div><div>1</div><div>2</div><div>3</div><div>4</div></div><div><div>4</div></div><div><div>5</div></div><div><div>2</div><div>3</div><div>6</div></div></div><div><div><div><div>From: MKIRK9942@aol.com [mailto:MKIRK9942@aol.com]</div><div>Sent: Tuesday, November 25, 2014 8:49 PM</div><div>To: Projects</div><div>Subject: Comments on Final Environmental Impact Statement for the Loop 202 South Mo</div></div></div><div><div>AZDOT:</div><div>I am not sure on the formal to best detail my comments on the EIS for the Loop 202 South Mountain Freeway, but here goes my comments.</div><div>1. My review of the EIS found no analysis for the extended on-ramp at 17th Avenue for noise or pollution from traffic along the extended Chandler Blvd to access the Freeway on 17th Avenue. The change in traffic pattern will increase traffic along Chandler Blvd by 2,000 to 4,000 cars daily, but the document failed to analyze the effect of this traffic increase for increase noise and added pollution. Also the document failed analyze the effects of the environmental effects to the social structure of the area which includes walkers, runners, dog walkers, cyclists that enjoy what is now a relatively quiet road to a significant increase in traffic at the key times for this activity. Also there are numerous student bus stops along Chandler that will be effected by not only increased traffic, but the speed of these vehicles. Currently, the traffic along Pecos has a 40 mph speed limit which is almost never obeyed. The traffic exceeds 50+ mph on Pecos and will probably exceed these same speeds along Chandler endangering students, walkers, cyclists runners and dog walkers.</div><div>2. As the freeway passes through South Mountain Preserve, access for hikers, animals & mountain bikers has been designed into the freeway design. However, all along the freeway design down the Pecos corridor there are no accommodations for movement of animals, runners, cyclists along that route. Currently, Pecos is used for recreation activities and the introduction of the freeway per the EIS does not address the environmental impact of elimination of this important aspect of the local population. There is no alternative plan to address this concern in the Freeway plan or within the EIS. Putting cyclists on the freeway is not a good idea and not allowing animals to move south to the Gila Indian Reservation is not addressed. The EIS does not address any social issues related to the population that exercises via running, walking, cycling, etc.</div><div>3. The noise and air quality portions of the EIS does not address the effect on the population that exercises outside which will be exposed to the increased effects of noise and air quality. In general, the EIS has fails to address any effects to the local population that exercises outside which will be effected by increased traffic or the removal of the key pathway for these activities along the existing Pecos Road.</div><div>Thanks for considering these comments.</div><div>Best regards, Michael Kirk 1758 W Thunderhill Drive Phoenix, AZ 85045 480-399-9171</div></div><div><div>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.</div></div></div></div>

Code	Issue	Response
1	Design	The extension of Chandler Boulevard from 19th Avenue to approximately 27th Avenue is included in the City of Phoenix <i>General Plan</i> , so it would be constructed whether this project is completed or not. The traffic along the new section of Chandler Boulevard was included in the noise and air quality analysis, as appropriate.
2	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters.
3	Air Quality	Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A. The noise and air quality analyses account for the impacts on receivers outside and in proximity to the freeway.
4	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the freeway will not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added as a separate project by the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix. Enforcement of the speed limit and requirements to stop for school buses is the responsibility of the local jurisdiction.
5	Design	There is one crossing that is located along the Sun Circle/Maricopa/National trail; however, the rest are not intended for recreational use. Given the residential development along the sections of freeway along Pecos Road, wildlife movement in those areas is minimal. Culverts and other drainage features will be designed to be wildlife friendly as appropriate. Bicyclists will not be permitted on the freeway.
6	Community Impacts	Mitigation measures to minimize the impact of the freeway on the remaining residents and businesses are presented throughout Chapter 4 of the Final Environmental Impact Statement. The impacts on community character and cohesion are presented in Table 4-9 beginning on page 4-24 of the Final Environmental Impact Statement.

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Purpose and Need, Truck Bypass	
4	Transportation Planning	The Maricopa Association of Governments conducts regional transportation planning for the region and regularly evaluates the region's priorities given limited funding. The <i>2035 Regional Transportation Plan</i> , approved in 2014, identifies the freeway as one of the region's top priorities.
5	Visual Resources	Light from the freeway will be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Freeway lighting will be provided along the median of the freeway and at interchanges to achieve desired lighting levels for safety reasons. Any freeway lighting will be designed to reduce illumination spillover onto sensitive light receptors (such as residential and natural areas) (see page 3-58 of the Final Environmental Impact Statement).
6	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Air Quality	
8	Hazardous Materials	
9	Vibration	No federal requirements are directed specifically to highway traffic-induced vibration. All studies the highway agencies have done to assess the impact of operational traffic-induced vibrations have shown that both measured and predicted vibration levels are less than any known criteria for structural damage to buildings. No mitigation is warranted.

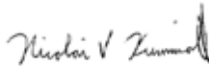
Code	Comment Document
	outside the minimum noise abatement area. Almost everyone in Ahwatukee can clearly hear any activity at Firebird Raceway, more than seven miles away. How much louder is heavy truck traffic going to be when less than one mile distant and carried through the bedrock all the way to the base of South Mountain?
10	<ul style="list-style-type: none">Once again, the FEIS chooses to largely ignore or gloss over the significant health risks posed by inserting a freeway into a mature residential community with dozens of public and private schools and daycare centers located within ½ to 1 mile of the Pecos Road alignment. How many health studies does it take to know that putting a freeway, especially one that will cater to a large volume of commercial truck traffic coming from Mexico using fuel that does not remotely meet U.S. standards for sulfur content, next to schools will have a detrimental effect on those students' health, both short and long term?
11	
7	<ul style="list-style-type: none">Also, the broad-handed dismissal of significant pollution increases again ignores local topography and prevailing wind patterns, which would serve to consolidate pollution to dangerous and unhealthy levels throughout the Ahwatukee Foothills Village. The SMF would serve to completely destroy what is currently one of the more pollution-free areas of the greater metropolitan Phoenix area, again in primary support of private interests and with zero benefit to Ahwatukee.
8	<ul style="list-style-type: none">The same topography and prevailing wind conditions are also again largely dismissed when addressing the potential effects of a gas-based hazmat spill along the SMF. A chlorine gas spill on the E1 alignment, wind-born north into South Mountain with no way to dissipate, would most likely result in tens of thousands of deaths and many times more severe and permanent injuries to residents of Ahwatukee.
5	<ul style="list-style-type: none">One of the beauties of Ahwatukee is being able to look up at night and actually see stars. The SMF, even with the best of dark sky mitigation, would largely destroy that element.
12	<ul style="list-style-type: none">While historically crime has nearly always increased in similar situations where a freeway is imposed into a residential area, once again ADOT has chosen to largely ignore any data that proffers support for this view, and instead chosen to again risk Ahwatukee residents' safety and security by providing a quick and easy access for criminals to this community.
	It's time to end this farcical waste of taxpayer money on a project whose primary beneficiaries are private interests. Times have changed in the last 30 years, and it's far past time that ADOT realized this and changed with them. What may have been viable in 1985 is no longer, and ADOT needs to get off the "this has always been the plan and nothing has changed" horse and direct its efforts and my money to finding an alternative that works for today and the future.
	Robert N. Knight Ahwatukee Resident and Small Business Owner

Code	Issue	Response
10	Children's and Seniors' Health	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
11	Trucks	
12	Crime	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Issue	Response
1	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Purpose and Need, Truck Bypass	
3	Air Quality	
4	Children's and Seniors' Health	
5	Biology, Plants, Wildlife	
6	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
7	Section 4(f) and Section 6(f), Traditional Cultural Properties	
8	Hazardous Materials	
9	Purpose and Need, Lack of Support	
10	National Environmental Policy Act	The Arizona Department of Transportation and Federal Highway Administration respectfully disagree with this comment.

Code	Comment Document
1	<div><div></div><div><p>From: Nick Kuminoff [mailto:kuminoff@gmail.com] Sent: Sunday, November 23, 2014 5:18 PM To: Projects Subject: comments on South Mountain Freeway FEIS</p><p>Dear AZ DOT</p><p>Please find attached my comments on your FEIS for the proposed South Mountain Freeway.</p><p>Sincerely,</p><p>Nick Kuminoff</p><hr/><p><small>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.</small></p></div></div>

Code	Issue	Response
1		These comments are the same as those submitted by Protecting Arizona’s Resources and Children. Responses can be found beginning on page A286 of this Appendix A.

Code	Comment Document
	<div>November 23, 2014</div> <div>South Mountain Study Team Arizona Department of Transportation 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007</div> <div>RE: Reply Comments on FEIS</div> <div>Dear South Mountain Study Team,</div> <div><p>Your responses to my comments on the DEIS were completely inadequate. The FEIS fails to address the concerns I raised. In some cases, you dismissed my comments by referring me to sections of the DEIS that addressed related issues, but did not address my specific concerns. In other cases, you provided boilerplate responses that either completely missed the point of my comment or failed to address my comment in any substantive way.</p><p>I am also concerned by the continued inconsistency in your treatment of livability benefits and costs of the Pecos Road alignment. Your responses to my comments on the DEIS assert that significant negative livability impacts can be ignored because they are difficult to model. In contrast, you have gone to great lengths to develop models that predict difficult-to-model benefits. Further, the air quality and transportation models that you use systematically omit key details that could undermine your conclusions, and you claim that any serious effort to address uncertainty in your analysis would be “needless detail”.</p><p>The EIS process now appears to have been a sham. Your support of the Pecos Road alignment is not supported by credible scientific evidence. You failed to demonstrate that the social benefits of the Pecos Road Alignment outweigh the social costs. Your approach to conducting the EIS made a finding in favor of the Pecos Road alignment a foregone conclusion. I strongly urge you and FHWA to re-start the planning process under new leadership.</p><p>I have attached a point-by-point reply to pages B2175-B2183 of the FEIS with the hope of calling attention to the inadequacies in your responses to my comments.</p></div> <div>Sincerely,<div> Nicolai V. Kuminoff kuminoff@gmail.com</div></div> <div>1</div>

Code	Issue	Response

Code	Comment Document
	<p>What follows are my original 12 comments on the DEIS and a summary [in bold text] of the inadequacies in your responses found on pages B2175-B2183 of the FEIS.</p> <p><u>Comment #1:</u> The DEIS implies that a majority of Maricopa County residents support building the proposed South Mountain Freeway without having any factual basis to support this implication. There are numerous examples of this, especially in the early chapters of the DEIS. One example is the “What do the results of Propositions 300 and 400 tell us” sidebar on page 1-9. The problem is that the proposed South Mountain Freeway was a fairly minor detail in the information provided to voters on the broader regional transportation plan. Voters have never had an opportunity to express their opinions on the South Mountain Freeway separately from other regional transportation projects that were bundled as part of these propositions and were in more immediate need of funding at the time the propositions were presented to voters. Furthermore, neither proposition provided voters with basic details on the South Mountain Freeway such as the expected construction cost and the number of lanes. Furthermore, at the time people voted on proposition 300 the town of Ahwatukee was largely undeveloped. Likewise, the regional transportation plan provided to voters as part of the Proposition 400 election of 2004 failed to anticipate the location, size, use, financial cost and social costs of building the freeway. It is also noteworthy that both votes occurred before the onset of the great recession. The bottom line is that there is no reason to expect that Maricopa county voters would support building the South Mountain Freeway, if they were given the opportunity to vote today. In addition, the question of whether or not voters liked the idea of a new freeway extension 30 years ago or 10 years ago is entirely irrelevant to the question of whether or not it makes sense to build the freeway today.</p> <p><u>Inadequacies in AZ DOT’s response:</u> The response fails to address the substance of my comment. For example, it ignores my comments about the outdated nature of the claimed support for the SMF and the fact that the SMF was bundled as part of the broader transportation plan.</p> <p>2</p>

Code	Issue	Response

Code	Comment Document
	<p><u>Comment #2:</u> The effort to model the effect of the freeway on ambient concentrations of criteria air pollutants is inadequate and misleading. For example, the discussion of carbon monoxide (CO) in section 4-65 of the DEIS points out that impacts were modeled using information from Maricopa County’s current network of air quality monitoring sites in the region. Yet the discussion fails to mention that Maricopa County does not have any air quality monitoring sites in the Ahwatukee foothills (http://alert.fcd.maricopa.gov/alert/Google/v3/air.html). This is a serious flaw in the modeling assessment because the prevailing wind patterns and foothills topography will likely cause most of the emissions of pollutants to be blown into pockets of localized air pollution above residential neighborhoods in Ahwatukee in between the freeway and South Mountain Park.</p> <p><u>Inadequacies in AZ DOT’s response:</u> The response fails to address my main point about there being no air quality monitoring sites in the Ahwatukee foothills.</p> <p><u>Comment #3:</u> Failure to model the impact of the freeway on ground level ozone concentrations above residential neighborhoods in Ahwatukee is a serious problem as emissions generated by the freeway may very well exceed national standards for 8-hour ambient ozone concentrations. As noted earlier, the prevailing wind patterns and topography of the region are likely to cause most of the emissions to sit in air pockets above residential neighborhoods in Ahwatukee. Furthermore, these neighborhoods are highly populated by families with young children who are identified by the Environmental Protection Agency as being a “sensitive group” with respect to ozone (Federal Registrar, Vol. 64, No. 149, Wednesday, August 4, 1999, Rules and Regulations).</p> <p><u>Inadequacies in AZ DOT’s response:</u> AZ DOT chose not to perform a credible analysis of health impacts for the FEIS that would take into account interactions between wind patterns, topography, locations of specific parks and schools, and the historical lack of air quality monitors in Ahwatukee.</p> <p><u>Comment #4:</u> The lack of air quality monitors in the Ahwatukee foothills area undermines the credibility of the entire air quality assessment provided in the DEIS. Air quality monitors are</p>
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	<p>needed to inform the assessment of potential effects of the freeway on air quality. The current assessment does not make a serious attempt to model air quality impacts in Ahwatukee, which contains the neighborhoods that will experience the largest negative effects of increased air pollution generated by the freeway.</p> <p><u>Inadequacies in AZ DOT’s response:</u> My comment was ignored. AZ DOT basically says that the lack of air quality monitors and credible data on air quality in the Ahwatukee area that will be most negatively affected by the freeway is not their problem. This type of response undermines the credibility of AZ DOT’s analysis.</p> <p><u>Comment #5:</u> The DEIS’s overall conclusion that building the freeway will not cause an increase in violations of federal ambient air quality standards is misleading. This conclusion simply exploits the current placement of air quality monitors. By providing an incentive for truckers and non-local drivers to avoid traveling through central Phoneix, the South Mountain freeway will divert air pollution away from the areas that have air quality monitors and into areas that do not have air quality monitors, such as the Ahwatukee foothills. Ambient air quality will surely worsen in Ahwatukee and may very well violate federal standards for the criteria pollutants. Of course this will not cause any violations if there are no air quality monitors to measure the violations. This highlights the need for a more serious assessment of air pollution impacts from the proposed freeway, and it also highlights the need to place air quality monitors at several locations in the Ahwatukee foothills.</p> <p><u>Inadequacies in AZ DOT’s response:</u> The response fails to provide any specific description of the projected spatial changes in ambient air pollution levels or how violations would occur if monitors were located in the Ahwatukee foothills area.</p> <p><u>Comment #6:</u> Pages 4-69 and 4-70 provide a deeply flawed rationale for ignoring the impact of the freeway on human health outcomes. The DEIS claims that decision makers should not be</p> <p>4</p>

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	<p>provided with information on health outcomes of building the freeway because the magnitudes of those outcomes are judged by DOT to be highly uncertain. I will explain three problems with this logic:</p> <p>A. Ignoring uncertainty violates federal standards for evaluating public projects, as outlined by the United States Office of Management and Budget’s Circular A-4 (http://www.whitehouse.gov/omb/circulars_a004_a-4) and the United States Environmental Protection Agency’s <i>Guidelines for Preparing Economic Analysis</i>. For example, OMB Circular A-4 has a special section devoted to the appropriate treatment of uncertainty in the evaluation of public projects. It clearly states that uncertainty outcomes should be quantified and this information should be provided for public review and to decision makers. For example, it instructs analysts involved in the preparation of impact statements that “<i>the important uncertainties connected with your regulatory decisions need to be analyzed and presented as part of the overall regulatory analysis</i>” and that “<i>by assessing the sources of uncertainty and the way in which benefit and cost estimates may be affected under plausible assumptions, you can shape your analysis to inform decision makers and the public about the effects and the uncertainties of alternative regulatory actions</i>” and that “<i>wherever possible, you should use appropriate statistical techniques to determine a probability distribution of the relevant outcome.</i>” It also states that “<i>when uncertainty has significant effects on the final conclusion about net benefits, your agency should consider additional research prior to rulemaking. The cost of being wrong may outweigh the benefits of a faster decision. This is true especially for cases with irreversible or large upfront investments.</i>”</p> <p><u>Inadequacies in AZ DOT’s response:</u> The response notes my comment and then ignores it. AZ DOT refers me to sections of the DEIS that do not address my comment.</p>
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	<p>B. The South Mountain Freeway is likely to have large negative health effects. The large impacts of air pollution on morbidity and mortality are well documented as is the fact that these impacts are largest for sensitive groups such as children and seniors. This is of special concern due to the large proportion of families with young children and communities of seniors in Ahwatukee. See the EPA’s (2011) <i>Second Prospective Study 1990-2020 of the Clean Air Act</i> and the associated appendices for the epidemiological consensus on health impacts and calibrated dose-response functions. The range of potential health impacts should be quantified and monetized using standard measures of the “value of a statistical life” consistent with best practices in regulatory evaluation established in the OMB and EPA guidelines. Even the lower bound on number of lives lost is likely to be sufficiently high to raise serious concerns for policy makers.</p> <p><u>Inadequacies in AZ DOT’s response:</u> AZ DOT provides a boilerplate response that fails to address the substance of my comment of monetizing effects using the value of a statistical life.</p> <p>C. The effects of the freeway on health outcomes are no more uncertain than the effects of the freeway on commute times. Yet, there is no mention of uncertainty in commute times. Throughout the DEIS, the economic benefits of building the freeway are conveyed with a false sense of precision whereas the environmental costs are dismissed altogether because they are uncertain. This asymmetric treatment of uncertainty has the effect of biasing the DEIS in favor of building the freeway with the Pecos road alignment.</p> <p><u>Inadequacies in AZ DOT’s response:</u> AZ DOT provides a boilerplate response that ignores the substance of my comment on the inconsistent treatment of uncertainty surrounding benefits and costs.</p> <p>6</p>

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	<p><u>Comment #7:</u> The DEIS fails to adequately address the uncertainty of benefits from building the freeway. For example, the actual reduction in commute time that would be realized if the freeway were to be build will depend on several sources of uncertainty, including but not limited to: (i) future patterns of residential development; (ii) future location choices made by firms; (iii) future residential and job location choices made by workers; (iv) future trends in telecommuting; (v) future trends in “flex-time” and the ability of workers to commute during off-peak hours; (vi) future trends in the national economy; (vii) future trends in in the international economy and trade that influence the rate of trucking through Phoenix; (viii) future trends in automobile design; (ix) the impact of building the freeway on the desirability of living in Ahwatukee; and (x) future trends in the price of gasoline, electricity, and other factors affecting commuting costs. These sources of uncertainty should be carefully analyzed and policy makers should be informed about the statistical distribution of possible outcomes for commute times. More broadly, sources of uncertainty should be addressed throughout the discussion of benefits of building the freeway.</p> <p><u>Inadequacies in AZ DOT’s response:</u> AZ DOT dismisses a serious analysis of the uncertainty surrounding their claimed benefits of the SMF as “needless detail” and “speculative consideration”. This attitude exemplifies why support for the Pecos Road alignment in the FEIS was a foregone conclusion. Of course the Pecos Road alignment will seem like a good idea if substantial livability costs are ignored and substantial uncertainty in the claimed livability benefits is ignored.</p> <p><u>Comment #8:</u> The DEIS systematically overstates the likely benefits of building the freeway to Phoenix commuters. The estimated benefits are based on statistics for projected future traffic patterns provided by the Maricopa Association of Governments. However, these statistics are primarily extrapolations of past trends. In other words, they are “made up”. They are not derived from a consistent model of residential location choice or a realistic model of commuting choices. It is difficult to believe that many workers would make residential and job location choices that would induce them to use the new freeway. Projections for future traffic congestion also fail to incorporate future growth in the share of workers who work from home or are allowed the flexibility to commute during off-peak hours. Furthermore, estimates for the</p> <p>7</p>

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	<p>opportunity cost of time used to quantify the value of reduced commute times are not consistently linked to the actual commuters who use the freeway during peak hours, but are likely driven by high-income commuters living in places such as Scottsdale who will not use the new freeway if it is build. In addition, the models of traffic congestion in the DEIS are inadequate for estimating the impact of the freeway on commute times. The DEIS fails to provide even the most basic facts about commuting. For example, what fraction of today’s metro area commuters would experience a shorter commute (in terms of physical distance) if the South Mountain Freeway were built? This information can easily be obtained from the U.S. Census Bureau’s annual Public Use Microdata Sample of respondents to the <i>American Community Survey</i>, which provides information on workers’ house locations, job locations, time leaving home to go to work, and travel times.</p> <p><u>Inadequacies in AZ DOT’s response:</u> AZ DOT fails to address any of my specific comments. Their boilerplate reply is completely lacking in substance. It basically says “trust us”.</p> <p><u>Comment #9:</u> Throughout the DEIS, the analysis of benefits of building the freeway is based on a false premise that the demand for transportation will be the same whether or not the freeway is built. This results in overstatement of the benefits of building the freeway. In reality, building the freeway is likely to change residential development patterns which, in turn, will increase the demand for using the freeway relative to the demand if the freeway had not been built. In other words, building the freeway will increase the demand for using the freeway due to increases in driving by current residents, increases in commercial traffic, and increased migration to areas near the freeway. These “feedback effects” will increase congestion on the freeway, diminishing its benefits, especially for existing residents of Phoenix. This effect is well known to transportation economists as “The Fundamental Law of Road Congestion”. Yet recognition of this effect is completely missing from the transportation models throughout the DEIS. In perhaps the most comprehensive empirical study of the causal relationship between road projects and traffic congestion, Duranton and Turner (2011) concluded that adding a new road with the</p> <p>8</p>

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	<p>characteristics of the South Mountain Freeway is unlikely to relieve congestion. See: Duranton, Gilles, and Matthew A. Turner. “The Fundamental Law of Road Congestion: Evidence from US Cities.” <i>American Economic Review</i>. 101 (October 2011): 2616-2652.</p> <p><u>Inadequacies in AZ DOT’s response:</u> AZ DOT has chosen to ignore overwhelming evidence from the best available peer reviewed scientific evidence on the fundamental law of road congestion.</p> <p><u>Comment #10:</u> There is overwhelming evidence in economics journals and federal regulatory evaluations that freeways produce negative externalities that substantially diminish the quality of life for those living nearby. Some of these effects will likely be reflected in reductions (or slower growth) in property values for residential neighborhoods experiencing diminished quality of life. It is standard practice to use hedonic property value methods and contingent valuation methods to quantify these costs as part of regulatory evaluations. However, no such effort is undertaken in the draft EIS. The following impacts should be quantified and included in the EIS using best practices in methods for economic valuation of environmental impacts of public projects as outlined in EPA’s Guidelines for Preparing Economic Analysis: (1) effect of air pollution on property values; (2) effect of noise pollution on property values; (3) cost of water pollution produced from freeway runoff; (4) value of lost recreation benefits to joggers and bicyclists who currently use Pecos road for recreation; (5) value of diminished recreation benefits for people using South Mountain Park due to visual disamenities, noise, dust, odors, and non-visible air pollution created by the freeway; and (6) the impact of building the freeway on crime in Ahwatukee and, in turn, the effect of increased crime on property values. This last point deserves some explanation. At present, weekly statistics from the police blotter indicate that there is virtually no violent crime or property crime in western Ahwatukee. The vast majority of Ahwatukee crimes occur in the eastern part of the town close to the I-10. The lack of crime in western Ahwatukee is likely due to the fact that, as the end of a big cul-de-sac, criminals have no escape route. Building the freeway will provide such an escape route and increase the attractiveness of the area to criminals as a result. Those who argue in favor of building the</p> <p>9</p>

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	<p>freeway often claim that Ahwatukee residents should have known that these effects might eventually occur as a result of the freeway when they first purchased property in the area and that, as a result, the negative externalities are already capitalized into property values. This claim is false. The conventional wisdom of real estate agents and homebuyers in Ahwatukee is that the freeway would never be built and that the original 1985 plan to build the freeway was simply a relic of “pre-Ahwatukee” regional planning. As a result, the freeway will act as a shock to the local housing market and depress property values.</p> <p><u>Inadequacies in AZ DOT’s response:</u> There are several problems here. First is the claim that negative effects of the SMF can be ignored because they are difficult to measure. In contrast AZ DOT has gone to great effort to support models designed to produce evidence in favor of benefits that are at least as difficult to measure. Second is the fact that the California Department of Transportation study is not cited. Third is the fact that AZ DOT appears ignorant of peer reviewed scientific evidence on best practices in benefit transfer methods. The premise of the AZ DOT response—that findings from some property value study in California can simply be transferred to the Ahwatukee area—is deeply flawed due to likely differences in topography, tree cover, humidity, and many other factors that generally cause the property value impacts of similar disamenities to vary over large spatial areas. For examples and citations to the peer-reviewed scientific literature, see EPA’s guidelines for performing benefit-cost analysis, or the following journal article: Boyle, Kevin J., Nicolai V. Kuminoff, Christopher F. Parmeter, and Jaren C. Pope. "The benefit-transfer challenges." <i>Annual Review of Resource Economics</i> 2, no. 1 (2010): 161-182.</p> <p><u>Comment #11:</u> In the event of heavy traffic, road work, or accidents, drivers on the South Mountain Freeway are likely to use Chandler Blvd. as a bypass. GPS devices will mechanically divert drivers off the freeway and onto Chandler. This is especially true for the Chandler Blvd segment from S. 17th Ave to Desert Foothills Parkway because this segment has 4 lanes, a speed limit of 45mph, and no stop signs or traffic lights. This will create a serious public health hazard because the aforementioned segment of Chandler goes right through the residential</p> <p>10</p>

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	<p>neighborhood of “Club West”. Joggers, bicyclists, families and children use Chandler Blvd during the morning and evening commute hours for recreation and to walk/bicycle to/from school and parks. Young children on foot or on bicycle and joggers with headphones are often seen crossing the street. The lack of stop signs and crosswalks is not currently a problem because traffic is light. However, with some freeway commuters using the Chandler Blvd corridor as a bypass, there is likely to be a surge in traffic accidents and traffic-related pedestrian deaths in this family-oriented residential neighborhood. These effects are entirely ignored in the DEIS.</p> <p><u>Inadequacies in AZ DOT’s response:</u> The 2006 analysis that AZ DOT refers to could not have anticipated the huge impact that GPS devices and smartphone apps such as “Waze” now have on the ways in which drivers respond to delays. More broadly, the response ignores the substance of my comment.</p> <p><u>Comment #12:</u> The DEIS violates the spirit of Presidential Executive Order #13045 by failing to identify and assess the environmental health risks and safety risks that may disproportionately affect children as a result of the freeway. An example of the environmental health risk is the increase in ambient ozone concentrations that will affect children living in Ahwatukee, particularly those who use the numerous public schools and public parks located between South Mountain Park and the proposed Pecos Road alignment of the freeway. The EPA identifies children as a “sensitive group” for ambient ozone. An example of the safety risk is the increase in traffic on arterial streets that wind through residential neighborhoods in Ahwatukee, particular during periods of heavy traffic, road work, or freeway accidents when drivers will naturally use Chandler Blvd as a bypass. The traffic poses a safety risk because children frequently walk / bike / run / play on the streets that will experience increased traffic, such as Chandler Blvd from S. 17th Ave through Desert Foothills Parkway. This will increase the risk of accidental deaths of children.</p> <p>11</p>

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	<p><u>Inadequacies in AZ DOT’s response:</u> AZ DOT provides a boilerplate response that ignores the substance of my comment on the inconsistent treatment of uncertainty surrounding benefits and costs.</p>
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Comment Document

From: Kelley Lafer [mailto:kellylafer@yahoo.com]
Sent: Saturday, November 22, 2014 3:03 PM
To: Projects
Subject: Loop 202

Please do not go forward and build the 202 loop on Pecos Road. It just doesn't make sense to put it there. There are too many things already put in place and that have been there for too long to disrupt the quality of life in the Ahwatukee area. Please consider another option farther down the road or nothing at all.
Kelley Lafer

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Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, Range of Reasonable Alternatives	

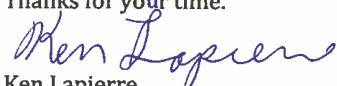
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	<p>ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD126F Phoenix, AZ 85045</p> <p>Dear ADOT ,</p> <p>Thank you for considering my public comments into the extended FEIS period - 12/4/14</p> <p>1 Now that the final plan is moving forward, I would like to formally request that the freeway overhead lights be as low unobtrusive as possible. We would like to request light mitigation on the E1 section in zip code 85045. We would not like to see bright lights near our back yards. Especially since this has been decided as an above ground rolling freeway whose height will be determined and subject to change during the construction phase. I feel the exact details of height , banks and curves should be disclose to the public before a record of decision since there are many homes within .25 miles of this freeway that will loose nature views and views of South Mountain preserve.</p> <p>2 I request you add additional sound proofing to the highway walls since this will be a excessively nosy above ground freeway with trucks from Mexico allowed to travel the route with unregulated diesel engines. A 10-15 foot standard wall will not be sufficient due to the sound echo's that occur in this unique 2 mountain range micro climate. In addition excess noise of trucks throttling on the end of the west bound E1 curve as they go North West, will create noise levels beyond what is included in the FEIS and be magnified by the echo's to those who live near the foothills.</p> <p>3 We request extra efforts and budgeted funds to protect the homes in 85045 at the end of pecos from sound and particulate matter since over 600 homes will remain. As since they will have only 4 rows of homes removed and will leave 1000's of residents within .2 Miles. of an 8 lane SMF. We would also request additional trees and shrubs planted to act as a buffer from the above ground freeway that will go straight past the end of pecos. And additional visual plantings and trees to hide the curve and edge of this SMF section near The Foothills Reserve and East and West of Calibrea.</p> <p>4. We also are currently (during 11/2/14 -12/4/14) experiencing new dust for truck traffic (dump trucks with out covers) and construction trucks driving daily south of pecos west bound. These trucks during the day are traveling at speeds in excess of 30 mph and creating much dust that drifts into our subdivisions of The Crossings and Calibrea. This current dust and particulate matter is not included in the FEIS and should be re-evaluated and modeled.</p> <p>5 Please add in additional funding for AAA+ grade sound proofing of homes and for AAA+ particulate filtration systems homes in the Crossings as well as for others living in Foothills reserve. Please specifically include my home at 16637 S. 27th Lane Phoenix, AZ 85045.</p> <p>The additional sound and dust is creating additional health hazard to me and my family living in this home. Also due to existing health conditions documented at the Scottsdale Mayo clinic; I request you to reduce the current and future dust particles, toxic and particulate matter, that will enter my home so close to the proposed 8 lane freeway. Particulate matter and toxins has gotten worse since 2009 and continues, possibly exceed legal limits causing health issues even without the SMF. This needs be studied and accurate 4 season data with wind drift data, and then added into the FEIS.</p> <p>6 I formally request that dust and pollution levels should be monitored and meters should test these levels in The crossings before the final record of decision is made. We all have noticed and increase in pollution, toxins and dust during 2012-2014 that warrant additional studies under the clean air act. Wind drift and seasonal climate conditions need to be studies since this area has 2 mountain ranges, a wildlife refuge preserve, and the south mountain preserve. Also we need to know the impact of increased air flow over and in our homes before during and after the cutting of the 3 ridges of south mountain preserve.</p> <p>7 In addition I would like to formally know of all the epa air violation days during 2011, 2012, 2013 and 2014 to see the actual pattern of air quality violations, including the days tagged as dust storms. We would like to know where the current air testing monitor is near 16637 s. 27th lane Phoenix, Az 85045. This should be detailed, and if a new air testing monitor was not put within .1 miles of our 660 residents we would like to formally request, an additional environmental impact study to include new and closer in test monitors where our high density homes are.</p> <p>6 Some dust increase currently occurs when new city , state, utility and construction trucks drive on the service road (one with locked gate) at the end of pecos. This should be a dust mitigation zone now and during construction. We would also like a dust mitigation zone to cover the Indian land traffic, and agricultural drift of dust and pesticides coming from south of pecos and west of pecos in to the foot hills reserve subdivisions. We would also like the crops and farming seeds and pesticides to be studied on the Indian land. Specifically is Roundup ready, and new 2014 formula Monsanto pesticides and GMO seed and pesticides are being used? In addition are these chemicals and seed drifting into or close to school and homes?</p> <p>7 We would also ask you to start and enforce the legal dust mitigation programs now, since there seems to be lots of increase truck traffic daily on the dirt and gravel roads, south of pecos and west of pecos where it dead ends.</p> <p>8 Since my home will be cornered by 2 edges of this SMF, I would ask you formally to add permanent Hazmat shelter within 1/4 - 1/3 mile of my home. This shelter can be located on the city owned land that currently exists. Or it can be build near the fire station north of the proposed Chandler Boulevard extension. This Hazmat shelter should be an A grade and accommodate 2500+ people (land locked by SMF) in the event of Chlorine gas tanker spills, at or near the curve from E1 to the N.W. sections. In addition other shelters should be located near the schools and near the homes north of Pecos as a real mitigation to the inevitable Mexican or Canadian tanker spills. It should be noted the Foothills Reserve will only be able to take surface street out of our community and there is going to only be one surface street east bound right in the direction of unhealthy wind drift during an accident.</p> <p>Thank your for your time and consideration. Ken Lapierre cc Rbgre attny cc S. Interior Dept</p>

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1	Visual Resources	Light from the freeway will be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Freeway lighting will be provided along the median of the freeway and at interchanges to achieve desired lighting levels for safety reasons. Any freeway lighting will be designed to reduce illumination spillover onto sensitive light receptors (such as residential and natural areas) (see page 3-58 of the Final Environmental Impact Statement).
2	Public Involvement	<p>The methods and timing of construction activities will be determined during final design of the project. The final design and construction activities must adhere to the commitments made in the Record of Decision.</p> <p>The Arizona Department of Transportation will engage the public during design of the freeway to address specific design-related issues as specified in the commitment list. For projects like the South Mountain Freeway, the Arizona Department of Transportation, in the past, has held advertised public meetings to present design details—particularly to show where the freeway will be located, its profile, service traffic interchange configurations, noise barrier locations, and architectural treatments. During construction, the Arizona Department of Transportation will hold information meetings at the beginning of construction activities regarding the upcoming improvements and work schedules. The public will be informed through construction updates/newsletters, project information hotlines, Web sites, periodic meetings, project offices, and radio and newspaper advertising.</p>
3	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Trucks	
5	Air Quality	
6	Design	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.
7	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
8	Air Quality	In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clocks associated with Arizona’s decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the U.S. Environmental Protection Agency published a notice in the <i>Federal Register</i> proposing to approve the Maricopa Association of Governments 2012 <i>Five Percent</i>


(Response 8 continues on next page)

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8	Air Quality	<p><i>Plan for Attainment of the PM-10 Standard</i> for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM₁₀) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM₁₀) standard based on monitoring data for 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).</p> <p>Regional air quality-related data can be obtained from the Arizona Department of Environmental Quality (<azdeq.gov/envIRON/air/index.html>), Maricopa Air Quality Department (<maricopa.gov/aq/>), and Maricopa Association of Governments (<azmag.gov/Environmental/default.asp>).</p> <p>Data from various Maricopa County Air Quality Department monitoring sites were used in the air quality analyses (see the air quality technical report on the project Web site: <azdot.gov/southmountainfreeway>). Siting, operating, and recording information from monitoring sites are the responsibility of the Maricopa County Air Quality Department. See <maricopa.gov/aq/>.</p>
9	Air Quality	<p>To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures will be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <i>Standard Specifications for Road and Bridge Construction</i> (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from the Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).</p> <p>The remaining portion of the comment related to monitoring and enforcing items on activities on the Gila River Indian Community land is outside the scope of this project.</p>
10	Air Quality	<p>The mitigation for the freeway will be implemented following and in accordance with the commitments in the Record of Decision. The Arizona Department of Transportation is not required to mitigate for others' actions. Dust complaints should be submitted to the City of Phoenix or the Maricopa County Air Quality Department.</p>
11	Hazardous Materials	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>

Code	Comment Document
	<div># 2015 11-17</div> <div>Traffic Flow Concerns</div> <div>Dear Adot, Thanks for the opportunity to write you about traffic flow concerns in the proposed SMF FEIS.</div> <div><div>1</div><div>A primary objective of the SMF is to divert and improve traffic flow which looks great on paper, but is not good in reality! As a commuter who drove downtown for 5 years..... There will be no incentive for commuters in Ahwatukee to take this route because the end point would not get them downtown! In fact it would dump them on to the East bound I 10 at 59th Ave. This would add traffic flow to one of the busiest parts of the I-10 in rush hour. The commute would end up taking longer. Think about it ... It wont shift traffic away from I10 for downtown commuters from SE valley or from Ahwatukee.</div><div><div>2</div><div>In addition some of us who live in the 9th district will now have to deal with a new and unintended traffic congestion since we will lose Pecos road. I.E. I will have to drive on residential streets from basically 25th ave to 24th street and THEN try to get on the 1 and only on ramp? This is a crazy lack of concern for residential traffic flow.</div><div><div>2</div><div>3</div><div>4</div><div>Oh by the way local traffic congestion, pollution and noise is still not mitigated in the FEIS.</div><div><div>5</div><div>ADOT claim's that it would improve traffic flow is not reasonable to me. Even ADOT admits that improved traffic flow is overstated and had to recently revise their own analysis. They now see that traffic counts have been basically flat for the past 5 years.</div><div><div>1</div><div>So since no one in city government seems to care about the residents where I live ... We had to hire an independent traffic engineer, Herman (BAS MA C AN) to examine the alleged facts used for traffic modeling and forecasting. He stated that even if one assumes that the traffic flow estimates are accurate(which they are not), "SMF would not alleviate the capacity deficiencies identified in its Purpose and Need". In fact, there would still be traffic deficiencies.</div><div><div>6</div><div>7</div><div>This is really a David and Goliath story. As the facts are documented, it seems the freeway's goal is perhaps for trucking from Mexico, and not for helping the folks who actually live and pay taxes in YOUR districts.</div><div><div>8</div><div>1</div><div>9</div><div>As a business person, I am all about the opportunity for growth. But CAN'T we do this without destroying the Ahwatukee community and adding to traffic congestion. We also need to be concerned of the financial impact for this SMF, and its impact to adding to the Phoenix budget deficit. This freeway is going to cost about \$110 million per mile and has a funding shortfall.</div><div><div>6</div><div>You all took an oath of service, to represent the best interests of the people. I am one of the people fighting for what's right for Phoenix. Please don't let this become the new truck bypass route, letting more trucks, come so close, to all of us, who LOVE to call Phoenix home!</div><div>Thanks for your time.  Ken Lapierre</div><div><div>10</div><div>I would also like to submit the EPA's commentary on this traffic flow analysis for your research and consideration See the attached A in the following (3) pages.</div><div>- 1 -</div></div></div></div></div></div></div></div></div></div>

Code	Issue	Response
1	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Traffic	Traffic interchanges will be located at 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street to serve residents in the Ahwatukee Foothills Village. Motorists that live west of 25th Avenue can access the freeway at 17th Avenue. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City of Phoenix study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Noise	
5	Purpose and Need, Old Plan or Use of Old Data	
6	Purpose and Need, Truck Bypass	
7	Trucks	
8	Community Impacts	
9	Project Costs, Total Cost	
10		Comments noted. The U.S. Environmental Protection Agency's comments on the Draft Environmental Impact Statement were addressed in Appendix 7, Volume III, of the Final Environmental Impact Statement, starting on page B6.

Code	Comment Document
	<div><div><div><div><div><div></div><div>Karla Petty</div></div></div><div><div><div>Arizona Division Administrator Federal Highway Administration</div><div>4000 North Central Avenue, Suite 1500 Phoenix, AZ 85012</div></div></div></div><div><div>15 Hawthorne Street San Francisco, CA 94105</div><div>July 23,2013</div></div><div><div>OFFICE OF THE REGIONAL ADMINISTRATOR</div></div></div><div><p>Subject: South Mountain Freeway Project, Maricopa County, Arizona [CEQ#20130104]</p><p>Dear Ms. Petty,</p><p><i>(Partial section below on Traffic)</i></p><p>Chapters 1 and 4 of the DEIS appear to overstate traffic problems and emissions resulting from the No Action alternative and the benefits of the Action alternatives. The population projections employed in the DEIS are based on pre-recession projections, and now exceed the current highest population projections for Maricopa County by Arizona's Office of Employment and Population Statistics. As a result, the forecasted traffic problems and emissions associated with all alternatives in the DEIS are likely higher than what is reasonably expected to occur based on more current data. Additionally, the congestion issues and emissions that the DEIS describes as a result of the No Action alternative include more trips and more congestion than are reasonable to expect. As a result, the relative benefits of Action alternatives are also likely to be overstated. This overestimate occurs because the travel model forecasts for the Action and No Action alternatives employ the same socioeconomic projections from the Maricopa Association of Governments, which are based on municipal master plans. The underlying master plans assume that the South Mountain Freeway is completed, and do not have land use plans that represent the No Action alternative.</p><p>Recommendations:</p><ul style="list-style-type: none">• Present congestion impacts and emissions for the No Action alternative using updated socioeconomic projections that do not assume completion of the South Mountain Freeway (with appropriate caveats about uncertainty).• Present the comparison of impacts from the Action and No Action alternatives to reflect the likely differences in land use (e.g., residential and commercial development) between the Action and No Action alternatives.<p>Emissions Analyses and Traffic Forecasting</p><p>The air quality impacts presented in the DE IS for the entire alignment of the South Mountain Freeway corridor are not adequately assessed. The analysis incorporated existing 1-10 emissions with emissions anticipated from the project into a "sub-area" which does not permit a clear understanding of emissions from the new freeway alignment, separate from the current setting. For example, the emission trends presented in Chapter 4 convey the conclusion that the preferred alternative reduces emissions throughout the study area. However, the DEIS presents no emissions analyses of the South Mountain Freeway corridor itself, despite indications from the CO hotspot analyses (tables 4-31 and 4-32) that concentrations of criteria pollutants along the Pecos Road corridor will increase above current levels (in spite of falling CO emission factors over time), and indications that MSAT emissions will be higher in the future. Since the South Mountain Freeway corridor is the area to be most heavily affected, not presenting the emissions along the corridor prevents the public and decision makers from gaining a clear understanding of the extent of impacts from the different Alternatives and the potential basis for reducing impacts.</p><p>Recommendations:</p><ul style="list-style-type: none">• Emissions analyses should be revised with the South Mountain Freeway corridor modeled independently off 1-10 and other roads.• Emissions trends from the South Mountain Freeway corridor should be presented, by themselves, in addition to emissions along other road links (e.g., 1-10).<div><div>-2-</div></div></div></div>

Code	Issue	Response

Code	Comment Document
	<p><i>(Partial Section from EPA on Clean Air Act)</i></p> <p>The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (DEIS) for the South Mountain Freeway Project. Our review and comments are provided pursuant to the National Environmental Policy Act, the Council on Environmental Quality Regulations (40 CFR Parts 1500-1508), and our NEP A review authority under Section 309 of the Clean Air Act.</p> <p>As stated in the DEIS, the South Mountain Freeway Project is a proposal to build a new 8-lane freeway extending approximately 22 to 24 miles from the Interstate 10 and Santan Freeway interchange westward through the community of Ahwatukee, paralleling the Gila River Indian Community (GRIC) border. The DEIS has identified a preferred alternative which is estimated to displace 845 housing units, including 680 multifamily units and 165 single family residences.</p> <p>The project represents a new highway alignment in a heavily urbanized area currently designated as nonattainment for particulate matter less than 10 microns in diameter (PM10). It is therefore critically important that potential impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible. The DEIS provides insufficient information to assess the potential significance of the air quality impacts of the proposed action. In view of the area's current designation as nonattainment for PM10, it is essential to accurately assess and disclose potential PM10 hotspot impacts, as well as determine whether the project meets the transportation conformity requirements of the Clean Air Act. The Act and its implementing regulations provide that a project may not cause or contribute to any new localized violation of a national ambient air quality standard (NAAQS), increase the frequency or severity of any existing violations, or delay timely attainment of the NAAQS (CAA section 176(c)(1)(B) and 40 CFR 93.116(a)). The analysis found in the DEIS does not provide the information necessary to make an accurate determination of PM10-related impacts. It also does not sufficiently address other potential air quality issues of concern. The EPA is available to work with FHW A and other agencies to complete needed analyses as this effort moves forward.</p> <p>The DEIS presents no stand-alone emissions analyses of the portion of the project that introduces new general purpose lanes, despite indications from the carbon monoxide (CO) hotspot analysis that</p> <p>-3-</p>

Code	Issue	Response

Code	Comment Document
	<div><p>concentrations of criteria pollutants will increase relative to current levels, along with increased emissions of mobile source air toxics (MSATs). The potential increase indicated by the analysis would occur despite the fact that per-vehicle emissions are declining substantially over time. Instead, the DEIS presents an estimated value of emissions that combines the impact of the new freeway alignment with emissions from the adjacent, and existing, 1-10 freeway. This methodology does not provide the information needed to disclose, analyze and potentially mitigate the actual emissions anticipated from a new highway segment. Additionally, we believe the analysis of congestion and emissions impacts from the No Action alternative includes estimates of congestion and vehicle miles traveled (VMT) that are higher than appropriate considering relevant facts and analysis. As a result, the relative benefits of all Action alternatives when compared to a future No Action alternative are likely to be overstated.</p><p>We also note that no air toxics risk assessment has been provided, even though there is a documented history of local public concern and requests to ADOT and FHWA for analysis of the potential health effects from the proposed new freeway. We do not believe the reasoning provided in the DEIS for not providing such an assessment is compelling, especially in light of the history of requests for such analysis. Risk assessments for air toxics from vehicle traffic have been included in many published studies as well as in EISs for other projects. EPA has emission and air quality models that can be used to predict concentrations of air toxics at receptors near the project, and we would be happy to assist ADOT and FHWA in using the models, which are available on EPA's web site.</p><p>Based upon this lack of information important to analyzing the project's potentially significant impacts on air quality, EPA has rated the South Mountain Freeway DEIS as "3 - Inadequate Information" (see Enclosure 1: "Summary of Rating Definitions and Follow-Up Action"). EPA believes the following information would serve as the basis for a robust and meaningful air quality analysis: 1) Assessment and disclosure of potential PM 10 hotspot impacts and confirmation of whether the project meets the Clean Air Act's transportation conformity requirements; 2) Emissions analyses that present the emissions of the South Mountain Freeway corridor separate from those of I-10, along with updated traffic forecasting for the No Action alternative; and 3) A robust air toxics risk assessment that addresses potential health effects from the proposed new freeway.</p><p>We recommend this information be circulated in a Supplemental DEIS for public comment, in accordance with NEPA and CEQ's NEPA Implementation Regulations. EPA respectfully requests the opportunity to review this information and provide ADOT and FHWA our feedback before a Supplemental DEIS is published. In the attached detailed comments, we also provide recommendations regarding the assessment of impacts to children's health, environmental justice, aquatic resources and other issues we recommend be addressed in the NEPA document.</p><p>We appreciate the opportunity to review this DEIS and look forward to working with ADOT and FHWA to address the issues outlined in this letter. If you have any questions, please refer staff to Clifton Meek at (415) 972-3370 or to Angeles Herrera, Associate Director in our Communities and Ecosystems Division, at 415-972-3144. Please send a copy of the Supplemental DEIS to this office (mail code CED-2) when it is electronically filed with our Washington, D.C. office.</p><div>—4—</div></div>

Code	Issue	Response

Code	Comment Document
	<p>From: KLapierre [mailto:kennethlapierre@gmail.com] Sent: Friday, December 05, 2014 12:06 PM To: Projects Subject: Smf feis comment</p>
1	PLEASE ADD a super high quality sound wall on e1 section at the end of pecos adjacent to the foothills master reserve. We are going to have 630 homes remain after you tear out the 4 rows of homes in our subdivision.
213	Also add decorative wall and tree and ahrub plantings to help offset the noise and air pollution from thes section which will be above ground.
42	Also can you minimize the freeway road lights since 200 homes will see the freeway. We would appreciate you spending xtra funds to beautify smf and protect home owners who will now loose protected wildlife lands and southmountain preserve views.
5132	With a 2.5 billion spend or 125 million a mile you can go above and beyond to minimize the noise, polution and destruction of view.
67	We would also like a hazmat shelter and a community park for the kids to compensate for the destruction of our current quality of life Please do the right thing and do more to help our quality of life.
	<hr/> <p>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.</p>

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Design	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Visual Resources	Light from the freeway will be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Freeway lighting will be provided along the median of the freeway and at interchanges to achieve desired lighting levels for safety reasons. Any freeway lighting will be designed to reduce illumination spillover onto sensitive light receptors (such as residential and natural areas) (see page 3-58 of the Final Environmental Impact Statement).
5	Project Costs, Total Cost	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Hazardous Materials	
7	Community Impacts	Mitigation measures to minimize the impact of the freeway on the remaining residents are presented throughout Chapter 4 of the Final Environmental Impact Statement.

Code	Comment Document
	<hr/> <p>From: Lesio [mailto:lesio@cox.net] Sent: Tuesday, November 25, 2014 6:29 AM To: Projects Subject: South Mountain freeway DEIS - Comments</p> <p>To: South Mountain Freeway Project Team Arizona Department of Transportation 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>From: Peter and Gail Lesio 16723 S. 32nd Lane Phoenix, AZ 85045</p> <p>Date: November 25, 2014</p> <p>RE: Comments on DEIS</p> <hr/> <p>To Whom it may concern:</p> <p>We are a member of PARC (Protecting Arizona Resources and Children) and strongly oppose the proposed South Mountain Freeway. Your Final Environmental Impact Statement and the SMF (South Mountain Freeway):</p> <ul style="list-style-type: none">• fails to improve on traffic congestion anywhere in the Phoenix area,• would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley,• would deteriorate air quality beyond allowable limits,• would bring proven health dangers for students attending schools near the proposed freeway, specifically 15 schools with over 13,000 students,• would create significant, new dangers of hazardous material transport within highly populated and highly vulnerable areas,• proposal for the SMF shows a complete disregard for the laws that are meant to protect our environment and our citizens. <p>Please respond to the following comments.</p> <p>Sincerely</p> <p>Peter and Gail Lesio</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Purpose and Need, Truck Bypass	
3	Air Quality	
4	Children's and Seniors' Health	
5	Hazardous Materials	
6	National Environmental Policy Act	The Arizona Department of Transportation and Federal Highway Administration respectfully disagree with this comment.

Code	Comment Document
1	<div>1MS. LEWIS: Good morning. I'm Edwardene</div> <div>2Lewis. I'm from District 5, but I've been living here</div> <div>3for, like, 18 years. Actually, I wasn't even really going</div> <div>4to stay here. It was just, like, for the time being. I</div> <div>5lived in Casa Grande for many years.</div> <div>6And -- so I'm against this 202 building.</div> <div>7Just like they say, you know, I've gone to the meetings</div> <div>8and asked you for your opinion, which I try to. And it's</div> <div>9just, like, oh, you know, they don't want to hear it. It</div> <div>10doesn't make a difference. Whatever we have to say, it</div> <div>11doesn't matter. Our voices don't matter. What they</div> <div>12want -- anybody that has the right to make the choices,</div> <div>13what they want to do, that's what they're going to do.</div> <div>14And, you know, they're not listening to the people.</div> <div>15Anybody has something to say -- and just</div> <div>16like Lisa had said, yeah, when we're talking about change</div> <div>17and stuff like that, you know, and talking about there's</div> <div>18not enough money for the budget on this, and it's going to</div> <div>19cut into the per cap. That's okay. That's fine with me.</div> <div>20I don't care. Because per cap, all that just has all the</div> <div>21people, the young people here, all they're using the per</div> <div>22cap is drugs, alcohol. They're -- they don't think about</div> <div>23their families. So that's money for everybody, per cap.</div> <div>24That's fine.</div> <div>25I could stand here and say, yeah, I want the</div> <div>Page 99</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Public Involvement	Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement were reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement were considered and addressed in this section of the Record of Decision as appropriate. More information about the entire public involvement process is available in Chapter 6, <i>Comments and Coordination</i> , of the Final Environmental Impact Statement.

Code	Comment Document
	<div><div><div>1202. I'm getting told I'm going to be going soon anyway, you know; it's not going to affect me. But it's going to affect all our grandkids, great-grandchildren. And that's something that everybody needs to think about. If we only think about ourself, we're just being selfish. If means money for us, okay, yeah, let's do it. You know? That's not right.</div><div>Our land, you know, it -- we were connected to Salt River. We're not connected to Salt River anymore. As you all know, there's Phoenix, Scottsdale. We were one whole big -- you know, our tribe was really big at one time. And slowly, they're getting into, you know, taking land here and there. Slowly it's happening. And you guys are not even aware of it.</div><div>And I'm kind of ashamed to, you know, think about the people that are making these choices. I'm ashamed for -- I'm not them, but it's -- it's a shame, because they're not thinking about our people.</div><div>If you -- there's people that they say that they're -- that they are into prayer, the elder people, into prayer, and that they're -- that they're really -- what's the word I'm trying to look for? Like know the old things. Then why are they making the bad choices? This is what I see.</div><div>And, you know, it's saddening because our</div></div><div>Page 100</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
2	<div><p>1 children are getting sick. You guys don't understand it.</p><p>2 You don't see it. And it will be worse if that freeway</p><p>3 goes through here.</p><p>4 I recently started running. And we do run</p><p>5 that mountain. And, you know, we've seen the lines that</p><p>6 are out there. And, you know, running is not an easy</p><p>7 thing to do. I can tell you that right now. But, you</p><p>8 know, it -- it helps. If you're a runner and you pray,</p><p>9 you'll understand what I'm talking about. And when we do</p><p>10 this, we always pray for -- when I'm out there, I pray for</p><p>11 my family. Sometimes when we -- you know, I'm out there,</p><p>12 I pray for our community.</p><p>13 I'm not from here, but I've been here for a</p><p>14 lot of years, so I kind of figure myself as being from</p><p>15 here. And I pray for everybody that lives in this</p><p>16 community.</p><p>17 I was in the women's run. Every village we</p><p>18 went through, I prayed for that community. I didn't pray</p><p>19 for myself. There was a lot of women that went through a</p><p>20 lot when we did that run.</p><p>21 And I just hope that, you know, a lot of you</p><p>22 here, if you have anything to do with it, you know, I just</p><p>23 hope you guys make the right choice.</p><p>24 That's all I have to say.</p><p>25 MS. KISTO: Thank you, Monique and</p></div> <div>Page 101</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
2	Children's and Seniors' Health	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment	Document
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From: Sally Lindsay [mailto:moongarden.sally@gmail.com]
Sent: Monday, November 24, 2014 3:26 PM
To: Projects
Subject: South Mountain Freeway

South Mountain Freeway Project Team

My name is Sally Lindsay and my family has lived in Arizona since 1921. The mountains surrounding Phoenix have been very important to our family. Our family farm is near the South Mountains and Estrella Mountains. I'm a second generation member of Phoenix Mountains Preservation Council and am strongly dedicated to the preservation of South Mountain and the beautiful natural resource that means so much to what makes Phoenix so unique compared to other large cities. The building of this freeway, that takes a portion of the picturesque desert Preserve land set aside by vote of the people, seems unimportant to some. But to many others, it means a refuge from the noise, pollution and stress of city life.

I'm an avid hiker and equestrian. I've spent much of my free time riding horseback with my father in these mountains. I've hiked countless trails observing the wildlife and beauty found there. It's so disappointing to me to think of all the hours and years my parents dedicated to fighting for these beautiful preserves, only to have them so disregarded for a freeway that will add nothing but destruction.

After studying both ADOT's South Mountain Freeway Loop 202 (SMF) Draft Environmental Impact Study (DEIS) and now the Final Environmental Impact Study (FEIS), I feel strongly that many important areas have been ignored. I don't believe the study team adequately studied alternative alignments. I also don't agree that the FEIS shows no harm to the land, plants and wildlife.

The proposed South Mountain Freeway would pass through the park's southwestern edge. Section 4(f) of the Department of Transportation Act extends protection to significant publicly owned public parks, recreation areas, and wildlife and waterfowl refuges, as well as significant historic sites, whether they are publicly or privately owned. This protection stipulates that those facilities can be used for transportation projects only if there is no prudent and feasible alternative to using the land and the project includes all possible planning to minimize harm to the land [see Final Environmental Impact Statement, Chapter 5, Section 4(f) Evaluation].

Biology, Plants, and Wildlife - ADOT DEIS Response - Less than a mile of the proposed freeway would pass through the park. Issues such as heavy metals, pollutants from asphalt, and airborne emissions that would settle out would have inconsequential potential impacts on adjacent plant vitality and species composition

The FEIS mitigation fails to adequately define the specific or unique design requirements and placement for wildlife movement areas defined in Fig. 4-38 ([Vol. 1: Main Text, p4-126](#)) and connectivity structures mentioned in *Habitat Connectivity and the Proposed Action* ([Vol. 1: Main Text, p. 4-137](#)) or a true understanding of the specific wildlife that will use this connectivity.

My belief that the Record of Decision should be a **no build** decision at this sight for the proposed SMF Loop 202 alignment. I am not convinced that ADOT is following the prescribed NEPA process evaluating all possible alternatives. The freeway cannot be built without terrible personal and environmental results.

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Code	Issue	Response
1	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Noise	
3	Air Quality	
4	Alternatives, Range of Reasonable Alternatives	
5	Biology, Plants, and Wildlife	
6	Alternatives, No-Action Alternative	
7	Alternatives, Environmentally Preferable Alternative	

Code

Comment Document

From: Gina Lister [mailto:ginadi.lister@gmail.com]
Sent: Tuesday, November 11, 2014 6:15 PM
To: Projects
Subject: NO TO THE SOUTH MOUNTAIN FREEWAY!!!

I am a member of PARC and I do not want this to happen. Please consider the risks involved for the residents (myself included) of Ahwatukee...especially Foothills Reserve.

Thank You,

Gina Lister
865 603 2550

1. The FEIS provides no compelling case for a freeway to go through the South Mountain Corridor.
A) ADOT must consider that the "region" does not just include Maricopa County and that the region is much larger now than it was 30 years ago when this freeway plan was conceived, so travel needs in the southern part of the region are well served by a highway far to the south of the South Mountain Corridor.

B) The part of the region surrounding South Mountain is much in need of alternative forms of transportation to get around the area – such as light rail and more and better bus service.

C) Intended or not, the South Mountain Freeway as currently proposed in the FEIS would be a major truck bypass, and the region does NOT need another truck bypass, especially not one in the Phoenix metropolitan area.

2. The FEIS claims that the South Mountain Freeway would ease traffic congestion. Yet Table 3-8 on Page 3-34 shows that improvement in travel times on existing freeways would be no more than a couple of minutes! The claim of improving traffic congestion is misleading at best! Even if I believe the small travel time improvements shown in Table 3-8 would really occur, they do not justify the expense of building a new freeway!

3. The air quality calculations in the FEIS are woefully inadequate. ADOT has still not completed the calculations as specified by the EPA in their comments on the DEIS. No consideration has been given to the effects of the South Mountain air shed on air quality. Claims in the FEIS that the South Mountain Freeway would not degrade air quality are outrageous!

4. PARC has found scientific proof that over 13,000 students in schools within ½ mile of the South Mountain Freeway would be at significant risk for increased respiratory ailments and retarded lung development. PARC has also found that seniors who live within ½ mile of the proposed freeway would be at significantly higher risk of heart attack or death. Yet the FEIS does not even consider these issues.

Code	Issue	Response
1	Purpose and Need, Lack of Support	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Alternatives, No-Action Alternative	
3	Alternatives, Nonfreeway Alternatives	
4	Purpose and Need, Truck Bypass	
5	Air Quality	
6	Children's and Seniors' Health	

Code	Comment Document
7	5. The FEIS does not consider the true cost of the South Mountain Freeway. To start with, the FEIS has left so many design questions unanswered that the actual cost of the freeway is likely to be closer to \$4 billion rather than the \$2 billion ADOT has estimated. Further, the FEIS has no discussion of the annual injuries, deaths, and property destruction that could be expected from the freeway, nor the health implications for school children and seniors. The small discussion in the FEIS about potential cancer deaths from elevated levels of certain air pollutants is dismissive, indicating that those particular air pollutants don't count, and the number of increased deaths would be insignificant. The FEIS approach to human suffering is outrageous!
6	6. In building the South Mountain Freeway, wells that feed the lakes in Lakewood and the Foothills and Club West golf courses would be destroyed. The FEIS claims that ADOT will replace these water sources, but at what cost?
8	7. The FEIS does not mention the danger of trucks transporting hazardous materials (hazmats) over the South Mountain Freeway. While the chances that a hazmat spill would occur at any particular time are quite small, the chance that a spill would happen SOMETIME is significant, and the public has a need to know about the potential effects of such a spill. Within the "world's largest cul de sac" of Ahwatukee, evacuation in a timely manner without using the freeway would be difficult if not impossible. And the effects of the South Mountain air shed (apparently not studied by ADOT) are likely to trap air borne toxins in the village for a much longer period of time than would be expected in an open area where air blows freely. One of the hazmats expected to be transported on the freeway would be chlorine, a particularly deadly gas that seeps into buildings and cars. So immediate escape would be necessary, for chlorine turns human membranes into hydrochloric acid and makes it difficult, if not impossible, for one to see or breathe. The transport of hazmats through Ahwatukee is unacceptable, so they must be banned from the freeway.
9	8. The FEIS proposes blasting through 3 ridges of South Mountain in building the South Mountain Freeway. This land in South Mountain is a part of the South Mountain Park Preserve. As the name suggests, this land is to be preserved! It is also a part of the largest municipal park in the country – a crown jewel of Phoenix! Further, South Mountain is sacred land to several of the Native American tribes in Arizona. No freeway has a need or a right to desecrate this land!
10	
11	
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Code	Issue	Response
7	Project Costs, Total Cost	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
8	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
9	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
10	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
11	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document
	<p>-----Original Message----- From: Gloria Llama [mailto:gollis@cox.net] Sent: Tuesday, November 25, 2014 10:22 AM To: Projects Subject: Ahwatukee resident and a member of PARC.</p> <p>Dear sir or madam,</p> <p>My name is Gloria Llama, I'm an Ahwatukee resident and a member of PARC. I'm writing to you out of deep concern regarding the Final Environmental Impact Statement that was recently published.</p> <p>I'm dumbfounded by the almost non-existing regard to very significant issues that do not only affect my entire family but also your as well as many generations to come.</p> <p>Looking at FEIS, are we really willing to sacrifice that much just to save people the time it is taking you to read this email? Are we really becoming that selfish that are willing to take the very first answer that "seems" to address a problem without seriously considering the consequences of our actions?</p> <p>I find it very hard to believe that ADOT would be even considering taking a 30-year old plan "as-is" without really re-assessing our current needs and situation; facts like the highways available now far to the south of the South Mountain Corridor that serve travel needs just fine which were not there 30 years ago seem to be completely ignored.</p> <p>And what about the impact on our health and safety? Once again, we as a nation are working tirelessly to find cures for things like AIDS and Ebola that threaten our families, yet are willing to move ahead with a project that WILL result in annual injuries and deaths, destruction of property and water sources, and exposure to elevated levels of air pollutants for over 13,000 students and elderly citizens just in our area.</p> <p>I know you've earned the right to be where you are, but that also comes with the responsibility of being our voice and to protect the well being of our community.</p> <p>I would like to thank you in advance for your time and sincerely hope you take all these facts into consideration when making a final decision</p> <p>Sincerely, Gloria Llama Ahwatukee Resident</p> <p>Sent from my iPhone</p> <p>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.</p> <p>.</p>

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Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Health Effects	
4	Acquisitions and Relocations	
5	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
6	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Children’s and Seniors’ Health	

Code	Comment Document
	<div><div><div>1MS. LOPEZ: You know me. I'm going to say</div><div>2something. But first thing I object to is if they're</div><div>3going to do a presentation with the public here, I would</div><div>4think that the tribe, with all of its money, could afford</div><div>5another mic to where it could go back there and have the</div><div>6people hear what is going on, because when you're sitting</div><div>7back there, you can't even hear. And I'm sorry to say</div><div>8that a lot of you, we didn't get your names or your</div><div>9positions. But, you know, that is not your fault. But</div><div>10I'm just thinking about the community.</div><div>11What I want to ask is that -- what I'm</div><div>12hearing is most of the -- this meeting was set up by the</div><div>13council. So I guess my number one question is what was</div><div>14the intent? You've heard over and over and over, the</div><div>15councilmen, the wishes of the community. We kept saying</div><div>16no. How many elections and how much money was spent on</div><div>17these elections when the community was saying no? So to</div><div>18the councilmen, especially those who are representing</div><div>19District 6, you know what the answer was.</div><div>20So the other thing is that the councilmen</div><div>21are coming in. I would think that you would be courteous</div><div>22enough to sit up in the front so those who don't know who</div><div>23you are could at least say, oh, those are our council</div><div>24people and how many have taken the time to come over here.</div><div>25But I'm really confused as to why the</div></div><div>Page 30</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code Comment Document

1 meeting is. And maybe one of the councilmen -- some of
2 the councilmen from our area could tell me. What I'm
3 understanding is that you want to hear the public
4 comments. So I would ask again, how many times do you
5 have to hear the public comments to -- to know the wishes
6 and the -- of the community?

7 So other than us gathering and coming
8 together, that's my question to the council people. What
9 is the intent of this meeting? 'Cause we're kind of mixed
10 up as to what we can and can't say. And we can't ask any
11 questions to our guests here. And I'm sorry that you have
12 to hear these things, but this is the true feeling of what
13 our community feels. And -- so I'm kind of confused, just
14 like a few of them, what -- what is expected out of this
15 meeting? What I'm hearing is the comments, public
16 comments.

17 Where's Zuzette?

18 And -- but, again, the committee knows it.
19 Our community knows it. We've had the vote. And you may
20 not be aware of it, but it's come to community from
21 reservation -- from District 1 all the way to District 7.
22 And we -- every time it was no, no, no. We don't want the
23 freeway.

24 And it's -- again, just some answers as to
25 the intent. We're supposed to be making public comments.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div><div><div>1 We can't ask our guests any questions. But the team</div><div>2 already knows the comments, the pros and the cons.</div><div>3 So that's my question. I don't know. Maybe</div><div>4 one of the councilmen can explain.</div><div>5 MS. KISTO: Thank you, Ms. Lopez.</div><div>6 Would anybody from the -- thank you,</div><div>7 Councilman Villarreal. He's on his way up.</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div>Page 32</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div> <div><p>From: Mike Luecker [mailto:mluecker@hotmail.com] Sent: Saturday, December 27, 2014 4:05 PM To: Projects Subject: SMF - Final EIS</p><p>I had originally provided the following comment, which was included in the Draft EIS for SMF:</p><p><i>Regarding the Alternatives considered:</i></p><p><i>I attended the public meeting several years ago for the I-10 CD collector roads. As presented during this meeting, traffic projections/delays were significant even with the assumption of the South Mountain Freeway (SMF) as being built.</i></p><p><i>In general terms, both the SMF and I-10 CD roads are multi-billion dollar projects. Based on budget/funding issues/short-falls, it appears that building both is not foreseeable. It would appear reasonable that ADOT determine which project is more beneficial. Unfortunately, I can't find any mention of the I-10 CD collector road project within the SMF EIS. They appear to have been analyzed as independent projects, rather than determining which one would best improve traffic and reduce congestion. As I understand it, ADOT has 'scrapped' the I-10 CD road project (for reasons I'm not sure that have been presented to the public, as follow up to the public meetings that occurred several years ago). ADOT should not be moving forward with SMF just because the EIS/engineering/funding/etc is further along than the I-10 CD project.</i></p><p><i>From my general/cursory viewpoint, which are based on the east valley commute issues at I-10/60/I-17, the I-10 CD roadway project may improve the daily commuter traffic more than</i></p></div>

Code	Issue	Response

Code	Comment Document
	<p><i>the SMF. I further do not see how the SMF will 'relieve' I-10 commuter traffic in the west valley. ADOT seems to agree with this, based on the planned/future 'I-10 Reliever project in the west valley'. I understand that SMF will complete the freeway system that has been previously planned and also reduce truck traffic within the Phx Metro interior freeway system (since SMF would serve as a truck by pass). However, if SR 85 is improved to (near) interstate standards, along with SR 303, this would eventually serve as a more effective truck bypass, the I-10 CD road project may serve as a better alternative to the SMF. Therefore, if I-10 CD (east valley) and I-10 reliever (west valley) improve commuter traffic (as compared to SMF) and other future improvements (SR 85/303 and possibly future I- 11) improve truck bypass (as compared to SMF), then why is SMF taking priority over these other projects, other than to 'complete the freeway system'?</i></p> <p><i>REQUEST FOR ADDITIONAL INFORMATION & ALTERNATIVE ANALYSIS IN SMF EIS: At minimum, ADOT should explain why I-10 CD roadway project was shelved and SMF has moved forward (based on technical/traffic analyses and comparisons). In addition, I would request that the SMF evaluate the I-10 CD and I-10 Reliever projects as an alternative, which includes a life-cycle cost-benefit comparison.</i></p> <p>While I received a response to my comments, I do not believe I was provided a sufficient answer to my overall questions:</p> <div><div>1</div><div>1. What analysis was determined to select SMF as moving forward first, as compared to the I-10 CD roads being cancelled.</div></div> <div><div>2</div><div>2. Which project (SMF or I10 CD) will best relieve traffic in consideration of the 'regional system'.</div></div> <p>The main project website identifies the following:</p> <p><i>The final decision on construction of the freeway is a cooperative effort involving ADOT, the Federal Highway Administration and the Maricopa Association of Governments as the regional planning agency. The corridor is part of a comprehensive, voter-approved regional plan developed by the Maricopa Association of Governments, and ADOT serves as the agency responsible for implementation of that plan, with the Federal Highway Administration providing the oversight required to use federal transportation funds.</i></p> <p>The response to my comments indicates that MAG decided to cancel I-10 CD roads, but no explanation was provided as to why, other than it appears the MAG Board decided to do so without a technical analysis between the two projects. The response and website copied above shows that ADOT and FHWA had not input into this decision. I understand the 'spine'</p>

Code	Issue	Response
1	Transportation Planning	<p>The Maricopa Association of Governments conducts regional transportation planning for Maricopa County and regularly evaluates the region’s priorities, given limited funding. The <i>2035 Regional Transportation Plan</i>, approved in 2014, identifies the freeway as one of the region’s top priorities.</p> <p>The priorities within the <i>Regional Transportation Plan</i> are determined using performance criteria such as public and private funding participation, the consideration of social and community impacts, the establishment of a complete transportation system for the region, the construction of projects to serve regional transportation needs, the construction of segments to provide connectivity on the regional system, and other relevant criteria for regional transportation.</p> <p>Specific questions and comments related to the priorities as set forth by the Maricopa Association of Governments should be submitted to the Maricopa Association of Governments (see <azmag.gov> for commenting methods).</p>
2	Transportation Planning	<p>The proposed freeway is part of the Regional Highway and Freeway System that includes existing roads, such as Interstate 10 and State Route 101L, and planned roads, such as the South Mountain Freeway and State Route 30. All of these transportation facilities work as a system and rely on each other to provide optimum performance.</p>

Code	Comment Document
	<p>study has started, but it is not clear whether the ‘spine’ study will have the same effects on improvements to traffic assumptions within SMF study.</p> <p>Both the SMF and I-10 CD roads were shown as priority 1,2 in Prop 400, at a cost of \$1Billion and \$500 million, respectively (as shown in Prop 400). Considering the costs of SMF have now doubled (to about \$2Billion and climbing based on today’s estimates), I believe an objective comparison to the benefits of each project should be assessed, to determine which project should move forward first, since inaccurate project cost estimates and/or escalating scope for SMF have resulted in shortfalls in Prop 400 funds that negatively effect the ability for other priority 1,2 project to move forward (such as I-10 CD Roads).</p> <div><div><div>1</div><div>3</div><div>1</div><div>1</div><div>4</div><div>5</div><div>6</div><div>1</div></div><div><div>1. Please identify MAGs basis and mechanism for why SMF is moving forward and I-10 CD Roads is being cancelled.</div><div>2. Please identify or reference the report and/or meeting notes of MAG’s 2012 decision to cancel I-10 CD Roads.</div><div>3. What input did the public have on MAG’s decision to cancel I-10 CD Roads? (Note that I-10 CD Roads was part of voter approved Prop 400).</div><div>4. Please identify if the ‘Spine’ project will be funded under current Prop 400, or will this project be pushed beyond to the ‘next’ 20 year funding cycle.</div><div>5. Please identify if the ‘savings’ from not moving forward with I-10 CD roads (\$500 million) are being used to build SMF (\$1Billion shortfall from Prop 400)?</div><div>6. Considering the increase in project costs from \$1B to \$2B, is there a point in which the ‘benefits’ of this project would not be worth the costs, as compared to first moving forward with I-10 CD Roads? If so, what is this threshold? If not, does this mean there is no limit to the cost of this project, as compared to the ‘benefits’. (I recognized this is a difficult question to answer, but at some point, it seems to me, that the MAG Board had to ask this question, as I would expect there is a point at which the costs for SMF are too great to move forward, in consideration of limited Prop 400 funds and other Prop 400 projects that need to be implemented.)</div><div>7. Does ADOT or FHWA have the ability to object to MAG cancelling I-10 CD Roads, and continuing to move forward with SMF?</div><div>8. The public voted for and approved all of the projects in Prop 400. What input does the public have in MAGs decisions on which projects are moved forward, and which are shelved due to funding shortfalls, or any other reasons?</div></div><p>Mike Luecker</p><p>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.</p></div>

Code	Issue	Response
3	Transportation Planning	The official action canceling the Interstate 10 Corridor Improvement Study was published in the <i>Federal Register</i> on December 17, 2012. The cancellation was made in coordination between the Maricopa Association of Governments and Arizona Department of Transportation. The Federal Highway Administration filed the notice.
4	Funding	No, the <i>2035 Regional Transportation Plan (2014)</i> includes approximately \$500 million for Interstate 10 between 32nd Street and State Route 202L.
5	Funding	In the 2010 update of the <i>Regional Transportation Plan</i> , the Maricopa Association of Governments increased the funding for the South Mountain Freeway to \$1.9 billion. That is the maximum budget for the project.
6	Transportation Planning	<p>The cancellation of the Interstate 10 Corridor Improvement Study was a decision by the Maricopa Association of Governments and Arizona Department of Transportation.</p> <p>Please note that the decision related to the Interstate 10 Corridor was not as a result of moving forward with the South Mountain Freeway environmental impact statement process. These were independent studies and activities.</p>

Code Comment Document

From: Timothy MacIntyre [mailto:timothy.macintyre@gmail.com]
Sent: Monday, November 10, 2014 1:09 PM
To: Projects
Subject: south mountain freeway

To Whom it May Concern,

I've just learned of this project via the South Mountain Community Newspaper and was disappointed to see that the public comment period is over. I hope these comments can be submitted for consideration nonetheless. I live near South Mountain and frequent the park. My main concerns are impacts to the park, especially noise, and costs of the project. I would like to see it go forward, but only with the best option selected, an option where the tribe participates.

The southwestern end of the park is one of the most pristine and quiet areas. It is disappointing to see the freeway aligned immediately adjacent this boundary. Clearly the best corridor from Pecos Rd up to 59th Ave is to continue west on Pecos (BIA Rd 32) and then divert to the NNW approximately 1/2 mile before the health center. This NW oriented corridor could then pass north of Komatke and south of the houses along 51st Ave, before turning north to connect with the planned route. This route has the tremendous advantage of minimizing impacts to the park as well as avoiding costly excavation and blasting through the Gila Range (which the tribe claims it wants to protect).

I find the EIS faulty in that it doesn't consider any alternatives in the tribal lands. A valid EIS considers ALL alternatives, even those that are unfavorable. I think it would be of value for everyone, including the tribe, to understand the increased costs of avoiding tribal land. When it comes to construction projects, avoiding unruly stakeholders is never a wise choice. Please avoid taking this approach.

Sincerely,

Tim MacIntyre
M.S. Geological Engineering

Timothy J. MacIntyre
timothy.macintyre@gmail.com
+1 928 380 8018

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Code	Issue	Response
1	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>Sensitive receivers for noise are already included in the noise analyses in accordance with State and federal guidance. The section, <i>Noise</i>, beginning on Final Environmental Impact Statement page 4-88, has addressed requirements under the National Environmental Policy Act. As stated on page 4-89 of the Final Environmental Impact Statement, over 220 sensitive receivers were evaluated at exterior locations from a traffic noise perspective. All of the receivers represent noise-sensitive land uses in proximity to the project, including homes, schools, and parks, and these receivers will have higher noise levels than similar facilities more distant from the freeway.</p>
3	Project Costs, Total Cost	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
	<hr/> <p>From: Hugh Mason [mailto:Hugh.Mason@asu.edu] Sent: Sunday, November 16, 2014 7:42 PM To: Projects Cc: PARCtheSMF@aol.com; Howard Shanker; Patti Mason Subject: Comments on FEIS for SMF</p> <p>16833 S. 24th Place Phoenix, AZ 85048 November 19, 2014</p> <p>TO: South Mountain Freeway Project Arizona Department of Transportation (ADOT) 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007 projects@azdot.gov</p> <p>I write to rebut your FEIS responses to my comments regarding the draft environmental impact study (DEIS) for the South Mountain freeway (SMF), contained in the document "smfeis_vol-3_comment-response_05_citizen-h-to-q.pdf". My original comments submitted 7/21/2013 are appended at the bottom of this letter. You have not adequately addressed my concerns, as elaborated in the points below.</p> <ol style="list-style-type: none">1. <u>Air Quality (Response 1)</u>. Your "Responses to Frequently Submitted Public Comments" stated that the EPA had approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM10) standard based on monitoring data for 2010–2012. While you state that the EPA would concur with an exceptional event, the pollution produced by blasting South Mountain does not qualify as an exceptional event, and your response does not assure me that Phoenix will meet those standards for 2014–2016. The construction will pose significant hazards that are not at all adequately discussed here in the FEIS.

Code	Issue	Response
1		These comments are the same as those submitted by Protecting Arizona's Resources and Children. Responses can be found beginning on page A283 of this Appendix A.

Code	Comment Document
	<p>2. <u>Air Quality (Response 5)</u>. Your response describing airflow patterns based on limited monitoring did not address the effects on air quality. The assertion that winds were typically from the west during the warmer hours of the day is cause for concern, since traffic on the proposed route would generate substantial particulate air pollution to the west that would adversely impact the Ahwatukee area.</p> <p>3. <u>Health Effects (Response 6)</u>. Your “Responses to Frequently Submitted Public Comments” cites the Health Effects Institute (HEI) Special Report #16 in an unreasonably selective manner, for example, inconclusive data due to “occupational cohorts with high concentration exposures” and the erroneous assertion that animal studies cannot be used to establish the health effects of carcinogens. More accurately, HEI suggested that extrapolation from animal studies to humans is “premature.” Nonetheless, animal models are widely used for experiments in which the use of human subjects would be unethical. The National Institutes of Health supports hundreds of animal studies every year, because they can be highly predictive of toxicity in humans. Moreover, your observation that highways are not the only source of air toxics is an evasive technique that refuses to address the problem.</p> <p>4. <u>Air Quality (Response 12)</u>. Your response to my concern about greenhouse gases was trivial. MAG is a regional organization that should be assessing area contributions to regional contaminants like ozone and greenhouse gas emissions. As a practical matter, the impact (whether direct, indirect, and/or cumulative) that the proposed SMF would have on regional air quality should have been analyzed under the National Environmental Policy act (NEPA), and was not. Notwithstanding the foregoing, my earlier point was to also address the larger issue of the need to modify our modes of transportation such that we can minimize automobile traffic, thus limiting greenhouse gas emissions. U.S. Public Interest Research Group (PIRG), in their report issued September 18, 2014, on <i>Highway Boondoggles</i> (USPIRG. 2014. <i>Highway Boondoggles: Wasted Money and America’s Transportation Future</i>) notes that “Americans drive no more now than we did in 2005, and no more on average than we did at the end of Bill Clinton’s first term as president. The recent stagnation in driving comes on the heels of a six decade-long Driving Boom that saw steady, rapid increases in driving and congestion ... along with the investment of more than \$1 trillion of public money in highways.” (USPIRG 2014, p. 1). They note that the number of cars and licensed drivers have declined since peaking in the 2000s, with the use of non-driving modes of transportation on the rise. The Arizona PIRG similarly states in their Summer 2014 publication, <i>Transportation Trends in Arizona 2014</i> that there has been a 10.5% decline in annual driving miles per capita in Arizona from 2005–2012. The number of registered vehicles in AZ dropped by 0.5% between 2007 and 2012. The ADOT growth projections are inconsistent with these more recent data (AZ PIRG 2014, p.3), and therefore are inaccurate.</p> <p>I strongly reiterate my opposition and urge the ADOT to abandon the SMF plan and intensify studies of other transportation options that are more environmentally friendly.</p>

Code	Issue	Response

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2	<p>Sincerely yours, Hugh S. Mason, Ph.D. Associate Professor, Arizona State University</p> <hr/> <p>From: Hugh Mason <hugh.mason@asu.edu> Date: Sunday, July 21, 2013 1:44 PM To: "projects@azdot.gov" <projects@azdot.gov> Cc: "PARCtheSMF@aol.com" <PARCtheSMF@aol.com> Subject: Comments on DEIS for SMF</p> <p>Dear ADOT:</p> <p>I am a citizen and resident of Phoenix and the Ahwatukee area, and Associate Professor at Arizona State University School of Life Sciences. I am writing to ADOT regarding its draft environmental impact study (DEIS) for the South Mountain freeway (SMF). I would like to register my strong opposition to the building of the SMF. I am a member of Protecting Arizona's Resources and Children (PARC), and fully support its efforts to prevent the building of SMF. I have great concerns about the DEIS, as presented below.</p> <p>One of my main concerns is that the DEIS greatly underestimates the impact of the SMF on the air quality for residents living nearby. The DEIS minimizes the potential pollution that will be caused by trucks burning diesel fuel, especially those coming from Mexico having fuel that is poorly regulated and high in contaminants like sulfur. The DEIS suggests that the "truck bypass" route on I-8 and SH-85 will be preferred by truckers. However, this route is substantially longer than the proposed SMF, and is thus unlikely to be viewed as economically feasible. Due to the geographic features along the E1 Pecos road corridor, concentration of the vehicle emissions is likely to compound toxicity issues in this area. The extreme proximity of several schools to the E1 route puts a huge number of children at risk of health problems due to air pollution.</p> <p>The E1 route would require massive cuts in the ridges of South Mountain on the west side. This action is unfeasible for two main reasons. All of the Native American tribes in the area consider South Mountain to be sacred, and the proposed action would desecrate the land. Although that reason alone is enough to abandon the plan, another factor is more important to most of us: air quality. The blasting required for the SM ridge cuts (and other cuts along the E1 route) would generate huge amounts of airborne particulate matter. The fine dust generated by construction (especially PM10 particles that can be inhaled deeply) will produce respiratory problems for people in the area. Moreover, it will threaten federal funds for transportation that require control of air quality. Maricopa County has had great difficulty maintaining PM10 standards, and the construction of the SMF would certainly make it more difficult, if not impossible.</p> <p>The DEIS makes dire predictions for adverse effects on the regional economy if the</p>

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2		Comment submitted on the Draft Environmental Impact Statement was responded to on page B2396 of Volume III of the Final Environmental Impact Statement.

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	<p>“no action” option is chosen. However, we must remember that the SMF plan was first proposed more than 25 years ago, when fuel was relatively cheap and few people saw any problem with continuation of the freeway transportation paradigm. Data on climate change and greenhouse gases in the atmosphere have steadily accumulated over the years, to the point that it is obvious that we need a transportation paradigm shift in order to address the problems we face. We must reallocate most of our resources away from freeway construction and invest them in technologies that will minimize adverse environmental effects. I strongly advocate light rail expansion throughout the valley. Thus, not building the SMF should not be called “no action”, because there are other actions that can be funded with the resources.</p> <p>I strongly urge the ADOT to abandon the SMF plan and intensify studies of other transportation options that are more environmentally friendly.</p> <p>Sincerely, Hugh S. Mason</p> <hr/> <p>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.</p>

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	<div data-bbox="428 356 1025 467"> <p>From: Patti Mason [mailto:pkm6@cox.net] Sent: Sunday, November 16, 2014 10:08 PM To: Projects Cc: PARCtheSMF@aol.com Subject: Re: Comments on FEIS for proposed South Mountain Freeway</p> </div> <div data-bbox="223 530 279 588"> <div>1</div> </div> <div data-bbox="428 518 895 653"> <p>TO: South Mountain Freeway Project Arizona Department of Transportation (ADOT) 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007 projects@azdot.gov</p> </div> <div data-bbox="428 655 1243 760"> <p>I am a citizen of Phoenix, a resident of Ahwatukee, a voter, and a member of Protecting Arizona Resources and Children (PARC), and I am writing to state my continuing opposition to the proposed expansion of Loop 202/South Mountain Freeway (SMF).</p> </div> <div data-bbox="428 762 1292 895"> <p>On July 20, 2013, I wrote to the South Mountain Study Team to respond to the publication of the DEIS (Draft Environmental Impact Statement) issued regarding Loop 202/South Mountain Freeway (SMF) (FEIS: B2392-B2394), included below, and now that the ADOT has issued their Final EIS, I am writing to address the fact that your responses have not fully addressed my concerns.</p> </div> <div data-bbox="428 895 1283 949"> <p>I am aware that the Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) guidance requires that, in part:</p> </div> <div data-bbox="428 949 1292 1084"> <p>"An appropriate response should be provided to each substantive comment....The response should adequately address the issue or concern raised by the commenter or, where substantive comments do not warrant further response, explain why they do not, and provide sufficient information to support that position." FHWA Technical Advisory T 6640.80.</p> </div> <div data-bbox="428 1084 1249 1165"> <p>I do not think you have addressed all my comments substantively, but rather have lumped most of them into a frequently asked questions response that did not specifically address many of my concerns.</p> </div> <div data-bbox="428 1167 1215 1193"> <p>My first concern, that the imposition of a decades-old plan on the growing and</p> </div>

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1		These comments are the same as those submitted by Protecting Arizona's Resources and Children. Responses can be found beginning on page A307 of this Appendix A.

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	<p>thriving community of Ahwatukee was addressed with a rather sweeping review of your failures to find alternatives (FEIS, Chapter 3, and B734-B736; Code 1, Alternatives, No-Action). An example of a categorical dismissal, without any substantive reasoning can be found on p. 3-9 of the FEIS; "This route [SR85/I-8 alternative] would continue to be available for interstate and inter-regional travel, but it does not meet the proposed action purpose and need as part of a regional transportation network, and therefore, it was eliminated from further consideration." Exactly how does it fail to meet purpose and need? Exploring alternatives does not mean rejecting each each one because they don't fit the original proposed route. The alternatives section rules out all alternatives for the eastern section, fixating on Pecos Road. The final conclusion on p. 3-69 that the "ADOT sought to balance its responsibilities to address regional mobility needs while being fiscally responsible and sensitive [my emphasis] to local communities is insulting to the residents of Ahwatukee Foothills.</p> <p>I still do not understand why the traffic needs of the area are not addressed from the standpoint of 2014, rather than 1985. As I noted in my earlier letter, Pecos Road is no longer a southern extreme of the region, but one of three major avenues through Ahwatukee, with schools, homes, and churches bordering it. ADOT's conclusion that there is no other alternative simply demonstrates a refusal to think beyond this old plan, a resistance to creative rethinking of the perceived problem.</p> <p>My previous letter stated, that: "The transportation needs of Phoenix, given the rising pollution levels in this city with increased EPA warnings and rising costs of fuel, would be better served by the implementation of a north-south light rail." I would further note that the U.S. Public Interest Research Group (PIRG), in their report issued September 18, 2014, on Highway Boondoggles (USPIRG. 2014. Highway Boondoggles: Wasted Money and America's Transportation Future. U.S. PIRG Education Fund and Frontier Group) notes that, "Americans drive no more now than we did in 2005, and no more on average than we did at the end of Bill Clinton's first term as president. The recent stagnation in driving comes on the heels of a six decade-long Driving Boom that saw steady, rapid increases in driving and congestion ... along with the investment of more than \$1 trillion of public money in highways." (USPIRG 2014, p. 1). They note that the number of cars and licensed drivers have declined since peaking in the 2000s, with the use of non-driving modes of transportation on the rise, with transportation behaviors changing fastest among members of the Millennial generation. The Arizona PIRG similarly states in their Summer 2014 publication, Transportation Trends in Arizona 2014 that there has been a 10.5% decline in annual driving miles per capita in Arizona from 2005–2012. The number of registered vehicles in AZ dropped by 0.5% between 2007 and 2012. The ADOT growth projections seem to be rather inconsistent with this more recent data (AZ PIRG 2014, p.3).</p> <p>The US PIRG's comment about state response could very well be a description of the South Mountain Freeway project:</p> <p>States continue to spend tens of billions of dollars on new or expanded highways that are often not justified in terms of their benefits to the transportation system, or pose serious harm to surrounding communities. In some cases, officials are proposing to tack expensive highway expansions onto necessary repair and reconstruction projects, while other projects represent entirely new construction. Many of these projects began years or</p>

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	<p>decades ago and have continued moving forward with no newer evaluation of whether their existence is justified. (USPIRG 2014, p. 4).</p> <p>The ADOT assertion that this freeway must be built because it is “a major component” (FEIS, 3-37) of the Regional Freeway and Highway System is not an argument of why it must be built, but just further demonstration that the entire regional transportation system needs to be reconsidered, rather than trying to impose planning done in the 1980s on the community as it exists today. The “historical identification” (FEIS, 3-37) doesn’t make it more relevant; this only points to the fact that it is outdated.</p> <p>The assertions of future demand do not consider changes in driving behavior occurring even as this freeway is being debated or adequately address how these traffic estimates would be changed by provision of more environmentally sound modes of transportation. The cursory rejection of the light rail alternative described on p. B735 based on “substantial community impact” does not begin to compare to the impacts identified in the South Mountain Freeway project. The “gains” in travel time in Table 3-8 (FEIS 3-34) are so negligible, as to be doubtful as to their accuracy or significance. The statement (beneath Fig. 3-17 on p. 3-34) that “Taken individually, savings [time] may not appear to be substantial, but when considered in the context of the hundreds of thousands of drivers, each day, over the course of numerous years...” might be alternatively finished as: “the cumulative exposures to pollution and noise will very negatively affect the health of the residents whose community is being destroyed for these small individual savings.” And, considering others’ declining estimates of vehicular use noted above (PIRG), with increased use of alternative modes of transportation, and changes in driving behaviors of younger Millennials, these small differences may actually be completely without significance to the drivers, only the residents left to suffer the presence of the freeway.</p> <p>The conclusions in Table 3-9 (FEIS, p. 3-34) make the assumptions that without the proposed freeway, that is no provisions for street widening, intersection improvements, alternative engineering solutions for the Broadway Curve, or in general, no efforts to readdress the needs of Phoenix in 2035. And what seems to be the key conclusion, it would not “complete” the planned improvements in the Regional Transportation Plan. That is, the plan would need to be updated to reflect the failure in 1985 to anticipate the growth of Ahwatukee. So, once again, the conclusion rests on the attempt to impose 1985’s mistake on us in 2015-2035.</p> <p>I also expressed concerns about the current air pollution problems in Phoenix (Code 2, Air Quality), and how this proposed freeway would only exacerbate our problems. In my original letter, I quoted a 2010 assessment that:</p> <p>Arizona currently is not meeting the national standard for particulate matter, PM-10 (one-seventh the width of a human hair). Major concerns for human health from exposure to PM-10 include: effects on breathing and respiratory systems, damage to lung tissue, cancer, and premature death. The elderly, children, and people with chronic lung disease, influenza, or asthma, are especially sensitive.</p> <p>(Phoenix Business Journal, May 25, 2010).</p> <p>Your response stated that the EPA had approved the 2012 Five Percent Plan (FEIS, B733, B2392) and found the area in attainment of the 24-hour particulate matter (PM10) standard based on monitoring data for 2010–2012. And while you note that the EPA would concur with an exceptional event such as a haboob, I do not believe</p>

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	<p>that you could cite the pollution generated from drilling South Mountain to be an “exceptional” event, and your response does not assure me that Phoenix will meet those standards for 2014–2016, and into the future. I am not reassured by your statement that a contractor will submit a written blasting plan prior to the blasting. Your response, #5 (Air Quality) suggests the concern would be whether blasting would cause property damage. Does that include such property as the lungs of the area residents? This is just the beginning of the increased health risks due to air pollution from the too near proximity of a freeway to houses, schools, and churches, but the construction period itself will pose significant hazards that are not at all adequately discussed here in the FEIS.</p> <p>In terms of the effects of air pollution hazards generated, your response cherry picks the Health Effects Institute (HEI) Special Report #16 (FEIS, p.4-84; B737, Code 5 Air Quality Health Effects) to point out difficulties in reaching conclusions because of “occupational cohorts with high concentration exposures” and the outrageous claim that animal studies cannot be relied upon to establish conclusions about carcinogens. Actually, HEI found extrapolation to humans to be “premature.” Animal models, however, are used in science in all manner of experiments, in which the use of human subjects would be unethical. I note that the HEI receives half of its funding from the worldwide motor vehicle industry as well as the additional funding from the FHWA and EPA, noted by your report. The idea you posit that highways are not the only source of air toxics, is hardly comforting, or a reason to vastly increment their levels in our environment.</p> <p>In fact, the entire discussion of health effects seems to be a rather large obfuscation. It reminds me of those who still deny the link between tobacco and lung cancer. Continuing studies raise serious concerns about the effects of near proximal exposures to air toxics, and attempting to minimize these by pointing to other sources of toxics than vehicular exhaust, for instance, is just being evasive. The ongoing studies are serious enough that should not be so cavalierly set aside as not being definitive enough for the ADOT.</p> <p>The County of Los Angeles in a 2013 report, entitled “Air Quality Recommendations for Local Jurisdictions also notes that studies indicate that residing near sources of traffic pollution can exacerbate asthmas, increase cardiovascular morbidity, and serious respiratory problems. California’s Air Resources Board has recommended that freeways be sited at least 500 feet from residences and schools, and notes that the HEI suggests that unhealthy exposures occur up to 300-500 m. (http://publichealth.lacounty.gov/eh/docs/AQinFreeways.pdf). Does the ADOT plan for land acquisition and compensation for the SMF go even this far to protect we unfortunate whose homes do not lie in the path of the freeway but just beyond that path? At least three schools are within 500 meters of the proposed freeway route on Pecos Road.</p> <p>Further, environmental health science researchers at UCLA found that air pollutants from I-10 extended as far as 1.5 miles in early morning hours, ten times greater than previously measured daytime measurements at higher traffic volumes, in a study conducted by the UCLA researchers, the University of Southern California and the California Air Resources Board. (Hu, S., S. Fruin, K. Kozawa, S. Mara, S. E. Paulson, and A. M. Winer. 2009. “A wide area of air pollutant impact downwind of a freeway during pre-sunrise hours.” Atmospheric Environment 43(16):2541–2549.) There is so much evidence of negative health effects that the FEIS simply does not</p>

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	<p>address, ignoring current research or attempting to dismiss it as inconclusive. Additionally, the topic of hazardous cargo is given short shrift in the FEIS responses, citing a 1986 study of the two most frequently shipped hazardous materials. Is this the latest data you have available? (FEIS p. 4-166, B736, Code 15 no response offered B2393). There is not an adequate discussion of the particular risks to the community of Ahwatukee, given the concentration of housing in what has been referred to as the “nation’s largest cul-de-sac.” Emergency evacuation routes, in the event of an accident involving hazardous cargo, are not adequately addressed here. Yes, there are emergency response teams, municipal police and fire departments tasked with saving the lives of the residents endangered thusly, but the special configuration of the community, the proximity of the freeway to the houses and schools, the likelihood of increased truck traffic, including less regulated Mexican trucking all pose special dangers. While the FEIS avers that creating a truck bypass was not a goal of the freeway, the very fact that through truck traffic would not be restricted in this residential area shows a blatant disregard for the health and safety of the citizens, that the ADOT blithely expects ‘true’ through truck-traffic to continue to use I-8/SR 85 – and not be required to use a bypass – again speaks to the lack of concern for the residents whose homes would now front this proposed freeway. Can the ADOT cite any evidence from the City of Phoenix or Maricopa County to support the fact that the emergency responders can ensure the safety of residents in any number of possibly emergencies that might arise from an accident involving a truck—whether it be 10 percent of the traffic or more—carrying any of the many kinds of hazardous cargoes allowed to be transported? Have there been emergency simulation tests for response times, for mass evacuations?</p> <p>Your response that prospective home buyers should have been informed of the proposed freeway after it had been conceived (FEIS, p. 4-13; B2394, Code 21 neighborhoods/communities) hardly addresses the fact that I was actually misled by a representative of the ADOT itself when I was purchased my home in 2002. I phoned the ADOT after being informed that this freeway “conception” from the 1980s had stalled. Unfortunately, I was rather naïve about Arizona highway politics, and I didn’t realize that I needed to record the call, identify the authority (I recall being transferred by the person who answered to the phone to some “authority” within the office) with whom I spoke. I was told in 2002 by this ADOT representative that the proposed freeway project from 1985 would have to be re-envisioned if funding became available again, given the growth of the community, and that he anticipated it would be relocated further south on land belonging to the GRIC. Only later, did I learn that at the time of my phone call, GRIC had not even allowed their land to be surveyed or studied for this purpose. The FEIS, on p. 4-17, states that, “While a freeway has been planned in this location for many years [but only now being evaluated for environmental impact], it is recognized that the intensive transportation use would generally be incompatible with residential uses.” How then are the residents with homes left to front this freeway supposed to live with this incompatibility? Further, on p. 4-28, there is a very questionable assertion that the E1 Alternative “would not substantially alter the character of nearly built-out Ahwatukee Foothills Village ... because the freeway would be on the village ‘outskirts.’ Those ‘outskirts’ are presently populated, so that those 121 houses would be destroyed, and the houses just north of Pecos Road would then become the new boundary, with the freeway fronting their property. How does this not change the character and maintain the</p>

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	<p>serenity of the neighborhood?</p> <p>I understand, too, the opposition now of the GRIC (p. B2393, Code 9, Alternatives), reflecting both their own concerns about their community's health and well-being, but also concerns about the destruction of ancestral and sacred lands of the O'odham, specifically, South Mountain. It is not only our Native neighbors, but many of Phoenix's residents, who do not desire to see South Mountain drilled for this freeway project. I cannot disagree more with the ADOT statement that there is no "prudent" alternative to avoid use of the mountains. If the ADOT has determined that this freeway must be built, without regard to changing driving behaviors, then why would placing an alternative south of the GRIC not satisfy the purpose of the freeway, in its circumferential route? The FEIS rejects the light rail alternative, because it claims is cannot meet this desired circumferential route, but why is the circle so circumscribed?</p> <p>If Phoenix is growing, and the transportation plan allegedly accounting for project growth, why shouldn't the circle route be enlarged? Certainly, traffic patterns and studies of community growth point to increased development to the south of Phoenix, with increased demand on I-10 for north-south commutes into the city. What was not long vast open space between here and Tucson, is not dotted with businesses, communities, and residential development. When first conceived, Pecos Road was the "edge of town." It is no more, so why not admit that the southern limits to the region are moving, and re-envision the planning to reflect that?</p> <p>The preservation of South Mountain should supercede the imposition of this outdated plan to protect this environmental resource. The rape of this natural landmark for the construction of yet another freeway cannot be easily mitigated. There is no such thing as a small rape.</p> <p>My initial letter also expressed concern that the design of a depressed freeway instead of an at-grade rolling profile was being dismissed on the basis of cost – that is that the desirability of mitigating noise and visual blight to the neighborhood was simply dismissed in a cost-saving effort to push the plan through, acknowledging that an additional \$400 million would be needed for right-of-way-acquisition. Certainly saving a few more residences is not the goal of the ADOT (except to obtain the cost savings of leaving them to front the freeway). The FEIS does little to respond to my concerns for a better design (FEIS, p. 3-18), but instead just repeats the DEIS. The fact that the value of the property has risen in the years since the this freeway was first conceived, increasing ADOT's cost of acquisition, is not an excuse to plan it on the cheap at the expense of the neighborhoods, to punish the residents for the poor planning of the ADOT. The FEIS, again, minimizes the importance of a depressed freeway but saying, "It cannot be assumed, however, that a depressed freeway would reduce all noise and visual impacts." No, we do not think the depressed freeway will magically eliminate all the negative impacts of a freeway next to our homes, but we would like to reduce the impact as much as possible. The rolling profile was "carried forward" to save money apparently, without regard to the residents who are being impacted.</p> <p>The FEIS's response was also inadequate to my point that the proposed rolling profile would limit the access necessarily, and one proposed elimination would be at 32nd Street, which would only serve to increase traffic on Liberty Lane, already congested in school opening and closing hours, to enable transportation to schools. A traffic study completed by the City of Phoenix in 2006 was cited by the FEIS (B2395)—an</p>

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2	<p>eight-year-old study (!) in this neighborhood is hardly reliable data to judge the impact on the local street system. I would invite anyone from that study group or ADOT to drive down Liberty Lane between 24th and 32nd Streets at the beginning and ending of school days (with three schools on this short section of street) and truly judge the impact of closing access to 32nd Street.</p> <p>The FEIS response on noise pollution also largely referred back to the DEIS (FEIS, B739). Chronic exposure to noise is associated with hypertension and heart disease, as well as hearing impairment. We live in a noisy world, but the peace of our homes will most definitely be disturbed by having this freeway front it, and the FEIS response here does little to reassure that real efforts will be made to protect exposures to excessive noise. Rather, the FEIS notes (p. 4-99) that 20 new barriers will be needed along the E1 Alternative to reduce noise levels to ADOT NAP standards, and that “four of the receivers ... would not be reduced in full accordance even with a 20-foot high noise barrier. How can this be justified? Given the underestimation of truck traffic, one might expect there would be a consequent underestimation of the noise generated, as well.</p> <p>The FEIS suggests the loss in tax revenue would be ‘nearly inconsequential’ (B2394, Code 19, Economics, socioeconomics) to the state. That does not address the loss of value that homeowners residing next to the freeway will experience. We bought our home for our family in good faith, chose a neighborhood with a low crime rate, and good schools, but that will change, despite the very limited and glossed over assumptions put forth in the FEIS. Our loss will be far more consequential.</p> <p>Sincerely, Patricia Mason 16833 S. 24th Place Phoenix, AZ 85048</p> <p>On Jul 20, 2013, at 5:51 PM, Patti Mason wrote:</p> <p>July 20, 2013</p> <p>Arizona Department of Transportation (ADOT) 1655 West Jackson Street, MD 126F Phoenix, Arizona 85007 projects@azdot.gov</p> <p>As a citizen of Phoenix, a resident of Ahwatukee, a voter, and a member of Protecting Arizona Resources and Children (PARC), I am writing to state my opposition to the proposed expansion of Loop 202/South Mountain Freeway (SMF), and urge the ADOT to NOT BUILD on Pecos Road.</p> <p>In the intervening years since the project was first approved in 1985, the community of Ahwatukee was allowed to grow and expand to become a thriving neighborhood in Phoenix, with excellent schools that attracts new residents, and a good place to raise families.</p> <p>When the original funding and support for this project dissipated, the project should have been scrapped, and a new plan should have considered the growth of Maricopa County since 1985, with developments to the south such as Queen Creek. Pecos Road is no longer the southern extreme of the region, but rather one of three major avenues through Ahwatukee with schools, homes, and churches bordering it.</p> <p>The transportation needs of Phoenix, given the rising pollution levels in this city with increased EPA warnings and rising costs of fuel, would be better served by the</p>

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	<p>implementation of a north-south light rail. The EPA has previously said that federal transportation funds could be withheld if Arizona cannot meet acceptable air quality standards, determining that pollution spikes cannot be attributed to simply dust storms: “Arizona currently is not meeting the national standard for particulate matter, PM-10 (one-seventh the width of a human hair). Major concerns for human health from exposure to PM-10 include: effects on breathing and respiratory systems, damage to lung tissue, cancer, and premature death. The elderly, children, and people with chronic lung disease, influenza, or asthma, are especially sensitive.” (<i>Phoenix Business Journal</i>, May 25, 2010). Add the blasting of South Mountain, the bedrock blasting on the E-1 “alternative” identified by the ADOT, in the construction of the freeway itself, and the subsequent vehicular pollution, and you have a recipe for increased health risks, health costs, decreased federal funding, and overall decrease in quality of life itself.</p> <p>Moreover, “a 2008 study of Maricopa County by the Arizona Department of Environmental Quality and Arizona State University found a correlation between elevated amounts of particle pollution and asthma-related absences at nearby schools.” (<i>Ahwatukee Foothill News</i>, February 18, 2010.) At least three schools are within 500 meters of the proposed freeway route on Pecos Road. Not only does the proximity of the proposed freeway to homes and schools create a health risk for schoolchildren and residents, but the nature of the topography in the community itself could affect how the air pollution generated from the freeway stagnates between South Mountain and the Estrellas.</p> <p>The passage of Proposition 400 in 2004 for a Regional Transportation Plan was not a mandate to continue this ill-fated project. At the time of the vote, the advertising and messaging to the voters was largely about the light rail system. Voters approved the funding for new transit systems, improvements to existing roads, and construction of new freeways. But the Loop 202 extension was presented as under study with various alternative routes, and with alleged discussions with the Gila River Indian Community (GRIC).</p> <p>This citizen was informed, upon phoning the ADOT, when contemplating moving to Ahwatukee in 2002 that the proposed freeway project from 1985 would have to be re-envisioned if funding became available, given the growth of the community, and it was anticipated it would be relocated further south on land belonging to the GRIC. Only later, did I learn that at that time GRIC would not even allow their land to be surveyed or studied for this purpose. In retrospect, this seems to have been ADOT wishful thinking spoken as fact. As we are all aware, various negotiations did begin and stop with GRIC, and they have voted for a no-build option, an option not offered to the citizens of Phoenix in their advisory groups. Their opposition, like ours, reflect concerns not only about pollution but also destruction of ancestral and sacred land.</p> <p>While then Phoenix Mayor Gordon was on record (at the ADOT website) as lauding the infrastructure ensured by Prop 400’s passage, he is also on record as saying that he did not support the Pecos Road alignment. (<i>Ahwatukee Foothill News</i>, March 9, 2007). There has never been a mandate for the construction of Loop 202 on Pecos Road, and yet, it continually is presented as the only possible route.</p> <p>Other alternatives such as the SR 85/I-8 truck bypass are dismissed in the Draft Environmental Impact Statement (DEIS) as not meeting “the proposed action purpose and need as a regional transportation network.” This is a wanting explanation of its elimination from consideration; empty words to fill the pages. While the DEIS discounts the idea that the proposed South Mountain Freeway will be a truck bypass, or alternative to the Canamex route, there are no proposed restrictions to prevent trucks from Mexico, with high-sulfur diesel from choosing this route past schools and homes. There is also no serious discussion in the DEIS about hazardous waste accidents resulting from an accident on the proposed freeway. The layout of Ahwatukee itself – “the world’s largest cul-de-sac” – means that any evacuation necessary would be difficult to execute. Will trucks carrying hazardous cargo be rerouted? There is certainly no discussion or plan for this contingency.</p> <p>This freeway will be destructive to the Ahwatukee community, to the sacred South Mountain (of the O’odham tribes) and the generally beloved South Mountain in the largest urban park nationally. It will be</p>

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	<p>a financial disaster as well as an environmental one. MAG’s insistence on building this boondoogle will result in the allocation of regional funds to purchase expensive homes in Ahwatukee for destruction and in costs to blast the mountain, with other projects going unfunded. The DEIS notes, in response to feedback for more light rail, that “no funds are available or anticipated to support a combined system through the Study Area.” Despite the public’s approval of a regional transit plan, the “plan” cannot consider light rail because it has allocated all of its funding toward implementing the outdated freeway. Not only alternative alignments, but alternative uses of transportation monies to meet the region’s infrastructure needs have all been eliminated here in order to present this project as something that is inevitable. It is not.</p> <p>The impact will not only be this community—in terms of increased noise and air pollution, risks of greater environmental disasters with unregulated truck traffic, and loss of tax revenues with home, church, and business destruction, lowered property values of remaining homes, and increased crime—but have effects on the entire region.</p> <p>Those who voted for a regional transportation plan may have believed that other areas of the region would also be well served, as opposed to one area being ill-served. Solutions to the traffic congestion, for instance, in the Broadway Curve area, would be better found in engineering projects wisely addressed by civic planners than in a truck bypass in Ahwatukee. Not only would the community of Ahwatukee be blighted by the extension of 202, the entire region would suffer the consequences of this ill-spent allocation of the transportation funds. Taxpayer funding will be wasted, as ADOT and MAG continue to push for 25-year old plans to be implemented, with no forward-looking planning.</p> <p>Suggestion for a depressed freeway instead of an at-grade rolling profile to possibly reduce some of the noise and visual impacts were quickly dismissed, primarily due to cost factors. In other words, there is not sufficient funds to protect the neighborhood through improved engineering plans, to do the job right. The suggestion that there would be more residential displacements is not contrasted against whether the residents whose homes are saved to front an at-grade rolling freeway would perhaps have rather been spared this atrocity. And, the final piece of “logic” offered by the DEIS that even with a depressed freeway, there would still be visual and noise impacts that would require mitigation is not an argument for the rolling profile, but for a no build option!</p> <p>The proposed rolling profile would limit the access necessarily, and one proposed elimination would be at 32nd Street. This would serve to increase traffic on Liberty Lane, already congested in school opening and closing hours, to enable transportation to these schools. The schools and houses “saved” by the cost-cutting measures for freeway construction would suffer greatly.</p> <p>Conclusions drawn concerning “2035 traffic conditions” in the DEIS are based on faulty reasoning as well. To suggest that nonfreeway alternatives would “capture only a small percentage of the capacity deficiency” does not consider that the alternative could be the wiser use of scarce resources to fund light rail and other forms of transportation that do not rely upon the one person-one car formula now that congests our regions and ensures more and more air pollution advisories. Rather this argument can only envision a future that is exactly like the present, and the Loop 202 would just be another congested area to further depress the living quality for Phoenix. Surely, the creators and perpetrators of the 1985 plan will have moved on by 2035, and we can only hope that the civic planners in 2035 are not left with a terrible mess to try to rectify.</p> <p>The No Action alternative is included in this DEIS, unlike in the Citizen’s Advisory Group discussions, only because NEPA requires the comparison of alternatives. Again, the logic employed for assessing the impacts of No Action assume that No Action means only not building the freeway, and not the use of the funds for the freeway to be used for alternative means of transportation to meet future needs. The argument that other transportation planning might need to be reassessed if this plan is not implemented is a circular argument, in which one is being told that no action is “inconsistent” because MAG and ADOT intend to build this freeway. The No Action option, a misnomer that should be written as “No Build” does “not satisfy” MAG’s and ADOT’s needs to implement this out-of-date plan. We do not need this lengthy document to understand this much.</p> <p>Similarly, in the discussion of the impact of the proposed freeway on the cultural and historical resources, while it is admitted that all build options will cause negative impacts, and the “No Action” alternative leaves these undisturbed, the DEIS is quick to point out that “continuing urban development</p>

Code	Issue	Response

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	<p>from projected growth in the Study Area” could result in losses as well. That’s like telling the jury in a murder trial that if a murder victim had not been killed by the defendant, he might have been hit by a car anyway trying to get away.</p> <p>Although the DEIS has as ADOT’s mission “to provide a safe, efficient, cost-effective transportation system that links Arizona to the global economy [Mexican truck traffic?], promotes economic prosperity, and <i>demonstrates a respect for Arizona’s environment and quality of life</i>” [my italics added], this project to extend the Loop 202, the South Mountain Freeway, fails miserably on all counts. The demonstration of respect would be laughable, indeed, if it were not such a serious threat to the residents of this area.</p> <p>Sincerely, Patricia Mason 16833 S. 24th Place Phoenix, AZ 85048</p> <hr/> <p>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.</p>

Code	Issue	Response

Code	Comment Document
	<div><div>-----Original Message----- From: Phil McCollum [mailto:philmcollumjr@gmail.com] Sent: Sunday, November 23, 2014 3:41 PM To: Projects Cc: Phil McCollum Subject: Proposed South Mountain Highway - against</div><div><div>12</div><div><p>As a citizen of Arizona, the city of Phoenix and the Ahwatukee neighborhood, I am letting you know that I am opposed to the building of the highway on the south portion of our neighborhood. I believe it will disrupt the quality of life for the residents of the area for several reasons. Additionally, I believe there are other options that can be explored to alleviate the stress on our highway system.</p><p>Sincerely, Phil McCollum (supporter of PARC)</p><p>Sent from my iPad</p><hr/><p>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.</p><p>.</p></div></div></div>

Code	Issue	Response
1	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, Range of Reasonable Alternatives	

Code	Comment Document
	<div data-bbox="428 358 1296 467"><hr/><p>From: Theresa McElroy [mailto:tm92358@cox.net] Sent: Sunday, November 23, 2014 9:58 PM To: Projects Cc: Theresa McElroy; lawlis@aol.com Subject: FINAL ENVIRONMENTAL IMPACT STATEMENT ON SOUTH MOUNTAIN FREEWAY</p></div> <div data-bbox="428 495 792 616"><p>South Mountain Freeway Project Team Arizona Department of Transportation 1655 W. Jackson Street, MD 126F Phoenix, AZ 85007</p></div> <div data-bbox="428 645 1296 735"><p>My name is Theresa McElroy and I am a member of PARC (Protecting Arizona's Resources and Children) and would like to share with you my thoughts on the South Mountain Freeway and ADOT's Final Environmental Impact Statement.</p></div> <div data-bbox="428 762 1296 887"><p>I moved to Arizona in 1981, so I can certainly appreciate the need for freeways. I remember the days when all we had was I-10 and I-17. A trip down to Phoenix to get a building permit was at least a 3 hour happening if not more, but I have many concerns that need to be addressed about the South Mountain Freeway.</p></div> <div data-bbox="428 915 1296 1100"><p>Let's start with the most important one – our children!! It is my understanding that there are approximately 13,000 students attending school within ½ mile of the proposed freeway. Though it may not be the intention, this proposed freeway more than likely will become a major truck bypass. I am concerned about the danger of hazardous materials being transported over this proposed freeway and the potential effects if a spill were to occur. Please explain your position on this.</p></div> <div data-bbox="428 1128 1296 1219"><p>I live in the Lakewood community. It is my understanding that if the South Mountain Freeway is built, we will lose the wells that feed our community lakes, as well as those in the Foothills and Club West. We have been told by ADOT that this water will be replaced, but</p></div>

Code	Issue	Response
1	Children's and Seniors' Health	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Purpose and Need, Truck Bypass	
3	Hazardous Materials	
4	Groundwater	<p>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</p> <p>In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected.</p>

Code	Comment Document
	<p>we have not been told how it will be replaced or at what cost to our communities it would be replaced. Please explain your position on this.</p> <p>Once again, I would like to stress that this is not a “Not In My Backyard” mentality, but more of a concern if it is the correct location. It is my understanding that building the South Mountain Freeway would require blasting through three ridges of South Mountain. I haven’t done my research and don’t recall if we as citizens voted on it, but South Mountain is part of South Mountain Park Preserve. The purpose – to preserve!! South Mountain is part of the largest municipal park in the <u>country</u> – a crown jewel of Phoenix!! It is also sacred land to several of the Native American tribes in Arizona. Why doesn’t the Gila River Indian Community want the freeway on their property? Aside from all the health concerns, let’s just say they’ve been burned by ADOT before in the I-10 transaction, and I won’t even go into that one.</p> <p>I ask that you take my comments seriously and either respond to each concern in writing or set up a meeting where we can meet with you personally.</p> <p>Thank you for your consideration.</p> <p>Theresa McElroy 3429 E. Wildwood Drive Phoenix, Arizona 85048 602-505-2666</p> <hr/> <p><small>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.</small></p>

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Code	Issue	Response
5	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Section 4(f) and Section 6(f), Traditional Cultural Properties	
7	Alternatives, Gila River Indian Community Alignment	
8	Health Effects	

Code	Comment Document

Code	Issue	Response
11	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
12	Hazardous Materials	The Selected Alternative will be located near the Van Buren Tank Farm and the West Van Buren Water Quality Assurance Revolving Fund site (see page 4-165 and the Draft Initial Site Assessment prepared for the proposed project.) These sites are primarily groundwater-impact sites, and groundwater is found at a depth of over 60 feet below the footprint of the Selected Alternative. Given the separation distance between the adversely affected media (groundwater) and the construction zone (near surface in these locations), the project team determined that these sites will not pose a risk to construction or to the general public once the facility is completed.
13	Groundwater	To reduce the potential impact of contaminants such as oil, grease, soil, and trash, settling basins will be used to collect water and allow materials to settle. The basins could also serve to contain chemical spills resulting from vehicle accidents. Each basin will be designed to contain a certain rainfall runoff volume before allowing discharge. If an accident were to occur, and the basins were dry at the time of the accident, the spill volume, in most cases, could be accommodated. These settling basins will require periodic cleaning (see Final Environmental Impact Statement page 4-107).
14	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
15	Project Costs, Total Cost	

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Alternatives, Nonfreeway Alternatives	
4	Purpose and Need, Truck Bypass	
5	Air Quality	
6	Children's and Seniors' Health	

Code	Comment Document
7	<p>5. The FEIS does not consider the true cost of the South Mountain Freeway. To start with, the FEIS has left so many design questions unanswered that the actual cost of the freeway is likely to be closer to \$4 billion rather than the \$2 billion ADOT has estimated. Further, the FEIS has no discussion of the annual injuries, deaths, and property destruction that could be expected from the freeway, nor the health implications for school children and seniors. The small discussion in the FEIS about potential cancer deaths from elevated levels of certain air pollutants is dismissive, indicating that those particular air pollutants don’t count, and the number of increased deaths would be insignificant. The FEIS approach to human suffering is outrageous!</p> <p>6. In building the South Mountain Freeway, wells that feed the lakes in Lakewood and the Foothills and Club West golf courses would be destroyed. The FEIS claims that ADOT will replace these water sources, but at what cost?</p> <p>7. The FEIS does not mention the danger of trucks transporting hazardous materials (hazmats) over the South Mountain Freeway. While the chances that a hazmat spill would occur at any particular time are quite small, the chance that a spill would happen SOMETIME is significant, and the public has a need to know about the potential effects of such a spill. Within the “world’s largest cul de sac” of Ahwatukee, evacuation in a timely manner without using the freeway would be difficult if not impossible. And the effects of the South Mountain air shed (apparently not studied by ADOT) are likely to trap air borne toxins in the village for a much longer period of time than would be expected in an open area where air blows freely. One of the hazmats expected to be transported on the freeway would be chlorine, a particularly deadly gas that seeps into buildings and cars. So immediate escape would be necessary, for chlorine turns human membranes into hydrochloric acid and makes it difficult, if not impossible, for one to see or breathe. The transport of hazmats through Ahwatukee is unacceptable, so they must be banned from the freeway.</p> <p>8. The FEIS proposes blasting through 3 ridges of South Mountain in building the South Mountain Freeway. This land in South Mountain is a part of the South Mountain Park Preserve. As the name suggests, this land is to be preserved! It is also a part of the largest municipal park in the country – a crown jewel of Phoenix! Further, South Mountain is sacred land to several of the Native American tribes in Arizona. No freeway has a need or a right to desecrate this land!</p> <p>Fred Meissner 121 W. Briarwood Terrace Phoenix, AZ 85045</p> <hr/> <p>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.</p>
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Code	Issue	Response
7	Project Costs, Total Cost	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
8	Health Effects	
9	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
10	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
11	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
12	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document
	<div><div></div><div><div></div><div><div></div><div></div></div></div></div> <div><div></div><div><div></div><div></div></div></div> <div>From: Daniel Mills [mailto:dannymills1@hotmail.com] Sent: Tuesday, November 25, 2014 9:45 PM To: Projects Subject: South Mountain Freeway FEIS comments</div>

Code	Issue	Response
1	Air Quality	The study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration’s interim mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don’t tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The Final Environmental Impact Statement includes a summary of past health risk studies for similar projects, all of which identified very low health risk, well below the U.S. Environmental Protection Agency’s “Action Level” for addressing risk (see page 4-79). The health risk studies summarized in the Final Environmental Impact Statement are independent studies not conducted by the Federal Highway Administration or Arizona Department of Transportation.
2		The U.S. Environmental Protection Agency’s comments on the Draft Environmental Impact Statement were addressed in Appendix 7, Volume III, of the Final Environmental Impact Statement, starting on page B6.

Code	Comment Document
	<p>ADOT's own words their response to the EPA's statements, including a DEFENSE OF THE EPA'S ALLEGATIONS REGARDING THE INADEQUACY OF THE EIS.</p> <p>Here is my third (3rd) comment for the FEIS:</p> <p>3 The FEIS does not mention the danger of trucks transporting hazardous materials (hazmats) over the South Mountain Freeway. While the chances that a hazmat spill would occur at any particular time are quite small, the chance that a spill would happen SOMETIME is significant, and the public has a need to know about the potential effects of such a spill. Within the “world’s largest cul de sac” of Ahwatukee, evacuation in a timely manner without using the freeway would be difficult if not impossible. And the effects of the South Mountain air shed (apparently not studied by ADOT) are likely to trap air borne toxins in the village for a much longer period of time than would be expected in an open area where air blows freely. One of the hazmats expected to be transported on the freeway would be chlorine, a particularly deadly gas that seeps into buildings and cars. So immediate escape would be necessary, for chlorine turns human membranes into hydrochloric acid and makes it difficult, if not impossible, for one to see or breathe. The transport of hazmats through Ahwatukee is unacceptable, so they must be banned from the freeway.</p> <p>Here is my fourth (4th) comment for the FEIS:</p> <p>4 The FEIS findings conclude that the South Mountain Freeway (SMF) will alleviate regional traffic congestion in the East and West Valley. However, an unacceptable level of attention is paid to how the proposed plans will affect surface and arterial streets. I would like ADOT to provide data for how the proposed plans will change traffic flows for all surface, arterial, and major roads along the entire proposed route, with particular attention paid to the Ahwatukee portion of the proposed route, which is locked in by the South Mountain park and is especially prone to negative effects regarding traffic overflow from the South Mountain Freeway.</p> <p>5</p> <p>Thank you</p> <p>Daniel Mills</p> <p>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.</p>

Code	Issue	Response
3	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Alternatives, No-Action Alternative	
5	Traffic	The assessment of the responsiveness of the proposed freeway to purpose and need criteria, beginning on page 3-27 of the Final Environmental Impact Statement, includes information related to the effects of the freeway on the arterial and freeway systems in the region. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City of Phoenix study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code	Comment Document
	<div><div><div><div>1</div><div>2</div></div><div><div>3</div><div>4</div></div><div><div>2</div></div><div><div>3</div></div><div><div>5</div></div><div><div>6</div><div>7</div></div></div><div><p>South Mountain Freeway Project Team Arizona Department of Transportation 1655 W. Jackson St. MD 126F Phoenix, Arizona 85007</p><p>To the SMFreeway Team:</p><p>To be upfront, it is my feeling that you are trying to destroy a mountain and the air quality in the Ahwatukee area just to benefit truckers and in the process create similar congestion on the west part of I-10 near 51st.</p><p>Studies have shown South Mountain and the Estrellas create a “bowl” which prevents airborne pollutants (carbon dioxide, ozone, nitrogen oxides, etc. from road traffic) from dissipating quickly. This allows toxins to build up & be trapped in our air. There are (nor has there been) any particulate metering along Pecos to gather facts over the years.</p><p>Truck traffic already has State Route 85 to by-pass the valley.</p><p>There really is no argument for the expense! 2.4 billion for 22 miles!!!! Why not divert these funds for repair of roads/bridges. There certainly is need. Just drive 1-10 to Tucson or look at current statistics for bridges that are in need of repair/replacement.</p><p>There is no logical explanation for an above grade freeway. There is no logic to no access at the 32nd street exit where the schools need to egress. It seems to me that these issues (as well as water wells, etc) are STILL major design issues.</p><p>This decision should be “do not build”. Thank you.</p><div><p>Dorothy Mitchell 4205 E Liberty Lane</p></div></div></div>

Code	Issue	Response
1	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Air Quality	
3	Purpose and Need, Truck Bypass	
4	Alternatives, W59 Alternative Versus W101 Alternative	
5	Project Costs, Total Cost	
6	Design	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). The interchange was eliminated based on undesirable residential displacements and cost. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City of Phoenix study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
7	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.

Code	Comment Document
	<div><div><div>1</div><div>2</div></div><div><div>3</div><div>4</div></div><div><div>5</div></div><div><div>1</div></div></div> <div><p>-----Original Message----- From: jc Molina [mailto:jmolina@hotmail.com] Sent: Monday, November 24, 2014 7:49 PM To: Projects Subject: Stop 202 SMF</p><p>To Whom It May Concern,</p><p>What is the total cost of the SM 202 freeway extension with 20 years of development and what are the benefits for those near the path of destruction/development?</p><p>Building this project with a 20-year concept for community development doesn't make sense. Are there any other options than a freeway?</p><p>What are the health issues concerning an 8-lane highway?</p><p>Why does it cost 2 billion USD for 20 miles of additional highway?</p><p>I appreciate your feedback and taking my questions into consideration. Thank you.</p><p>Kind regards, Juan Molina</p><hr/><p>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.</p><p>.</p></div>

Code	Issue	Response
1	Project Costs, Total Cost	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Purpose and Need, Old Plan or Use of Old Data	
4	Alternatives, Nonfreeway Alternatives	
5	Health Effects	

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Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Community Impacts	
3	Health Effects	
4	Alternatives, Gila River Indian Community Alignment	
5	Children's and Seniors' Health	

Code	Comment Document
1	<div>1MR. MORAGO: Good morning. My name is</div> <div>2Joseph Morago. I'm a resident of District 3.</div> <div>3I have been opposing this freeway for many,</div> <div>4many years, mainly because of the environmental impact</div> <div>5that it will have on our community. I have worked in our</div> <div>6community for almost 20 years with the elders, with</div> <div>7inmates, with the elderly. And in that 20-year period, I</div> <div>8have seen an increase of asthma, heart disease, diabetes.</div> <div>9Diabetes are now -- is now being related to environmental</div> <div>10impacts.</div> <div>11This freeway will not help our community.</div> <div>12It will not help the community off the reservation. It</div> <div>13will not help anybody. We are destroying our future. We</div> <div>14are destroying our kids. We're going to be like countries</div> <div>15around the world that have to wear masks in order to be</div> <div>16out where -- outside because of the pollution and the air.</div> <div>17Those of you that live in this area, in</div> <div>18District 6 and 7, and us that live on Gila River, we know</div> <div>19how the winds blow out here. We know how dusty it's going</div> <div>20to be. We know what happens with the weather. It's not</div> <div>21going anywhere. The swamp and everything, the pollution</div> <div>22that's going to be coming from all the cars, the millions</div> <div>23of cars that are going to be traveling on this road, is</div> <div>24going to stay within these mountain regions. It's going</div> <div>25to impact all of us. It's going to -- I have a</div>
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Code	Issue	Response
1	Alternatives, Environmentally Preferable Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Children's and Seniors' Health	
3	Air Quality	

Code	Comment Document
2	<div>1 two-month-old granddaughter. I heard her coughing this</div> <div>2 morning. What's going to happen to her when this freeway</div> <div>3 comes up? How is she going to be able to breathe?</div> <div>4 What about the people that come -- the kids</div> <div>5 that come and play in this building? The freeway is going</div> <div>6 to -- they're going to see the freeway when they walk out</div> <div>7 this door. What about the Head Start that's over here?</div> <div>8 What about the school that's down the road? And these</div> <div>9 are -- these are just the people that are affected. The</div> <div>10 elders that lead over here at the service center here,</div> <div>11 they're going to see it. What about the new service</div> <div>12 center in 7? All of them are going -- our own hospital,</div> <div>13 when they go to be treated for these diseases, is right</div> <div>14 here, and they're going to be looking at this freeway.</div> <div>15 Those that are on dialysis, those that are having all</div> <div>16 these issues, are going to see it.</div> <div>17 Not to mention the cultural effects of our</div> <div>18 mountain. Us O'odham. All believe that this mountain is</div> <div>19 sacred to us. That is part of our Huhugam. That is part</div> <div>20 of our life.</div> <div>21 You know, we worry about all the animals,</div> <div>22 about the wild horses. Our own casino is named Wild Horse</div> <div>23 Pass. This is an area for the horses. What about them?</div> <div>24 What about all the other animals? They're already saying</div> <div>25 that the Mexican jaguar can't even come and migrate this</div>
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Code	Issue	Response
4	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Biology, Plants, and Wildlife	

Code	Comment Document
5	<div>1 area because of the wall on the border that they're trying</div> <div>2 to put up. U of A has studied about the cactus that are</div> <div>3 dying, hashan that have lived for centuries in our desert</div> <div>4 are dying because of the pollution and the stuff that are</div> <div>5 impacting.</div>
6	<div>6 I look at -- you talk about economic</div> <div>7 benefits. And I see it, when the freeway comes. I looked</div> <div>8 at your video. There is no access to that freeway from</div> <div>9 our community. There is no frontage road that they're</div> <div>10 planning on putting on from -- until it gets to 59th</div> <div>11 Avenue until it gets to the freeway. This is by ADOT's</div> <div>12 own video. They're telling you what they are going to do</div> <div>13 to our community. We are not in their plans. We are not</div> <div>14 involved. It doesn't matter they're not even putting it</div> <div>15 on our reservation. They're putting it less than a mile</div> <div>16 off. They're putting it a few feet away. Yet we are</div> <div>17 going to feel the impacts. With no frontage roads and no</div> <div>18 access, what happens if we have an environmental accident?</div> <div>19 What if we have an environmental spill? Where do we go?</div> <div>20 Where does Ahwatukee go?</div>
7	<div>21 I went to a meeting in Ahwatukee last month.</div> <div>22 I almost got lost because there's no way to get out of</div> <div>23 there. If anything happens, people are going to die.</div> <div>24 Pure and simple. The emergency response can't get there.</div> <div>25 Nobody can be there. Evacuations are going to happen. If</div>
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Code	Issue	Response
6	Design	The freeway will connect to existing roads, such as Elliot Road, 51st Avenue, and 40th Street. The Arizona Department of Transportation will construct short stubs up to the Gila River Indian Community boundary at 17th Avenue, Desert Foothills Parkway, and 24th Street to facilitate a future connection and access to Gila River Indian Community land. The construction of any roads on the Gila River Indian Community would be done by the Gila River Indian Community or authorized landowners.
7	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
8	<div><p>1 it happens during rush hour -- we've all been on a freeway</p><p>2 during rush hour. Nobody moves. Nothing happens.</p><p>3 You know, they talk about -- and the other</p><p>4 thing that they talk about is these drainage ditches and</p><p>5 stuff that I see in their video. Look what happened in</p><p>6 South Phoenix when all the rains came this summer. Yes,</p><p>7 they may say that's a hundred-year storm, but it's going</p><p>8 to happen again. It will continue to happen. Who's going</p><p>9 to be able to save our community? We need to stop this</p><p>10 freeway.</p><p>11 You know, I don't take the attitude that</p><p>12 there's nothing we can do. I've stood before MAG. I've</p><p>13 stood before all these groups. I've stood before council.</p><p>14 I will fight this freeway all the way. I will continue to</p><p>15 fight. I understand how we feel about stuff. I</p><p>16 understand how the landowners feel. I understand</p><p>17 everything.</p><p>18 Show me a plan that works. That's all we</p><p>19 need is something that works. This is bad for our people.</p><p>20 This is bad for our children. And we cannot let this</p><p>21 freeway go through.</p><p>22 Thank you.</p><p>23 MS. KISTO: Thank you, sir, for your</p><p>24 comment.</p><p>25 Anybody else like to come up, provide public</p></div> <div><p>Page 42</p><p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p></div>

Code	Issue	Response
8	Drainage	Flood protection levels are dictated by the design class of the highway. In the case of the South Mountain Freeway, it is designated as a Class I highway. Therefore, flood protection levels will be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance will be reviewed at the 100-year level to ensure “headwaters” do not adversely affect existing properties. (See Final Environmental Impact Statement page 4-110.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and are built to structurally withstand the superflood, a flood expected only once in 500 years.

Code	Comment Document
	<div><div><div>1 comment?</div><div>2 Sir, come on up.</div><div>3 MR. ESCHEF: I can talk from here.</div><div>4 MS. KISTO: Okay.</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>Page 43</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div></div>

Code	Issue	Response

Code	Comment Document
	<p>From: Douglas J Nelson [mailto:dj1nelson1@aol.com] Sent: Tuesday, November 25, 2014 1:23 PM To: Projects; council.district.6@phoenix.gov; parcthesmf@aol.com; mayor.stanton@phoenix.gov; howard@shankerlaw.net Subject: PARC Member comment on the SMF FEIS</p>
1	<p>The Loop 202 extension through the Ahwatukee Foothills, South Mountain Park, and Laveen, gets more and more interesting the deeper I research the subject. It is apparent to me that the models used originally for this large tax payer expenditure can no longer be justified.</p>
	<p>In 1985, the population of the Phoenix area was approximately 2 million people. The expected growth was anticipated or "modeled" to be at 6.5 million residents in the year 2020, a 4% growth rate. Times have changed! The current population is now at 4.3 million. The growth rate has been at 1% since 2010 when the population was at 4.1 million. Continuing on this pace would put the population at 4.5 million in 2020. 2 MILLION PEOPLE LESS than the forecast!</p>
2	<p>Why is this freeway needed? To help the flow of traffic we are told. Too where? I can assure you, there are not many of the 80,000 Ahwatukee residents that need to get to Laveen, and vice versa. Would it increase the commute to California? Yes. Does this justify the cost, and the damage it will do to this community? I say, ABSOLUTELY NOT!!</p>
34	<p>If the true goal is to help with traffic flow through, or around Phoenix, then look at the feasibility of moving it farther away from Phoenix. Don't place the residents of Ahwatukee, including the students in the 15 schools along its path in jeopardy.</p>
5	<p>This freeway is a waste of money. Lets use the funds to build something better for the future. Expand the light rail, improve the bus system. These are the programs that can improve the quality of life in Phoenix</p> <p>Douglas J Nelson dj1nelson1@aol.com</p>
	<p>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.</p>

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Alternatives, Range of Reasonable Alternatives	
4	Children’s and Seniors’ Health	
5	Alternatives, Nonfreeway Alternatives	

Code	Comment Document
1	<div>1MR. NELSON: Good morning. My name is Wayne</div> <div>2Nelson. I live here, and I'm a -- I'm a landowner in the</div> <div>3area around 32nd Street and around 48th Street. My</div> <div>4family -- my family owns probably about 60 to 80 acres</div> <div>5there.</div> <div>6One thing that -- my comment really goes to</div> <div>7our community. You know, back in 1998, the council that's</div> <div>8present warned councilmembers at that time, the council</div> <div>9that made this decision to halt or hinder the alignment</div> <div>10and the borderland study process is really, in my opinion,</div> <div>11a disrespect to the past council.</div> <div>12When they made the borderland study, it</div> <div>13was -- it's a resolution. And it's still a standing</div> <div>14resolution today. It hasn't been rescinded or amended.</div> <div>15And this borderland study, this alignment was made by the</div> <div>16past council because they knew this day would come on</div> <div>17saving the mountain, whether to have the mountain</div> <div>18disturbed or have an alignment that went south of it.</div> <div>19For this council presently, within the last</div> <div>20five to six years -- and I was a member of the council</div> <div>21from 2004 to 2007. And I've been going to meetings like</div> <div>22this since 1998. And at that time, in 1998, this district</div> <div>23was on board with this borderland study. Mr. Villarreal</div> <div>24was a member of the community here that was in favor of</div> <div>25the borderland study and this alignment that came to the</div> <div>Page 13</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div>1 community. And then all of a sudden, it gets thrown out</div><div>2 the window, and they're going to fight against it.</div><div>3 This -- and this -- this issue here has</div><div>4 never left us. But now I read in the newspaper that</div><div>5 there's direction to fight this? The State and the</div><div>6 Federal Highway? I mean, can we really afford that after</div><div>7 the issue with the TO casino?</div><div>8 I mean, my -- in my opinion, that land there</div><div>9 lays docile, and it's been laying docile for 40 years.</div><div>10 And our past council and our past economic development</div><div>11 director -- do we have an economic development department</div><div>12 today? There's no plan for investing in the community's</div><div>13 own people, the landowners.</div><div>14 And, you know, with respect to the governor,</div><div>15 you want to make a statement on behalf of the community?</div><div>16 That doesn't include the landowners. The landowners try</div><div>17 to push to have a fair vote again, but it was dissected.</div><div>18 It was torn apart. That's not fair. That's not the voice</div><div>19 of all the people.</div><div>20 I mean, who -- who is making these decisions</div><div>21 to have our attorneys start this action? Is it all 17</div><div>22 council? Is it a handful? I mean, I don't see that in</div><div>23 the -- in the newspaper. I see the action sheet, but I</div><div>24 don't see who makes these motions.</div><div>25 So my -- and -- and for my testimony is that</div></div> <div>Page 14</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1 what happened to the borderland study? Do we believe in</div><div>2 the borderland study? Does any of the council know what</div><div>3 the borderland study entails for that area? Economic</div><div>4 development.</div><div>5 And until economic development, not only on</div><div>6 the tribal side but for the -- a lot of landowners. But</div><div>7 you never hear that. You only hear the tribe, the tribe.</div><div>8 The tribe's going to make a statement for the landowners,</div><div>9 for the community. The tribe's going to make a statement</div><div>10 for the tribe.</div><div>11 You know, my mom -- my grandma used to get</div><div>12 this land here, back in the '70s, the most she would get</div><div>13 was \$700. Why did Pima put a 96-inch water line in the</div><div>14 area? There's a water line running right between -- right</div><div>15 down that, all that allotted land, to get some water</div><div>16 there. But yet there's nothing there. There's a storage</div><div>17 unit, and that's it.</div><div>18 I mean, when are you going to start</div><div>19 investing in your own people? That's my question. The</div><div>20 freeway was seen and discussed and approved by this</div><div>21 community. Do they know that? I did.</div><div>22 But I had to be kind of impartial when I was</div><div>23 sitting at the -- some of them wouldn't let me vote. And</div><div>24 I respected that. And I respected the decision when it</div><div>25 was just a no and not I wish. When there was -- when</div></div><div>Page 15</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><p>1 there's a vote, it's either yes or no. There's no I wish.</p><p>2 I wish was put in. I wish the freeway would fly away.</p><p>3 That's what they voted for. Is that going to be a</p><p>4 reality? I don't think so.</p><p>5 But that's how I feel when I see these</p><p>6 things, when I see that land over here. And then all</p><p>7 you -- all we hear, as landowners, is, oh, you're just</p><p>8 money hungry.</p><p>9 I mean, stop investing in sports stadiums</p><p>10 and all these other things and invest in your people,</p><p>11 because mark my word, it's going to come. You want to</p><p>12 throw some more money in making it come, I guess you guys</p><p>13 can do it, sitting up there in those 17 chairs. You make</p><p>14 that decision. You make everybody else suffer 5 percent</p><p>15 of the budgets, taking the children's clothing allowance</p><p>16 away.</p><p>17 I just wanted to share that, because that</p><p>18 document is there. The document is still active. If you</p><p>19 really want to see it, go to the council secretary. It's</p><p>20 on a sheet of paper. It's right there. Free. You</p><p>21 community members can have it.</p><p>22 I just wanted to share that, because I'm</p><p>23 hearing all these things about a statement for the</p><p>24 community. It took me almost a year and a half to get</p><p>25 into the transportation technical team. And when I got in</p></div> <div><p>Page 16</p><p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
	<div><div>1 there, I heard everything going through, everything going</div><div>2 through. But -- might seem unreal.</div><div>3 So that's my testimony as a landowner, as a</div><div>4 community member, is that when are we going to respect the</div><div>5 wishes of those who have gone on that made that decision</div><div>6 in 1998? Because they knew that we would be here today.</div><div>7 I see that as very disrespectful.</div><div>8 Thank you.</div><div>9 MS. KISTO: Thank you, Mr. Nelson.</div><div>10 Again, if you'd like to provide public</div><div>11 testimony, please raise your hand, and we'll bring you a</div><div>12 card.</div><div>13 Next I'd like to call up Mr. Harry Williams.</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div>Page 17</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Public Involvement	Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes, all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement were reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement were considered and addressed in this section of the Record of Decision. More information about the entire public involvement process is available in Chapter 6, <i>Comments and Coordination</i> , of the Final Environmental Impact Statement.
3	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Alternatives, W59 Alternative Versus W101 Alternative	
5	Purpose and Need, Old Plan or Use of Old Data	
6	Project Costs, Total Cost	

Code

Comment Document

CONTACT RECORD
SOUTH MOUNTAIN FREEWAY

INCOMING CALL DATE: 12/26/14	INCOMING CALL TIME: 1:21 P.M.
STAKEHOLDER: MARILYN O'CONNELL	ADDRESS: NOT PROVIDED
PHONE: NOT PROVIDED	EMAIL: NOT PROVIDED
CONTACT METHOD: MESSAGE LEFT ON HOTLINE	

REMARKS/QUESTIONS:

- I have been waiting over 30 years for this freeway to be built
- When are you going to build it?
- Regarding PARC and others (homes, schools, church): why did they build in the path of the freeway?
- We bought our home 30 years ago, not in the path of the freeway, counting on this freeway to relieve congestion on I-10
- Tell PARC to go fly a kite
- Build the freeway now

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>-----Original Message----- From: eolvera@cox.net [mailto:eolvera@cox.net] Sent: Saturday, November 22, 2014 8:11 PM To: Projects Subject: Ahwatukee Well-Being Pledge</p> <p>Dear sir or madam,</p> <p>My name is Eduardo Olvera, I'm an Ahwatukee resident and a member of PARC. I'm writing to you out of deep concern regarding the Final Environmental Impact Statement that was recently published.</p> <p>I'm dumbfounded by the almost non-existing regard to very significant issues that do not only affect my entire family but also your as well as many generations to come.</p> <p>Looking at FEIS, are we really willing to sacrifice that much just to save people the time it is taking you to read this email? Are we really becoming that selfish that are willing to take the very first answer that "seems" to address a problem without seriously considering the consequences of our actions?</p> <p>I find it very hard to believe that ADOT would be even considering taking a 30-year old plan "as-is" without really re-assessing our current needs and situation; facts like the highways available now far to the south of the South Mountain Corridor that serve travel needs just fine which were not there 30 years ago seem to be completely ignored.</p> <p>And what about the impact on our health and safety? Once again, we as a nation are working tirelessly to find cures for things like AIDS and Ebola that threaten our families, yet are willing to move ahead with a project that WILL result in annual injuries and deaths, destruction of property and water sources, and exposure to elevated levels of air pollutants for over 13,000 students and elderly citizens just in our area.</p> <p>I know you've earned the right to be where you are, but that also comes with the responsibility of being our voice and to protect the well being of our community.</p> <p>I would like to thank you in advance for your time and sincerely hope you take all these facts into consideration when making a final decision</p> <p>Sincerely, Eduardo Olvera Ahwatukee Resident</p> <p>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.</p>

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Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Health Effects	
4	Acquisitions and Relocations	
5	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
6	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Children’s and Seniors’ Health	

Code	Comment Document
	<div><div>1MS. ORTIZ: Hi. My name is Anna Ortiz.</div><div>2My -- I'm kind of nervous.</div><div>3My -- my mom's people come from the village</div><div>4right here in Santa Cruz. My dad's people come from Tijo.</div><div>5I've been here all my life.</div><div>6I wasn't going to say anything. And I just</div><div>7heard a lot of things -- a lot of things that I have</div><div>8something to say about.</div><div>9When you guys came, did anybody offer you</div><div>10something to eat? Something to drink?</div><div>11Everybody can point fingers and say, you</div><div>12know, it's because this; it's because of that. But this</div><div>13is our home. Yeah. Our people, we're here from way</div><div>14before. But what are we now? When the lady was saying</div><div>15you don't have to say why it's important; you don't have</div><div>16to tell what the story is. I know the story. But my</div><div>17little girl sits back there, at 12 years old, and I've</div><div>18never told it to her.</div><div>19How many of you guys and your kids and your</div><div>20grandkids know the story?</div><div>21The councilman came up, and he said there</div><div>22wasn't a budget to defend what we proposed. But our tribe</div><div>23gave how many millions of dollars to name a stadium after</div><div>24us. Really?</div><div>25And how many times do you read in the paper</div></div> <div>Page 78</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div><p>1 they're giving away money to outsiders, people that -- for</p><p>2 what? I'd like to know for what. I've never asked. And</p><p>3 maybe I shouldn't.</p><p>4 When we're all talking about it, when these</p><p>5 things come up in our houses, in our families, between one</p><p>6 another, we have things to say. I know I do. When it's</p><p>7 just me and my mom or me and my sister or me and just</p><p>8 somebody I can be rude with, I have a lot of things to</p><p>9 say. But I've never, given the opportunity, stood up and</p><p>10 said anything about what I feel about how things are and</p><p>11 the way that we take care of each other.</p><p>12 Our kids, yeah, we could talk about our</p><p>13 kids. But how many of us send our kids to school every</p><p>14 day regardless? How many of us -- is it so important --</p><p>15 I -- I was wondering that just before all these kids came</p><p>16 in. Where are all the kids at? Why -- why didn't anybody</p><p>17 bring their kids? How many -- how many people younger</p><p>18 than me know what's going on and what it's going to cause</p><p>19 and all these issues?</p><p>20 For us -- well, for me, I don't trust a lot</p><p>21 of people. And it's hard to send my kid to school where I</p><p>22 can't pick and choose, okay, yeah, you can be her teacher;</p><p>23 no, you can't be her teacher.</p><p>24 But in our community, we have a choice.</p><p>25 We're supposed to be all related, and we're all supposed</p></div> <div>Page 79</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1 to help each other. And we're talking about what's going</div><div>2 to happen to us. It's not up to anybody else but us what</div><div>3 happens to us.</div><div>4 And our future, yeah, it -- it's up to our</div><div>5 kids. And I worry. I worry. Because I've worked with</div><div>6 kids from the time -- from 2002 to right now. The class</div><div>7 that I have, there's only one kid -- one kid -- they were</div><div>8 eighth graders when I was working there. And there's only</div><div>9 one that is now pursuing higher education. Just one out</div><div>10 of all those years that I worked with the school.</div><div>11 And just like that, when we vote for our</div><div>12 council and... I -- I stopped voting. I used to be</div><div>13 dedicated to the cause and go. And I used to go to Santa</div><div>14 Cruz. They used to have us go vote in Santa Cruz. But</div><div>15 for some reason, something that I never understood,</div><div>16 something that made me mad was they didn't have them</div><div>17 vote -- the villagers in Santa Cruz, they didn't vote</div><div>18 there. We had to come to District 6. And for why ever --</div><div>19 I don't even know why it made me mad. But I didn't want</div><div>20 to come vote somewhere else that wasn't where I could</div><div>21 vote.</div><div>22 And all these outsiders, it's scary. When I</div><div>23 was younger, they used to take us to the community</div><div>24 meetings where we used to have to ask them for money when</div><div>25 we were doing something or -- and I haven't been to a</div></div><div>Page 80</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div>community meeting in I don't know how long. It just -- it just seemed like no matter what people said, no matter how many times, just like that, they voted, and yet still, it doesn't matter.</div> <div>The council, whatever votes do, they're going do what they're going to do. And you get enough people -- and that number he used -- Mike used, it was, what, 720 people? There's more than 720 people in this community. Where was everybody else?</div> <div>I don't know what the future has. I don't know what we're all looking towards. I know -- what I do know is that my responsibility is to my child, my children, all my nieces, all my nephews, all the kids that I come across, to tell them and explain to them why it's important to get a good education, why they need it, and why it's going to help all of us in the end, not just our families, not just them and them and them, but all of us.</div> <div>It's -- it's hard to put everything together in my head the way it's running through my head.</div> <div>But I worry. I worry about what's going to happen. Yeah, if -- if that freeway comes through and -- I don't want it. No way. No way. Everything that comes of it and because of it, the health -- we're -- it's up to us. The same thing with our health. We have to make sure that our kids aren't eating McDonald's and junk just</div> <div>Page 81</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div>1 because. We have to tell them, you know what? You</div><div>2 pick -- you dropped that trash, you pick it up. You see</div><div>3 trash, you throw it where it belongs. The things that we</div><div>4 teach our kids and the things that we want them to know,</div><div>5 it takes us to be those good people to make sure that they</div><div>6 come up behind us and they have the same beliefs and they</div><div>7 do the same things that we do.</div><div>8 It's hard. But I trust that if there's</div><div>9 enough people -- all you guys, you guys are here, and you</div><div>10 cared enough to be here. And that says something about</div><div>11 all of you. And I thank you all for letting me see that,</div><div>12 because I thought, when I came here, I was going to see</div><div>13 like five, six people. And this is way more than I</div><div>14 thought I was going to see.</div><div>15 And it's my fault for -- for not coming and</div><div>16 trying to know what's going on myself. But I can talk a</div><div>17 lot of stuff about the things that I think without knowing</div><div>18 anything.</div><div>19 Thank you for the education. Thank you for</div><div>20 the true facts that I heard that I didn't even know</div><div>21 myself. Thank you for making me angry enough to want to</div><div>22 do something about it.</div><div>23 I hope that all these kids, the ones coming</div><div>24 up, even the babies, find it in themselves to feel</div><div>25 something and do something. The people that can. 'Cause,</div></div><div>Page 82</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1 yeah, you get enough voices -- and it does make -- it does</div><div>2 make it harder.</div><div>3 Thank you.</div><div>4 MS. KISTO: Thank you, Ms. Ortiz.</div><div>5 Next we'll have Ms. -- we'll just have you</div><div>6 come up now. You're familiar. I remember. But the name</div><div>7 is not coming to me.</div><div>8 Oh, yes. This is Ms. Connie Hunergardt.</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>Page 83</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div></div>

Code	Issue	Response

Code	Comment Document
	<p style="text-align: right;">NOV 14 2014</p> <p>David Palty 2544 E Bighorn Avenue Phoenix, AZ 85048 (480) 352-4552</p> <p>November 3, 2014</p> <p>Karla Petty, Division Administrator Federal Highway Administration (FHWA) – Arizona Division 4000 N. Central Avenue, Suite 1500 Phoenix, Arizona 85012-3500</p> <p>Subject: Final Environmental Impact Statement for the Loop 202 South Mountain Freeway Study</p> <p>Dear Ms. Petty,</p> <p>1 I believe that the Final Environmental Impact Statement (FEIS) for the Loop 202 South Mountain Freeway study released by the Arizona Department of Transportation and Federal Highway Administration does NOT provide realistic emission estimates from increased traffic flow, road deterioration and other commonly recognized criteria. The report does not accurately project congestion relocation emission versus the preferred emission reduction goals that AZ needs to meet federal standards.</p> <p>2 Furthermore, the 51st route moves current congestion from the I10 Tempe/Phoenix west will create increased congestion further west without emission reductions. This routing simply moves the I10 bottlenecks from one area of the city to another which is NOT shown in the submitted FEIS and would result in significantly higher emissions than projected in the FEIS.</p> <p>3 4 Additionally, a largely overlooked component of this route is financially based. 51st is cheapest route of final ADOT routes. City of Phoenix and Maricopa County have significant financial incentives to keep vehicle traffic in their jurisdictions. The existing fuel tank farms in the 51st/53rd vicinity will increase heavy truck traffic as the metro area increases. No current limitations on large truck idling in AZ only increase emissions output of the added truck traffic.</p> <p>The current authorized bypass route for trucks lacks fueling infrastructure for truck traffic bypassing I10/Phoenix corridor which means trucks currently stop and idle in already congested areas which again is ignored in the FEIS. Example, trucks stopping for fuel or sleep will run systems (Cab or Generator) for air conditioning (Phoenix necessity) which again is not calculated as emissions in the FEIS. However, tax revenue is the more likely 51st alignment support criteria from a MAG perspective.</p> <p>5 MAG projected traffic volumes indicate that all planned freeways will be operating at full capacity by 2030 and recommended utilization of a bypass very much further west for the "West Segment" solution than 51st based on projected traffic volume increases in 2030 and 2050.</p> <p>Final Report I-10 Phoenix-Tucson Bypass Study Arizona Department of Transportation ES-6 January 2008 URS Job No. 23445042</p> <p><i>The projected traffic volumes by MAG in Phoenix indicate that all planned freeways will be operating at full capacity in 2030. The traffic forecasts prepared for this study indicate that the</i></p>

Code	Issue	Response
1	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>The impacts of shifting traffic patterns attributable to the project are accounted for in the mobile source air toxics analysis, which estimated emissions for the No-Action Alternative and the Preferred Alternative (see page 4-78 of the Final Environmental Impact Statement). Additionally, similar conditions are considered in the regional emissions analysis the Maricopa Association of Governments conducted for the determination of transportation conformity.</p>
2	Air Quality	<p>In preparing the Final Environmental Impact Statement, the Federal Highway Administration and Arizona Department of Transportation reanalyzed the Western Section action alternatives' effects on operations along Interstate 10 (see Final Environmental Impact Statement beginning on page 3-62). The analysis determined that the No-Action Alternative would result in the most sections along Interstate 10 operating at level of service E or F, and for the longest duration. The connection to Interstate 10 (Papago Freeway) at 59th Avenue will include substantial improvements (widening) along Interstate 10 to provide adequate operations on Interstate 10 in the area of the junction and to allow traffic moving to and from the South Mountain Freeway to enter and exit the Interstate 10 main line (see page 3-49 of the Final Environmental Impact Statement). The design of the Interstate 10 and South Mountain Freeway system traffic interchange at 59th Avenue has received preliminary acceptance from the Federal Highway Administration, subject to completion of the National Environmental Policy Act process. For more details, see the <i>Traffic Overview</i> report available on the project Web site: <azdot.gov/southmountainfreeway>.</p>
3	Alternatives	<p>As stated on page 3-24 of the Final Environmental Impact Statement, although the W59 Alternative will cost approximately 3 percent more than the W55 Alternative, the project team determined the operational benefits to Interstate 10 to be worth the additional expense.</p>
4	Air Quality	<p>The Maricopa Association of Governments regional emissions analyses for the determination of transportation conformity included truck idling emissions, but the air quality analysis described in the Final Environmental Impact Statement did not, as noted by the commenter. The air quality analyses described in the Final Environmental Impact Statement did include projected truck traffic. The carbon monoxide and particulate matter (PM₁₀) analyses demonstrated that the freeway will not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones. For mobile source air toxics, the analysis showed that for the Study Area, constructing the freeway will have a marginal effect on annual emissions in 2025 and 2035 (less than a 1 percent difference in total annual emissions between the Preferred Alternative and No-Action Alternative). With the Preferred Alternative in 2035, modeled mobile source air toxics emissions will decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.</p>


(Response 4 continues on next page)

Code	Comment Document
6	<p><i>west segment could relieve I-10 by 44,100 vehicles per day (vpd) in 2030 and 97,100 vpd in 2050. The increase in diversion between 2030 and 2050 reflects the acceleration of growth in western Maricopa County and the worsening traffic congestion in Phoenix. The traffic to and from western Maricopa County that wants to go to Casa Grande, Tucson or points east, would use the potential bypass and avoid going through the rest of the Phoenix area. The traffic reduction equates to one lane in each direction in 2030 and two lanes in each direction in 2050.</i></p> <p>Emission decreased for eliminating one lane (or eliminating future expansion) can be calculated but was not properly included in the FEIS.</p> <p>The truck bypass route has already been established and underutilized. Better utilization of the existing bypass route would reduce congestion and corresponding emissions.</p> <p>Furthermore, Final Report I-10 Phoenix-Tucson Bypass Study Arizona Department of Transportation ES-6 January 2008 URS Job No. 23445042 reported that the following ADOT findings:</p> <p><i>The determination of need for the project is based on the Purpose and Need Statement. 2.1 West Segment The SR 85/I-8 route is designated as the Phoenix I-10 Bypass. I-8 is a four-lane interstate highway that is currently underutilized. SR 85 is being upgraded to a four-lane divided limited access highway. When the improvements to SR 85 are completed, a free-flow bypass will exist for through traffic to avoid the Phoenix area. This bypass will probably have the capacity to accommodate the bypass traffic demand for many years.</i></p> <p><i>a. Stakeholders and the public emphasized the most pressing need is to ... complete the SR 85/I-8 bypass ...</i></p> <p><i>2.3.5 SR 85 Together with I-8, SR 85 is the official truck bypass route around metropolitan Phoenix and has also been designated as the CANAMEX corridor as part of the North American Free Trade Agreement (NAFTA). In addition to serving as the I-10 bypass, this corridor also metropolitan Phoenix to I-8 which leads to Yuma and San Diego.</i></p> <p>The FEIS does not properly deduct emissions resulting from better utilization of the existing I8/AZ85 officially recognized bypass and inaccurately estimates emissions that are too low based on the assumption that moving one congested traffic area to new a new location will provide emissions relief. Additionally, improved 51st access will only increase heavy truck traffic in that vicinity with a corresponding emissions increase.</p> <p>In summary, I believe that the FEIS understates the emission impact for the 51st proposed route and that it will increase truck and congestion without reducing local emissions.</p> <p>Respectfully yours,</p> <p>Dave Palty</p>

Code	Issue	Response
4 (cont.)		Trucks must have a place to stop for extended and overnight idling. This project will not create new truck stops or rest areas. A number of truck stops are located in Casa Grande, Gila Bend, and Buckeye, and at locations in between along the Phoenix truck bypass route of Interstate 8 and State Route 85.
5	Alternatives, W59 Alternative Versus W101 Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>The purpose of the bypass study was to make a preliminary assessment of the need for and feasibility of a new transportation corridor that would provide an alternative to Interstate 10 to divert through traffic out of the congested metropolitan areas of Phoenix and Tucson. By contrast, the South Mountain Freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and allowing traffic—including truck traffic—to access a segment of the “loop” system (see pages 1-21, 1-22, 3-1, and 3-3 of the Final Environmental Impact Statement) in the Phoenix metropolitan area.</p>
6	Alternatives	<p>As noted on page 3-9 of the Final Environmental Impact Statement, State Route 85 is a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control.</p> <p>The road network in the Maricopa Association of Governments travel demand model includes the Interstate 8 and State Route 85 corridor. So, while the roads are not in the Study Area for the proposed action, traffic and trip distributions along the corridor are included in the traffic analysis for the proposed action. Any traffic that will shift from the Interstate 8 and State Route 85 corridor to the proposed action was included in the vehicle mix considered in the analysis.</p>

Code	Comment Document
	<div><div>12</div><div><p>-----Original Message----- From: Sara Parks [mailto:parkssa347@yahoo.com] Sent: Monday, November 17, 2014 12:31 PM To: Projects Subject: Pecos Rd / 202 Fwy Proposal</p><p>Has there been a decision on the Pecos Rd / 202 freeway expansion? And also, what homes will be affected along Pecos Rd?</p><p>Thanks, Sara Parks Ahwatukee Homeowner</p><p>Sent from my iPhone</p><hr/><p>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.</p><p>.</p></div></div>

Code	Issue	Response
1	Project Development Process	The final decision is being made in this Record of Decision.
2	Acquisitions and Relocations	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>Aerial maps showing the freeway (W59 and E1 Alternatives) are accessible through the project Web site, <azdot.gov/southmountainfreeway>.</p>

Code	Comment Document
1	<p>From: Lauren Ghazikhanian [mailto:laurenashleypg@gmail.com] Sent: Wednesday, October 22, 2014 9:38 AM To: Felicia Beltran Subject: Re: FW: How to comment on Loop 202 EIR?</p> <p>Thanks Felicia.</p> <p>I wanted to write in to support the final EIR and the 202 expansion. I feel that ADOT has addressed all concerns to the best of its abilities. The alignment outside of the Gila River Tribal land, the various underpasses for pedestrian/wildlife movement and the retention basins address all of my concerns about this project.</p> <p>The Loop 202 is paramount to Phoenix's continued growth in population and in role as a regional and international trade leader. Allowing interstate traffic to bypass downtown on</p> <p>Loop 202 will make commutes and life easier for residents who drive I-10 every day. Additionally, the path will be very beneficial to those living in the East Valley and South Mountain, taking traffic off of roads such as Baseline and improving the quality of life for South Mountain residents.</p> <p>I support the Loop 202 expansion program and am excited to see it built.</p> <p>Sincerely,</p> <p>Lauren Pearce Gilbert, AZ</p> <p>On Tue, Oct 14, 2014 at 1:31 PM, Felicia Beltran <FBeltran@azdot.gov> wrote: Hello Lauren:</p> <p>Thank you for contacting the Arizona Department of Transportation. If you would like to leave a comment regarding the South Mountain Final Environmental Impact Statement, you can reply to this email or call 602-712-7006.</p> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p> <hr/> <p>From: Projects Sent: Tuesday, October 14, 2014 12:57 PM To: Felicia Beltran Subject: FW: How to comment on Loop 202 EIR?</p> <p>From: Lauren Ghazikhanian [mailto:laurenashleypg@gmail.com] Sent: Tuesday, October 14, 2014 12:26 PM To: Projects Subject: How to comment on Loop 202 EIR?</p> <p>I would live to provide a comment but I can't find out how on the website. Where should I send my comments?</p> <p>Thanks</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>1MR. PEDRO: (Speaking in native language.)</div> <div>2Thank you guys for all coming out today, and</div> <div>3thank you for everybody in support of us fighting the</div> <div>4freeway.</div> <div>5And like everybody said before -- I'm sorry</div> <div>6if this seems very repetitive, but ADOT is racist. They</div> <div>7hold up resolutions. It's in the FEIS. They hold up</div> <div>8resolutions for other surrounding communities where</div> <div>9they've gone, but not for the Gila River Indian Community.</div> <div>10That definitely shows their amount of bias towards us. I</div> <div>11mean, we voted, and there's been district resolutions.</div> <div>12Council passed resolutions that they don't want the</div> <div>13freeway anywhere, not on the reservation or not off the</div> <div>14reservation. And the last time they were here, they had</div> <div>15signs that didn't even have the right information. And</div> <div>16then they told us that, well, it's correct, but it just</div> <div>17depends on how you understand it.</div> <div>18Now, we have -- Muhadagi Do'ag is sacred.</div> <div>19It's a sacred mountain to us. But not only that, there is</div> <div>20a lot of Huhugam and Hopi O'odham sites there. There's</div> <div>21pottery scattered. There's whole villages there. There</div> <div>22are two main villages in the pathway of the freeway. And</div> <div>23in the FEIS, they are called Pueblo del Alamo and Villa</div> <div>24Buena. Now, those are ancient villages of our ancestors,</div> <div>25the same people who looked upon the mountain, who prayed</div>
2	
3	
	Page 72
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Code	Issue	Response
1	Title VI	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, Gila River Indian Community No-Build Referendum	
3	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document
3	<div>1 upon the mountain, just as we do today.</div> <div>2 And yet they have no concern of that. They</div> <div>3 say they'll mitigate on how to not impact it. But when</div> <div>4 you're -- you know, when you're bulldozing a site, you</div> <div>5 know, that's already affecting it.</div> <div>6 And also, this is not only part of -- the</div> <div>7 Loop 202 is not only part of the Arizona system, but also</div> <div>8 the south corridor is the future of capitalism in Arizona.</div> <div>9 And capitalism is not paid in favor of indigenous people.</div> <div>10 We are here today, in the reservation, because our lands</div> <div>11 have been stolen by Miligan. And they --</div> <div>12 You all live on stolen O'odham land. If you</div> <div>13 live in Arizona, Southern Arizona, from Phoenix down on</div> <div>14 into -- deep into Mexico, you're on occupied O'odham land.</div> <div>15 And you need to understand that, because this is our</div> <div>16 place. And we are all indigenous people. But where are</div> <div>17 you indigenous from? And you're not giving the respect</div> <div>18 that we deserve from our area. And you get respect from</div> <div>19 your own area. We are all indigenous people. But where</div> <div>20 are we from? You've got to remember where we're from.</div> <div>21 Now, the Loop 202 is a -- is a part of a</div> <div>22 system to enhance trade, international trade between the</div> <div>23 U.S., Canada, and Mexico. It's called the CANAMEX</div> <div>24 Corridor, and some even call it I-11, that it will -- I-11</div> <div>25 will go all the way from Canada into Mexico. And do you</div> <div>Page 73</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
4	Trucks	<div>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</div> <div>This freeway will not be part of Interstate 11 or the CANAMEX corridor.</div>

Code	Comment Document
5	<div><div>1 know they -- this helps facilitate trade and -- through</div><div>2 border militarization? This helps them facilitate in</div><div>3 trade.</div><div>4 And like Roberta said earlier, drug cartels</div><div>5 use these same roads and affect the same people. We're</div><div>6 all here. And we all said no. And I've told all of you</div><div>7 people -- I've seen every last one of you at all of your</div><div>8 meetings before. And whatever it takes, by any means</div><div>9 necessary, we will stop this freeway.</div><div>10 MS. KISTO: Thank you, Mr. Pedro, for your</div><div>11 comment.</div><div>12 Next we'll have Ms. Shelby.</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div>Page 74</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
5	Crime	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div>1212</div><div><div>1</div><div>2</div></div></div><div><div>1MS. PEREZ: Hello. I've been on this</div><div>2reservation over 35 years. And I moved off of it to go</div><div>3into Phoenix. Myself and my children ended up having</div><div>4asthma. And it was really bad, to where they had to have</div><div>5medication, the machines at home to breathe on every four</div><div>6hours, inhalers.</div><div>7And we finally got a house down here, moved</div><div>8down here, going to be ten years ago. My children are now</div><div>9off the medication. They no longer take machines. Their</div><div>10inhalers are only used only during the dust storms that we</div><div>11have here. And they do sports. They're doing things that</div><div>12they couldn't do before. And my worry is if the freeway</div><div>13comes in, what that's going to do to us again, having</div><div>14asthma, and to all of you who have asthma.</div><div>15Thank you.</div><div>16MS. KISTO: Thank you, Rosalinda.</div><div>17At this time I just want to thank everybody</div><div>18that came out and participated and helped to put this</div><div>19forum together. Just, again, thank you for your time.</div><div>20I'll have Governor-Elect Lewis come and do</div><div>21the closing.</div><div>22</div><div>23</div><div>24</div><div>25</div></div></div>
	<div>Page 111</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Children’s and Seniors’ Health	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Health Effects	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div></div><div><p>From: Eric and Jane Peterson [mailto:ericjanepeterson@gmail.com] Sent: Saturday, November 22, 2014 5:03 PM To: Projects Subject: Pecos Road Interstate</p><p>We live in the Ahwatukee area that would be impacted by the proposed freeway. We strenuously object to this highway. We have attended meetings about this issue and see more bad things than good that would come from this. Now that Interstate 8 provides a westbound bypass of the Phoenix area, this roadway is unnecessary. It will adversely affect many homes and families, at least one church, and schools. It will cut through a mountain sacred to the Native Americans, the original inhabitants of this area. It will bring pollution to an area that has little now. It will increase the crime in our area, which is small now. These are reasons we all moved here. We feel that any benefit obtained will be outweighed greatly by the negative impact. We support PARC and have contributed to its support to fight this issue. Please count us as AGAINST this project. We are not giving up. We will continue to fight against this misplaced, unneeded highway.</p><p>Eric and Jane Peterson</p><hr/><p><small>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.</small></p></div></div>

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Acquisitions and Relocations	
3	Children’s and Seniors’ Health	
4	Section 4(f) and Section 6(f), Traditional Cultural Properties	
5	Air Quality	
6	Crime	
7	Purpose and Need, Lack of Support	

Code Comment Document

From: Gant Wegner
Sent: Wednesday, November 26, 2014 9:20 AM
To: Projects
Cc: Gant Wegner
Subject: comment on Loop 202 South Mountain Freeway -- Envoy Ticket No. 1432974432

Below is a South Mountain Freeway comment received by ADOT Communications on 11/25/14 through the Envoy email system:

11/25/2014

8:32:50 PM

The Environmental report failed to address the growing 22,000 (15% plus per year growth) valley fever cases and breathing issues in Arizona southern area which has 65 %of the reported 22,000 plus cases in the USA in 2011 and is growing.Over 50% occur in Maricopa county where toxic spores are released from as little as 3 inches of desert soil from construction, wind etc The airborne particles released in the air will find weak human immune systems located in the Ahwatukee, Desert Foothills Laveen Chandler areas with over 250,000 residents. Construction of this highway of 22-24 miles will release trillions of diseased vallet fever spores from the earth and increase the number of deaths and breathing caused diseases. Failure to stop this highway could result in multi class lawsuits against AZ ADOT, AZ Government and others that ignore this major heath warning. There is no vaccine-cure for these diseases and they are not always detected by most hospitals Only Barrows and perhaps Mayo Clinic can diagnose and properly treat the patients. You must address this major health hazard before any start of the project. Any movement of dirt will release the airborne spore particles. You must protect the citizens of Arizona from major health issues.

Yours truly ,
Vince Petroniero for 250,000 AZ citizens.

Gant Wegner
Public Information Officer

206 S. 17th Ave.
MD 118A, Room 101
Phoenix, AZ 85007
602.712.7635
azdot.gov

The logo for ADOT Communications, featuring the letters "ADOT" in a stylized, bold font with a red and blue gradient, and the word "Communications" in a smaller, black font below it.

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Code	Issue	Response
1	Safety and Health	<p>Detecting the fungus responsible for valley fever in soils is not practical at this time. However, to reduce the amount of construction dust generated that could carry the fungus, particulate control measures related to construction activities will be followed. Mitigation measures will be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation's <i>Standard Specifications for Road and Bridge Construction</i> (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from the Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement). These commitments are confirmed in Table 3, beginning on page 38, of the Record of Decision.</p>

Code	Comment Document
	<p>From: Jon Pike [mailto:jdpike@parkaveaz.com] Sent: Saturday, November 15, 2014 11:22 PM To: Projects Subject: Comment from member of the public regarding the proposed South Mountain Freeway</p> <p>Gentlemen,</p> <p>ADOT really needs to abandon it's ill-conceived plans for the SM Freeway along the GRIC boundary!</p> <p>For many year now, the freeway proponents have used deception to woo over SE valley residents about how this completely redundant expansion to a remote part of the Valley's freeway system will convey benefits to the public. NONSENSE!</p> <p>1 A private company was licensed to build a toll road along the proposed SMF alignment and concluded that there was INSUFFICIENT DEMAND from motorists to traverse that route to justify the cost of building a simple 2-lane toll road. Nothing has changed since then, as a rarely used dirt road is still available to traverse that alignment. A dirt road that is of sufficient quality to travel the unpaved 3 miles with cruise control set on 30 mph in a luxury car, I know from personal experience.</p> <p>2 So, when the potential traffic that would use the road for \$1 per passage could not justify the expense to build the road from the perspective of real people with skin in the game; the only option was to approach the most mindless investor in the word for financial support: the Federal Government. There is no way that Arizonans would want to see their state tax dollars used to build a road to nowhere, but the Feds are easily fooled, with their bias that there is no such thing as gov't waste.</p> <p>3 To build this freeway decades before there is demand for it, means paying for it multiple times over, in the form of the cost to maintain this unnecessary and obscenely massive construction project.</p> <p>4 Of course ADOT prevaricates once more, by claiming that the Phoenix metro area needs more East-West freeways. This is true, but one along the Southern boundary of the metro area will provide no relief to the overcrowded East-West surface roads 15 miles North of it that could use some relief; unless one is to believe that one would travel 30 miles out of the way for a faster 10 miles of East-West travel.</p> <p>5 ADOT is in love with this idea for no other reason other than to route truck traffic around downtown Phoenix. This can be accomplished with existing Riggs Rd and 51st Ave already, with almost no stop lights, but is rarely done by truck drivers. To remove hundreds of families from there homes unnecessarily, and to debase one of the Valley's most picturesque and high-tax-paying communities (Ahwatukee) for this misguided pipe dream only possible with the help of the perenially jejune federal gov't, is an affront to all American citizens.</p> <p>6</p> <p>3 With the cost to construct this boondoggle, ADOT could solve every other REAL shortcoming of the current freeway system-- but perhaps the plan is to leave those real needs unmet, to hit the Fed up for more easy money in the future, after the SMF is built.</p> <p>PARC Member Jon D. Pike 3826 E. Night Hawk Way Phoenix, AZ 85048</p>

Code	Issue	Response
1	Alternatives	In 1996, a consortium of private companies proposed to build the South Mountain Freeway as a toll road. The consortium later withdrew its proposal, saying the project was not financially feasible (see <i>Alignment Recommendation South Mountain Corridor Loop 202</i> , as noted on page 1-8 of the Final Environmental Impact Statement). The determination not to construct the freeway as a toll road was not an indication that the freeway was not needed. In the executive summary to the above-referenced report, the proposers state: “The Arizona Transportation Group, LLC still believes that the construction and financing of the South Mountain Portion of the Loop 202 as a toll road is feasible and looks forward to teaming with the Arizona Department of Transportation to provide this important segment of the Maricopa County’s regional highway system.” The reason the proposal was determined to not be financially feasible was because the public and policy makers were not supportive of paying tolls.
2	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
3	Purpose and Need, Lack of Support	
4	Alternatives, No-Action Alternative	
5	Purpose and Need, Truck Bypass	
6	Acquisitions and Relocations	

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Purpose and Need, Lack of Support	

Code	Comment Document
	<p>From: Kelly Ramirez [mailto:kelly.ramirez@student.prescott.edu] Sent: Monday, November 03, 2014 5:29 PM To: Projects Subject: CANCEL THE PROPOSED PROJECT because the FEIS is deficient</p> <p>To whom it may concern,</p> <p>ADOT’s decision to double down on the construction of the proposed freeway even after Gila River Indian Community members voted for a “no build” option in an official vote is inherent environmental racism. ADOT’s disregard for the objections of Akimel O’odham people from the Gila River Indian Community, and their democratic process, shows that ADOT is committed to lining developers and construction companies’ pockets, not respecting the decision making of the original inhabitants of this region.</p> <p>Thank you, Kelly</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1	Gila River Indian Community No-Build Referendum	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Title VI	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div></div><div><div><div><div><div>CONTACT RECORD</div><div>SOUTH MOUNTAIN FREEWAY</div></div><div><div><div><div><div>INCOMING CALL DATE: 12/29/14</div><div>STAKEHOLDER: PHIL REAPER</div><div>PHONE: 480-262-1645</div><div>CONTACT METHOD: HOTLINE</div></div><div><div><div><div>INCOMING CALL TIME: 2:23 PM</div><div>ADDRESS: 1401 W. THUNDERHILL DR, PHX 85045</div><div>EMAIL: NOT PROVIDED</div></div></div></div><div><div>REMARKS/QUESTIONS:</div><div><div><div>• Opposed to freeway because:<div><div>○ Grandchild has asthma and allergy to diesel smoke/fumes</div><div>○ Home prices will drop due to increased noise and air pollution and increased potential or crime</div></div></div><div>• Suggests moving freeway south of reservation</div></div></div></div></div></div></div></div></div></div></div>

Code	Issue	Response
1	Children’s and Seniors’ Health	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Economics/ Socioeconomics	
3	Noise	
4	Air Quality	
5	Crime	
6	Alternatives	The study considered an alternative south of the Gila River Indian Community, such as running along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

Code	Comment Document
	<div><div><div>12345</div></div><div><p>-----Original Message----- From: mary ann reis [mailto:hot4hnl@gmail.com] Sent: Thursday, October 16, 2014 3:09 PM To: Projects Subject: south mountain freeway</p><p>Hello: I am a resident of Ahwatukee. I live on the east lake of the lakewood development. I am strongly opposed to building the south mountain freeway. I am concerned about property values, draining of the lakes and the increased crime and pollution. If you have to build please consider a south route.</p><p>Thank You</p><p>Mary Reis</p><hr/><p>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.</p><p>.</p></div></div>

Code	Issue	Response
1	Economics, Socioeconomics	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Groundwater	<p>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</p> <p>In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected.</p>
3	Crime	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Air Quality	
5	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
1	<p>1 MS. RIDDLE: Can everybody hear me?</p> <p>2 I wasn't prepared to do this right away, but</p> <p>3 I think I got all the information in my head anyway, so...</p> <p>4 So I don't have to tell anybody in this room</p> <p>5 except for ADOT representatives how important this</p> <p>6 mountain is to us. I don't have to tell anybody how</p> <p>7 important our culture and our history and our background</p> <p>8 is except to you guys.</p> <p>9 I agree with Mr. Williams about taking a</p> <p>10 closer look at the other animals and studying those other</p> <p>11 aspects. I don't like the fact that our sacred mountain</p> <p>12 is going to be cut into. This is ancestral land, and</p> <p>13 we -- gosh. I'm just really...</p> <p>14 For me, it's about everything, like</p> <p>15 environmental. How is this going to impact our people?</p> <p>16 The exhaust and the fumes and things dripping off the</p> <p>17 vehicles, how is that going to impact our people?</p> <p>18 Personally, I grew up on a Superfund site.</p> <p>19 I know what it feels like to be involved in contamination.</p> <p>20 I know what it feels like to be exposed to toxic</p> <p>21 materials, to see my child growing up with nosebleeds</p> <p>22 almost every day or pus oozing out of her ears. I don't</p> <p>23 want that for our community.</p> <p>24 We talk about financial stability for our</p> <p>25 future generations. But what do you think they want? Do</p>
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Code	Issue	Response
1	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Biology, Plants, and Wildlife	
3	Air Quality	
4	Groundwater	To reduce the potential impact of contaminants such as oil, grease, soil, and trash, settling basins will be used to collect water and allow materials to settle. The basins could also serve to contain chemical spills resulting from vehicle accidents. Each basin will be designed to contain a certain rainfall runoff volume before allowing discharge. If an accident were to occur, and the basins were dry at the time of the accident, the spill volume, in most cases, could be accommodated. These settling basins will require periodic cleaning (see Final Environmental Impact Statement page 4-107).
5	Hazardous Materials	<p>The corridor analysis revealed sites that will need further assessment during the property acquisition phase of the project. The Arizona Department of Transportation employs a phased approach to site assessment that allows time for cleanup of any sites found to have hazardous waste issues. The project team concluded from the level of analysis conducted during the environmental impact statement process that the types of sites likely to be acquired contain common hazardous waste issues like underground storage tanks, asbestos and lead paint in buildings, and other commonly found issues (see Final Environmental Impact Statement page 4-164). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations.</p> <p>Both the Van Buren Tank Farm and the West Van Buren Water Quality Assurance Revolving Fund site were identified and considered during development of the Draft and Final Environmental Impact Statements (see the Draft Initial Site Assessment prepared for the project.) These sites are primarily groundwater-impact sites, and groundwater is found at a depth of over 60 feet below the footprint of the Selected Alternative. Given the separation distance between the adversely affected media (groundwater) and the construction zone (near surface in these locations), the project team determined that these sites will not pose a risk to construction or to the general public once the facility is completed. This assessment has been clarified in the Final Environmental Impact Statement on page 4-165.</p>

Code	Comment Document
6	<div>1 you think they want the money, or do you think they want</div> <div>2 their health? Which is important?</div> <div>3 As a person coming to you with a lot of</div> <div>4 health issues, I would say my health is more important</div> <div>5 than the almighty dollar. I would say yours should be</div> <div>6 too. That money is only going to last you so many years,</div> <div>7 a short time. It's just a drop in the bucket. Your</div> <div>8 health is way more important. Your children's health is</div> <div>9 way more important.</div> <div>10 The borderland study, I've already told the</div> <div>11 tribal leadership that this -- this is an outdated</div> <div>12 document, that there was no environmental issues addressed</div> <div>13 in it. It needs to be revamped. It was started in the</div> <div>14 '70s, when industry was big and heavy. But now that we're</div> <div>15 finding out and -- how bad certain things are to our</div> <div>16 health, that needs to be revamped with green technologies,</div> <div>17 with green plans.</div> <div>18 So like I said, I'm not -- I wasn't really</div> <div>19 prepared, at this time, to speak. I know that there's</div> <div>20 going to be plenty of people that are going to speak that</div> <div>21 want the freeway on this reservation. But I'm going to</div> <div>22 tell you, it's not good for the reservation. It's not</div> <div>23 good for Ahwatukee. It's not good for Laveen. And we</div> <div>24 won't realize it till it's too late.</div> <div>25 Once that freeway goes in, it's going to be</div>
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Code	Issue	Response
6	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Children’s and Seniors’ Health	
8	Alternatives, Gila River Indian Community Alignment	

Code	Issue	Response
9	Gila River Indian Community No-Build Referendum	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
1	<p>1 MS. RIDDLE: My apologies. Our legal rep</p> <p>2 has -- gave me this document that they have prepared for</p> <p>3 us. I wanted it to go into the record.</p> <p>4 So "Preliminary overview of comments on the</p> <p>5 South Mountain Freeway Final Environmental Impact</p> <p>6 Statement in Section 4(f) Evaluation issued September 2014</p> <p>7 regarding impacts to cultural resources.</p> <p>8 "November 15, 2014. The agencies are</p> <p>9 noncompliant with the requirements of the Section 106</p> <p>10 review process. The FEIS confirms the process is</p> <p>11 incomplete and only affirms partial proposed mitigations</p> <p>12 with no complaint. Pragmatic agreement at this late phase</p> <p>13 of the project, the agencies are noncompliant with the</p> <p>14 Handbook For Integrating NEPA and Section 106, March 2013,</p> <p>15 by CEQ, Office of the -- Office of the President, and the</p> <p>16 ACHP because they have not issued a Section 106 compliance</p> <p>17 agreement.</p> <p>18 "In addition, the agencies confirm that</p> <p>19 there will be adverse effects and -- to -- would affect</p> <p>20 two sites South Mountain traditional cultural property,</p> <p>21 and one site contributes to the SMTCP.</p> <p>22 "Did not sufficiently consult the tribes</p> <p>23 early nor consistently through the project, did not,</p> <p>24 therefore, have the input to properly spoke and identify</p> <p>25 cultural resources and TCPs missed or ignored as a</p> <p>Page 46</p> <p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Cultural Resources	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>As noted in Table 4-47 on pages 4-151 through 4-153 of the Final Environmental Impact Statement, the Programmatic Agreement for the project was executed in 2006 by the signatories, the Federal Highway Administration and the Arizona State Historic Preservation Officer. The executed Programmatic Agreement can be found in Appendix 4-6 of the Final Environmental Impact Statement. Other groups were offered several opportunities to sign the Programmatic Agreement as a concurring party, but some elected not to do so. These other signatures are not required for the Programmatic Agreement to be executed in compliance with the National Historic Preservation Act or the National Environmental Policy Act.</p>
2	Section 4(f) and Section 6(f), Traditional Cultural Properties	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>

Code	Comment Document
	<div><div>1 substantial part of public comment and our tribal input,</div><div>2 as evidenced by comments within the FEIS.</div><div>3 "Ignored the community's position for a</div><div>4 no-build option inside of this election as to why they</div><div>5 must cause irreversible harm to Muhadagi Do'ag.</div><div>6 "Propose access to sacred sites by foot</div><div>7 under the highway without assessment of the quality and</div><div>8 hindrance of such mitigation proposal, for example,</div><div>9 View Scape.</div><div>10 "Have ignored volumus (sic) comments that</div><div>11 have validated the mountain beyond the land itself, the</div><div>12 View Scape, and therefore have not properly assessed the</div><div>13 full TCP.</div><div>14 "Claim that they have received no</div><div>15 information about the value of air, ground, or water</div><div>16 attributes during the consultation phase with tribes, so</div><div>17 did not weight these values in its assessment and now</div><div>18 claim Section 106 review and these components is now not</div><div>19 required.</div><div>20 "The statement evidences the agencies'</div><div>21 shortcomings in consultation and the devastating and</div><div>22 inaccurate effects of noncompliance with Section 106.</div><div>23 "Argues that a fraction, 0.3 percent of the</div><div>24 total area and two-tenths of the total mountain range, is</div><div>25 impacted. But such a fraction only considers land and not</div></div> <div>Page 47</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
3	Gila River Indian Community No-Build Referendum	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Visual Resources	The Final Environmental Impact Statement discloses that the freeway will cause severe visual impacts attributable to the road cuts at the western end of the South Mountains, altering views from the Gila River Indian Community north to the mountains (see page 4-169).
5	Cultural Resources	As stated in the text box on page 4-141 of the Final Environmental Impact Statement, "... the South Mountains are part of a continuum of life and not an individual entity that can be isolated and analyzed. The South Mountains TCP extends beyond SMPP" (Figure 5-8). The Arizona Department of Transportation has committed to funding a National Register of Historic Places eligibility report for the South Mountains Traditional Cultural Property to be prepared by the Gila River Indian Community (see page 4-159 of the Final Environmental Impact Statement).

Code

Comment Document

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other attributes missed in the faulty and incomplete

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Section 106 review process, thereby neglecting a true and

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accurate impact.

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"Suggests that the mitigation managers will

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continue to reduce effects on the mountains, however, such

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measures are not secure. No timelines, other than up

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until the record of decision, the last day, is cited.

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"Because the Section 106 process is not

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complete, faulty, and the records show that the agency now

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possess volumes of data to better assess and identify

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11

sites, the agency should immediately revise and execute

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12

full TCP studies for the many aspects they missed, correct

13

13

the inadequacies of the reports, and avoid harm to

14

14

Muhadagi Do'ag."

15

15

Thank you.

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MS. KISTO: Thank you, Ms. Riddle.

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17

I see we have some new attendees that showed

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18

up. So I'd just like to give a brief overview of what we

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are doing here today.

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On October 15th, the community council made

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a motion to have a public forum and include

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representatives from the Federal Highway Association as

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well as Arizona Department of Transportation. This public

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forum is to allow community members to provide public

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comment. You are more than welcome to talk to the

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Code	Issue	Response
6	Project Development Process	The final design and construction activities must adhere to the commitments made in the Record of Decision. Mitigation measures will be implemented immediately following the Record of Decision.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>3</div><div>12</div></div><div><p>From: Lynn Robbins [mailto:lgrunners@aol.com] Sent: Monday, November 24, 2014 9:14 AM To: Projects Subject: NO Freeway in my backyard!!!</p><p>To whom it may concern:</p><p>After living in this beautiful community of Ahwatukee for almost 20 years, I am compelled to write in stark opposition to this proposed UNNECESSARY freeway. We will be about 1/4 mile from the Desert Foothills Pkwy exchange and the attached 8 lane 22 miles of solid concrete. We will be subjected to air and noise pollution as well as crime with the new access in and out of the Foothills. This destruction of natural mountains and desert (not to mention our quality of life) serves no purpose for any of the families that reside in what the Indians call " The place of our dreams. " Those of us who have chosen to buy our homes and decided to spend the rest of our lives here WOULD NOT depend on this proposed freeway. The only people licking their chops would be the truckers and contractors who are looking for a more expedient way around Phoenix. According to the FEIS Pages 3-34,(travel times) Foothills residents would save a WHOPPING 60 seconds - - - translation - - - WASTE of BILLIONS of dollars!!!</p><p>We have experienced the wrath of freeways in our backyard in Los Angeles - - and will never go through that again!! There are numerous detrimental effects, not to mention ones health and the impact it will have on the young children as they are trying to develop. Contrary to the hype of rising home prices, in actuality the value decreases as most people want to be able to enjoy the peace and quiet of their backyards, especially those that have a mountain preserve lot with magnificent sunsets. Who wants to sit outside amid the constant 24/7 roar of truck and automobile tires. Currently when I'm outside I hear the gentle hum of AC units and an occasional dog.</p><p>We could have lived anywhere in the valley, but chose this little community of Ahwatukee (Our Paradise) because of the tranquility and the beauty of the desert and it sickens me to think that we might be uprooted - to benefit the truckers and contractors who DO NOT live here. We have and will continue to support PARC'S efforts in litigating this OUTDATED and UNNECESSARY destructive roadway!!!</p><p>Proud residents of Ahwatukee and members of PARC Lynn & Glenn Robbins</p><p><small>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.</small></p></div></div>

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Air Quality	
3	Noise	
4	Crime	
5	Biology, Plants, and Wildlife	
6	Community Impacts	
7	Purpose and Need, Truck Bypass	
8	Alternatives, No-Action Alternative	
9	Health Effects	
10	Children's and Seniors' Health	
11	Economics, Socioeconomics	
12	Purpose and Need, Old Plan or Use of Old Data	

Code

Comment Document

1

1 MS. ROBINSON: I'm glad for the opportunity.
2 I could not have gone away today without having said my
3 words.
4 First of all, I would like to say that I'm
5 very glad for this meeting that took place today for many
6 reasons, one of them, first of all, no matter how harsh
7 the words today for the ADOT representatives, they needed
8 to hear this once again and maybe in a more powered way
9 that was displayed here today.
10 One thing you learned in all of this,
11 together, learned today as a community, is that we have a
12 voice, that we are empowered. We can say what we feel
13 without fear.
14 And also, we hope -- one thing I regret that
15 did not happen today is that we did not have our council
16 representatives. And you are the ones we should be
17 speaking to today. You are the ones who are going to make
18 this final decision. That's what should have happened
19 before we had the ADOT people come in today. I believe
20 that. Because we are community, we are empowered to
21 discuss and re-discuss things among ourselves and to do it
22 in a productive and constructive way.
23 The young man over here talked about
24 marginality this morning. I'm a retired teacher, and
25 that's one of the things that I learned in education.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div>1 When we go on to become educated, we learn that we can 2 assume marginality, which means that you are empowered to 3 live within two worlds. But we have the power to choose 4 those -- those things in life that affect us in a 5 productive way. And we can leave those alone that do not 6 affect us, those negative things. We have that power. 7 That's marginality. 8 And we go to the movies when we want to. We 9 come back home, and we're among our family and do the 10 things we want to do as Native people. We go to the 11 different places, restaurants to eat, and we run into each 12 other down in Chandler, different places, and enjoy the 13 other things in life. But yet we come back home, and 14 we're a community, and we're all family. 15 And we -- you know, like my sister was 16 saying, there are seven of us that had to share the same 17 tub. And we didn't like it -- want to be the last one 18 either. But in those -- well, you older folks who know 19 about that, you know what that's all about. 20 The river was our lifeblood, as an Indian 21 community, because we were a farm nation. You know -- and 22 you see the river today. So I'm telling you today, as 23 Native people and community members, you know, look into 24 your hearts and trust, you know, your beliefs and go with 25 your decision and do it for yourselves, because you know</div> <div>Page 114 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1 in your heart what's best for you and your families.</div><div>2 And I hope that the people here today</div><div>3 listened with open minds, open hearts, and didn't take</div><div>4 anything personally that was said but took it in a way</div><div>5 that should be taken, constructively.</div><div>6 Thank you.</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div>Page 115</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div>1MS. RODRIGUEZ: Good morning, everyone. My</div> <div>2name is Monique. And I'd just ask you to open your hearts</div> <div>3today and listen.</div> <div>4I'm here just to share my reason why I'm</div> <div>5against the freeway. That mountain is sacred to us. It's</div> <div>6our creator's home. I've shared so many prayers on that</div> <div>7mountain. I run through that mountain four to five times</div> <div>8a week.</div> <div>9I'm sorry I'm crying, but it just hurts,</div> <div>10because I've shared my heart with that mountain so many</div> <div>11times.</div> <div>12One of the most personal prayers on that</div> <div>13mountain was about my grandma. Coming through that</div> <div>14mountain, my creator told me what was going to happen</div> <div>15here. And I knew. And as I was finishing, I got the call</div> <div>16and found out that she was going. But I told -- told them</div> <div>17I knew.</div> <div>18But I'm just asking that you try to</div> <div>19understand that it's not just a mountain. It's -- it's a</div> <div>20part of us. And if you -- even if it's not going through</div> <div>21our community, our boundaries, it's still our mountain.</div> <div>22It's still a piece of us. I ran across the whole mountain</div> <div>23and just being on the other side, I didn't feel that that</div> <div>24wasn't a part of our mountain. The minute that I stepped</div> <div>25on that mountain to the end, finishing here, it was still</div> <div>Page 97</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div>1 our mountain. That's our creator. That's a part of us.</div><div>2 And I'm just here just to say to try and</div><div>3 open your hearts and try to understand and put yourself in</div><div>4 our shoes and just open your heart and try to understand.</div><div>5 If you were us, if you were me, how would you feel? Just</div><div>6 try. You might get lost in your job and money, but let it</div><div>7 go and open your heart and try to understand. Close your</div><div>8 eyes and just try to feel it.</div><div>9 That's all I have to say. Thank you.</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div>Page 98</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code Comment Document

From: Marty [<mailto:mrosso@q.com>]
Sent: Friday, September 26, 2014 8:42 PM
To: Projects
Subject: South Mountain Freeway route

Good evening,

We've lived in AZ since 1989 and are familiar with the Houston Loop Freeway System. I'm just curious as to why ADOT does not take the South Mountain Freeway out west as far as the Loop 101 so as to have a real loop effect?

Congrats to ADOT on the expansion of I10 Maricopa Freeway from the Loop 202 to Queen Creek in both directions. It looks as if the project is moving right along.

Maybe someday you'll expand it down to Riggs Road and then on to Casa Grande?? Anyway, in general, ADOT is doing a great job both on I10 and the Loop 101 from the 202 to Shea. Best Regards Marty Rosso

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Code	Issue	Response
1	Alternatives, W59 Alternative Versus W101 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<p>-----Original Message----- From: Zoraida [mailto:z39chicago@gmail.com] Sent: Monday, November 24, 2014 2:15 PM To: Projects Subject: Pecos and potential new 202 freeway</p> <p>Dear ADOT Projects</p> <p>I moved here to Phoenix nine years ago and chose to live in Ahwatukee for its strong sense of community, good schools and active community. It's surrounded by wonderful mountains. But I also moved here for the better air and less traffic, see I used to live in Los Angeles. I strongly believe that if the freeway is built that more and more our cleaner, less congested city will look like Los Angeles and worse produce the smog and noise pollution that has plagued LA. We have zoning laws here in Phoenix against certain heights of buildings and homes to not block our mountain views, what good are those when the smog produced by the estimated 400,000 vehicles to travel on the 8 Lane highway will produce? Please understand I am not against progress, I grew up in Chicago a large metropolitan city. Why can we not look to other cities along the east coast or Midwest that use both public transit and private vehicles? Why isn't part of the plan an expansion of the light rail & fewer lanes highway? Can we limit this highway to only personal vehicles and keep large shipping vehicles (semi's) to the current I10 freeway?</p> <p>We continue to build out communities farther away from our city Phoenix and only support them via freeway. Imagine if a train or light rail had been available from East Valley to Tucson? People living here could work at the University, hospitals, good for the community and our states economy. I urge the board to re-think this current plan if it cares about our citizens health & our states financial future.</p> <p>Thank you for listening Zoraida Salas-Allison</p> <p>Sent from my iPad</p> <p>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.</p> <p>.</p>

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Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Noise	
3	Alternatives, Nonfreeway Alternatives	
4	Traffic	Arizona highways, as with most highways across the United States, are open to all kinds of traffic, so long as the cargo being carried is in accordance with U.S. Department of Transportation regulations for the specific type of cargo. The South Mountain Freeway is expected to operate under the same rules as other similar facilities in the state.
5	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Project Costs, Total Cost	

Code	Issue	Response
1	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, Range of Reasonable Alternatives	
3	National Environmental Policy Act Process	The minimum review period for a Final Environmental Impact Statement is 30 days; the Arizona Department of Transportation and Federal Highway Administration provided 60 days. Once the errata document was published, it was made available to the public at the same repositories (including multiple libraries and the project Web site) as the Final Environmental Impact Statement. The review period was extended by 30 days for the Final Environmental Impact Statement and errata.
4	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Air Quality	

Code	Comment Document
6	<p>transportation solutions to reduce pollution levels for the good of human, animal and plant health instead of bringing in more traffic into a highly urbanized area. In addition, the alignment connecting to I-10 west of downtown Phoenix and again south of downtown Phoenix will become a truck bypass for semi-trucks looking to avoid driving through the downtown with exhaust adding to the pollution concerns. The report further states that the Phoenix metro air quality regularly ranks in the top 15 for various air pollution problems:</p> <p>People at Risk In 25 U.S. Cities Most Polluted by Short-term Particle Pollution (24-hour PM 2.5) 2014 rank of 15 Phoenix-Mesa-Scottsdale, AZ People at Risk In 25 U.S. Cities Most Polluted by Year-Round Particle Pollution (Annual PM 2.5) 8 Phoenix -Mesa-Scottsdale, AZ People at Risk In 25 Most Ozone-Polluted Cities 11 Phoenix-Mesa-Scottsdale, AZ People at Risk in 25 Most Ozone-Polluted Counties 8 Maricopa</p> <p>Biology, Plants, and Wildlife ADOT DEIS Response Less than a mile of the proposed freeway would pass through the park. Issues such as heavy metals, pollutants from asphalt, and airborne emissions that would settle out would have inconsequential potential impacts on adjacent plant vitality and species composition.</p> <p>R Salthouse FEIS Comment ADOT's response is yet another example of poor and vague NEPA analysis in its mitigation to use stormwater runoff from the freeway to irrigate the Salt River in the Western Section and the Rio Salado Oeste project area. The FEIS makes no reference to the EPA's <i>Healthy Watershed Program</i> http://water.epa.gov/polwaste/nps/watershed/concept.cfm which defines stormwater runoff as a nonpoint source (NPS) pollution which is the leading remaining cause of water quality problems to recreation and wildlife. This freeway mitigation is an irresponsible solution to support the local wildlife with untreated water containing known toxins. Furthermore ADOT FEIS does not include best practices set forth by <i>The Handbook for Developing Watershed Plans to Restore and Protect our Waters</i>, which states "Each covered industrial facility or construction site is required to develop and implement a stormwater pollution prevention plan (SWPPP) that describes the activities that will be conducted to prevent stormwater pollution." Page 5-23 http://water.epa.gov/polwaste/nps/upload/2008_04_18_NPS_watershed_handbook_handbook-2.pdf</p> <p>The FEIS mitigation fails to adequately define the specific or unique design requirements and placement for wildlife movement areas defined in Fig. 4-38 (Vol. 1: Main Text, p4-126) and connectivity structures mentioned in Habitat Connectivity and the Proposed Action (Vol. 1: Main Text, p. 4-137) or a true understanding of the specific wildlife that will use this connectivity.</p> <p>The FEIS makes regular mention to Multifunctional crossing locations identified during a workshop "attended by a broad range of organizations and interests that interactively provide input and mapping for important wildlife linkages across Maricopa County (AGFD 2012), yet there is no mention of <i>Guidelines for Bridge Construction or Maintenance to Accommodate Fish & Wildlife Movement and Passage</i> (Arizona Game and Fish Department, Habitat Branch, November 2008. http://www.azgfd.gov/hgis/pdfs/BridgeGuidelines.pdf). This Arizona Game and Fish Department document specifically states on page 2:</p> <p>"Each project will have unique construction requirements, channel and floodplain geomorphology, hydrology, and associated biotic communities. As a result, we suggest that managers consider a broad range of potential impacts during project planning and when developing biological assessments and environmental impact statements. We recommend that transportation planners and design engineers work with interdisciplinary teams (biologists, hydrologists, ecologists) to develop a list of the potential physical, chemical, and biological components impacted by bridge construction and describe how impacts to these components could influence wildlife, their habitat, and movement corridors over space and time. New bridge construction also provides the opportunity for design considerations that will benefit fish and wildlife resources. Bats are of primary importance due to the benefits they provide to the ecosystem and their current decline in numbers and distribution. Bridges can be designed to provide suitable day and night roosting habitat for different species of bats. Structural habitat requirements of bats differ by species and will vary across the state. The Arizona Game and Fish Department (Department) may be able to provide help in determining which species may be present in the area of a proposed bridge. "</p> <p>Furthermore, the FEIS makes no mention of improvements addressing "road ecology" in their own document: PANEL SESSION PRESENTATION A DECADE OF PROACTIVE PROGRESS IN RESOLVING ARIZONA HIGHWAY WIDLIFE CONFLICTS) http://www.icoet.net/ICOET_2013/documents/papers/ICOET2013_Paper204A_Dodd_et_al.pdf</p> <p>Traffic ADOT DEIS Response In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the proposed freeway (see</p>
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Code	Issue	Response
6	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Water Quality	<p>To reduce the potential impact of contaminants such as oil, grease, soil, and trash, settling basins will be used to collect water and allow materials to settle. The basins could also serve to contain chemical spills resulting from vehicle accidents. Each basin will be designed to contain a certain rainfall runoff volume before allowing discharge. If an accident were to occur, and the basins were dry at the time of the accident, the spill volume, in most cases, could be accommodated. These settling basins will require periodic cleaning (see Final Environmental Impact Statement page 4-107).</p> <p>Water quality-related regulatory requirements, potential impacts, and proposed mitigation are presented in the sections, <i>Water Resources</i>, <i>Floodplains</i>, and <i>Waters of the United States</i>, beginning on pages 4-101, 4-110, and 4-116, respectively, of the Final Environmental Impact Statement. As noted on page 4-102, a stormwater pollution prevention plan will be a requirement for this project.</p> <p>These commitments are confirmed in Table 3, beginning on page 38, of the Record of Decision.</p>
8	Biology, Plants, and Wildlife	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>The analysis presented in the <i>Biological Resources</i> section of Chapter 4 of the Final Environmental Impact Statement and the Biological Evaluation completed in 2014 represent an appropriate analysis of existing conditions and potential impacts based on field surveys and available literature.</p> <p>The Final Environmental Impact Statement discusses wildlife-friendly design and a commitment to coordinate with the Arizona Game and Fish Department during the design of the multifunctional crossings. The design guidance for drainage structures was clarified in the Record of Decision to include the <i>Guidelines for Culvert Construction to Accommodate Fish & Wildlife Movement and Passage, Guidelines for Bridge Construction or Maintenance to Accommodate Fish and Wildlife Movement and Passage</i>, and <i>Recommended Standard Mitigation Measures for Projects in Sonoran Desert Tortoise Habitat</i>.</p> <p>These crossing structures and associated fences will be designed to reduce the incidence of vehicle-wildlife collisions.</p>
9	Traffic	The Arizona Department of Transportation and Federal Highway Administration's position has not changed regarding how the analysis was prepared and regarding our response to similar comments made on the Draft Environmental Impact Statement.

Code	Comment Document
9	<p>Appendix 3-1 in the Final Environmental Impact Statement).</p> <p>R Salthouse FEIS Comment</p> <p>The2006 traffic study referenced Appendix 3-1 in the Final Environmental Impact Statement is not current and only analyzes the east, west traffic and not the north, south bound traffic volumes in the study area. The study does not provide conclusive data on how the SMF Loop 202 will affect the area. With the removal of Pecos Road as a major surface street for the community, the study is deficient in its omission projecting the traffic volumes for, Liberty Lane, Frye Road, and Lakewood Parkway which run parallel to Pecos. These roads will serve as alternates to Pecos Road, especially with the removal of the 32nd Street exit, to move traffic through the area and to Desert Vista High School. A current traffic study including the entire affected area needs to be performed to provide meaningful data on how the freeway will affect the area during and after freeway construction.</p> <p>Alternatives</p> <p>ADOT DEIS Response;</p> <p>The Arizona Department of Transportation purchased some right-of-way along Pecos Road when it was adopted as the freeway alignment in 1988 (see Draft Environmental Impact Statement page 3-53). Should another alternative be adopted as a result of this study, the Arizona Department of Transportation would dispose of the land that has been acquired.</p> <p>R. Salthouse FEIS Comment</p> <p>The purchase of property along a freeway alignment before the completion of the NEPA process is pre-decisional. The SMF Loop 202 process has not seriously addressed other possible alternatives. Any purchases along a route identified as an "adopted freeway alignment" is violating the NEPA process. ADOT has made the following property purchases along the only proposed alignment.</p> <p>3247 Cedarwood LN PHOENIX, AZ 85048 3429 Cedarwood LN PHOENIX, AZ 85048 3401 Cedarwood LN PHOENIX, AZ 8504 3043 W CEDARWOOD LN PHOENIX, AZ 85045 3048 W CEDARWOOD LN PHOENIX, AZ 85045 2718 E REDWOOD LN PHOENIX, AZ 85048 17011 S 27TH DR PHOENIX, AZ 85045 17012 S 27TH DR PHOENIX, AZ 85045 (source: http://mcassessor.maricopa.gov/ on November 19, 2104)</p> <p>Finally, the SMF FEIS still does not identify and address the impacts from the freeway for two City of Phoenix recreation areas in Chapter 5 Section 4(f)Evaluation.</p> <p>1. Bursera Trail is still not identified in figure. 5-5, <i>Recreational Trails System</i> or in Figure 5-8, <i>Public Parkland Resource</i>, after the trail's omission was pointed out during the DEIS. (https://www.phoenix.gov/parkssite/Documents/062880.pdf) This trail is located one mile north from Pecos Road on the south west side of SMPP. This trail will suffer significantly from noise and view impacts from the proposed freeway alignment. My family and friends frequently hike this trail to enjoy the serene environment and spectacular views. The eight-lane freeway's impacts were not properly analyzed, which violates NEPA.</p> <p>2. Vista Canyon Park in Figure 5-7, <i>Public Parkland</i>, located .6 miles from Pecos Road. My family and many other families with children use this neighborhood park for sports, Scouts and family recreation. Its close proximity to the proposed freeway requires it listing for evaluation during the NEPA process, especially for noise and air quality for the reasons listed above.</p> <p>(p. 2 https://www.phoenix.gov/pddsite/Documents/pdd_pz_pdf_00021.pdf#search=ahwatukee%2520village%2520parks)</p> <p>The City of Phoenix is currently working to create their General Plan that establishes policy for the city's physical development. During a variety community outreach events, City personnel gathered input and ideas from citizens. The data collected during these meetings showed that parks/open space are the things Phoenixians love most about Phoenix (page 21).</p> <p>https://www.phoenix.gov/streetssite/Documents/Plan%20Phx/planphx_present_131206.pdf#search=PlanPHX%2520findings</p> <p>Why would we allow and support an outdated and ill-conceived freeway plan that hasn't followed the process that has been put in place to ensure these fragile natural resources are kept intact? Once these environmentally unique and culturally important areas are destroyed, there is no turning back.</p> <p>Respectfully, Robin Salthouse 16208 S. 35th Way Phoenix, AZ 85048</p> <p>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.</p>
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Code	Issue	Response
10	Alternatives	<p>Land acquisition and relocation assistance services for the project are available to all individuals in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The implementing regulations for federally funded highway projects are 49 Code of Federal Regulations Part 24. The process for hardship and advanced acquisitions is explained in a text box on page 4-50 of the Final Environmental Impact Statement.</p> <p>The comment infers that by taking such action, the objective equal consideration of the alternatives studied in detail in the Draft and Final Environmental Impact Statements is tainted. Advanced acquisitions in parallel to a National Environmental Policy Act environmental determination process is not unprecedented and is common practice. In this case, property acquisitions by the Arizona Department of Transportation for purposes of implementing the freeway are done at risk as communicated to the agency by the Federal Highway Administration. If another alternative had been ultimately selected, the agency would have to place the acquired properties on the market for sale and purchase. The Arizona Department of Transportation attempts to balance the risk against its mission of timely delivery of transportation infrastructure to the traveling public. Further, Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.</p>
11	Section 4(f) and Section 6(f)	<p>The map and table in Figure 5-5 on pages 5-8 and 5-9 of the Final Environmental Impact Statement include only those trails that will be directly affected by an action alternative. In this case, the Bursera Trail is not included based on its distance from any of the action alternatives. Figure 5-8 on page 5-15 of the Final Environmental Impact Statement presents the prominent resources of the park, including the Bursera Trail in its alignment as shown in the City of Phoenix trail map (see <phoenix.gov/parkssite/Documents/062880.pdf>).</p>
12	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
13	Visual Resources	<p>The Final Environmental Impact Statement discloses that the freeway will cause severe visual impacts, altering views from the South Mountains to the south (see page 4-169).</p>
14	Section 4(f) and Section 6(f)	<p>As noted on page 5-3 of the Final Environmental Impact Statement, the resources identified in the Final Environmental Impact Statement were located within 0.25 mile of the action alternatives. Vista Canyon Park is located farther than 0.25 mile from the E1 Alternative.</p>
15	Purpose and Need, Old Plan or Use of Old Data	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
16	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document
	<p>-----Original Message----- From: John Schaffer [mailto:jcs3az@aol.com] Sent: Saturday, November 22, 2014 11:15 AM To: Projects; Kimberly Dawn Schaffer Subject: South Mnt Freeway</p> <p>Dear ADOT,</p> <p>My name is John Schaffer, and have been an Ahwatukee resident for over 17 years.</p> <p>I am writing to oppose the "South Mountain Freeway" project if the routing continues to be considered along Pecos Rd. In light of the outdated (old) environmental information used to estimate its' impact, I would like to see the freeway's location reevaluated.</p> <p>I also feel that an earnest effort with the Indian tribe to our immediate South could result in a win/win arrangement, if started fresh.</p> <p>Thank you for your' consideration.</p> <p>Sincerely, John Schaffer 407 East Brookwood Ct. Phoenix, AZ 85048</p> <p>Sent from my iPad</p> <hr/> <p>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.</p> <p>.</p>

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
	<div><div></div><div><p>From: denniscschlueter@aol.com [mailto:denniscschlueter@aol.com] Sent: Friday, November 21, 2014 9:09 AM To: Projects Subject: Fwd: Objection to South Mountain Freeway</p></div></div> <div><div>1</div><div><p>Please accept the attached letter as our objection to the proposed South Mountain Freeway.</p><p>Dennis Schlueter</p></div></div> <div><p>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.</p></div>

Code	Issue	Response
1		Comments and responses appear on following pages.

Code	Comment Document
	<div>16405 S. 29th Ave. Phoenix, AZ 85045 November 20, 2014</div> <div>ADOT Community Relations 1655 W. Jackson St., MD126F Phoenix, AZ 85007</div> <div>To Whom It May Concern:</div> <div>The purpose of this letter is to object to the proposed Loop 202 Extension, South Mountain Freeway.</div> <div>The citizens most adversely impacted by this proposal object to it. The citizens of Laveen, Ahwatukee and the Gila Indian Community object for many reasons.</div> <div><div><div>2</div><div>3456</div><div>74</div></div><div>Those of us that live in Ahwatukee moved here for the quality of life. You will destroy our reasons for being here with the proposed route of the freeway. A recent study has been publish that documents the increase in the number of people leaving Phoenix and the decrease in the number of people moving here. The freeway will take away our views, our quietness, our clean air and our safety. As retired senior citizens with asthma, the cleaner air was a primary consideration for moving to this location. The noise pollution as it bounces and echoes off the mountain will ruin our peace and quiet.</div></div> <div><div><div>548</div><div>96</div></div><div>You will bring to us all the bad things from Phoenix on the north side of South Mountain. You will turn our neighborhoods into any other Phoenix neighborhood with bad air, noise, congestion, crime and dangerous loaded trucks. When done, you leave us with none of the reasons we moved here and no reason to stay. The lucky ones may be those whose homes you intend to take, as they will easily move to locations with higher quality of life. Those that remain will suffer from what you do.</div></div> <div><div><div>1011</div></div><div>Along with alienating the effected Phoenix citizens, you want to destroy the end of South Mountain Park and offend the Gila River Indian Community.</div></div> <div><div><div>12</div></div><div>The arguments of improved economic development are weak if not false. The available public land the proposed freeway will occupy will be better utilized by the development of additional desirable housing and local businesses, all attracted to the high quality of life in the area.</div></div> <div><div><div>13</div><div>14</div></div><div>If you must have a truck and other transportation by pass, then do the right thing by then Gila River Indian Community and successfully negotiate the use of the Riggs Road and Avenue transportation corridor that is already spoiled by truck traffic. Failing that, expand the Arizona 85 route from Interstate 8 to Interstate 10. Your transportation assumptions have been proven to be incorrect. These suggested alternative routes address the “problems” you seem to think need solutions while protecting, with great regard, the citizens, children and environment that is your responsibility.</div></div> <div>Dennis & Paulette Schlueter</div>

Code	Issue	Response
2	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
3	Visual Resources	Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.
4	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Air Quality	
6	Crime	
7	Children’s and Seniors’ Health	
8	Traffic	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City of Phoenix study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
9	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
10	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
11	Section 4(f) and Section 6(f), Traditional Cultural Properties	
12	Alternatives, No-Action Alternative	
13	Purpose and Need, Truck Bypass	
14	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
	<div><div><div>1MS. SHELBY: Hi. I'm Lisa Shelby from here</div><div>2in District 6 community.</div><div>3I guess I didn't really want to say</div><div>4anything, but just hearing the other comments being made</div><div>5and also from what I've seen in the video -- and that was</div><div>6kind of my question, which would have been to DOT. But</div><div>7the -- by the fact that, in viewing the video and the --</div><div>8showing the -- the route for the freeway, I saw like --</div><div>9like a yellowish line alongside that freeway. And I'm</div><div>10thinking that's our borderland. So, in fact, it would</div><div>11be -- the freeway would be on the Ahwatukee side, meaning</div><div>12off reservation. And it flows all the way up to here,</div><div>13where we are -- basically through South Mountain. So it</div><div>14was saying to me that the freeway isn't on our land.</div><div>15And I think that was the main issue in the</div><div>16beginning, because in the beginning, we were shown two</div><div>17options or three options. One was off; one was on. And</div><div>18we all got excited because of the freeway showing on our</div><div>19reservation.</div><div>20And I'm also hearing today that DOT is not</div><div>21listening to us. But, you know, they did by the fact that</div><div>22the alignment is on the other side of the border. It's</div><div>23not on our land.</div><div>24And what was bothering me is the fact that</div><div>25we aren't being listened to. But, yes, we are. And also</div></div><div>Page 75</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div>by the fact that the EIS statement didn't make reference to Gila River. Well, that's because Gila River isn't involved. It's not on our land at all. So what comments could be made if they were going to be affecting -- directly affecting Gila River? And it isn't.</div> <div>Overall, we do have those impacts, yes, coming from the freeway. It's going to be rough, I think, because, personally, I -- I see that it's coming whether we like it or not. But that's also because that's what progress is called. I mean, we have to wake up to that fact.</div> <div>And what -- what I also saw was the fact that the impact that -- without -- without that freeway, the impact would have been on 51st through Beltline through Riggs. That traffic would have tripled within ten years, had not this bypass been created.</div> <div>And even today, I don't like the traffic on that -- on this route today. The only time that -- it made me remember when I was a child, the traffic that we had through there was when we had to close off 51st to Maricopa Road on the same road because of the fire we had back in -- near Maricopa. They closed off the roads because they had the looky-loos come through. And it was such a quiet road, that it just took me back to my childhood.</div> <div>Page 76</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Issue	Response
2	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div data-bbox="425 352 864 441"><p>From: EPP /DLS [mailto:mykidsprelm@hotmail.com] Sent: Friday, November 14, 2014 7:58 AM To: Projects Subject: South Mountain Freeway</p></div> <div data-bbox="425 469 1274 806"><p>It appears to me that the proposed SMF is a no win situation, as it currently. Sure the residence on the west side, south of the I-10 are all for the proposed freeway, those in the Ahwatukee area along with the Gila River Indian Tribe, who's land will be affected are not. There is a simple and easy solution. USE infrastructure already in place. The west valley segment of the proposed freeway, heading south along 59th avenue can continue as planned. However instead of using Pecos Road, which was cause environmental harm and congestion, not to mention millions of dollars that can and should be used elsewhere, use Riggs Road which already connects to 51st Avenue, which connects to the I-10. Since, by your own admission, creating the SMF will have little to no impact on traffic through the Broadway curve and I-10, using already created infrastructure seems the most logical and cost efficient.</p></div> <div data-bbox="425 846 1286 1122"><p>Lets be honest, the "true" reason the proposed Freeway is nothing more than a avenue to provide big rigs a route from Mexico to Canada, that will by-pass the downtown Phoenix area and has little or nothing to do with easing traffic on the I-10. Since those commuting from the west valley to the downtown area, will see little to no relief past the proposed outer loop and those commuting from the East Valley will see no relief as most use the US 60 or the Red Mountain Freeway as their route into the downtown area. No one heading from either direction will use the proposed freeway route to get into the downtown area, as it will force them to back track, since there is no connection to the downtown area otherwise. This to me, will simple shift the congesting traffic from one source to another.</p></div> <div data-bbox="425 1161 1280 1340"><p>Moving the proposed SMF extension to a more southern route, will save South Mountain from any destruction, save homes, churches, schools and businesses in the proposed path, not to mention make the most sense. Lastly, moving the SMF to the Riggs Road/I-10 route, might just gain support of the Gila River Indian Tribe, since it will benefit their casino. It will also benefit the casino's in the West Valley too. Which I feel is really the true intent of the freeway.....MONEY!</p></div> <div data-bbox="425 1378 512 1403"><p>Sincerely,</p></div> <div data-bbox="425 1441 522 1465"><p>E. Shurwin</p></div> <div data-bbox="425 1683 1286 1745"><p>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.</p></div>

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives	<p>A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The <i>Regional Transportation Plan</i> identifies the South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.</p> <p>In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American Tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.</p>
3	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Purpose and Need, Truck Bypass	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div></div><div><div>4</div><div>5</div><div>6</div></div><div><div>7</div></div></div> <div><div><div><div></div><div></div><div></div></div><div><div><div>From: Mitchell Siegel [mailto:msiegel@axway.com]</div><div>Sent: Tuesday, November 18, 2014 10:53 AM</div><div>To: Projects</div><div>Cc: 'Dawn Siegel'; Mitchell Siegel</div><div>Subject: Loop 202 denied!!!!!!!!!!</div></div></div></div><div><div>Hey Sir,</div><div><div>STOP OPPRESSION</div> to the Gila River Indian Community and the Ahwatukee community! I disagree with the Loop 202 freeway and am member of PARC. The ADOT destroys the Native American tribes for sacred land and the Ahwatukee’s homes. When the ADOT plans to set up the walls on the 32nd street . Last time, the weather was flash flooded on the 40th street and 24th street when we can’t drive thru the 40th street and 24th street road. That’s bad ideas and blocked all cars in Ahwatukee area. We live so close to the right-of-way that the construction of the freeway essentially robs the Ahwatukee’s homes of the value of homes. This is possible for lawsuit for the inverse condemnation. You already bought several homes in 32nd street area. You break the laws for the 5th Amendment of Constitution. The ADOT did not follow the EPA results. You kill the Ahwatukee people and Gila River Indian people.</div><div>STOP OPPRESSION!!! NO BUILD THE FREEWAY!</div><div><div>Regards,</div><div>Mitchell Siegel</div><div>Ahwatukee resident</div></div></div><div><div>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.</div><div>.</div></div></div>

Code	Issue	Response
1	Title VI	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Section 4(f) and Section 6(f), Traditional Cultural Properties	
3	Acquisitions and Relocations	
4	Drainage	Flood protection levels are dictated by the design class of the highway. In the case of the South Mountain Freeway, it is designated as a Class I highway. Therefore, flood protection levels will be designed to the 50-year (storm) level. However, as a standard Arizona Department of Transportation practice, the floodwaters developing upstream of the culvert entrance will be reviewed at the 100-year level to ensure “headwaters” do not adversely affect existing properties. (See Final Environmental Impact Statement page 4-110.) All bridges on major waterways such as the Salt River are designed to maintain minimum water surface elevations at the 100-year level for flood levels and are built to structurally withstand the superflood, a flood expected only once in 500 years.
5	Economics, Socioeconomics	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Air Quality	
7	Alternatives, No-Action Alternative	

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Alternatives, Nonfreeway Alternatives	
4	Purpose and Need, Truck Bypass	
5	Air Quality	

Code	Comment Document
6	<p>consideration has been given to the effects of the South Mountain air shed on air quality. Claims in the FEIS that the South Mountain Freeway would not degrade air quality are outrageous!</p> <p>4. PARC has found scientific proof that over 13,000 students in schools within ½ mile of the South Mountain Freeway would be at significant risk for increased respiratory ailments and retarded lung development. PARC has also found that seniors who live within ½ mile of the proposed freeway would be at significantly higher risk of heart attack or death. Yet the FEIS does not even consider these issues.</p>
7	<p>5. The FEIS does not consider the true cost of the South Mountain Freeway. To start with, the FEIS has left so many design questions unanswered that the actual cost of the freeway is likely to be closer to \$4 billion rather than the \$2 billion ADOT has estimated. Further, the FEIS has no discussion of the annual injuries, deaths, and property destruction that could be expected from the freeway, nor the health implications for school children and seniors. The small discussion in the FEIS about potential cancer deaths from elevated levels of certain air pollutants is dismissive, indicating that those particular air pollutants don’t count, and the number of increased deaths would be insignificant. The FEIS approach to human suffering is outrageous!</p>
8	<p>6. In building the South Mountain Freeway, wells that feed the lakes in Lakewood and the Foothills and Club West golf courses would be destroyed. The FEIS claims that ADOT will replace these water sources, but at what cost?</p>
9	<p>7. The FEIS does not mention the danger of trucks transporting hazardous materials (hazmats) over the South Mountain Freeway. While the chances that a hazmat spill would occur at any particular time are quite small, the chance that a spill would happen SOMETIME is significant, and the public has a need to know about the potential effects of such a spill. Within the “world’s largest cul de sac” of Ahwatukee, evacuation in a timely manner without using the freeway would be difficult if not impossible. And the effects of the South Mountain air shed (apparently not studied by ADOT) are likely to trap air borne toxins in the village for a much longer period of time than would be expected in an open area where air blows freely. One of the hazmats expected to be transported on the freeway would be chlorine, a particularly deadly gas that seeps into buildings and cars. So immediate escape would be necessary, for chlorine turns human membranes into hydrochloric acid and makes it difficult, if not impossible, for one to see or breathe. The transport of hazmats through Ahwatukee is unacceptable, so they must be banned from the freeway.</p>
10	<p>8. The FEIS proposes blasting through 3 ridges of South Mountain in building the South Mountain Freeway. This land in South Mountain is a part of the South Mountain Park Preserve. As the name suggests, this land is to be preserved! It is also a part of the largest municipal park in the country – a crown jewel of Phoenix! Further, South Mountain is sacred land to several of the Native American tribes in Arizona. No freeway has a need or a right to desecrate this land!</p>
11	<p>Please do NOT go forward with this project as proposed. Do not destroy an entire community because you can. Consider the options and go with another option that will not do this damage.</p> <p>Respectfully,</p> <p>Lisa Smith</p>

Code	Issue	Response
6	Children’s and Seniors’ Health	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Project Costs, Total Cost	
8	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
9	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
10	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
11	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Issue	Response
1	Alternatives, Range of Reasonable Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Freeway Awareness	
3	Acquisitions and Relocations	
4	Visual Resources	Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.
5	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
6	Alternatives, No-Action Alternative	

Code	Comment Document
	<div><div><div><div>1</div><div>2</div><div>3</div></div><div><div>4</div><div>5</div></div></div><div><div><div>From: Lisa Smith [mailto:consgrl50@hotmail.com] Sent: Tuesday, November 25, 2014 11:29 AM To: Projects Subject: RE: 202 Freeway</div><div>To Whom It May Concern,</div><div>I again write to let you know the extreme disappointment I feel towards this 202 agenda and process. The only thing that you will accomplish by moving forward is to desecrate and destroy a land and way of life that has been in place for decades.</div><div>Please address the real traffic issues at the Broadway curve with a solid, respectable plan. You will have no issues with the public if you do that. This current debacle is not a solution.</div><div>Respectfully,</div><div>Lisa Smith</div></div></div></div>

Code	Issue	Response
1	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Purpose and Need, Old Plan or Use of Old Data	
3	Freeway Awareness	
4	Alternatives	Chapter 1 of the Final Environmental Impact Statement discloses the purpose and need for the proposed action. The analyses results disclose existing and future capacity deficiencies throughout the regional system including, as noted in the comment, at the Broadway Curve. The transportation problem identified specific to the purpose and need relates to east–west regional mobility in the southwest valley unique from the Broadway Curve. While the Final Environmental Impact Statement further discloses the freeway will help reduce congestion at the Broadway Curve, improvements to Interstate 10 through the curve are a part of another planned project adopted in the region’s <i>Regional Transportation Plan</i> .
5	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code

Comment Document

From: Lisa Smith [mailto:consgrl50@hotmail.com]
Sent: Friday, December 12, 2014 7:07 AM
To: Projects
Subject: RE: 202 Freeway

ADOT,

The assumption that this freeway will be built as you have planned is incorrect. You have ignored studies and homeowners for years now and we will fight this build in the courts if we must. Do not make the mistake of thinking if you have a few homeowners associations and realtors on board that you will succeed. The fear you enjoy spreading is not going to be effective.

Reconsider the build, talk to the Gila reservation counsel, rethink the route and come up with something that is actually helpful.

Lisa Smith

Code	Issue	Response
1	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, Gila River Indian Community Alignment	

Code

Comment Document

From: tom snyder [mailto:snydert0@yahoo.com]
Sent: Wednesday, November 19, 2014 1:25 PM
To: Projects
Subject: proposed 202 west around ahwatukee

dear sirs: i support the building of the 202 continuation. looking at the best interests of the southeast valley related to congestion on I10 and the US 60 transition, this will reduce the load of through traffic and trucking through phoenix. most truckers do not need or want to be part of the daily morning backups in the area due to the schedules they must meet and loss of income based on not being paid for downtime waiting to move their trucks. most over the road truckers are paid by the mile and get no compensation when sitting in traffic not moving. so again, i and many of my neighbors and, i suspect, most of ahwatukee support the 202 construction.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>1MS. SPRING: I don't know how to follow that</div> <div>2up, but I'll try.</div> <div>3I would like to tell you that this FEIS is</div> <div>4incomplete. It does not speak to the Gila River Indian</div> <div>5Community people. It does not take into regards any of</div> <div>6our people. It doesn't have any statistics from our</div> <div>7community. It doesn't say how many people live in 51st</div> <div>8Avenue. It doesn't say how many people live in the</div> <div>9circles. It doesn't say anything about our clinic being</div> <div>10right there, our dialysis center being right there. It</div> <div>11doesn't say anything about the new school that's going to</div> <div>12be built there. It doesn't say anything about this Boys &</div> <div>13Girls Club, how many people attend this Boys & Girls Club.</div> <div>14Has no numbers, no figures. They could care less.</div> <div>15That's why we say that you're racist. And</div> <div>16that's why we say that you don't care about us. And</div> <div>17that's why we say that you're disrespecting us. Not</div> <div>18because we just think that, but we read your book. And</div> <div>19your book doesn't say anything about us. You could care</div> <div>20less about us. Certainly doesn't say anything about our</div> <div>21culture, you know. How could you understand our culture?</div> <div>22You don't even listen to anything that we say, at any time</div> <div>23do you do that.</div> <div>24We are still here. We still visit our</div> <div>25mountain. We still give thanks to our mountain. We</div> <div>Page 56</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Gila River Indian Community	<p>Chapter 2, <i>Gila River Indian Community Coordination</i>, is dedicated entirely to presenting information about the Gila River Indian Community and the project team’s interaction with the Gila River Indian Community.</p> <p>The Gila River Indian Community Council has not allowed development of alternatives on Gila River Indian Community land (Chapter 2, <i>Gila River Indian Community Coordination</i>, provides more information). The Natural Resources Standing Committee granted an extension of a right-of-entry permit in December 2007 for the project team to examine impacts related to construction and operation of the E1 Alternative. Therefore, impacts on the Gila River Indian Community from the proposed action as presented in the Draft and Final Environmental Impact Statements are based on data available to the general public and on field observation as appropriate, and discussions are limited to only those areas where impacts will occur.</p>
2	Title VI	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>

Code	Comment Document
3	<div>1 thank -- every day I wake up and pray in the direction of</div> <div>2 that mountain, to my God, Jesus Christ, to that mountain.</div> <div>3 And everybody, you know, that's affiliated, we all do</div> <div>4 that -- I don't know about all of us. But a lot of people</div> <div>5 do.</div> <div>6 We lived around this community hundreds of</div> <div>7 years. I think if your FEIS was going to be anywhere near</div> <div>8 complete, you would take into consideration the air</div> <div>9 pollutants that are going to come into this community not</div> <div>10 for 10 years, not for 5 years, not for 20 years. Because</div> <div>11 that's probably how long you people have lived out here.</div> <div>12 But our people, we have lived out here since the beginning</div> <div>13 of the United States Government. So if you're going to</div> <div>14 stick any numbers out there, you need to at least forecast</div> <div>15 another 500 years, 'cause that's how long we intend to be</div> <div>16 here, we hope to be here, if you don't try to kill us off</div> <div>17 with this.</div> <div>18 We do consider it -- I myself consider it to</div> <div>19 be genocide on our people, building that freeway right</div> <div>20 there. Don't -- I mean, can't you see the landscape here?</div> <div>21 The South Mountain is right there. The Estrella Mountain</div> <div>22 is right there. Our own Gila River CEQ said -- and it's</div> <div>23 not in your study. I know you guys could care less. But,</div> <div>24 you know, they said that South Mountain protects us, at</div> <div>25 this point, from the pollutions that's going there.</div> <div>Page 57</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Health Effects	

Code	Comment Document
5	<div>1 And anybody that lives around here, I mean, 2 you should know, if you look out your window, down towards 3 the Phoenix area, nothing but clouds of smoke all over the 4 place. And so South Mountain protects us from that. 5 And if they build a freeway, which they 6 anticipate -- I don't know -- 150, 200 vehicles per day 7 coming in here -- and that was one of their justifications 8 for building it, so that 17,000 vehicles wouldn't travel 9 to 51st Avenue. But, no, we'll just allow 150, 200,000 to 10 come through, you know. That's no justification. 11 Anyways, that all of that smog, all that 12 smoke will be trapped here. And you know where you live 13 at. You should know that you live in District 6 of the 14 Gila River Indian Community. That means the river runs 15 south. It goes down south. Everything is sloped down 16 south. Everything comes this way. So it will be a big 17 bubble, and it will just go straight down. 18 And then it won't just stop there. Maybe in 19 a hundred years, your grandkids -- think about that. Your 20 grandkids, our grandkids, the ones that will be our future 21 generations, they'll have to live with this now. All the 22 smog that's trapped down here, it will start going, 23 creeping up towards your own districts, if you live in 24 District 4, if you live in District 3, 2, 1. I mean, 25 where else is it going to go? There's no place else. And</div> <div>Page 58 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
5	Children's and Seniors' Health	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
2	<div>1 if you really read the statistics in there -- which they</div> <div>2 really don't put in there. So that's why we say that you</div> <div>3 guys have no concern for us.</div> <div>4 And we definitely believe that another</div> <div>5 reason that you're racist is because in this FEIS, you say</div> <div>6 that you have respect for the Litchfield area; you have</div> <div>7 respect for the Buckeye area and how they said they didn't</div> <div>8 want the freeway coming through their land. Yeah. I'm</div> <div>9 sure they don't. But when it comes to our -- our</div> <div>10 sovereign nation, you refuse to acknowledge the fact that</div> <div>11 we have a no-build resolution, a no-build vote.</div> <div>12 I mean, we had to take it to a vote for the</div> <div>13 people to come out. And they still said no build.</div> <div>14 Everybody says no build. And nobody -- no, you guys don't</div> <div>15 seem to consider that and care about that, you know.</div> <div>16 But we are people, and we are here. And</div> <div>17 we're not stupid, and we're not ignorant. We're not just</div> <div>18 going to let you do that.</div> <div>19 Not only that, but I don't see anywhere in</div> <div>20 here, when I talk about the statistics of the people that</div> <div>21 live on 51st, the housing back there, nowhere does -- I</div> <div>22 mean, you're going to blast the mountain. That's obvious.</div> <div>23 It's in here. It says you're going to blast the mountain.</div> <div>24 You have the dynamite sites that you're going to blow it</div> <div>25 up.</div>
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	<div>Page 59</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
6	Alternatives, Gila River Indian Community Alignment	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Alternatives, Gila River Indian Community No-Build Referendum	
8	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document
9	<p>1 We just came from there. We were all just</p> <p>2 there. We ran from over there -- well, I didn't run, but</p> <p>3 my friends did. And it's all taped off. It's all yellow</p> <p>4 taped, black taped off right where you're going to blow up</p> <p>5 the mountain, you know, build your little freeway for</p> <p>6 people --</p> <p>7 Oh, if you didn't know -- and I don't know</p> <p>8 who has read this FEIS. I'm sure not too many people.</p> <p>9 But let me enlighten you that it says that they'll save</p> <p>10 20, 24 minutes at the most on their commute from Phoenix.</p> <p>11 Which has nothing to do with us. We don't have -- that</p> <p>12 has nothing to do with us. 24 minutes. That's the</p> <p>13 commute saved time. That's how much this means to them.</p> <p>14 That's what they want to do.</p> <p>15 Anyways, as I was saying, blasting up the</p> <p>16 mountain, where's all that dust going to go, all those</p> <p>17 particles going to go? Huh. I don't know. Maybe towards</p> <p>18 51st Avenue and all over us. I mean, you're going to be</p> <p>19 breathing in those toxins. Your kids are going to be</p> <p>20 breathing in those toxins. Your little grandbabies are</p> <p>21 going to be breathing in those toxins. They're going to</p> <p>22 be out here playing in their little field, thinking</p> <p>23 everything's okay. The whole time, they're getting</p> <p>24 poisoned, 'cause, you know, carcinogenics from the</p> <p>25 freeway, from the emissions, those travel. They're little</p>
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	Page 60
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Code	Issue	Response
9	Construction	The items noted in the comment were not installed by the Arizona Department of Transportation, but by the private land owner in that area.
10	Temporary Construction Impacts	Mitigation and regulatory requirements related to construction-related air quality impacts are presented in the Final Environmental Impact Statement beginning on page 4-173. These commitments are confirmed in Table 3, beginning on page 38, of the Record of Decision.

Code	Comment Document
11	<div>1 tiny little particles. They get stuck in your lungs and</div> <div>2 your everything, and they cause cancer, you know,</div> <div>3 bronchitis, you know, asthma, all those types of things.</div> <div>4 Your kids, your grandkids.</div> <div>5 They don't care. They don't live out here.</div> <div>6 They could care less. They have no concern. It's not in</div> <div>7 here. Believe it. If you don't believe me, here. You</div> <div>8 can read our book. You know, I'm sure they have some out</div> <div>9 here. You can ask them. They don't talk about it. They</div> <div>10 could -- no. They don't care. Just letting you know.</div> <div>11 Protect the animals? There's protected</div> <div>12 animals in that mountain, our sacred animals that have</div> <div>13 been around for way longer than any of us have been</div> <div>14 around. They mention them. Oh, too bad for them. Pretty</div> <div>15 much what it says. They're not going to have a habitat,</div> <div>16 especially for the wild horses that run wild. They're not</div> <div>17 going to be able to have -- be in that place.</div> <div>18 Not only does it say that, you know, the</div> <div>19 wild -- the turtles, the eagles -- there's eagles that</div> <div>20 nest around here. I'm sure many -- well, many of you</div> <div>21 might not know that, but they are. They're not going to</div> <div>22 have -- this all affects their wildlife habitat. It's in</div> <div>23 here, but they just say, well, that's just one of the</div> <div>24 things that happens when you build a freeway. So too bad.</div> <div>25 That's just how they are. And that's how</div> <div>Page 61</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
11	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
12	Biology, Plants, and Wildlife	The Pee Posh bald eagle breeding area is discussed in the Final Environmental Impact Statement on page 4-136. The freeway is not expected to affect the nesting activities of these eagles because of the distance of the project from the nesting area. The project might temporarily affect eagle foraging behavior along the Salt River by discouraging use of foraging areas closer to the freeway if the eagles are sensitive to some phases of construction. This type of temporary effect would not constitute a “take” under the Bald and Golden Eagle Protection Act.

Code	Comment Document
	<div><div><div>1 they feel about us. We're just one of those things that</div><div>2 happens while they build that freeway. Too bad for you.</div><div>3 Thank you.</div><div>4 MS. KISTO: Thank you, Ms. Spring.</div><div>5 Anybody else?</div><div>6 Roberta.</div><div>7 And then -- I'm sorry, but your Facebook</div><div>8 name is popping in my head. What is your real name?</div><div>9 MS. JACKSON: Renee.</div><div>10 MS. KISTO: Renee. Then Renee. So we'll do</div><div>11 Roberta and then Renee.</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div><div><div>Page 62</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div></div>

Code	Issue	Response

Code	Comment Document
1	<p>-----Original Message----- From: Luke Stokebrand [mailto:huskermba@gmail.com] Sent: Monday, October 06, 2014 6:00 PM To: Projects Subject: support for the SM 202</p> <p>To Whom It May Concern,</p> <p>I just wanted to reiterate my support for the SM 202 freeway. This is a vital project for Laveen and the Valley as a whole. Looking at the ADOT master plan, this addition is a must have for the greater regional plan including future integration into the 303. Now with Laveen and the SW Valley building out more it is even more critical than it was a few years ago. I came to the meeting and voiced my support, and now as we get to this critical junction I wanted to take a few minutes to voice it again! LET BUILD THE SM 202!</p> <p>Thanks for all your work on this matter, I know it is a massive undertaking.</p> <p>Luke Stokebrand</p> <hr/> <p>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.</p> <p>.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>-----Original Message----- From: Bill Strickler [mailto:bill.strickler@cox.net] Sent: Friday, October 24, 2014 10:35 AM To: Projects Cc: Councilman Sal DiCiccio; mayor.stanton@phoenix.gov Subject: Pecos alignment/Loop 202 comment-impact on cyclists</p> <p>I am writing as an AZ citizen, voter, and taxpayer to express my opposition to the Pecos alignment of the loop 202 extension.</p> <p>My prime reason for this is that the new alignment will eliminate the safest cycling area in Ahwatukee.</p> <p>The current cycling lanes along Pecos road are wide, long, safe, and are used by hundreds of AZ cyclists each day. Elimination of Pecos road and its cycling lanes will have a large, negative impact on both the safety and quality of life for cyclists in our community. At a time when we are trying to encourage exercise and alternative means of transportation, this would be a huge blow and step backwards for Arizona.</p> <p>I encourage ADOT to seek either an alternate alignment, or the provision of a new dedicated biking path along the 7+ mile length of the current roadway.</p> <p>Respectfully,</p> <p>Bill Strickler</p> <hr/> <p>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.</p> <p>.</p>

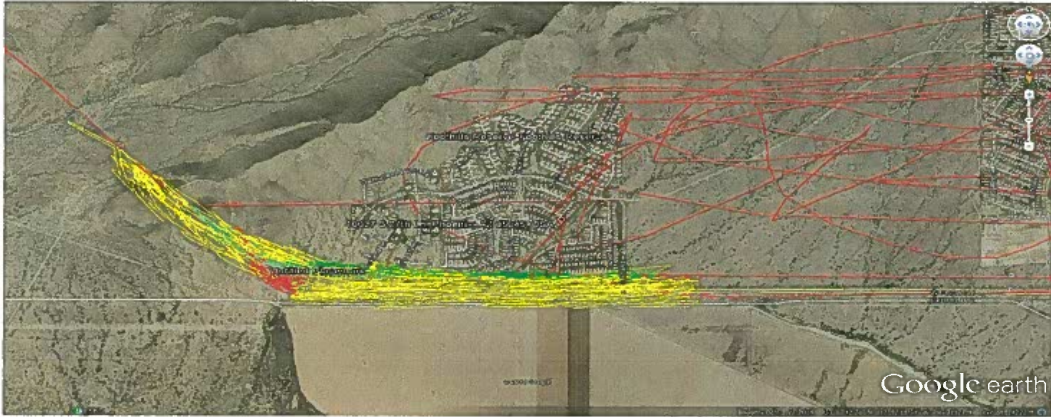
Code	Issue	Response
1	Design	<p>The study has considered concepts for parallel multiuse paths; however, the main line of the freeway will not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added as a separate project by the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.</p>

Code	Comment Document
	<p>From: Stacy Stuart [mailto:stacyfstuart@gmail.com] Sent: Wednesday, October 01, 2014 4:59 PM To: Projects Subject: Proposed Loop 202 - Local Homeowner in Ahwatukee</p> <p>Hi,</p> <p>I am a homeowner in Ahwatukee. A first time home owner with two young kids who attend Kyrene de la Estrella Elementary School and Kyrene Akimel A-al Middle School. I love that my kids schools are snuggled up within our neighborhood. It feels safe and provides us with the community-feel that drove us to Ahwatukee. Being a young family, it was a dream of ours to get to own our first home and we feel our home is the most perfect location possible. We have the elementary, middle and high school all within walking distance. We also have a beautiful view in our backyard. Sitting on the top balcony in our backyard, we have the Estrella Mountains in our west view and San Tan Mountains in our east view. We bought our house for the great schools, great location, great neighborhood, and a beautiful view with the privacy of having no neighbors behind us. We love it.</p> <p>1 We've owned the home for almost two years (this Fall). After moving in, we were almost immediately struck with fear when we were told that there may be an 8-lane freeway going behind our house; directly behind our house. No more beautiful views, no more safe walks around the neighborhood, no more peace that my kids can walk and ride their bikes to school. Instead of the normal day-to-day commuters driving down Pecos, we will have truckers going from state-to-state, people coming from all over the valley traveling through our neighborhood, and the what used to be Pecos Road that would go to sleep by 10 pm each night, will be a memory. We will never see the stars shining bright at night anymore. Hearing the high school games, the band, the kids playing baseball at the middle school... Hearing the toads, seeing the coyotes and other wildlife that we've learned to love and respect so much; it will all be gone. It's one thing to not have control over whether or not you're local grocery store is a Fry's or a Wal-Mart, or someone tearing down your favorite diner to build a bank franchise... Being a homeowner, it's understandable that things change around you that are out of your control. But to take the something that directly affects every single aspect of someone's lifestyle and jeopardize it all? It is devastating.</p> <p>2</p> <p>3</p> <p>4 5</p> <p>6 7</p> <p>8 9</p> <p>I've never been a person to be against change; I can promise you that. This is a change that I've thought about long and hard. There will be no good that comes from this change for my family. My kids - their school; my home - it's value; my kids - their commute and safety; my neighbors - gone; my view – gone; our air – polluted; our first home – a mistake we never even saw coming.</p>

Code	Issue	Response
1	Freeway Awareness	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Community Impacts	
3	Visual	Light from the freeway will be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Freeway lighting will be provided along the median of the freeway and at interchanges to achieve desired lighting levels for safety reasons. Any freeway lighting will be designed to reduce illumination spillover onto sensitive light receptors (such as residential and natural areas) (see page 3-58 of the Final Environmental Impact Statement).
4	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Biology, Plants, and Wildlife	
6	Purpose and Need, Lack of Support	
7	Economics, Socioeconomics	
8	Acquisitions and Relocations	
9	Air Quality	

Code	Comment Document
11	COMMENTS – I would love for someone to address these. 1. Needless to say, my husband and I were not around for the proposition vote in 1985 (well, we were too young to vote), nor were we residents in our current home for the proposition vote in 2004. If anything, It would only be fair to ask the voters of this community for a vote; a current day vote. No one feels like they have a voice or choice. We can comment – but a vote feels like we actually help with the decision. If everyone decides to build it, then the community made their choice. I can tell you, Ahwatukee does not appear they want this, nor do we feel heard.
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	1. What will happen to the homes that ADOT does not own? My home is located on 2845 E. Redwood Lane. My backyard is Pecos Road and lots of my neighbors are losing their homes. Will mine be one of them? 2. Regardless of if my house is part of this or not, how is ADOT handling the “acquired” properties (aka – removal of people’s home)? How many days “final” notice do they get? Does ADOT pay the appraised value of their home? 3. What will happen to the value of my home (especially is ADOT under-pays for others values)? I’d like to see statistics on how this affects houses when interstates are built directly behind their houses. 4. How tall will the (?) sound wall be that gets built behind the houses on Pecos Road? 5. Will this new wall be my backyard wall OR will it be against my backyard flush with my current wall (I fear this will look like two mix-matched buildings next to one another)? Even worse, will there be a section of un-maintained land between my house and the wall (room for potential garbage or graffiti)? 6. Given that the interstate will be higher than what Pecos Road is currently, how high will the new interstate be? Ideally, it’d be nice (given a choice) that the “wall” cover the interstate so that when we are in our backyard (relaxing on the patio or swimming) that we aren’t awkwardly seeing nothing but truckers and commuters passing by. 7. Will this wall provide any protection against pollution, rubber from tires, etc.? 8. How is a pool in a backyard (being so close to an interstate) affected? Again, statistically speaking. Should we plan on filling our pool? If so, why should we have to pay this when we’ve previously enjoyed it? 9. What if someone has an accident into my backyard from the interstate. The plans make the roads look much closer to my house than Pecos Road currently is. 10. Is there an option to sell our house to ADOT? I’ve never considered this but I’m not sure I want to continue living here. We bought our house with the intentions of both children graduated Desert Vista High School. The whole plan has me very stressed and crushed.
	Stacy Stuart
	<small>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.</small>

Code	Issue	Response
11	Public Involvement	No public vote will be held. Members of the public were encouraged to participate and submit their comments on the Draft and Final Environmental Impact Statements. The South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the <i>Regional Transportation Plan</i> funding passed by Maricopa County voters in 2004 through Proposition 400.
12	Acquisitions and Relocations	It is not anticipated that the property at the noted address will be required for construction of the freeway.
13	Noise	Although noise walls are planned for the residential areas along Pecos Road, as noted on page 4-91 of the Final Environmental Impact Statement, locations and/or extent of barriers could change. Noise walls will range in height from 8 feet to 20 feet tall in the Ahwatukee Foothills area. Exact noise barrier locations and dimensions will be determined during the design phase when the precise design of the freeway is determined. The public will be encouraged to continue to be engaged in freeway-related noise issues through construction and operation of the freeway.
14	Noise	The freeway will have a rolling profile (see page 3-41 of the Final Environmental Impact Statement), and the freeway will be elevated to pass over arterial streets. Potential elevations are presented in Figure 3-25 on page 3-47 of the Final Environmental Impact Statement. The final freeway elevations will be determined during final design. To maximize the effectiveness of noise walls and to minimize costs, walls are normally constructed on the elevated grades with the freeway. The area between the freeway noise wall and the residential property boundary wall will be landscaped and maintained by the Arizona Department of Transportation (see text beginning on page 4-167 of the Final Environmental Impact Statement for more information).
15	Air Quality	According to the U.S. Environmental Protection Agency’s Near Roadway Air Pollution and Health assessments, research suggests that noise walls can potentially reduce traffic-related air pollutants immediately downwind of a roadway. Research is still underway to quantify the specific impacts these features have in reducing air pollutants in near-roadway areas (see <epa.gov/otaq/nearroadway.htm>). There are many poorly-understood factors that affect the ability of sound walls to reduce near-roadway pollutant concentrations, including meteorology, wall height, materials, etc. At this time, the Federal Highway Administration is unable to quantify the benefits, if any.
16	Design	As currently planned, there will be a concrete barrier in addition to the planned noise wall between the freeway and the residents north of Pecos Road.

Code	Comment Document
	<p>ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD 126F Phoenix, AZ 85007</p> <p>Dear ADOT,</p> <p>1 We have lived in this community for 10 years. I formally request you extend your home buyout program to all the homeowners' below for the follow reasons;</p> <p>2 A) It has been clearly proven that health is severely impacted by communities who live with in 1/2 mile of 4-8 lane freeways. In the Calabrea and Foothills Subdivisions special impacts exist due to wind factors make distance to these freeways more relevant. Other homes along the E1 Pecos freeway are also at risk as well. This SMF (south Mountain Freeway loop 202 expansion), section built at the end of W. Pecos Road (where it dead ends), West of S. Chandler Boulevard and South Of W. Shaughnessey Road on E1 and W sections, will knowingly cause additional and severe health impacts to the 680 Homes (approximately 2050 residents). In addition it is known that the freeway will be south of these homes and also west of these homes. 2 sections of freeways will be locking in additional freeway toxins. Both sections of traffic on E1 and W potentially will doubling the known health impacts. In addition these homes are also down wind of both sections of freeway and at ground or above. In addition the South Mountain Preserve will trap and hold in these toxins and will cause them to build up after the freeway is built. This project will cause additional levels of toxins into this area.</p>  <p>3 This remains a violation of clean air act and creates a health risk the new freeway will knowingly imposed on residents, not being relocated out of new increased dangerous health toxic zone. FEIS should take out and relocate the entire 660 homes or at a minimum relocate the ones South of Shaughnessey. Specifically relocate all residents from the geographical area and the freeway as seen in Chapter 3 , Detail B page 3-57. Homes with wind flow are actually impacted more than those located in comparable distance without wind flow. All of these homes are with in .4 miles. All homes South Of W. Shaughnessey Road on E1 are with in .25. Certainly Adot , EPA, Phoenix City Council, Mag, FHWA, and Camex National Highway system should err on the conservative side and move these residents out of the toxic health risk zone. By moving residents out of this zone you will reduce future and costly litigation and class action lawsuits .</p>

Code	Issue	Response
1	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Health Effects	
3	Air Quality	

Code	Comment Document
2	<p>Various health studies including but not limited to the following have not been included in the study area and have not had health mitigation or risk reductions adequate to insure health and safety to residents who remain in homes in the non take zone. These studies are focuses on impacts caused by homes within .1-.5 miles of freeways;</p> <ul style="list-style-type: none">- The JATAP monitoring results were reported in 2006, found levels of certain toxic chemicals associated with vehicular emissions were above the standard of a one in a million chance of cancer in a lifetime of exposure in the west Phoenix, south Phoenix, and GRIC sites.-USC (US) research at Keck School of Medicine of the University of Southern California USC (Los Angeles Highway) Details of the study are reported in the Journal Plos One 2012- Health Effects Institute and publication of panel of expert testimony. Reviews 700 studies Jan 2010- American Lung Association study on urban pollution and health inequities. The cancer risk standards have been promulgated and published by EPA after extensive research, and are well-known. See studies.)- Studies in Boston, MA and Los Angeles, CA 2011 – 2013 proof submitted to the EPA in studies found health risks from living within 1 mile of 6 lane highways <p>And FEIS should consider the following additional studies and the specific PDF data contained there in;</p> <p>Criteria Air Pollution and Marginalized Populations: Environmental Inequity in MetropolitanPhoenix, Arizona* S Grineski, B Bolin, C Boone - Social Science Quarterly, 2007 - Wiley Online Library ... a postdoctoral research assistant in the Fluid Dynamics Laboratory at Arizona State University ... Phoenixians seem cognizant of air pollution and its health effects—local officials publicize levels on ... In-depth interviews with 53 Phoenix parents of children with asthma revealed that ... Cited by 75Related articlesAll 10 versionsCiteSave</p> <p>Incorporating health outcomes into environmental justice research: The case of children's asthma and air pollution in Phoenix, Arizona SE Grineski - Environmental Hazards, 2007 - Elsevier ... surface for ozone was obtained from the Environmental Engineering Department at Arizona State University ... In addition to lacking spatial data on access to health care, the use of zip ... This study in metro Phoenix (AZ) supports their findings and demonstrates that the same types of ... Cited by 27Related articlesAll 5 versionsCiteSave</p> <p>Cardiovascular disease and air pollutants: evaluating and improving epidemiological data implicating traffic exposure SD Adar, JD Kaufman - Inhalation Toxicology, 2007 - informahealthcare.com ... study, each group analyzed identical exposure data from Washington, DC, and Phoenix AZ, and generally ... Air pollution and cardiovascular disease—A statement for healthcare professionals from the expert panel ... Health 1999; 54(2)130–139. Chang CC, Tsai SS, Ho SC, Yang C ... Cited by 71Related articlesAll 5 versionsCiteSave</p> <p>Pinnacles and pitfalls for source apportionment of potential health effects from airborne particle exposure</p>
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Code	Issue	Response
4	Air Quality	<p>The Council on Environmental Quality’s Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act state that environmental impact statements should be analytic rather than encyclopedic [40 Code of Federal Regulations Part 1502.2(a)]. The information presented in the Final Environmental Impact Statements adequately disclosed health risks associated with the project (see page 4-79).</p> <p>The Federal Highway Administration acknowledges that the selection of studies reported in the Final Environmental Impact Statement represents a small fraction of the available articles and research reports regarding near-road air pollution health impacts. Rather than cite the hundreds of available studies individually, the Federal Highway Administration summary attempts to capture the important synthesis works, that is, the collections of related studies that are compared and summarized for policymakers and regulators. The Federal Highway Administration also prefers to include information about the studies that we have been involved with in some way (such as the work of the Health Effects Institute), because those are the studies that we are most familiar with.</p>

Code	Comment Document
	<p>T Grahame, GM Hidy - Inhalation toxicology, 2007 - informahealthcare.com ... analysis could come from regional copper smelters, including Arizona plants and possibly a large smelter in Sonora ... (2007) with other factor analyses of the Phoenix, AZ area, for ... In the example cited for the Phoenix analyses, comingling of different sources of S was a probable ... Cited by 27Related articlesAll 5 versionsCiteSave</p> <p>Quantifying the ozone “weekend effect” at various locations in Phoenix, Arizona CM Atkinson-Palombo, JA Miller, RC Balling Jr - Atmospheric Environment, 2006 - Elsevier ... Department of Geography, Arizona State University, Tempe, AZ 85287 0104, USA. Received 15 July ... 4. Traffic count data were taken from Arizona Department of Transportation (ADOT) and ... of measurement, monitoring objective, distance in km from Central Phoenix, total lengths ... Cited by 45Related articlesAll 4 versionsCiteSave [PDF] from thelancet.com</p> <p>Air pollution and health B Brunekreef, ST Holgate - The lancet, 2002 - Elsevier ... and 94 oxidant pathways are activated 95 and 96 with the downstream consequences of stimulating ... because no threshold concentration was identified below which no effects on health were expected. ... The effect estimates given in the table were based on information as it was ... Cited by 1865Related articlesAll 21 versionsCiteSave</p> <p>Quiet Pavement-Coming to a Highway Near You W Jones - Asphalt, 2005 - trid.trb.org ... Abstract: Noise, particularly transportation noise, is a pervasive form of pollution that can lead to anxiety, stress, and other health problems. ... The Arizona Department of Transportation subsequently used this type of overlap on all the freeways in the Phoenix area. ...</p> <p>[HTML] Symptoms and medication use in children with asthma and traffic-related sources of fine particle pollution JF Gent, P Koutrakis, K Belanger, E Triche... - Environ Health ..., 2009 - ehpniehs.nih.gov ... Source apportionment of fine particulate matter in Phoenix, AZ, using positive matrix factorization J Air ... Associations between air pollution and mortality in Phoenix, 1995–1997 Environ Health ... Washington, DC:National Institutes of Health, National Heart, Lung, and Blood Institute ... Cited by 68Related articlesAll 10 versionsCiteSaveMore</p> <p>Correlating bioaerosol load with PM2. 5 and PM10cf concentrations: a comparison between natural desert and urban-fringe aerosols J Boreson, AM Dillner, J Peccia - Atmospheric Environment, 2004 - Elsevier ... of Chemical and Materials Engineering, Arizona State University, Tempe, AZ 85284-6006 ... area and an urban fringe site located in the expanding Phoenix, Arizona metropolitan area ... are representative of the general seasonal patterns observed in the Phoenix and surrounding ... Cited by 51Related articlesAll 8 versionsCiteSave</p>

Code	Issue	Response

Code Comment Document

Childhood Asthma, Public Housing, and Environmental Control: Differences Between Families Renting with Section 8 Vouchers and Those Living in the Projects
[S Grineski](#) - Journal of Poverty, 2008 - Taylor & Francis
 ... Social Vulnerability, Environmental Injustice and Childhood Asthma in **Phoenix, AZ**, Tempe: Unpublished PhD Dissertation, **Arizona** State University. ... The children also suffer from other **health problems** (eg, incontinence and loss of vision), which April ties to their ...
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[HTML] from wiley.com
[\[HTML\] An aerosol climatology for a rapidly growing arid region \(southern Arizona\): Major aerosol species and remotely sensed aerosol properties](#)
[A Sorooshian, A Wonaschütz](#)... - Journal of ..., 2011 - Wiley Online Library
 ... occurring during the monsoon season, can rapidly diminish visibility and increase **health** and safety ... [cira.colostate.edu/web/](#) were obtained for seven ground stations in **Arizona** (Figure 2 ... Data from Queen Valley/**Phoenix**, Saguaro West, and Organ Pipe are only available since ...
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[C Balsas](#) - Sustainable City Regions, 2008 - Springer
 ... 15.4 Governance in **Phoenix, AZ** ... tribal governments also conduct regional planning and coordination activities (eg Active Man- agement Areas of the **Arizona** Department of ... MAG is a council of governments that serves as the regional agency for the metropolitan **Phoenix** area. ...
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 ... **Phoenix, AZ** : Division of Public **Health** Services, Bureau of Epidemiology and Disease Control, Office of ... limited in her opportunities to leave the **house** during the extreme **Phoenix** summer because ... adoptive parent to three children with asthma explained: Living in **Arizona** is a ...
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[TA BADGER, MJO GAGAN](#)... - Clinical Nurse Specialist, 2001 - journals.lww.com
 ... 31st Annual Communicating Nursing Research: Quality Research for Quality Practice conference in **Phoenix, AZ**, May 7 ... College of Nursing, The University of **Arizona**, POB 210203, Tucson, **AZ** 85721-0203 ... **near a freeway** in an older, low-income neighborhood in **Arizona**, with no ...
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[R McConnell, T Islam, K Shankardass, M Jerrett](#)... - Environmental **health** ..., 2010 - JSTOR
 ... **freeways** had higher concentrations of oxides of nitrogen (NOx) and higher asthma prevalence rates ... **Health effect** estimates based on models in which the contribution of school to the com

Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways
[P van Vliet, M Knappe, J de Hartog, N Janssen](#)... - Environmental ..., 1997 - Elsevier

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	<p>... Effects of exposure to vehicle exhaust on health. Scand. J. Work Environ. Health, 13 (1987), pp. 505–512. ... Reduction in adverse effect on pulmonary function after exposure to filtered diesel exhaust. Am. J. Ind. Med., 17 (1990), pp. 341–347. ...</p> <p>Childhood asthma and exposure to traffic and nitrogen dioxide WJ Gauderman, E Avol, F Lurmann, N Kuenzli... - ..., 2005 - journals.lww.com ... in many, 3–7 but not all, 8–11 studies that have examined the impact of local ... The samplers were prepared for field use and analyzed at the Harvard School of Public Health. ... traveling within 150 meters of the residence each day, including vehicles on freeways, arterials, major ...</p> <p>Recent evidence for adverse effects of residential proximity to traffic sources on asthma MT Salam, T Islam, FD Gilliland - Current opinion in pulmonary ..., 2008 - journals.lww.com ... factors and to identify specific pollutants that underlie the adverse effect of traffic ... to traffic emissions are associated with increased risk of adverse respiratory health outcomes including ... examined associations with ambient air pollution without assessing the local impact of traffic ...</p> <p>Traffic-related air pollution near busy roads: the East Bay Children's Respiratory Health Study JJ Kim, S Smorodinsky, M Lipsett... - American journal of ..., 2004 - Am Thoracic Soc ... smoke (eg, socioeconomic status and race–ethnicity) did not change the pollutant effect estimates, suggesting ... EF, von Mutius E. Road traffic and adverse effects on respiratory health in children. ... Road traffic and adverse respiratory effects in children:SIDRIA Collaborative Group ...</p> <p>Near-highway pollutants in motor vehicle exhaust: a review of epidemiologic evidence of cardiac and pulmonary health risks D Brugge, JL Durant, C Rioux - Environmental Health, 2007 - biomedcentral.com ... Similarly, driving conditions, fuel chemistry, and meteorology can also significantly impact emissions rates as well ... A 2007 paper from the Woman's' Health Initiative used data from 573 PM 2.5 monitors ... FEV 25–75 was the outcome measure that most clearly showed an effect [75 ...</p> <p>Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study WJ Gauderman, H Vora, R McConnell, K Berhane... - The Lancet, 2007 - Elsevier ... with a deficit at this time will probably continue to have less than healthy lung function ... research is needed to identify the specific traffic pollutants that bring about health effects, and to ... for the full 8-year duration of the study and also noted significant traffic-effect estimates, which ...</p> <p>Traffic, susceptibility, and childhood asthma R McConnell, K Berhane, L Yao, M Jerrett... - Environmental health ..., 2006 - JSTOR ... 1993) studies that have examined the impact of local traffic or traffic-related air pollutants ... and responding parent's edu- cation, current coverage of the child by a health insurance plan ... of allergic symptoms and sex by modeling the interac- tion of the potential effect modifier with ... [PDF] from icf-jpa.org</p> <p>Study of ultrafine particles near a major highway with heavy-duty diesel traffic Y Zhu, WC Hinds, S Kim, S Shen, C Sioutas - Atmospheric Environment, 2002 - Elsevier ... are several hypotheses used to explain the association of PM and observed adverse health effect. ... of ultrafine particles, is needed to better assess ambient air quality and its</p>

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	<p>potential health effects. ... the 405 freeway, and the control CPC responded to these effects reasonably well ... Cited by 631 Related articles All 17 versions Cite Save</p> <p>The Effect of Risk Beliefs on Property Values: A Case Study of a Hazardous Waste Site¹ GH McClelland, WD Schulze, B Hurd - Risk analysis, 1990 - Wiley Online Library ... moni- toring of the area indicates that with the levels of chem- icals found, long-term [health] problems would not be ... Effect of Risk Beliefs on Property Values ... Of course, current epidemiolo- gical studies may not indicate serious health effects that may arise in the future because of ...</p> <p>Long-term personal exposure to PM< sub> 2.5</sub>, soot and NO< i> x</i> in children attending schools located near busy roads, a validation study S Van Roosbroeck, J Jacobs, NAH Janssen... - Atmospheric ..., 2007 - Elsevier ... estimate for personal exposure in epidemiological studies on the long-term effects of traffic ... air monitoring station (site 363) operated by National Institute for Public Health and the ... Mixed effect model repeated measures analysis (proc mixed) was applied to perform a multiple ... Cited by 63 Related articles All 6 versions Cite Save [PDF] from uc.edu</p> <p>Spatial and temporal variations of PM< sub> 2.5</sub> concentration and composition throughout an urban area with high freeway density—the Greater Cincinnati ... D Martuzevicius, SA Grinshpun, T Reponen... - Atmospheric ..., 2004 - Elsevier ... Respiratory problems, including allergies and asthma, have been associated with the finer fractions of ... toxic metal compounds have been particularly linked to adverse health effects (ATSDR, 1999 ... A Teflon filter substrate was used for subsequent XRF analysis; effects of bounce ... Cited by 90 Related articles All 8 versions Cite Save [PDF] from icff-jpa.org</p> <p>Repeated hospital encounters for asthma in children and exposure to traffic-related air pollution near the home RJ Delfino, J Chang, J Wu, C Ren, T Tjoa... - Annals of Allergy, ..., 2009 - Elsevier ... in separate models including product terms (interactions) of the air pollutant with the potential effect modifier, including age ... Think globally, breath locally: why the worldwide health impact of air pollution on young children begins in our ... Environ Health Perspect, 114 (2006), pp. ... Cited by 48 Related articles All 10 versions Cite Save [PDF] from unimaas.nl</p> <p>[PDF] Estimation of long-term average exposure to outdoor air pollution for a cohort study on mortality B BRUNEKREEF - Journal of exposure analysis and ..., 2001 - arno.unimaas.nl ... RDM) using a GIS system available at the National Institute of Public Health and the ... The effect of the local scale is mostly in the highest concentrations, consistent with the small ... Figure 3 illustrates the impact of ignoring spatial variation related to degree of urbanization and ... Cited by 145 Related articles All 6 versions Cite Save [HTML] from nih.gov</p> <p>Housing characteristics and children's respiratory health in the Russian Federation JD Spengler, JJK Jaakkola... - ... of public health, 2004 - ajph.aphapublications.org ... 4 American Journal of Public Health ... served lower risk among exposed compared to unexposed</p>

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	<p>an ... We also did not account for the impact from built environment (eg skyscrapers, smaller ... height/road width >2.0), ideally we would consider building and land-use effect and use ... Cited by 28 Related articles All 4 versions Cite Save</p> <p>[PDF] from nih.gov Proximity of the home to roads and the risk of wheeze in an Ethiopian population A Venn, H Yemaneberhan, S Lewis, E Parry... - Occupational and ..., 2005 - oem.bmj.com ... asthma conducted in the UK have used a larger cut-off point (150 m or 200 m) and shown weaker, non-significant effects. ... traffic are significantly lower than in the Western world, exposure to pollution arising from road vehicle traffic has an adverse effect on respiratory health. ... Cited by 44 Related articles All 9 versions Cite Save</p> <p>[HTML] from oxfordjournals.org Bayesian modeling of air pollution health effects with missing exposure data J Molitor, NT Molitor, M Jerrett... - American journal of ..., 2006 - Oxford Univ Press ... exposure assessment (5). Therefore, this approach may be useful for assessing the impact of local ... as asthma and lung function growth, and in other studies of the health effects of ambient ... the pilot study analyzed in this paper to make inference regarding the effect of modeled ... Cited by 25 Related articles All 8 versions Cite Save</p> <p>Exposure assessment for atmospheric ultrafine particles (UFPs) and implications in epidemiologic research C Sioutas, RJ Delfino, M Singh - Environmental Health Perspectives, 2005 - JSTOR ... UFPs sources and their impact on human exposure are discussed in the following sections. ... Smaller particles thus have to grow fast enough to minimize their Kelvin effect before the ... ways raise concerns on population exposure level (and its health implications) during com- mute ... Cited by 320 Related articles All 17 versions Cite Save</p> <p>[PDF] from aseanenvironment.info The health effects of combustion-generated aerosols IM Kennedy - Proceedings of the Combustion Institute, 2007 - Elsevier ... These characteristics are expected to have an impact on the health effects following inhalation of this material. ... [77] found that the response of human airway epithelial cells to soot depended on the operating load of a diesel engine; they related the effect to differences in the ... Cited by 124 Related articles All 5 versions Cite Save</p> <p>Continuous weeklong measurements of personal exposures and indoor concentrations of fine particles for 37 health-impaired North Carolina residents for up to four ... L Wallace, R Williams, A Rea, C Croghan - Atmospheric Environment, 2006 - Elsevier ... and outdoor concentrations of particles was carried out in 2000–2001 for 37 health-impaired residents ... We discuss the results and also develop a method to estimate the impact of outdoor ... The possible effect of RH on pDR readings is analyzed further in the Discussion section. ... Cited by 57 Related articles All 5 versions Cite Save</p> <p>[PDF] from researchgate.net Near-roadway air quality: synthesizing the findings from real-world data AA Karner, DS Eisinger... - Environmental science & ..., 2010 - ACS Publications ... Spatial extent was defined as the distance at which roadway effects were no longer observable; it focused ... health impacts), pollutant type, and local meteorology. ... Studies typically used prevailing wind patterns to orient monitors to measure downwind impacts, but four studies (13 ...</p>

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	<p>Cited by 107 Related articles All 7 versions Cite Save</p> <p>Repeated respiratory hospital encounters among children with asthma and residential proximity to traffic J Chang, RJ Delfino, D Gillen, T Tjoa... - Occupational and ..., 2009 - oem.bmj.com ... of traffic-related exposures have been consistently linked to adverse respiratory health effects among children ... diagnosis of asthma since we are also interested in the impact of traffic ... To examine the potential effect modification between gender and traffic exposure, and between ... Cited by 39 Related articles All 6 versions Cite Save</p> <p>[PDF] from openrepository.com Long-term personal exposure to traffic-related air pollution among school children, a validation study S Van Roosbroeck, J Wichmann, NAH Janssen... - Science of the Total ..., 2006 - Elsevier ... studies have also shown associations between traffic-related air pollution and adverse health effects (Delfino, 2002). ... did not influence the results; neither had sampling day an effect on the effect estimates. ... demonstrated little impact of indoor sources on 'soot' (Götschi et al., 2002 ... Cited by 73 Related articles All 11 versions Cite Save</p> <p>[PDF] from doe.gov Evaluating the health risk from secondary sulfates in eastern North American regional ambient air particulate matter TJ Grahame, RB Schlesinger - Inhalation toxicology, 2005 - informahealthcare.com ... air inhalation; while this effect is unlikely to harm a healthy young adult ... a high school education are exposed to secondary sulfate, but apparently without any adverse health impact. ... implausible that secondary sulfate would be the cause of adverse health impacts associated with ... Cited by 46 Related articles All 10 versions Cite Save</p> <p>Blood lead of persons living near freeways HV Thomas, BK Millmore, GA Heidbreder... - ... Environmental Health: ..., 1967 - Taylor & Francis ... The near-ocean population of this study is certainly not representative of the Los Angeles population not living near freeways. It ... Arch Environ Health-Vol 15, Dec 1967 Page 7. ... A specific effect of residential proximity (25 to 250 feet) to a freeway has not been demonstrated. ... Cited by 83 Related articles All 3 versions Cite Save</p> <p>[PDF] from rolandpark.org An ecological approach to creating active living communities JF Sallis, RB Cervero, W Ascher... - ... Rev. Public Health, 2006 - annualreviews.org ... actual investment to date has been small, especially in light of the potential public health impact. ... in numbers, and partnering with colleagues from the medical and public health fields provides a potentially potent force for promoting active living and healthy cities while ... Cited by 940 Related articles All 10 versions Cite Save</p> <p>[HTML] from nih.gov Respiratory health and individual estimated exposure to traffic-related air pollutants in a cohort of young children V Morgenstern, A Zutavern, J Cyrys... - Occupational and ..., 2007 - oem.bmj.com ... As a major source of particulate matter, traffic substantially contributes to the overall effect of outdoor ... exposure to traffic-related air pollutants, living close to major roads and health effects at 2 ... Briefly, the GINI birth cohort consists of 5991 healthy newborns, who were recruited in ... Cited by 179 Related articles All 14 versions Cite Save</p>

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	<p>Air pollution and development of asthma, allergy and infections in a birth cohort M Brauer, G Hoek, HA Smit... - European ..., 2007 - Eur Respiratory Soc ... The high correlations among the different pollutants that were measured precluded analysis of the impact of specific pollutants or indicators of specific components ... Traffic related pollutants in Europe and their effect on allergic disease ... Environ Health Perspect 2006;114:766–772 ... Cited by 294 Related articles All 14 versions Cite Save</p> <p>[PDF] from nih.gov Personal and outdoor nitrogen dioxide concentrations in relation to degree of urbanization and traffic density E Rijnders, NA Janssen, PH Van Vliet... - Environmental health ..., 2001 - ncbi.nlm.nih.gov ... a study on health effects of exposure to traffic-related air pollution of children attend- ing schools ... For children from the three schools near a highway, the distance of the home from the ... The all-seasons combined effect of degree of urbanization or traffic density on personal and ... Cited by 107 Related articles All 13 versions Cite Save</p> <p>Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10–18 years M Jerrett, R McConnell, CC Chang, J Wolch... - Preventive ..., 2010 - Elsevier ... Healthy food nodes, InfoUSA detailed business data on grocery stores. ... Therefore, the larger buffers examined the influence of more distant traffic, assuming a more gradual decline in the impact of traffic with distance from the home. ... Health insurance availability. ... Cited by 33 Related articles All 8 versions Cite Save</p> <p>Traffic density as a surrogate measure of environmental exposures in studies of air pollutionhealth effects: Long-term mortality in a cohort of US veterans FW Lipfert, RE Wyzga, JD Baty, JP Miller - Atmospheric Environment, 2006 - Elsevier ... Thus, in cross-sectional health studies, there is an advantage in choosing the smallest possible ... the underlying mortality dose-response function might be non-linear (larger effects in more ... dose-response function has the same slope (representing the excess mortality effect) at all ... Cited by 61 Related articles All 8 versions Cite Save</p> <p>Measurement of genotoxic air pollutant exposures in street vendors and school children in andnear Bangkok M Ruchirawat, P Navasumrit, D Settachan... - Toxicology and Applied ..., 2005 - Elsevier ... Schoolchildren were healthy 10 to 12 year-old boys. ... Comparison of the health effects between indoor and outdoor air pollution in northeastern Japan. ... Environmental air pollution and DNA adducts in Copenhagen bus drivers-effect of GSTM1 and NAT2 genotypes on adduct ... Cited by 51 Related articles All 7 versions Cite Save</p> <p>[HTML] from nih.gov Organic compound characterization and source apportionment of indoor and outdoor quasi - ultrafine particulate matter in retirement homes of the Los Angeles Basin M Arhami, MC Minguillón, A Polidori, JJ Schauer... - Indoor ..., 2010 - Wiley Online Library ... These results may reflect the possible impact of outdoor sources (eg, motor-vehicle emissions ... However, CV was calculated separately for colder and warmer phases to reduce this effect. ... This finding has important exposure and health implications considering that in an earlier ... Cited by 31 Related articles All 12 versions Cite Save</p> <p>[PDF] from thelancet.com</p>

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	<p>Air pollution and health B Brunekreef, ST Holgate - The lancet, 2002 - Elsevier ... 49 Effects of PM10 on COPD admissions were 1·5% (1·0–1·9) and on CVD admissions 1·1 ... There was also a weak effect of ozone on mortality in the summer but not winter. ... been done on panels of individuals with daily or weekly observations of their exposure and health status. ... Cited by 1865 Related articles All 21 versions Cite Save</p> <p>[HTML] from nih.gov [HTML] Air pollution exposures and circulating biomarkers of effect in a susceptible population: clues to potential causal component mixtures and mechanisms RJ Delfino, N Staimer, T Tjoa, DL Gillen... - Environ Health ..., 2009 - ehp.niehs.nih.gov ... to exclude person-weeks with acute infectious illnesses, given their known impact on measured ... air pollution and bio-markers of systemic inflammation in healthy young adults ... ultrafine particles (UFP) and implications in epidemiological research Environ Health Perspect 113:947 ... Cited by 127 Related articles All 10 versions Cite Save More</p> <p>[PDF] from neicon.ru Impact of improved housing on morale and life satisfaction FM Carp - The Gerontologist, 1975 - gerontologist.oxfordjournals.org ... Very few tenants felt that living in the Plaza had had no effect on their life styles (10% at 1 year and 1% at 8). The most ... Carp, FM A regression model for analysis of change overtime, (in press a) Carp, FM Impact of improved living environment on health and life ... Cited by 69 Related articles All 7 versions Cite Save</p> <p>Cardiovascular disease and air pollutants: evaluating and improving epidemiological data implicating traffic exposure SD Adar, JD Kaufman - Inhalation Toxicology, 2007 - informahealthcare.com ... interaction could occur if ownership of a car was examined as an effect modifier (Jerrett ... be collected in a small subset of individuals to examine the impact of activity ... housing parameters and personal activity patterns on the associations between traffic and cardiovascular health. ... Cited by 71 Related articles All 5 versions Cite S</p> <p>[HTML] Residence near a major road and respiratory symptoms in US veterans E Garshick, F Laden, JE Hart... - Epidemiology (Cambridge, ..., 2003 - ncbi.nlm.nih.gov ... There was also no evidence of confounding or effect modification by educational attainment, job category, and urban ... We also lack information regarding the health status of nonresponders. ... Thus, if the effects of living near a roadway are real, we might have underestimated them ... Cited by 84 Related articles All 10 versions Cite Save</p> <p>Measurements of the photochemical production of aerosols in ambient air near a freeway for a range of SO< sub>2</sub> concentrations WE Clark, DA Landis, AB Harker - Atmospheric Environment (1967), 1976 - Elsevier ... for initially particle-free ambient air collected downwind from a freeway in two ... Environmental Health Effects Research Series, EPA-650/1-74-004Research Triangle Park, NC (1974). ... The effect of atmospheric SO 2 photochemistry upon observed nitrate concentrations in aerosols. ... Cited by 21 Related articles All 5 versions Cite Save</p> <p>[HTML] from bmj.com</p> <p>Comparison between various indices of exposure to traffic-related air pollution and theirimpact on respiratory health in adults</p>

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 ... various indices of exposure to traffic-related air pollution and their **impact** on respiratory ...
 59-year-old Rome residents completed a self-administered questionnaire on respiratory **health**
 and various ... traffic exposures among children, 3 – 5 but the evidence of an **effect** among
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[Traffic-related PM_{2.5} aerosol in residential houses located near major highways:
 Indoor versus outdoor concentrations](#)
 D Martuzevicius, SA Grinshpun, T Lee, S Hu... - Atmospheric ..., 2008 - Elsevier
 ... Traffic-related PM 2.5 aerosol in residential **houses** located **near** major highways: Indoor
 versus ...
 Airborne particulate matter (PM) has been associated with various adverse **health effects**
 (Schwartz et al ... apartments located within 60 m from the centerline of the 405 **Freeway** in
 Los ...
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[Effect of living close to a main road on asthma, allergy, lung function and chronic obstructive
 pulmonary disease](#)
 M Pujades-Rodriguez, S Lewis, T McKeever... - Occupational and ..., 2009 - oem.bmj.com
 ... Characteristics of **Health** Survey for England participants included and excluded from the
 analyses
 by age ... versus >150 m. 31 Therefore for our main analyses, some dilution of **effects** may
 have ... m
 bands, misclassification will be greater and a true dose-response **effect** across the ...
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 R Cervero, M Duncan - Transportation Research Record: Journal ..., 2002 - Trans Res Board
 ... to be the great- est in fast-growing, congested areas with buoyant and **healthy** economies,
 such ...
 introduced to lever- age TOD have been tax-exempt financing, sliding-scale **impact** fees,
 public ...
 because being **near** an ACE station was found to have no appreciable **effect** on land ...
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 JE Clougherty - Environ **Health** Perspect, 2010 - scienceopen.com
 ... epidemiology. In the Public **Health** and Air Pollution in Asia (PAPA) study, Kan et al. ...
 persons. Table 2. Studies examining **effect** modification by sex among children. ... females
 Studies reporting stronger **effects** among girls Brunekreef et al. ...
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 MM Patel, RL Miller - Current opinion in pediatrics, 2009 - ncbi.nlm.nih.gov
 ... [17•], increases in ambient particulate matter had no significant **effect** on levels ... Future
 research
 directions should also include a greater study of the **impact** of climate change ... and toxic
 constituents
 of air pollution and accurately assessing air pollutant-related **health** outcomes are ...
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[Air pollutant concentrations near three Texas roadways. Part I: ultrafine particles](#)
 Y Zhu, J Pudota, D Collins, D Allen, A Clements... - Atmospheric ..., 2009 - Elsevier

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	<p>... and expression of adhesion molecules indicating a potential role of UFPs in causing detrimental health effects among allergen ... Effects of roadway type, traffic, and meteorology on particle number concentrations. ... To demonstrate the effect when the wind switches its direction, Fig. ... Cited by 29 Related articles All 4 versions Cite Save</p> <p>Childhood obesity and proximity to urban parks and recreational resources: A longitudinal cohort study J Wolch, M Jerrett, K Reynolds, R McConnell, R Chang... - Health & place, 2011 - Elsevier ... of children sampled from overweight to normal—a smaller but important implication for children's health. ... This study breaks new ground, being the first to consider the impact of public ... otherwise active families would locate into neighborhood that supported their healthy lifestyle. ... Cited by 65 Related articles All 7 versions Cite Save</p> <p>Adverse effects of low-level air pollution on the respiratory health of schoolchildren in Hong Kong Ti Yu, TW Wong, XR Wang, H Song... - ... of occupational and ..., 2001 - journals.lww.com ... Moreover, few Hong Kong studies have reported long-term effects of air pollution on pulmonary function in ... The other variables related to the health outcomes were selected using a forward stepwise approach ... than in boys (29 mL for FVC and 54 mL for FEV 1). No effect of either ... Cited by 34 Related articles All 7 versions Cite Save</p> <p>[PDF] from epa.gov Predicting residential ozone deficits from nearby traffic R McConnell, K Berhane, L Yao, FW Lurmann... - Science of the total ..., 2006 - Elsevier ... Finally, the predictions from the model were used to examine the possible impact of residential NO ... long-term residential ozone concentrations at homes of all participants in the Children's Health Study in ... We also estimated the effect based on a single 1994-year average for the ... Cited by 15 Related articles All 7 versions Cite Save</p> <p>[PDF] from nih.gov Ultrafine particles in alveolar macrophages from normal children HJ Bunn, D Dinsdale, T Smith, J Grigg - Thorax, 2001 - thorax.bmj.com ... particles have been reported in AM from three non-industrially exposed healthy adults.6 ... use the phagocytic capacity of AM to identify which environmental particles impact on the ... hypothesis that UF particles are a major determinant of the adverse health effects associated with ... Cited by 35 Related articles All 7 versions Cite Save</p> <p>[HTML] from nih.gov Respiratory health effects of air pollution: update on biomass smoke and traffic pollution RJ Laumbach, HM Kipen - Journal of allergy and clinical immunology, 2012 - Elsevier ... The most firmly established health effects of BMF emissions are acute lower respiratory tract infections ... and a global burden of disease of approximately 2.5% of all healthy life years ... demonstrated a stronger effect than those from freeways, possibly reflecting an effect of frequent ... Cited by 88 Related articles All 10 versions Cite Save</p> <p>The influence of neighborhood roadways on respiratory symptoms among elementary schoolchildren R Dales, AJ Wheeler, M Mahmud... - ... of Occupational and ..., 2009 - journals.lww.com</p>

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... be causally related to proximity to traffic in which case adjustment for parental asthma may reduce the estimate of **effect** on children ... Sociodemographic, family, and residential factors were investigated to assess the **impact** of these potential predictors on respiratory **health**. ...
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[Structural disparities of urban traffic in southern California: Implications for vehicle - related air pollution exposure in minority and high - poverty neighborhoods](#)
 D Houston, J Wu, P Ong, A Winer - Journal of Urban Affairs, 2004 - Wiley Online Library
 ... an essential first-step towards estimating the vehicle-related pollutant concentrations and their associated **health effects**. ... into our air, soil, food, and water pose a range of **health** risks to ... First, it expands our understanding of the potential distributional **impact** of mobile sources of ...
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[Assessment of the future **impact** on **health** of a proposed freeway development](#)
 DR Dunt, MJ Abramson... - ... journal of public **health**, 1995 - Wiley Online Library
 ... **IMPACT OF A FREEWAY DEVELOPMENT** ... **Healthy** nonsmoking adults exposed to 8 to 20 PPM per hour of 0 s had a complex array of pulmonary responses.15 These included decreases in respiratory function and athletic ... AUSTRALIAN JOURNAL OF WBUC **HEALTH** 1995 va. ...
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 A Wernham - **Health Affairs**, 2011 - **Health Affairs**
 ... 33 These indicators were used to develop a **Healthy** Development Measurement Tool, 37 ... Officials in nonhealth agencies should view **health impact** assessments as an approach that may ... can provide a structured way to identify and address **health effects**, determine baseline ...
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 RH Goldman, JM Peters - Jama, 1981 - jama.jamanetwork.com
 ... to the Occupational **Health** Program, Department of Physiology, Harvard School of Public **Health**, 665 Huntington ... Immediate or Short-term **Effects** Dermatoses (allergic or irritant) Headache ... Hepatitis (may become a long-term **effect**) Latent or Long-term **Effects** Chronic dyspnea ...
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 AL Geller - American Journal of Public **Health**, 2003 - ajph.aphapublications.org
 ... United States, Portland was rated number one in meeting key **Healthy** People 2000 ... just about conventional preventive **health** care," says Multnomah County **Health** Department Director ... that initiatives such as urban growth boundaries and "development **impact** fees" increase ...
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	<p>is hard on commuters and degrades the environment for all of us, the impact is small ... The fact is, if we want to leave any energy reserves and a reasonably healthy biosphere to our ... Cited by 255 Related articles All 2 versions Cite Save More</p> <p>Spatial analysis of volatile organic compounds from a community-based air toxics monitoring network in Deer Park, Texas, USA LA Smith, TH Stock, KC Chung, S Mukerjee... - Environmental ..., 2007 - Springer ... During the study, wind direction had a significant effect on concentration of the VOCs. ... Previous respiratory health studies examining impact from traffic sources have suggested associations of health effects with gaseous pollutants such as nitrogen dioxide for subjects ... Cited by 27 Related articles All 10 versions Cite Save</p> <p>[PDF] from kensingtonassociation.org.au Noise pollution: non-auditory effects on health SA Stansfeld, MP Matheson - British Medical Bulletin, 2003 - British Council ... on health may be augmented by, or in turn may augment, the impact of other ... There was little difference between healthy and cold subjects' performance tested in quiet conditions, but for ... represent a group which is particularly vulnerable to the non-auditory health effects of noise. ... Cited by 373 Related articles All 18 versions Cite Save</p> <p>The near-road exposures and effects of urban air pollutants study (NEXUS): study design and methods A Vette, J Burke, G Norris, M Landis... - Science of the Total ..., 2013 - Elsevier ... Emissions of traffic related air pollutants impact air quality and exposures near-roads, but it ... The study focused on evaluating three domains of respiratory health effect potentially associated with ... approaches for assessing exposure to traffic-related pollution in the health analysis. ... Cited by 15 Related articles All 7 versions Cite Save</p> <p>[PDF] from umassmed.edu A case-control analysis of exposure to traffic and acute myocardial infarction C Tonne, S Melly, M Mittleman, B Coull... - Environmental health ..., 2007 - JSTOR ... that may influ- ence the risk of AMI include availability and relative cost of healthy foods and ... they live in have been shown to be important predic- tors of cardiovascular health (Diez-Roux et al. ... Processes underlying the observed effect modification require further investigation. ... Cited by 160 Related articles All 19 versions Cite Save</p> <p>[PDF] from tandfonline.com Combining regional-and local-scale air quality models with exposure models for use in environmental health studies V Isakov, JS Touma, J Burke, DT Lobdell... - Journal of the Air & ..., 2009 - Taylor & Francis ... The need for incorporating the effects of commute patterns is well recognized.23 As can be ... Figure 7. Impact of key model components on exposure concentrations: (a–c) median and (d–f ... be used as a reliable surrogate of personal exposures in air pollution health effect studies. ... Cited by 58 Related articles All 7 versions Cite Save</p> <p>[PDF] from ku.edu Environmentalism and the politics of equity: emergent trends in the black community R Bullard, BH Wright - Mid-American Review of Sociology, 1987 - JSTOR ... have an impact on the stressful situation (Lazarus, 1981; Collis, et al., 1983; Bachrach and Zautra, 1985). ... harmful health effects of tobacco and alcohol. ... inner-city neighborhoods and areas</p>

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	<p>which pose extreme health risks from pollution and other environmental problems. ... Cited by 91 Related articles All 3 versions Cite Save</p> <p>[PDF] from legambientepadova.it Environmental air pollution V Stone - American journal of respiratory and critical care ..., 2000 - Am Thoracic Soc ... it is easy to see how localized indoor particle changes could have an impact on health ... laboratory investigations into the proinflammatory effects of PM 10 use models involving healthy animals or ... Air Pollution and Health: Issues in Environmental Science and Technology, Vol 10. ... Cited by 55 Related articles All 5 versions Cite Save</p> <p>[PDF] from aseanenvironment.info Application of land use regression to estimate long-term concentrations of traffic-related nitrogen oxides and fine particulate matter SB Henderson, B Beckerman, M Jerrett... - ..., science & technology, 2007 - ACS Publications ... Several epidemiological studies have assessed the association between health impacts and simple measures of proximity ... Both NO models are driven by traffic impact variables with 100 and 1000 m ... was identified as being significantly predictive for PM 2.5 , and the effect of AD ... Cited by 201 Related articles All 7 versions Cite Save</p> <p>Diesel truck traffic in low-income and minority communities adjacent to ports: environmental justice implications of near-roadway land use conflicts D Houston, M Krudysz, A Winer - Transportation Research Record ..., 2008 - Trans Res Board ... Near-Roadway Vehicle Pollution and Health Effects Studies ... This intersection was monitored for a second weekday because of the potential impact of a longshoremen union strike on ... these sensitive land uses for much of the day and into the night, raising serious health concerns ... Cited by 20 Related articles All 2 versions Cite Save</p> <p>Impact of roadside noise barriers on particle size distributions and pollutants concentrationsnear freeways Z Ning, N Hudda, N Daher, W Kam, J Herner... - Atmospheric ..., 2010 - Elsevier ... a community's proximity to highly trafficked roadways and the risk of adverse health effects among the ... measured at different distances downwind of the freeways to investigate the effect of noise ... out in the present study during June–July, 2009 to investigate the impact of roadside ... Cited by 27 Related articles All 6 versions Cite Save Decibel hell</p> <p>R Chepesiuk - Environmental health perspectives, 2005 - JSTOR ... The results showed that exposure to noise caused stomach contractions in healthy human beings. ... by 2007, will be fed into computer models that will help test the sound impact of street ... mine noise limits to protect the public health and welfare, and to establish a noise control ... Cited by 25 Related articles All 5 versions Cite Save</p> <p>[HTML] from biomedcentral.com [HTML] Influence of geocoding quality on environmental exposure assessment of children livingnear high traffic roads PA Zandbergen - BMC public health, 2007 - biomedcentral.com ... So far, only one recent study investigating the effects of traffic-related air pollution on children ...</p>

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	<p>of street geocoding have been addressed in recent review articles in public health and epidemiology ... has been assumed to be small in magnitude and random in its effect on analysis ... Cited by 65 Related articles All 17 versions Cite Save More</p> <p>A study of twelve Southern California communities with differing levels and types of air pollution: I. Prevalence of respiratory morbidity JM Peters, E Avol, W Navidi, SJ London... - American journal of ..., 1999 - Am Thoracic Soc ... This heavy but nonuniform impact of air pollution makes Southern California well suited for epidemiologic studies. ... RC, Avol EL, Hackney JDEffects of prolonged, repeated exposure to ozone, sulfuric acid, and their combination in healthy and asthmatic ... Health 1990;6:155-171. ... Cited by 379 Related articles All 4 versions Cite Save</p> <p>Development of a distance-to-roadway proximity metric to compare near-road pollutant levels to a central site monitor TM Barzyk, BJ George, AF Vette, RW Williams... - Atmospheric ..., 2009 - Elsevier ... Epidemiological studies typically evaluate associations between health effects and central site measurements or ... aerodynamic diameter $\leq 2.5 \mu\text{m}$) showed the same pattern, with effect estimates and ... EMAs) targeted to represent various regional and local source impact areas. ... Cited by 19 Related articles All 4 versions Cite Save</p> <p>Nonauditory effects of noise on children: A critical review GW Evans, SJ Lepore - Children's environments, 1993 - JSTOR ... The potential pathways among chronic noise exposure, helplessness, and psychological health warrant further research. ... normal (1975) classroom noise (healthy control, classroom ... speech-deficit group performed worse in noise than in quiet, but the effect was not significant. ... Cited by 187 Related articles Cite Save More [PDF] from escholarship.org</p> <p>Intake fraction of primary pollutants: motor vehicle emissions in the South Coast Air Basin JD Marshall, WJ Riley, TE McKone... - Atmospheric Environment, 2003 - Elsevier ... Berkeley, CA 94720, USA; d Environmental Health Sciences, School of Public Health, University of ... line source (Nazaroff and Alvarez-Cohen, 2001), which indicates that the impact distance is ... Combining this 200 m characteristic distance with the length of freeways in the SoCAB ... Cited by 68 Related articles All 13 versions Cite Save</p> <p>Breathless in Houston: a political ecology of health approach to understanding environmentalhealth concerns J Harper - Medical anthropology, 2004 - Taylor & Francis ... to environmental change, political ecologists tend to view the social impact of environmental ... journals have established a link between ground-level ozone and respiratory health problems. ... preventable: "Studies of the independent effects of [ozone] on healthy individuals and on ... Cited by 23 Related articles All 6 versions Cite Save</p> <p>[PDF] from nih.gov The relationship between air pollution from heavy traffic and allergic sensitization, bronchial hyperresponsiveness, and respiratory symptoms in Dutch schoolchildren NAH Janssen, B Brunekreef, P van Vliet... - Environmental health ..., 2003 - ncbi.nlm.nih.gov ... Some studies have also employed health care use data to assess the health impact of exposure to ... Environmental Health Perspectives • VOLUME 111 NUMBER 12 September 2003 ... To</p>

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	<p>evaluate the possibility of a stronger effect of traffic-related air pollution among susceptible ... Cited by 333 Related articles All 18 versions Cite Save</p> <p>Neighbourhood socioeconomic status, maternal education and adverse birth outcomes among mothers living near highways M Genereux, N Auger, M Goneau... - ... and community health, 2008 - jech.bmj.com ... Neighbourhood socioeconomic status, maternal education and adverse birth outcomes among mothers living near highways. ... and LBW relative to mothers in high SES areas.23 24 Effect modification by SES of the role of traffic-related pollution on newborn health is supported ... Cited by 60 Related articles All 8 versions Cite Save More</p>
2	No detailed analysis has happened, no actions for reductions on health damage, no health assessments, have been considered, no indoor air analysis studied nor anything mitigated for this topic in DEIS or FEIS. I would recommend and Independent study of this micro climate and area and residential section along E1.
53	The DEIS and EIS have not studied the current air toxins from above before the freeway build in zip code 85045 nor have they modeled and analyzed the wind flow impacts, the 2 sections of freeway toxins E1 and w at the designed the curve and angle into 3 ridges of freeway, which will be unique, nor the mountains retention of toxins and toxin build up. Clearly these homes within .1- .5 of the 2 sections of freeway have not adequately studied and nor have had health impact risks assessed and mitigated. All homes would need to be removed since they will be land located by 2 sides of freeways,(west and south) and or retrofitted for fine and ultra fine pollution filtration systems and noise dampening due to unique position of wind currents and mountain positions. This area is unlike any area near a freeway in the entire adot metro phoenix system since its elevated and has winds and mountains unique to homes at the foot of south mountain park and reserve. This uniqueness exponentially increases the know health impacts when compared to other homes near where plain straight freeways are built, i.e. 202, 101, 303.
1	
2	Currently members of my household have health issues of CPAP, sleep apnea, NAION, Allergies and Low thyroid conditions which dictate we cannot live within .1-.3 miles of this freeway. The increased toxins and anticipated poor air quality near the freeway with winds that will blow directly into our home, will make us sick and cause serious additional health damage. Also to note are the health impact of these toxins being kept in the area, and will build up due to the mountains trapping them from flowing out of the community. Please note this additional health damage can not be treated with modern medicine. Our family are all current medical patients of Mayo Clinic in Scottsdale, who can validate my health conditions / records, address the need to not live in the home which turns out to be .1 - .2 mile from the freeway, according to your final FEIS.
6	B) In addition the FEIS indicates 32000 plus vehicles will be diverted to this freeway which will be built on " land take" at the end of my sub division in Ahwatukee. It is also indicated that trucks from Mexico, will be allowed to use this freeway as sited in the FEIS, which will burn (non US regulated) High sulfur diesel emissions. This and 20 other additional particulate matters, will dramatically deteriorate my health and lung function. (see additional commentary below).
17	I want to formally ask for you to expand your home buyout plans to include all homes within a 1/3 mile of this end of E1 and corner of the SMF. We request formal assistance in relocation to an area, where there will be no new or increased health impact to me. Also request noise dampening to any remaining homes and new pollution air filtrations system.
12	Please expand your program for buyout and home modifications requests to the appropriate departments, so you can help mitigate these issues that will be cause by the freeway. Due to family members medical condition and proximity

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Code	Issue	Response
5	Mobile Source Air Toxics	The noted zip code is included in the Eastern Subarea and in the project study area used in the analysis of mobile source air toxics emissions (see page 4-78 of the Final Environmental Impact Statement).
6	Trucks	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Noise	

Code	Comment Document
8	<p>to the final E1 freeway design and we must relocate and protect our health. Without assisting remaining homeowners this freeway, will knowingly cause serious additional harm to our family who is now retiring here.</p> <p>C) Further more it was not disclosed to many when we purchased these homes, that a 8 lane super freeway could / would be built on Pecos and take land from the many of the subdivisions. We were not disclosed of where this freeway was targeted for being built on subdivision land. If we had know what your disclosing in the FEIS we obviously would not have bought here. I also was not informed, I would loose the access to Pecos road. All of this should have been legally disclosed to us when we purchased as indicated in your FEIS, but was not disclosed to us as purchaser.</p> <p>I hope and pray, you and your agencies, can help me mitigate the undue harm we will experience in the future, due to the build of the SMF loop 202 on Pecos E-1 alignment.</p> <p>Sincerely,</p> <p>Concerned family members</p>

Code	Issue	Response
8	Freeway Awareness	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
9	<p>New Health Findings from Studies in Boston, MA and Los Angeles, CA 2011 – 2013 not incorporated in DEIS</p> <p>Documented proof submitted to the EPA in studies found health risks from living within 1 mile of 6 lane highways which create fine and ultrafine particulate matter. Impact of living so close to the highway causes: child hood leukemia, asthma, autism, increase of coronary disease, cancer and lung disease. This impact to thousands of nearby school children, adults and elderly needs to be studied and put in DEIS. Past studies from 2005, 2011, 2012 and 2013 facts have not been included in DEIS as requested. Impacts to the families who will remain after the highway is built in Ahwatukee’s Calabrea have clearly not been addressed. In addition sound decibel studies of the SMF’s impact to our community and its wild life, including constant compounded sound echo’s off the 2 nearby mountain ranges in this unique micro climate have not been addressed in the DEIS as requested. Facts on ultra-fine and fine particulates caused by the project have not been reported nor its health impacts reported with current scientific facts from those experts throughout the United States. All serious health impacts have to take a priority over shorter commutes and business development.</p>
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11	<p>High-Sulfur Diesel and added benzene increase; Truck Bypass Negated due to added Truck Traffic from Mexico</p> <p>The modeling of air pollution impacts in the DEIS do not include the additional air pollution from truck traffic from Mexico. The DEIS briefly mentions the issue, but it claims it has no way to know what impact this would be. Patently absurd. This bypass is also now the designated route of the Canamex Highway, and it is Interstate 8 (south of Casa Grande) to State Highway 85, to Interstate 10, west of the Phoenix metro area. Further, trucks originating in Mexico will be fueled with diesel that doesn't meet the CARB diesel standards adopted by Arizona over a decade ago. In Mexico, there is no regulation about the sulfur in diesel fuel. Once this additional pollution is honestly quantified and factored in, there would be a huge net increase in air pollution from the SMF, and associated increases in asthma, heart disease, premature death, and other adverse health impacts. Truck restriction laws need to be written.</p>
2	
12	<p>Air Toxics Already a Crisis but Not Mentioned and Local Specific Data not Gathered nor Updated since 2006</p> <p>In 2005, there was an extensive air monitoring of certain toxic chemicals (air toxics) conducted by EPA and ADEQ in a joint effort named the Joint Air Toxics Assessment Program (JATAP). The monitoring sites included a site near St. Johns on the GRIC, and some in west Phoenix and South Phoenix. The JATAP monitoring results were reported in 2006, during a time the data for the DEIS was being gathered, and it found levels of certain toxic chemicals associated with vehicular emissions were above the standard of a one in a million chance of cancer in a lifetime of exposure in the west Phoenix, south Phoenix, and GRIC sites. The JATAP monitoring found in the high end of the monitoring levels, formaldehyde at 34 times this standard; benzene at 8 times this standard, 1,3 butadiene at 7.5 times this standard, acetaldehyde at 3.4 times this standard. And, remember, citizens are being subjected to all of these carcinogens, not just one. Some o chemicals are attributed to “mobile sources,” or vehicular traffic burning hydrocarbons. Adding more vehicular traffic emissions by building a freeway where there had not been one would add to this toxic burden. The JATAP results are not included in the DEIS/FEIS, but instead there is a strange conclusion about the uncertainty of the risk from these air toxics standards, which is not true. The cancer risk standards have been promulgated and published by EPA after extensive research, and are well-known. See studies.)</p>
13	<p>Risks from Hazardous Materials Transportation Incidents Due to the SMF</p> <p>There are no industries using and emitting toxic chemicals in Ahwatukee, and no hazardous materials (hazmat) transportation issues and risks because none of these chemicals, other than gasoline and diesel, are being shipped into the area, other than incidentally adjacent on Interstate 10, which is east of the area. Since the NEPA process started, Ahwatukee residents and others have consistently raised concerns about the added risks from the transportation of hazmat on the new NEPA requires examination of cultural, social, and economic impacts, and the new hazmat traffic and risks caused by the SMF would affect all of these topic areas.</p>

Code	Issue	Response
9	Children’s and Seniors’ Health	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
10	Biology, Plants, and Wildlife	
11	Purpose and Need, Truck Bypass	
12	Air Quality	Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration’s interim mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don’t tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-78 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and will, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The U.S. Environmental Protection Agency’s published Integrated Risk Information System cancer risk values are believed to include uncertainty spanning an order of magnitude (factor of 10) (see <epa.gov/iris/help_ques.htm#rfd>).
13	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div>1MS. TACALLA: Good morning. My name is</div><div>2Roberta Tacalla. I come to tell you guys that, you know,</div><div>3I'm against this freeway.</div><div>4AUDIENCE MEMBER: Can't hear you.</div><div>5MS. TACALLA: One of the main reasons --</div><div>6AUDIENCE MEMBER: Roberta, pull it down, the</div><div>7mic.</div><div>8MS. TACALLA: Can you guys hear me now.</div><div>9AUDIENCE MEMBER: Yeah.</div><div>10MS. TACALLA: My name is Roberta Tacalla,</div><div>11and I'm a Tohono O'odham, and I come from the Village of</div><div>12Santa Rosa, but I was born and raised here in -- well,</div><div>13born and raised in Phoenix but grew up in Sacaton.</div><div>14I'm familiar with this area because of the</div><div>15O'odham territory that extends within the boundaries</div><div>16beyond -- if you were to -- you know, if you were to take</div><div>17away the boundaries, this land would expand all the way</div><div>18into Phoenix.</div><div>19But I'm against this freeway just because of</div><div>20the fact of how many times have we seen so many drug</div><div>21cartels coming through from Tucson to Phoenix? It opens</div><div>22the door again to our families, the violence, the crimes,</div><div>23the pollutions.</div><div>24And I'm against this. I'm against this</div><div>25because I have -- standing here is my grandchild, which is</div></div><div><div>1</div><div>2</div></div><div>Page 63</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response
1	Crime	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Air Quality	

Code	Comment Document
	<div><div>21</div><div>from this district. And it means a lot for me to -- to represent and be strong for him. I'm his voice. And many others within my family -- I have four grandchildren. I have a mother that lives here in this community but not in this particular one. She's from District 4. And so I come up here, again, it's because I want you guys to think about the pollution, the crime, the statistics that are not in that book. I haven't read through it, but at the same time, I'm hearing stories, and I see it. I see it firsthand coming from Tucson. I see what this -- this drug cartel has done. And this opens the door from their end all the way up to Canada. And a lot of people don't know that. I come straight from the border, and I see this every day and what it's doing to my community, the pollution. I mean, you guys may sit there and not think about the negative. But there are negatives. And, again, I come because I want you guys to understand that my children are being affected and what this, our land, our elders have always said; do not sell your land. And this is the land that we have, what little we have. We have politicians in here. We have government in here. They need to -- they need to understand for their people and what this means to their</div></div> <div>Page 64</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div><div>1 generations in due time. And for me, land. There's no</div><div>2 money in the world that will ever buy this land. None.</div><div>3 And I want you guys to understand, as well as the State.</div><div>4 I am State employee. And I know what you</div><div>5 guys do. I've been there. In fact, I work for the</div><div>6 Department of Revenue. I'm an auditor. So I see the</div><div>7 money that's coming into this. But, again, this is my</div><div>8 children. This is my future. My legacy. And I want the</div><div>9 community out there to understand that -- the negatives,</div><div>10 because if you guys haven't and you guys think that you</div><div>11 can brush it away, it will come, but, again, our elders</div><div>12 did say never sell this land.</div><div>13 Thank you.</div><div>14 MS. KISTO: Thank you, Ms. Tacalla.</div><div>15 And next we'll have Renee come up and give</div><div>16 her public comment.</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div>Page 65</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

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Code	Comment Document
1	<div><p>1 MR. TASHQUINTH: (Speaking in native</p><p>2 language.)</p><p>3 Good afternoon. I welcome you from ADOT or</p><p>4 from the State or wherever you come from. I welcome you</p><p>5 to the land of our people, the Akimel O'odham and the</p><p>6 Pee-Posh. You are guests here. You have come to our</p><p>7 lands again to bring this EIS study. We have told you --</p><p>8 in this district, District 6, we have told you no.</p><p>9 You come here, and you want to talk of this,</p><p>10 and those mountains are already marked up. That's what</p><p>11 you do all the time. You say you want to come smoke the</p><p>12 pipe, sit down and talk, let us hear what you have to say.</p><p>13 But you don't want to hear what we have to say.</p><p>14 We have been here for thousands and</p><p>15 thousands of years. Our grandfathers, our</p><p>16 great-grandfathers helped all of the American settlers</p><p>17 coming through here, from the time the Spanish came, to</p><p>18 the Mexicans, and to the Americans. Chief Antonio Azul</p><p>19 made a handshake deal with the lieutenant that came</p><p>20 through here. He asked to hold our horses. He did it.</p><p>21 The Spanish government didn't like it. They came up and</p><p>22 demanded those horses. Antonio Azul said no. I made a</p><p>23 handshake. I made a man's promise. I'm keeping them. If</p><p>24 you want them, come and take them. He had over a thousand</p><p>25 warriors dressed and painted and ready for a fight.</p></div> <div><p>Page 50</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response
1	Alternatives, Gila River Indian Community No-Build Referendum	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div>After that time, our allegiance and our loyalty no longer belonged to the Spanish Government or to the Mexican Government. We gave our loyalty and our allegiance to the American Government. We protected you. We helped your 49ers cross through here. Mercy patrols ran through the desert looking for your people because they were lost. We protected Phoenix. We protected everywhere from the Apaches and the Mojaves and the Yumas, all of the war-like tribes. We protected you. We took care of you.</div> <div>And yet you come here. You want to know what we said? All the people that walked in with me? We all say no build. We all say we don't want that through here. You walk out that door. Look around. Look around. Look around from Muhadagi Do'ag to the Estrellas. We live in a bowl. If you put that freeway through here, you're going to kill us off.</div> <div>You better make sure that what you're writing down right now, you write down this. The State of Arizona will exterminate the Gila River Indian Community. The State of Arizona and the federal government will exterminate a tribe, an indigenous people, people that have been here for thousands of years and have taken care of you. And this is how you repay us.</div> <div>We never went to war with you. We never</div>
	<div>Page 51</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
2	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
1	<div><p>1 signed a treaty with you. We gave you our word. We gave</p><p>2 you our promise. Many of our grandfathers and</p><p>3 great-grandfathers served in the service, whether they</p><p>4 were in the Army, the Navy, the Marines, the Air Force.</p><p>5 They joined up. They fought alongside many of them, the</p><p>6 black, the white, Mexicans, Chinese, Japanese, all the</p><p>7 other peoples. And yet you treat us like this. You</p><p>8 disrespect us like this.</p><p>9 We already have a resolution that says no</p><p>10 build. Our council representatives, our governor, our</p><p>11 lieutenant governor, the newly elected ones and all those</p><p>12 past and present. That's us. We are the people. We have</p><p>13 spoken in that vote. 720 people have spoken and said no</p><p>14 build.</p><p>15 And yet you don't listen to us. You don't</p><p>16 hear us. You don't care about us. You want to eradicate</p><p>17 us. You want to exterminate us.</p><p>18 My question is why? Your Christian God</p><p>19 tells you to love one another. Your Christian Bible tells</p><p>20 you to take care of your brothers and sisters, not to</p><p>21 steal, not to lie, not to cheat, not to covet your</p><p>22 neighbor's lands and goods. And yet here you are, coming</p><p>23 back to us when we, the people, the Akimel O'odham and the</p><p>24 Pee-Posh people, have told you and told you, especially</p><p>25 here at District 6.</p></div> <div><p>Page 52</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
1	<div><p>1 We will continue. We will always say no</p><p>2 build. We don't want it. We are a sovereign nation. We</p><p>3 are a sovereign people. That sovereignty was given to us</p><p>4 by your government as a federally recognized tribe. You</p><p>5 disrespect your federal government. You disrespect us as</p><p>6 a people.</p><p>7 What's wrong? Are you greedy? Is it true</p><p>8 that the white man is the devil? Did you come here to</p><p>9 want to steal our lands? You bring other people to come</p><p>10 and try to get our people to sell the land?</p><p>11 I grew up always understanding. I grew up</p><p>12 hearing from the old people, the Kukuert, you never sell</p><p>13 the land. The land doesn't belong to you. Elder Brother</p><p>14 gave us his land to take care of, to live with it, to be</p><p>15 here for us. If we understand and you understand, we take</p><p>16 care of this land, this land will take care of us, because</p><p>17 it has always done that for thousands and thousands of</p><p>18 years.</p><p>19 But if you want to kill us off, you make</p><p>20 sure you make the history books right. You make sure you</p><p>21 write it in your history books that you, the American</p><p>22 Government, you, the State of Arizona, you who are not in</p><p>23 this, who are not Native Americans, who are not indigenous</p><p>24 people, you're the ones that got rid of us, because all</p><p>25 the other tribes that are out there will remember us, and</p></div> <div><p>Page 53</p><p>Driver and Nix Court Reporters - (602) 266-6525</p><p>www.drivernix.com</p></div>

Code	Issue	Response

Code	Comment Document
1	<div>1 they will put it in their stories and their songs, and</div> <div>2 they will sing about what we used to be and how we were at</div> <div>3 one time.</div> <div>4 All of the people that walked in here with</div> <div>5 me, we have always said that.</div> <div>6 Everybody, what do we say? No build.</div> <div>7 AUDIENCE MEMBERS: No build.</div> <div>8 MR. TASHQUINTH: What do you say.</div> <div>9 AUDIENCE MEMBERS: No build.</div> <div>10 MR. TASHQUINTH: What do you say.</div> <div>11 AUDIENCE MEMBERS: No build.</div> <div>12 MR. TASHQUINTH: Who are you.</div> <div>13 AUDIENCE MEMBERS: Akimel O'odham.</div> <div>14 Pee-Posh.</div> <div>15 MR. TASHQUINTH: Who are you.</div> <div>16 AUDIENCE MEMBERS: Akimel O'odham.</div> <div>17 Pee-Posh.</div> <div>18 MR. TASHQUINTH: There you go. We're Akimel</div> <div>19 O'odham and Pee-Posh. That's who we are. Write that</div> <div>20 down, that all the people that are here are Akimel O'odham</div> <div>21 and Pee-Posh. And if there are other tribes that are here</div> <div>22 or if there are any other supporters that are here with</div> <div>23 us, then they back us up and support us, because we are</div> <div>24 people. We are the children of God.</div> <div>25 That's all I have to say. Right now.</div> <div>Page 54</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

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And I want to be able to have someone read to me what's being said. Because I know you are only going to print lies and half-truths, only what you want to hear, because that was what was in that EIS. I had it read to me. It had nothing to do with us. You disrespect us. You dishonor us.

Well, you know what? Understand this. If it comes down to a fight, we will fight. If we have to go through the legal court system, we will get through the legal court system. But if it comes down to a fight, I guarantee you, children, you, adults, elders, we will all stand at that northern border, and we will stop you. We will lay down our lives, because we know if we die, we will be there in our Heaven, because that is the home of Elder Brother, our creator.

Write this down and listen to all the people here. We have all said no build. Listen to us. We are Akimel O'odham and Pee-Posh.

Thank you.

MS. KISTO: Thank you for your comment, Mr. Tashquinth.

Ms. Spring will be up next to provide her comment as well.

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Code	Issue	Response

Code	Comment Document
	<div>10-27-14</div> <div>Estrella Elementary Kyrene School District 2620 E. Liberty Lane Phoenix, AZ 85048</div> <div>ADOT 205 S. 17th Ave. MD: 612E Phoenix, AZ 85007</div> <div>To Whom it may Concern:</div> <div><div>1</div><div>My name is Caelum Terrell. I'm 10 years old and my home happens to be one of the houses getting crushed in order to make a highway.</div></div> <div><div>2</div><div>I am concerned about the new highway. I have many friends that live in the same neighborhood. We get to play football and ride our bikes together. We will no longer get to play together if the highway is placed. This is a great lovely neighborhood that I feel loved and safe in. I know almost all of my neighbors on the entire street. I am lucky to have such a nice place to live. Not only are we losing special neighbors, but my school will face hardships also.</div></div> <div><div>3</div><div>There are many children that live on my street and we will all be effected by this. We live within walking distance to the school. If the highway is placed we have the chance of losing many students that attened our school, including myself. Our school will also be distracted by all the noise the cars will make. It's a great school to learn at and I'm happy to be there. With being further away, we will have a harder time to get there in time for our classes.</div></div> <div><div>4</div><div>I hope you can change your mind and not make the highway. It will make many people that go to Estrella happy and cheerful. Just to say, you'll change people's frowns upside down if you change your mind and not make the highway. Thank you for your time.</div></div> <div><div>Sincerely,</div><div>Caelum Terrell</div></div>

Code	Issue	Response
1	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Community Impacts	
3	Noise	
4	Alternatives, No-Action Alternative	

Code	Comment Document
	<div><div><div>1</div><div>2</div></div><div><div>3</div><div>4</div><div>5</div><div>1</div></div><div><div>6</div><div>7</div></div></div> <div><p>From: Lisa Thomas [mailto:lthomas@cranialtech.com] Sent: Tuesday, November 18, 2014 6:47 AM To: Projects Subject: South Mountain Freeway</p><p>To whom it may concern:</p><p>As a mother to a young child, an avid outdoor enthusiast, and a 20 year resident of Ahwatukee I implore you to stop any consideration for the South Mountain Freeway.</p><p>This would have a DEVASTATING effect on our quality of life and the health of our citizens. For one, the layout of our community does not allow for the increased pollution that this freeway would create. I am also incredibly concerned about the increased crime this would bring with the free access to our community. We did not move to Ahwatukee for the "convenience" of our commute. We all knew what we were getting into when we purchased our homes. We live here for the beauty that surrounds us (which you want to plow through), and the sense of community. This freeway would change all of that!! It would change the entire "hometown" feel we have.</p><p>I envisioned my child growing up in Ahwatukee. We love our neighbors, we love our school, and we have made a wonderful life for ourselves. If this freeway is built, I do not see a future in Ahwatukee. I know many other residents will feel the same way.</p><p>What message does this send to our children? That it's ok to destroy our wonderful community they call home, and destroy the environment all for the sake of someone saving a few extra minutes to get to work? Unacceptable!!</p><p>It's time for our residents to band together and let our voices be heard. We cannot allow others with no ties to Ahwatukee to dictate what happens to our town.</p><p>Rise up fellow Ahwatukee residents!! Our community and future relies on us!!</p><p>Lisa Thomas</p><div><div></div><div>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.</div></div></div>

Code	Issue	Response
1	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Health Effects	
3	Air Quality	
4	Crime	
5	Freeway Awareness	
6	Alternatives, Environmentally Preferable Alternative	
7	Alternatives, No-Action Alternative	

Code	Comment Document
	<div><div><div><div>1</div><div>2</div><div>3</div><div>4</div></div></div><div><div><div><div>From: Rusty Crerand</div><div>Sent: Monday, December 01, 2014 7:54 AM</div><div>To: Projects</div><div>Subject: Loop 202 South Mt. Feedback from Envoy #1433267058</div></div><div><div>11/28/2014 6:22:29 PM</div><div>Please let me know if this is not the correct contact method to provide my public feedback.</div><div>Just to make my objection to south mountain freeway official- see following three reasons:</div><div><div>1) The proposition that originally passed did not provide the approval for the size of freeway project currently proposed. Property was purchased with this limitation in mind.</div><div>2) Scope of project study by ADOT was too limited - stopped at Pecos road border. (e.g. did not look at city of Maricopa area where growth is needed, or even broader range for solution (see below).</div><div>3) Lastly, if the true purpose is to bypass traffic around Phoenix, turn highway 85 into interstate infrastructure connecting I-8 to I-10 on west side.</div></div><div>I appreciate any response to these items.</div><div>--Tom Tillery tilleryt@gmail.com</div><div><div>Rusty Crerand</div><div>Constituent Services Officer</div><div>206 S. 17th Ave.</div><div>MD 118A Room 101</div><div>Phoenix, AZ 85007</div><div>602.712.7856</div><div>dcrerand@azdot.gov</div></div><div><div><div>ADOT</div><div>Communications</div></div></div></div><div><div>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.</div><div>.</div></div></div></div></div>

Code	Issue	Response
1	Freeway Awareness	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, Range of Reasonable Alternatives	
3	Purpose and Need, Truck Bypass	
4	Alternatives	The Interstate 8/State Route 85 Alternative is in place today and will be in place in the future as an alternative route for motorists to use to bypass the entire Phoenix metropolitan area. The alternative serves that purpose, but provides no benefits to support regional travel within the Phoenix metropolitan area. For this reason, it was eliminated from further study.

Code	Comment Document
	<p>From: There Tom [mailto:tctomlin13@gmail.com] Sent: Thursday, November 13, 2014 8:36 PM To: Projects Cc: theresa tomlinson Subject: Proposed Loop 202 extension 60-day Final EIS comments</p> <p>Hello, I would like to make a comment during the 60-day Final EIS review period. First, I am new to Phoenix and Ahwatukee. While it was disclosed during the purchase of my home this year near 17th and Pecos, I was told often it would never come to fruition. It appears they were wrong. My concerns/comments are:</p> <p>1.) I return from work via 202W at Kyrene. It is already an interesting time to get over to the far left lanes and out of the I10 West and East exit lanes. I am guessing this will be worse by 10 fold. Are there plans to ensure cars entering at Kyrene heading west have enough time to get to the pecos/202 west bound lanes?</p> <p>2.) Will there be a frontage (service type) road along the stretch between 50th to 16th east and west bound? I think local traffic needs a frontage road.</p> <p>3.) There was a tragic bicycle accident at Pecos and 17th this week. This area is such a great place to bike and walk but as we saw on Monday it is very dangerous. This seems like a great opportunity to develop a bike and walker only area where traffic never crosses paths with bikers and walkers. It could extend from I10 intersection, old pecos road to 51st street. Key would be to ensure bikers never have to intersect with traffic. I am hoping this could be consider and added to the plans. I came from Albuquerque and they have a great path along the bosque where bikes and walkers use underpasses and never cross with vehicles. It is 30miles round trip and is the safest place to bike.</p> <p>4.) I think we need sound barriers throughout the route. Traffic noise will be easily carried up into the neighborhoods.</p> <p>Thank you for time, Theresa Tomlinson</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1	Freeway Awareness	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Design	No additional improvements along State Route 202L (Santan Freeway) are proposed as part of this project.
3	Design	No frontage roads are proposed along the freeway between 59th Street and 16th Street.
4	Design	The study has considered concepts for parallel multiuse paths; however, the main line of the freeway will not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added as a separate project by the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
5	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><p>From: Laurie Trigilio [mailto:laurietrigilio@gmail.com] Sent: Tuesday, November 18, 2014 5:51 PM To: Projects Subject: Freeway at Pecos - please don't do it!</p><p>We have lived in Ahwatukee for 28 years and are very very concerned about the freeway you plan to place at Pecos. We avoided living in downtown Phx because of the pollution even though we worked there and loved the areas and here we will be facing worse pollution. In addition to the dangerous pollution it will create, it will take away the peace and natural beauty of nature and replace it with loud traffic and concrete. Not only will the quality of our lives decrease but our income as house sales will take a drastic dive. Please do not destroy more of our precious land with freeways!</p><p>A concerned taxpayer and Phoenix resident, Laurie Trigilio</p><hr/><p><small>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.</small></p></div></div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Biology, Plants, and Wildlife	
3	Noise	
4	Community Impacts	
5	Economics, Socioeconomics	

Code Comment Document

From: Eric Vannerson [mailto:ericvann@cox.net]
Sent: Thursday, November 13, 2014 6:45 PM
To: Projects
Subject: South Mountain Freeway

My wife and I own a home about half a mile north of the proposed route of the South Mountain Freeway. Naturally we believe that the costs of the project to us personally greatly exceed the benefits, but we realize that the decision to build or not must be made from a more global perspective. After a bit of research, I believe that the project cannot deliver benefits to the region commensurate with its enormous costs. See for example this comment from the Arizona Public Interest Research Group (PIRG):

1

2

3

Americans have cut back on driving for nine years in a row. So why does the U.S. Department of Transportation (DOT) keep projecting rapid increases in driving? The DOT has overestimated how much Americans drive for 61 consecutive forecasts, resulting in **billions of dollars being wasted on unneeded new highways, and lagging investment in transit and maintenance.** As the DOT updates their next forecast, **we need to tell them to get it right.** **Tell the U.S. Department of Transportation to stop their bad driving forecasts, which lead to unneeded highways and underfunded transit.**

How wrong has the agency been? The total vehicle miles Americans have driven hasn't increased by even one percent in any year since 2004. Yet the agency officially forecasts that driving miles will increase much faster than that every year through at least 2030. Why? They don't say.

In the 61 forecasts released by the DOT since 1999, actual driving totals have come far below forecasts every single time. This year's forecast was bizarrely even wrong about the past, projecting that Americans drove five percent more in 2012 than they actually did. **The highway lobby loves it.** But transportation tax dollars should match how we actually get around — and right now, that means new rail and bus routes or improved paths for bicycles and pedestrians, and maintaining and repairing our existing roads and bridges. Alternative kinds of travel are growing increasingly popular, especially among the Millennials — who will be the chief users of our future transportation system.

Tell the DOT to stop ignoring the continuing trend of declining driving, and to get their travel forecast right.

To be fair, the forecasters at the DOT aren't the only ones to blame. State governments make bad forecasts too, and when the feds aggregate them together, it's a case of garbage in, garbage out. Nevertheless, it's time for the DOT to start making good forecasts, instead of just relying on state projections stuck on cruise control in the past. That way, we can get the investments in 21st century transportation that we need.

Eric Vannerson
 Marie-Luise Vannerson
 3413 E Wildwood Dr
 Phoenix, AZ 85048

Code	Issue	Response
1	Project Costs, Total Cost	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Alternatives, No-Action Alternatives	
3	Purpose and Need, Old Plan or Use of Old Data	

Code	Comment Document
	<div><div>1</div><div><p>From: Marcus Varner [mailto:cloudhaste@gmail.com] Sent: Thursday, October 30, 2014 1:48 PM To: Projects Subject: 202 South Mtn Fwy</p><p>Mailing in as another voice in opposition to the South Mountain Freeway. Please desist in your action. Cancel the project.</p><hr/><p><small>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.</small></p></div></div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: DJENTRIFICATION ,PHX [mailto:alexvotichenko@gmail.com] Sent: Tuesday, November 25, 2014 4:15 PM To: Projects Subject: South Mountain</p> <p>Im a longtime resident (born in the valley) I implore you to let go of the proposed South Mountain freeway idea as I believe it will hurt local business image here in the valley (I run a local tour for visitors) thank you ! Alex Votichenko</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1	Purpose and Need, Lack of Support	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>Most businesses will benefit from improved mobility and access that the freeway will provide.</p>

Code	Comment Document
1	<p>From: Nindi Wadhwa [mailto:nindiw@gmail.com] Sent: Tuesday, October 14, 2014 6:40 PM To: Projects Subject: Loop 202 South Mountain</p> <p>To whom it may concern.</p> <p>As a Laveen resident and business owner, I fully support the building of the Loop 202 South Mountain. It will help relieve congestion down Baseline during the morning hours and during the evening rush hours. It will also bring a much needed link to Laveen to continue its growth.</p> <p>Sincerely,</p> <p>Nindi Wadhwa</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Temporary Construction Impacts	The freeway construction staging plan for the area along Pecos Road will allow for keeping east–west travel open during construction. One side of the freeway will be constructed while traffic remains on Pecos Road. When complete, traffic will be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway will be built. Therefore, traffic will be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-57.)
3	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Noise	
5	Visual Resources	Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.
6	Traffic	The determination to not include an interchange at 32nd Street or 27th Avenue was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). The interchanges would have displaced more than 100 homes each. The City of Phoenix recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system, including the elimination of the interchanges at 32nd Street and 27th Avenue. The City of Phoenix study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
7	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
8	Purpose and Need	Chapter 1 of the Final Environmental Impact Statement discloses the purpose and need for the proposed action. The analyses results disclose existing and future capacity deficiencies throughout the regional system including, as noted in the comment, at the Broadway Curve. The transportation problem identified specific to the purpose and need relates to east–west regional mobility in the southwest valley unique from the Broadway Curve. While the Final Environmental Impact Statement further discloses the freeway will help reduce congestion at the Broadway Curve, improvements to Interstate 10 through the curve are a part of another planned project adopted in the region’s <i>Regional Transportation Plan</i> .
9	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document										
<div>1</div>	<div> <div>CONTACT RECORD</div> <div>SOUTH MOUNTAIN FREEWAY</div> <table> <tr> <td data-bbox="376 485 860 554"> INCOMING CALL DATE: 11/6/14 </td><td data-bbox="860 485 1345 554"> INCOMING CALL TIME: 4:02 PM </td></tr> <tr> <td data-bbox="376 554 860 598"> STAKEHOLDER: BOB WALKNEET </td><td data-bbox="860 554 1345 598"> ADDRESS: </td></tr> <tr> <td data-bbox="376 598 860 647"> PHONE: </td><td data-bbox="860 598 1345 647"> EMAIL: </td></tr> <tr> <td colspan="2" data-bbox="376 647 1345 677">CONTACT METHOD:</td></tr> <tr> <td colspan="2" data-bbox="376 677 1345 905"> <div> <div>REMARKS/QUESTIONS:</div> <div> Wants compensation for highway coming right up to his back yard Left no phone number. </div> </div> </td></tr> </table> </div>	INCOMING CALL DATE: 11/6/14	INCOMING CALL TIME: 4:02 PM	STAKEHOLDER: BOB WALKNEET	ADDRESS:	PHONE:	EMAIL:	CONTACT METHOD:		<div> <div>REMARKS/QUESTIONS:</div> <div> Wants compensation for highway coming right up to his back yard Left no phone number. </div> </div>	
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PHONE:	EMAIL:										
CONTACT METHOD:											
<div> <div>REMARKS/QUESTIONS:</div> <div> Wants compensation for highway coming right up to his back yard Left no phone number. </div> </div>											

Code	Issue	Response
1	Acquisitions and Relocations	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
1	<div><p>1 MS. WEBB: Well, good morning, all. We all</p><p>2 heard -- well, we all heard the voice of our elders and</p><p>3 people -- people older than me. And I am a child of</p><p>4 District 6 community, 13 years old.</p><p>5 And -- well, I'd like to say the -- even if</p><p>6 it's on or off the reservation, the pollution, the air and</p><p>7 everything is going to come towards us. And I myself --</p><p>8 and we like being -- I like being outside. I like taking</p><p>9 walks every day. I wake up every morning to get ready for</p><p>10 school. I look up to the mountains, and I pray every</p><p>11 morning, once I get up, to have a good day.</p><p>12 And I hear other teenagers talking about</p><p>13 going out and leaving their families. Now, even if it's</p><p>14 on or off, the bus route still goes through here, so</p><p>15 they'll have a bus that takes probably close to -- close</p><p>16 to the freeway. And they might go out, get into trouble,</p><p>17 do something bad for themselves, which causes probably</p><p>18 more trouble for teenagers nowadays. They may want to go</p><p>19 out and do whatever.</p><p>20 But -- yeah. And I just wanted to come up</p><p>21 to say I listened to all you -- all -- everyone who speak,</p><p>22 I listened to all your comments. And it just gave me the</p><p>23 courage to come up here and say what I wanted to say. If</p><p>24 I were to legally vote, I would vote no. But now we have</p><p>25 no choice. The choices already have been made. And if we</p></div> <div>Page 90</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternative, No-Action Alternative	

Code	Comment Document
2	<div><div>1 all had a choice, we'd probably all vote no. Everyone</div><div>2 standing would say no, when, before, we could have all had</div><div>3 a choice. But we all weren't here to make the decisions.</div><div>4 And -- and -- yeah. That's all I have to</div><div>5 say.</div><div>6 MS. KISTO: Thank you, Ms. Webb.</div><div>7 Next we'll have Darius Enos. Come on up.</div><div>8</div><div>9</div><div>10</div><div>11</div><div>12</div><div>13</div><div>14</div><div>15</div><div>16</div><div>17</div><div>18</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div></div> <div>Page 91</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><p>-----Original Message----- From: James [mailto:jameswedell@gmail.com] Sent: Wednesday, November 19, 2014 8:47 AM To: Projects Subject: South Mountain Freeway</p><p>Do not build the South Mountain Freeway. Pollution will increase and air quality will decrease near many schools and neighborhoods. Outdated studies by ADOT are being used to show population and traffic trends. Countless animal habitats will be disrupted, beautiful natural scenery will be destroyed, South Mountain Preserve will be demolished in several areas. How can building this freeway be the right thing to do?</p><p>DO NOT BUILD THE SOUTH MOUNTAIN FREEWAY.</p><p>Thank you, James Wedell</p><hr/><p>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.</p><p>.</p></div></div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Purpose and Need, Old Plan or Use of Old Data	
3	Biology, Plants, and Wildlife	
4	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
5	Alternatives, No-Action Alternative	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div></div><div><div>5</div><div>6</div></div></div> <div><p>From: Ray Wells [mailto:rwells26@cox.net] Sent: Saturday, November 22, 2014 2:58 PM To: Projects Subject: Concerns with proposed south mountain route</p><p>I have been a homeowner in Ahwatukee since 1986. I have grown children who also own homes in Ahwatukee. We love the clean air, quiet nights and panoramic views, all of which would vanish if the 202 were extended. Health issues and diminished home values would also be major concerns. Please reconsider the Pecos route for the extended 202.</p><p>Thanks for your consideration, Ray Wells</p><p><small>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.</small></p></div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Noise	
3	Visual Resources	Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.
4	Health Effects	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Economics, Socioeconomics	
6	Alternatives, No-Action Alternative	

Code Comment Document

From: wikt@engineering-arts.com [mailto:wikt@engineering-arts.com]
Sent: Tuesday, November 25, 2014 6:38 AM
To: Projects
Subject: South Mountain Freeway

I am writing in support of the South Mountain Freeway. Phoenix is one of the fastest growing cities in America. The South Mountain Freeway will help sustain that growth. The South Mountain Freeway is the missing link in the region's freeway system. It will help connect the east and west valleys. It will also help shunt interstate traffic, including trucks, away from the heart of the city and help relieve traffic congestion in that area. Compared to surface streets, freeways are many times more effective at moving large volumes of traffic.

Peter Wiktor

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<div>1MR. WILLIAMS: Good morning.</div> <div>2It's kind of difficult to even try to say</div> <div>3what you really want to feel because it's already</div> <div>4happening. They're at the final stages of what we're</div> <div>5looking at that's going to be your future, or our kids'</div> <div>6future, the grandkids.</div> <div>7The problem I'm having here with -- is</div> <div>8dealing with what we're going to look at as far as</div> <div>9preservation of the area that is going to be cut on along</div> <div>10the mountain range, as well as what they call the common</div> <div>11point. The common point involves some tribe -- allotted</div> <div>12land on District 7. And the way you saw the aerial video</div> <div>13kind of gives you an impression that the cloverleaf is an</div> <div>14expanded cloverleaf that's going to be broadened out and is</div> <div>15going to take quite a bit of acreage. Now, what is the</div> <div>16compensation here if there's any? Do we know? Does</div> <div>17anyone know?</div> <div>18See, the other thing is when you look at</div> <div>19that, you also look at -- because the common point or --</div> <div>20the common point is right at Elliot and 59th Avenue. If</div> <div>21you go from there all the way to 51st Avenue, we're just</div> <div>22below the entryway of the casino. In that area there</div> <div>23south of -- west of that 51st Avenue is also allotted</div> <div>24land.</div> <div>25Now -- you know, you -- you -- I don't -- I</div>
2	<div>Page 18</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Acquisitions and Relocations	

Code	Comment Document
3	<div>1 really don't favor that. I really don't favor what's</div> <div>2 going on right now. But it's not on our land. But we do</div> <div>3 have some tribal antiquities up there. My question is,</div> <div>4 too, is how far did they look into the archaeological</div> <div>5 study to develop the EIS beyond the area of the -- where</div> <div>6 they say the road is going to be built? How far into the</div> <div>7 mountain did they look? How far into the mountain did</div> <div>8 they say that they looked to say that there was no tribal</div> <div>9 antiquities of any sort, pictographs, what have you?</div> <div>10 Well, we only know of one is what has</div> <div>11 already been identified by our elders. Okay? But what</div> <div>12 extent beyond that?</div> <div>13 Now, they talk about showing those</div> <div>14 rattlesnake or snake whatever. The thing of it is, what</div> <div>15 other animals did they look at? They always look at that</div> <div>16 as like it's a protected snake. Well, I think -- and I</div> <div>17 believe you'll follow my -- my point here is that all</div> <div>18 animals that -- as natives, are God's creatures. And they</div> <div>19 are protected. We only use them when we're in need of</div> <div>20 them. That's why they're put there.</div> <div>21 So what real designs are we going to really</div> <div>22 look at of the highway that goes through the mountain? Do</div> <div>23 we know? Does the council know? Does our new elected</div> <div>24 governor know? Does the lawyers know? We won't know</div> <div>25 until way later.</div>
4	
5	
	Page 19
	Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
3	Cultural Resources	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Biology, Plants, and Wildlife	
5	Design	The preliminary design of the freeway through the mountains is shown in Figure 3-25 on page 3-47 of the Final Environmental Impact Statement. Additionally, photo simulations and cross sections of the cuts through the mountains are shown on Figures 5-9 and 5-10, on pages 5-16 and 5-17, respectively.

Code Comment Document

6
7
1 But the thing of it is, you have to consider
2 the fact that it's here. But the thing of it is, we do
3 need to look at and be concerned about it. These are the
4 issues that impact not only our environment, not only our
5 air, not only our area, but also other things that are on
6 the side, like the compensation of each of the areas that
7 involve allotted lands or tribal lands. What are they
8 doing? What is that all about? I have no clue. Do any
9 one of you do?

4 3
10 So I'm really not in favor of it, of this
11 going -- even though it's off our reservation, it still
12 impacts us. But the thing about this all is that we're at
13 this final stage. And my comment is to say to you that we
14 need to be more vigilant as far as what needs to come to
15 pass to protect our animals, to protect our artifacts and
16 antiquities, pictographs, whatever on that mountain, and
17 be well aware of it and continue to drive the forces that
18 gives you to say that we are Native Americans of this land
19 and that we protect our own land and that we carry on from
20 there.

21 That sounded good, didn't it?

22 Anyway, these are things that we are -- need
23 to be concerned of. It is here. And I -- you know what?
24 I'm going back to the common point. Common point at
25 the -- at the Elliot and 59th Avenue area. If anybody

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Code	Issue	Response
6	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Acquisitions and Relocations	The freeway will not be on Gila River Indian Community land.

Code	Comment Document
	<div><div>7</div><div>8</div><div>4</div></div> <div><div><div>1 knows that area, is really -- one side is non --</div><div>2 nonmember, and then the other side is the tribal land, or</div><div>3 the reservation. With one side, there's, you know, the</div><div>4 family place there. There's two of them, really, along</div><div>5 the ditch line.</div><div>6 And when you see that aerial thing there,</div><div>7 it's like if they're going to cut into those people's</div><div>8 lands, and I bet you ten to one they get tons of bucks</div><div>9 before we get a dime out of our allotted land, you know.</div><div>10 But what do I know?</div><div>11 But my question is why didn't they make the</div><div>12 common point at Baseline at -- what is it? 59th -- about</div><div>13 59 to 67th Avenue? You know, why wasn't the common point</div><div>14 there at 59th? But when I looked at the drawing and I see</div><div>15 where that all kind of points into where it is right now.</div><div>16 Anyway, that is my comment. And that is my</div><div>17 input to you. But I would like to encourage you and</div><div>18 emphasize the fact that we do need to be vigilant in</div><div>19 trying to make sure that they follow the -- whatever it is</div><div>20 after this, you know, aggressively so that -- make sure</div><div>21 that we protect ourselves and the animals that we have on</div><div>22 our reservation. Okay?</div><div>23 Thank you very much. Appreciate that.</div><div>24 MS. KISTO: Thank you, Mr. Williams.</div><div>25 Is there anyone else that would like to</div></div></div> <div><div>Page 21</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response
8	Alternatives	The common point is described in a text box on page 3-8 of the Final Environmental Impact Statement. It is merely the point that divides the Western and Eastern Sections of the Study Area. The common point between the Western and Eastern Sections permits combining action alternatives in the Western Section with action alternatives in the Eastern Section to best satisfy the purpose and need of the proposed action. Dividing the Study Area into two sections also allows for more specific comparative impact analyses among the alternatives.

Code

Comment Document

From: Jeff Williams [mailto:jrw@omicrongrouplimited.com]
Sent: Thursday, December 04, 2014 5:25 PM
To: Projects
Subject: comment on So Mtn freeway

I haven't done so previously so if this is a reasonable way to provide a comment/vote here goes.

1

I have lived in Ahwatukee for 23 years I think it is, on Briarwood Ter., close to Pecos Road. My wife and I never recall being informed of the freeway but that's a moot point now anyway. What concerns me is planning for this freeway so long ago, keeping the plan in the background, yet the city continued to provide building permits over the years on a right of way such that numerous homes would be destroyed by the freeway defies all common sense. Is it supposed to make sense? When speaking of a billion dollars and up for cost yes it should make sense. And if a response is "that's the way the system works" then change the system as locally we have or the bureaucrats have the ability to plan for the future without a system like this in place.

2 3

Health wise, this will be problematic for all residents as smog and such can't spread to the North easily due to South Mtn. Therefore, any wind from the East and South, which is common, will push emissions into the neighborhoods with a poor chance of escaping.

4

Times change. If you must build then make it two lanes as the more lanes the more pollution it seems to me.

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Code	Issue	Response
1	Freeway Awareness	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p> <p>It is not within a City's or State's right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-50).</p>
2	Health Effects	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
3	Air Quality	
4	Alternatives, Range of Reasonable Alternatives	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div></div><div><p>-----Original Message----- From: Mark Wilson [mailto:mdwils3@gmail.com] Sent: Tuesday, November 25, 2014 11:46 PM To: Projects Subject: 202 so mtn loop</p><p>Sirs - a poorly planned, unfunded 'master plan' from 30 years ago is a ridiculous undertaking given current facts. 1-state budget soon to have severe deficit due to non payment of court ordered education funding and 2- prelim EIS showed serious flaws which our own EPA was kind enough to point out. In short, they called your 'analysis' or 'study' vastly lacking. And demanded more complete data. How can u possibly issue a Final EIS given their current misgivings? Its a truck bypass, and everybody not associated (or paid off) by ADOT knows it. Swallow your foolish pride, admit the same, and move on. Dont wreck a community that is a symbol of pride both for the city and state.</p><p>Mark D. Wilson Phx,AZ 85048 480.650.5991</p><hr/><p>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.</p><p>.</p></div></div>

Code	Issue	Response
1	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	National Environmental Policy Act Process	The U.S. Environmental Protection Agency’s comments on the Draft Environmental Impact Statement were addressed in Appendix 7, Volume III, of the Final Environmental Impact Statement, starting on page B6.
3	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
4	Community Impacts	

Code	Comment Document
	<div><div><div><div>1</div><div>2</div><div>3</div><div>4</div></div><div><div><div><div>From:</div><div>woofywoof [mailto:woofywoof@aol.com]</div></div><div><div>Sent:</div><div>Saturday, November 22, 2014 5:02 PM</div></div><div><div>To:</div><div>Projects</div></div><div><div>Subject:</div><div>Pecos becoming freeway.</div></div></div></div><div><p>Absolutely oppose this project. No place for a freeway so close to a coomunity. Rethink this route. Member of PARC. Please protect our community, our lives, our homes, our churches, our children!!!!</p><p>So many do not support this. Kim and Phil Wolfe!!! 16020 s 23rd st phx az 85048</p><p>Sent from my Verizon Wireless 4G LTE smartphone</p><p>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.</p></div></div></div>


Code	Issue	Response
1	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Health Effects	
3	Acquisitions and Relocations	
4	Children’s and Seniors’ Health	

Code	Comment Document
	<div data-bbox="428 360 1016 447"><hr/><p>From: Rusty Crerand Sent: Monday, December 01, 2014 8:00 AM To: Projects Subject: Loop 202 S. Mt. Project Feedback From Envoy #1433266785</p></div> <div data-bbox="428 475 1283 834"><p>11/28/2014 6:25:25 PM</p><p>Hello, I would like to register my disappointment to hear that the 202 may actually cut through South Mountain park. This park is a great source of pride for many Phoenix hikers, yet apparently not representatives. There are countless rare wildlife jewels, like elephant trees and a unique sub species that are vanquished to this area, and now short sightedness will sadly hasten their demise. We are at a critical point in human history where our greed and laziness will become the burden and obstacles of our children. We have alternatives to building MORE roads, like improving public transportation. Please have the courage to stop this project. This city doesn't need another freeway, we need better public transportation. It also has the wonderful bonus of getting people to get out of their homes, sitting next to a familiar face at a bus or metro stop and Talking! This city needs that desperately!</p><p>Jenny Work trabajo2@juno.com</p></div> <div data-bbox="428 1008 674 1203"><p>Rusty Crerand Constituent Services Officer</p><p>206 S. 17th Ave. MD 118A Room 101 Phoenix, AZ 85007 602.712.7856 dcrerand@azdot.gov</p></div> <div data-bbox="428 1260 584 1312"></div> <div data-bbox="428 1407 1289 1471"><hr/><p><small>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.</small></p></div>

Code	Issue	Response
1	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Biology, Plants, and Wildlife	
3	Alternatives, Nonfreeway Alternatives	

Code	Comment Document
	<div data-bbox="428 356 845 447"><hr/><p>From: Jane [mailto:jcby@cox.net] Sent: Thursday, November 20, 2014 10:46 PM To: Projects Subject: Objections to freeway along Pecos Road</p></div> <div data-bbox="428 475 1072 499"><p>Please carefully consider PARC’s objections to a freeway along Pecos Road.</p></div> <div data-bbox="205 526 366 584"><div>1</div><div>2</div><div>3</div></div> <div data-bbox="428 532 1292 614"><p>I object to destruction of mountain preserves, natural desert terrain, air quality, and our relationship to our neighbors to the south, the Indians, who do so much to preserve the desert here near the city.</p></div> <div data-bbox="428 649 1109 673"><p>The freeway plan throws away all these benefits that are not ours to dispose of.</p></div> <div data-bbox="428 705 702 729"><p>A Phoenix resident, Jane Yaeger</p></div> <div data-bbox="428 794 1289 858"><hr/><p><small>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.</small></p></div>

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1	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Biology, Plants, and Wildlife	
3	Air Quality	

Code	Comment Document
	<div><div><p>75 Hawthorne Street San Francisco, CA 94105 July 23,2013</p><p>OFFICE OF THE REGIONAL ADMINISTRATOR</p><p>Karla Petty Arizona Division Administrator Federal Highway Administration 4000 North Central Avenue, Suite 1500 Phoenix, AZ 85012</p><p>Subject: South Mountain Freeway Project, Maricopa County, Arizona [CEQ#20130104] Dear Ms. Petty,</p><p><i>(Partial section below on Traffic)</i></p><p>Chapters 1 and 4 of the DEIS appear to overstate traffic problems and emissions resulting from the No Action alternative and the benefits of the Action alternatives. The population projections employed in the DEIS are based on pre-recession projections, and now exceed the current highest population projections for Maricopa County by Arizona's Office of Employment and Population Statistics. As a result, the forecasted traffic problems and emissions associated with all alternatives in the DEIS are likely higher than what is reasonably expected to occur based on more current data. Additionally, the congestion issues and emissions that the DEIS describes as a result of the No Action alternative include more trips and more congestion than are reasonable to expect. As a result, the relative benefits of Action alternatives are also likely to be overstated. This overestimate occurs because the travel model forecasts for the Action and No Action alternatives employ the same socioeconomic projections from the Maricopa Association of Governments, which are based on municipal master plans. The underlying master plans assume that the South Mountain Freeway is completed, and do not have land use plans that represent the No Action alternative.</p><p>Recommendations:</p><ul style="list-style-type: none">• Present congestion impacts and emissions for the No Action alternative using updated socioeconomic projections that do not assume completion of the South Mountain Freeway (with appropriate caveats about uncertainty).• Present the comparison of impacts from the Action and No Action alternatives to reflect the likely differences in land use (e.g., residential and commercial development) between the Action and No Action alternatives.<p>Emissions Analyses and Traffic Forecasting The air quality impacts presented in the DE IS for the entire alignment of the South Mountain Freeway corridor are not adequately assessed. The analysis incorporated existing 1-10 emissions with emissions anticipated from the project into a "sub-area" which does not permit a clear understanding of emissions from the new freeway alignment, separate from the current setting. For example, the emission trends presented in Chapter 4 convey the conclusion that the preferred alternative reduces emissions throughout the study area. However, the DEIS presents no emissions analyses of the South Mountain Freeway corridor itself, despite indications from the CO hotspot analyses (tables 4-31 and 4-32) that concentrations of criteria pollutants along the Pecos Road corridor will increase above current levels (in spite of falling CO emission factors over time), and indications that MSAT emissions will be higher in the future. Since the South Mountain Freeway corridor is the area to be most heavily affected, not presenting the emissions along the corridor prevents the public and decision makers from gaining a clear understanding of the extent of impacts from the different Alternatives and the potential basis for reducing impacts.</p><p>Recommendations:</p><ul style="list-style-type: none">• Emissions analyses should be revised with the South Mountain Freeway corridor modeled independently off I-10 and other roads.• Emissions trends from the South Mountain Freeway corridor should be presented, by themselves, in addition to emissions along other road links (e.g., I-10).</div></div>

Code	Issue	Response

Code	Comment Document
	<p><i>(Partial Section from EPA on Clean Air Act)</i></p> <p>The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (DEIS) for the South Mountain Freeway Project. Our review and comments are provided pursuant to the National Environmental Policy Act, the Council on Environmental Quality Regulations (40 CFR Parts 1500-1508), and our NEP A review authority under Section 309 of the Clean Air Act.</p> <p>As stated in the DEIS, the South Mountain Freeway Project is a proposal to build a new 8-lane freeway extending approximately 22 to 24 miles from the Interstate 10 and Santan Freeway interchange westward through the community of Ahwatukee, paralleling the Gila River Indian Community (GRIC) border. The DEIS has identified a preferred alternative which is estimated to displace 845 housing units, including 680 multifamily units and 165 single family residences.</p> <p>The project represents a new highway alignment in a heavily urbanized area currently designated as nonattainment for particulate matter less than 10 microns in diameter (PM10). It is therefore critically important that potential impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible. The DEIS provides insufficient information to assess the potential significance of the air quality impacts of the proposed action. In view of the area's current designation as nonattainment for PM10, it is essential to accurately assess and disclose potential PM10 hotspot impacts, as well as determine whether the project meets the transportation conformity requirements of the Clean Air Act. The Act and its implementing regulations provide that a project may not cause or contribute to any new localized violation of a national ambient air quality standard (NAAQS), increase the frequency or severity of any existing violations, or delay timely attainment of the NAAQS (CAA section 176(c)(1)(B) and 40 CFR 93.116(a)). The analysis found in the DEIS does not provide the information necessary to make an accurate determination of PM10-related impacts. It also does not sufficiently address other potential air quality issues of concern. The EPA is available to work with FHW A and other agencies to complete needed analyses as this effort moves forward.</p> <p>The DEIS presents no stand-alone emissions analyses of the portion of the project that introduces new general purpose lanes, despite indications from the carbon monoxide (CO) hotspot analysis that</p>

Code	Issue	Response

Code	Comment Document
	<p>concentrations of criteria pollutants will increase relative to current levels, along with increased emissions of mobile source air toxics (MSATs). The potential increase indicated by the analysis would occur despite the fact that per-vehicle emissions are declining substantially over time. Instead, the DEIS presents an estimated value of emissions that combines the impact of the new freeway alignment with emissions from the adjacent, and existing, I-10 freeway. This methodology does not provide the information needed to disclose, analyze and potentially mitigate the actual emissions anticipated from a new highway segment. Additionally, we believe the analysis of congestion and emissions impacts from the No Action alternative includes estimates of congestion and vehicle miles traveled (VMT) that are higher than appropriate considering relevant facts and analysis. As a result, the relative benefits of all Action alternatives when compared to a future No Action alternative are likely to be overstated.</p> <p>We also note that no air toxics risk assessment has been provided, even though there is a documented history of local public concern and requests to ADOT and FHWA for analysis of the potential health effects from the proposed new freeway. We do not believe the reasoning provided in the DEIS for not providing such an assessment is compelling, especially in light of the history of requests for such analysis. Risk assessments for air toxics from vehicle traffic have been included in many published studies as well as in EISs for other projects. EPA has emission and air quality models that can be used to predict concentrations of air toxics at receptors near the project, and we would be happy to assist ADOT and FHWA in using the models, which are available on EPA's web site.</p> <p>Based upon this lack of information important to analyzing the project's potentially significant impacts on air quality, EPA has rated the South Mountain Freeway DEIS as "3 - Inadequate Information" (see Enclosure 1: "Summary of Rating Definitions and Follow-Up Action"). EPA believes the following information would serve as the basis for a robust and meaningful air quality analysis: 1) Assessment and disclosure of potential PM 10 hotspot impacts and confirmation of whether the project meets the Clean Air Act's transportation conformity requirements; 2) Emissions analyses that present the emissions of the South Mountain Freeway corridor separate from those of I-10, along with updated traffic forecasting for the No Action alternative; and 3) A robust air toxics risk assessment that addresses potential health effects from the proposed new freeway.</p> <p>We recommend this information be circulated in a Supplemental DEIS for public comment, in accordance with NEPA and CEQ's NEPA Implementation Regulations. EPA respectfully requests the opportunity to review this information and provide ADOT and FHWA our feedback before a Supplemental DEIS is published. In the attached detailed comments, we also provide recommendations regarding the assessment of impacts to children's health, environmental justice, aquatic resources and other issues we recommend be addressed in the NEPA document.</p> <p>We appreciate the opportunity to review this DEIS and look forward to working with ADOT and FHWA to address the issues outlined in this letter. If you have any questions, please refer staff to Clifton Meek at (415) 972-3370 or to Angeles Herrera, Associate Director in our Communities and Ecosystems Division, at 415-972-3144. Please send a copy of the Supplemental DEIS to this office (mail code CED-2) when it is electronically filed with our Washington, D.C. office.</p>

Code	Issue	Response

Code	Comment Document
	<p>ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD126F Phoenix, AZ 85045</p> <p>Dear ADOT ,</p> <p>As a-current resident I am concerned over the many issues not sufficiently addressed or omitted in the recent DEIS and would like this entered into the public comment section of the process:</p> <div><div>12</div><div>3</div><div>4</div><div>1</div><div>5</div><div>1</div><div>24</div><div>245</div><div>6</div><div>1</div><div>7</div></div> <ul style="list-style-type: none">• <i>Environmental impacts to the 600 homes residents at the end of Pecos are not adequately analyzed in this FEIS study! This special area with 1/2 dozen subdivisions at the foot of south mountain and north of Indian reservation (foothills reserve HOA zip code 85045) has a separate and unique micro climate with current dust and air issues which requires a separate impact study section. Please include pollution and toxins being trapped at the foot and ridges of south mountain preserve and their current health impacts and post construction higher health impacts.</i>• <i>Dust particulate impact should be studied at today's levels, and for the construction levels and post construction levels. And separately since the natural wind tunnel with be changed due to cut thru mountain ridges and opening up a new pattern air toxin portal flow.</i>• <i>You need to study impacts to current and future residents and school kids who's play area and day cares will be less than ½ of a mile from traffic on freeway. There are many schools, parks and community centers who's health will be knowingly hurt when a 8 lane highway will be built within 1000 feet of their locations. Who will compensate them for their health damages and loss of quality of life.</i>• <i>What impact will addition of the freeway cause and wont it violate the clean air act and violate the newest EPA air level standard. New construction should not contribute to an area already in violation or one that cant gain EPA standard compliance.</i>• <i>The FEIS needs to study the added commercial development planned on the highway route. As of 6/21/13 several plans and public information on development are public including local politicians and business owners intended use of land leases on GRIC and truck stops and truck depots already planned.</i>• <i>FEIS should add detail on specific air toxic EPA levels projected in 2015 thru 2025.</i>• <i>Evidence in 2013 should be added into the impact. Health impacts of Ahwatukee residents and those living in the Foothills Reserve HOA and Mountain View. The Crossings subdivisions need to be studied. Recent studies showed and proved the health risks to children's and adults who live within 300 yards to one mile of a freeway. Their past and ongoing studies presented to government and health agencies show that there is a increase in child hood leukemia, child hood autism, heart and lung diseases caused by living in areas with increased fine particulate and ultrafine particulate matter.</i>• <i>What input has been studied from the major health communities and agencies in Phoenix. Have you talked to hospitals and children's health advocate groups to get their facts and concerns on highway impacts to health in a desert community? Ignoring and not researching their feedback is negligence.</i>• <i>Did the DEIS study even add in the additional traffic due to the building of the premium outlet mall at highway 10 and 202? This substantial increase in polluting traffic needs to be included the study. ADOT and DEIS avoided these facts which will now need to be added to traffic congestion exiting the new highway.</i>• <i>SMF will not improve the air quality for Phoenix. FEIS does not model the future impact. Our city will be in violation of Clean air Act. Also will worsen west and south phoenix air,.</i>• <i>Sound estimates of 30 decibels are not accurate for the projected traffic volumes from cars and trucks. Realistic decibel for sound nearing 50-100 decibels due to the valley and mountain echoes will be heard at more than 750 home owners. A concrete wall of 8 20 feet will not mitigate the sound issues. Most other highways build in phoenix are below ground with substantial sound reduction design. We would respectfully ask for this to be reevaluated to include proper sound walls and street access beyond chandler boulevard extension. Who will pay for the homeowners need for sound proofing in Mountain Vista, The Summit and the Crossings Sub divisions. What compensation is given to residents and the noise damage impacts to them and their home values?</i>• <i>You owe the taxpayers and residents who will have to live near the freeway an honest response and mitigation to these issues.</i> <p>Thank you,</p> <p>Resident of The Foothill Reserve</p>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Health Effects	
3	Temporary Construction Impacts	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measure will be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation <i>Standard Specifications for Road and Bridge Construction</i> (2008): Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement). These commitments are confirmed in Table 3, beginning on page 38, of the Record of Decision.
4	Children’s and Seniors’ Health	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
5	Health Effects	The Arizona Department of Transportation did not receive negative comments from any hospitals or health agencies in Phoenix. The Arizona Department of Environmental Quality participated in consultation on the air quality analysis presented in the Final Environmental Impact Statement.
6	Purpose and Need, Old Plan or Use of Old Data	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
7	Noise	

Code	Comment Document
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From: Karen Zahller [mailto:kzahller5@yahoo.com]
Sent: Monday, December 29, 2014 5:25 PM
To: Projects
Subject: No to South Mountain Freeway

Because of environmental reasons, I am adamantly opposed to the construction of the South Mountain Freeway!

Karen Zahller
(resident of Ahwatukee)
4623 E Piedmont Rd
Phoenix, AZ 85044

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Code	Issue	Response
1	Alternatives, No-Action Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<hr/> <p>From: Renee Zanellato [mailto:chezrenee@cox.net] Sent: Thursday, November 20, 2014 11:11 AM To: Projects Cc: Kevin Zanellato (E-mail) Subject: FW: Proposed South Mountain Freeway</p> <hr/>
1	<p>From: Renee Zanellato [mailto:chezrenee@cox.net] Sent: Thursday, November 20, 2014 9:45 AM To: 'projects@az.gov' Cc: Kevin Zanellato (E-mail) (kevin.zanellato@cox.net) Subject: Proposed South Mountain Freeway</p>
	<p>My husband and I have been Ahwatukee Foothills residents for over 18 years. When we bought our first home here, the proposed freeway was NEVER mentioned. I remember our realtor telling us the land to the south of us was Native American reservation land and could never be built on and that the land to the north was South Mountain Park—the largest city park in the country and also would never be built on. Recent transplants from NJ and needing to find a home quickly, we had no reason to doubt this information.</p>
2	
3	
4	
5	
	<p>We are very opposed to a freeway in this area. One of the reasons we purchased a home here was because we felt the cleaner air would be more beneficial to our health and well-being. Also, we like the fact that we were in the “world’s largest cul-de-sac” both for its privacy and safety. We have many friends in Ahwatukee, and have never spoken to one person who lives here who thinks this freeway is a good idea. The fact that many homes, schools and churches will have to be destroyed is absolutely ridiculous. We are totally in agreement with PARC on this issue and support them completely.</p>
	<p>Thank you.</p>
	<p>Renee and Kevin Zanellato 15827 S. 6th Drive Phoenix, AZ 85045</p>
	<hr/>
	<p>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.</p>

Code	Issue	Response
1	Freeway Awareness	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.</p>
2	Air Quality	
3	Community Impacts	
4	Purpose and Need, Lack of Support	
5	Acquisitions and Relocations	

1

CONTACT RECORD

SOUTH MOUNTAIN FREEWAY

INCOMING CALL DATE: 11/3/14	INCOMING CALL TIME: 5:25 PM
STAKEHOLDER: ANONYMOUS	ADDRESS:
PHONE:	EMAIL:
CONTACT METHOD: HOTLINE CALL	

REMARKS/QUESTIONS:

Demand ADOT DO NOT go through with EIS on So. Mtn.freeway on behalf of Indian Reservation & concern for the wild horses & donkeys.

Code	Issue	Response
1	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

1

CONTACT RECORD

SOUTH MOUNTAIN FREEWAY

INCOMING CALL DATE: 11/1/14	INCOMING CALL TIME: 6:33 PM
STAKEHOLDER: ANONYMOUS	ADDRESS:
PHONE:	EMAIL:
CONTACT METHOD: HOTLINE CALL	
<div><div>REMARKS/QUESTIONS:</div><div>Oppose Project</div></div>	

Code	Issue	Response
1		Comment noted.

Code

Comment Document

CONTACT RECORD
SOUTH MOUNTAIN FREEWAY

INCOMING CALL DATE: 11/3/14	INCOMING CALL TIME: 5:34 PM
STAKEHOLDER: ANONYMOUS	ADDRESS:
PHONE:	EMAIL:
CONTACT METHOD: HOTLINE CALL	
REMARKS/QUESTIONS: Oppose project	

1

Code	Issue	Response
1		Comment noted.

1

CONTACT RECORD

SOUTH MOUNTAIN FREEWAY

INCOMING CALL DATE: 11/3/14	INCOMING CALL TIME: 5:41 PM
STAKEHOLDER: ANONYMOUS STUDENT	ADDRESS:
PHONE:	EMAIL:
CONTACT METHOD: HOTLINE CALL	
<div><div>REMARKS/QUESTIONS:</div><div>Oppose project - From Prescott AZ</div></div>	

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: mantaclus@aol.com [mailto:mantaclus@aol.com] Sent: Saturday, November 01, 2014 6:33 PM To: Projects Subject: PARC member</p> <p>ADOT,</p> <p>This is a travesty! We thought we had found a little piece of paradise in Ahwatukee, and now you plan on ruining it too. Our house will be impacted, and our quality of lives. Everything and everyone suffers if this is approved. You should be ashamed to run a highway alongside our homes and schools, let alone through a state park!</p> <div><div>1</div><div>2</div><div>3</div><div>4</div><div>2</div><div>5</div><div>6</div><div>7</div></div> <p>1. The FEIS provides no compelling case for a freeway to go through the South Mountain Corridor. A) ADOT must consider that the "region" does not just include Maricopa County and that the region is much larger now than it was 30 years ago when this freeway plan was conceived, so travel needs in the southern part of the region are well served by a highway far to the south of the South Mountain Corridor. B) The part of the region surrounding South Mountain is much in need of alternative forms of transportation to get around the area – such as light rail and more and better bus service. C) Intended or not, the South Mountain Freeway as currently proposed in the FEIS would be a major truck bypass, and the region does NOT need another truck bypass, especially not one in the Phoenix metropolitan area. 2. The FEIS claims that the South Mountain Freeway would ease traffic congestion. Yet Table 3-8 on Page 3-34 shows that improvement in travel times on existing freeways would be no more than a couple of minutes! The claim of improving traffic congestion is misleading at best! Even if I believe the small travel time improvements shown in Table 3-8 would really occur, they do not justify the expense of building a new freeway! 3. The air quality calculations in the FEIS are woefully inadequate. ADOT has still not completed the calculations as specified by the EPA in their comments on the DEIS. No consideration has been given to the effects of the South Mountain air shed on air quality. Claims in the FEIS that the South Mountain Freeway would not degrade air quality are outrageous! 4. PARC has found scientific proof that over 13,000 students in schools within ½ mile of the South Mountain Freeway would be at significant risk for increased respiratory ailments and retarded lung development. PARC has also found that seniors who live within ¼ mile of the proposed freeway would be at significantly higher risk of heart attack or death. Yet the FEIS does not even consider these issues. 5. The FEIS does not consider the true cost of the South Mountain Freeway. To start with, the FEIS</p>

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Alternatives, Nonfreeway Alternatives	
4	Purpose and Need, Truck Bypass	
5	Air Quality	
6	Children’s and Seniors’ Health	
7	Project Costs, Total Cost	

Code	Comment Document
6	has left so many design questions unanswered that the actual cost of the freeway is likely to be closer to \$4 billion rather than the \$2 billion ADOT has estimated. Further, the FEIS has no discussion of the annual injuries, deaths, and property destruction that could be expected from the freeway, nor the health implications for school children and seniors. The small discussion in the FEIS about potential cancer deaths from elevated levels of certain air pollutants is dismissive, indicating that those particular air pollutants don't count, and the number of increased deaths would be insignificant. The FEIS approach to human suffering is outrageous!
8	6. In building the South Mountain Freeway, wells that feed the lakes in Lakewood and the Foothills and Club West golf courses would be destroyed. The FEIS claims that ADOT will replace these water sources, but at what cost?
9	7. The FEIS does not mention the danger of trucks transporting hazardous materials (hazmats) over the South Mountain Freeway. While the chances that a hazmat spill would occur at any particular time are quite small, the chance that a spill would happen SOMETIME is significant, and the public has a need to know about the potential effects of such a spill. Within the "world's largest cul de sac" of Ahwatukee, evacuation in a timely manner without using the freeway would be difficult if not impossible. And the effects of the South Mountain air shed (apparently not studied by ADOT) are likely to trap air borne toxins in the village for a much longer period of time than would be expected in an open area where air blows freely. One of the hazmats expected to be transported on the freeway would be chlorine, a particularly deadly gas that seeps into buildings and cars. So immediate escape would be necessary, for chlorine turns human membranes into hydrochloric acid and makes it difficult, if not impossible, for one to see or breathe. The transport of hazmats through Ahwatukee is unacceptable, so they must be banned from the freeway.
10 11	8. The FEIS proposes blasting through 3 ridges of South Mountain in building the South Mountain Freeway. This land in South Mountain is a part of the South Mountain Park Preserve. As the name suggests, this land is to be preserved! It is also a part of the largest municipal park in the country – a crown jewel of Phoenix! Further, South Mountain is sacred land to several of the Native American tribes in Arizona. No freeway has a need or a right to desecrate this land!
<div>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.</div>	

Code	Issue	Response
8	Groundwater	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.
9	Hazardous Materials	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
10	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	
11	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div></div><div><div><div><div>From:</div><div>bszejn [mailto:bszejn@aol.com]</div></div><div><div>Sent:</div><div>Thursday, December 04, 2014 7:18 PM</div></div><div><div>To:</div><div>Projects</div></div><div><div>Subject:</div><div>202 loop expanding thru foothills</div></div></div></div><div><p>This route will be used by the trucking industry causing unhealthy air quality and noise pollution. Why is this route being approved is beyond me. The school on Pecos the church and south mountain preserve will all be destroyed. And all the homes not affected by being torn down near the route will loose values.</p><p>Sent from my Verizon Wireless 4G LTE smartphone</p><p>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.</p></div></div>

Code	Issue	Response
1	Purpose and Need, Truck Bypass	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Health Effects	
3	Air Quality	
4	Noise	
5	Acquisitions and Relocations	
6	Economic, Socioeconomics	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div></div><div><div><div>-----Original Message----- From: DR [mailto:dante6901@cox.net] Sent: Saturday, November 15, 2014 1:38 PM To: Projects Subject: No on Loop 202. SMF</div><div>Pollution near schools and in established neighborhoods. Negative effects on wildlife. Increase in crime for Ahwatukee which has just had police resources reduced! Noise pollution! Destruction of existing neighborhoods!</div><div>Find another route!</div><div>No Freeway!!!</div><div>DR/Ahwatukee Resident</div></div></div></div>
	<div><div>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.</div><div>.</div></div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Biology, Plants, and Wildlife	
3	Crime	
4	Noise	
5	Community Impacts	
6	Alternatives, No-Action Alternative	

Code	Comment Document
	<div><div><div>1UNIDENTIFIED SPEAKER: Good morning,</div><div>2everyone. Or good afternoon in Indian time.</div><div>3I hear the people, the elders. I hear two</div><div>4worlds, the white man world and the Native American world.</div><div>5Many years ago, this -- this is our land to this day.</div><div>6We're not the only Native Americans in Arizona that are</div><div>7fighting the white man. We've got a lot of nations, the</div><div>8Palos, the native tribes all over, and even the Mexicans</div><div>9across the border. We forget who we are sometimes when we</div><div>10look at running for office or government to see what we</div><div>11need for our people.</div><div>12Sometimes we look at the money for our land</div><div>13and our homes and our people and our elders. All that</div><div>14land, we can use it. We can make profit of our own tribal</div><div>15lands. We can put hay on it, farm on it, vegetables,</div><div>16something that we can use.</div><div>17These casinos where the white man works,</div><div>18they're destroying our family and our nation. These</div><div>19casinos is about money, property. Who's going to get so</div><div>20and so. The money was supposed to be vested in our</div><div>21people, to education for schools, benefit for things that</div><div>22we need for our elders, things that -- try to look on the</div><div>23bright side. But every time we look at it, it's about</div><div>24land, the freeway, the new casinos coming.</div><div>25To this day, Navajo Nation, a lot of the</div></div><div>Page 105</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
1	<div>1 tribes are still fighting the white man. The white man</div> <div>2 can say what they want. What do we get? Little bit. Not</div> <div>3 as much.</div> <div>4 It is true what the elders said many years</div> <div>5 ago, before Christianity came in. The medicine men, they</div> <div>6 already knew what was going to happen around the world.</div> <div>7 They already knew what was going to happen. To this day,</div> <div>8 they said our young people today may go and graduate and</div> <div>9 learn the white man's way, to be educated, come up here,</div> <div>10 and protect our people.</div> <div>11 It is true South Mountain is very sacred</div> <div>12 land from the south to Salt River to this day, that's in</div> <div>13 the Navajos and the Hopis. There's a story behind that</div> <div>14 South Mountain. It's very sacred. And also the Man in</div> <div>15 the Maze, that's his home.</div> <div>16 White people want to destroy. You talk</div> <div>17 about land. Look at all the land that you guys want to</div> <div>18 use. We can do a lot of things with that land. We can</div> <div>19 get the water running through there, do some crops,</div> <div>20 harvest it. People that have cattle and horses, we can do</div> <div>21 hay on it. There's a lot of things that we can do.</div> <div>22 But it's us. The laziness. And that's how</div> <div>23 the white man's going to look at it. But screw the white</div> <div>24 man. Their fathers, their great fathers -- General Custer</div> <div>25 took all the land, pushed all the Native Americans from</div> <div>Page 106</div> <div>Driver and Nix Court Reporters - (602) 266-6525</div> <div>www.drivernix.com</div>

Code	Issue	Response
1	Section 4(f) and Section 6(f), Traditional Cultural Properties	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div>1the north to the south to the west. Because the land, the</div><div>2oil, and the copper.</div><div>3We get in these casinos. These casinos are</div><div>4supposed to be benefit for our people, to give them jobs,</div><div>5you know, to better their lives. But we're still fighting</div><div>6with these casinos because there's more non-Indians in the</div><div>7casino. It was a lot better when it was still under Gila</div><div>8River Gaming Enterprise. But now, when the new company</div><div>9came in, everything went downhill.</div><div>10We're losing our young people. We're losing</div><div>11our people that are supposed to help benefit our tribe.</div><div>12To this day, many of our young people that are working the</div><div>13casinos, there's a lot of misunderstanding in the</div><div>14politics. Our budget, money-wise, our benefits, our</div><div>15401(K).</div><div>16To this day, what I think, and to all the</div><div>17nation, you open a one-step freeway, we forget who we are.</div><div>18We are the Gila River people. We're the third-largest</div><div>19tribe. I think so. They say there's two largest tribes</div><div>20that's going to take over, going to wipe out the</div><div>21reservation, the Navajo Nation and the Tohono O'odham</div><div>22Nation. They want their land back. All these years</div><div>23they've been put through.</div><div>24That's why they want another casino. The</div><div>25monies, the fundings, our per cap should get a little bit</div></div><div>Page 107</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1 more instead of being selfish and putting new things for</div><div>2 the state. Some of our elders need transportation.</div><div>3 Tomorrow, there are things that we need to be done on the</div><div>4 reservation. It is true.</div><div>5 But our elders have spoken. The Great</div><div>6 Spirit -- before the white man had came in this world, the</div><div>7 Christianity began in the long ago, the old people said.</div><div>8 The Old Man in the Maze said there was somebody more</div><div>9 powerful than him, stronger than him that we're going to</div><div>10 hear a lot. We're going to lose our language. Everything</div><div>11 is going to die. It is true. It is written.</div><div>12 To this day, we -- we -- as we look at</div><div>13 ourselves, we still don't trust anybody, especially</div><div>14 Christian people. Our government, the President, don't</div><div>15 understand the history, how we became and how we united.</div><div>16 But long ago, there was a tribe called the AIM. They</div><div>17 fight with what they believe in. To this day, there's a</div><div>18 lot of American Indians that are still fighting. They</div><div>19 want what's best. But with the politics, the council, the</div><div>20 government, it's about money.</div><div>21 There's something you can do with these</div><div>22 lands. Our agriculture, our farming. All the culture and</div><div>23 farming was taught many years ago to our people up the</div><div>24 Gila River. All this was all green, farmlands, people.</div><div>25 Horses and cattle and grain on it, or corn or squash. But</div></div><div>Page 108</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div>1 today, it's a modern life. We want the easy way out of</div><div>2 life.</div><div>3 But as we go through that in life, we're</div><div>4 still forgetting who we are. But the ones that know the</div><div>5 Indian way of life, we're never going to have problems,</div><div>6 because we know -- we know how to survive the white man's</div><div>7 world. To this day, we're as one. This freeway, our</div><div>8 mountain, our sacred is very valuable to our elders. The</div><div>9 wars that we fight, it's not our war. Our war is -- we</div><div>10 fought for what we believe in. That's our war.</div><div>11 And it seems like we're fighting these white</div><div>12 men because they don't understand the Indian way of life.</div><div>13 Same as we live in the white man's world. We live off the</div><div>14 reservation. We're still trying to teach the white man</div><div>15 how to do things like they were trying to teach us long</div><div>16 ago.</div><div>17 Just look at it, everything that we do. We</div><div>18 don't trust anybody nowadays, especially our own</div><div>19 government, especially the President. But as -- that is</div><div>20 us. We are the people with all nations.</div><div>21 You know, we had a good size per cap a</div><div>22 couple years back, 500. Now it's down to 200, 300. This</div><div>23 freeway, if it does go through, if it doesn't go through,</div><div>24 it is said, the white man's still coming. But we can</div><div>25 outsmart the white man. We can outsmart -- this is our</div></div> <div>Page 109</div> <div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1 land. We're going to farm on it. We can do things with</div><div>2 it to teach our kids, their grandchildren about what the</div><div>3 river did to the people that used to live here. And we</div><div>4 still live here.</div><div>5 The river meant to us a lot of things. A</div><div>6 lot of people don't want to hear the truth because they</div><div>7 don't want to hear the truth. They want to go -- they</div><div>8 want to understand and believe. There's voting. Our</div><div>9 council, our governor.</div><div>10 Our governor, he should understand where</div><div>11 they come from and how we believe in. But no. It's about</div><div>12 money. We've got to stop and think. What would be best?</div><div>13 Don't sell your land. We can use it.</div><div>14 That's all I've got to say. Thank you.</div><div>15 MS. KISTO: Thank you, sir.</div><div>16 We have time for one last comment before</div><div>17 closing. Anybody?</div><div>18 Rolinda Perez will be next. And after</div><div>19 Rolinda, then we'll have the closing by Lieutenant -- I</div><div>20 mean Governor Lewis Elect (sic). And then we'll have a</div><div>21 blessing. And we have lunch provided for all the</div><div>22 participants that showed up today for the event.</div><div>23</div><div>24</div><div>25</div></div><div>Page 110</div><div>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</div></div>

Code	Issue	Response

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div></div><div><div><div><div>From: Rusty Crerand</div><div>Sent: Monday, December 01, 2014 10:49 AM</div><div>To: Projects</div><div>Subject: Loop 202 S. Mt. Comment #1432959335</div></div><div><div>From Envoy:</div><div><div>11/25/2014 4:23:01 PM</div><div>It seems from the Environmental Impact Study, that the intention is to proceed with the building of the extension to Loop 202. The will be an environmental (and social) catastrophe for the Ahwatukee Foothills community, flora and fauna and especially our air quality. The prevailing wind to the area is from the south, from Tucson and the Gila Reservation, so we get a lot of dust. Added to this will be the pollution from the freeway (it's delusional to expect anything else) All the air in the area is trapped by South Mountain and added to this we have inversion. You people seem to be hell bent on making this place, worse than the hell hole of Los Angeles!</div></div></div><div><div><div>Rusty Crerand</div><div>Constituent Services Officer</div><div>206 S. 17th Ave.</div><div>MD 118A Room 101</div><div>Phoenix, AZ 85007</div><div>602.712.7856</div><div>dcrerand@azdot.gov</div></div><div><div><div>ADOT</div><div>Communications</div></div></div><div><div>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.</div><div>.</div></div></div></div></div></div>

Code	Issue	Response
1	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Biology, Plants, and Wildlife	
3	Air Quality	

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div><div>6</div><div>7</div><div>8</div></div><div><p>From: Rusty Crerand Sent: Tuesday, November 25, 2014 8:14 AM To: Projects Subject: Loop 202 SMF</p><p>From Envoy:</p><p>11/24/2014 8:35:36 PM As a homeowner near Pecos Rd and a resident of Ahwatukee, I am against the South Mountain Freeway for a myriad of reasons. First off, this freeway would only ease traffic for Ahwatukee residents traveling to Laveen. Is there such a huge population of Ahwatukee residents working in Laveen that it necessitates a new freeway? No. The SMF will not ease traffic (by more than a minute or two) for anyone travelling anywhere else. Second, the environmental impact of this freeway would be catastrophic. In case you've been living under a rock, you've noticed that pollution, dust storms, etc. linger in Ahwatukee due to South Mountain blocking the airflow. What do you think will happen when you add a freeway? You, ADOT, have incorrectly and dishonestly reported the environmental impact that the SMF would have on Ahwatukee. Shame on you! You are willing and eager to pollute the areas where thousands of children attend the multiple elementary, middle, and high schools in our communities. Third, you are wasting funding that could be used to improve our community and our state for the better. Rather than do so, you have designed a freeway that will improve nothing. It will add nothing positive, only concrete and pollution. You are desecrating sacred lands and beautiful landscape. I stand against the SMF, and with the people of Ahwatukee who cherish our home and our community.</p><p>Rusty Crerand Constituent Services Officer 206 S. 17th Ave. MD 118A Room 101 Phoenix, AZ 85007 602.712.7856 dcrerand@azdot.gov</p><div></div><p><small>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.</small></p></div></div>

Code	Issue	Response
1	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Alternatives, No-Action Alternative	
3	Air Quality	
4	Children’s and Seniors’ Health	
5	Project Costs, Total Cost	
6	Section 4(f) and Section 6(f), Traditional Cultural Properties	
7	Biology, Plants, and Wildlife	
8	Community Impacts	

Code	Comment Document												
1	<p>CONTACT RECORD SOUTH MOUNTAIN FREEWAY</p> <table> <tr> <td>INCOMING CALL DATE: 11/25/14</td><td>INCOMING CALL TIME: 4:17 PM</td></tr> <tr> <td>STAKEHOLDER: ANONYMOUS</td><td>ADDRESS:</td></tr> <tr> <td>PHONE:</td><td>EMAIL:</td></tr> <tr> <td colspan="2">CONTACT METHOD: HOTLINE</td></tr> <tr> <td colspan="2"> <p>REMARKS/QUESTIONS: Opposed to destroying part of South Mountain Park.</p> </td></tr> <tr> <td colspan="2"></td></tr> </table>	INCOMING CALL DATE: 11/25/14	INCOMING CALL TIME: 4:17 PM	STAKEHOLDER: ANONYMOUS	ADDRESS:	PHONE:	EMAIL:	CONTACT METHOD: HOTLINE		<p>REMARKS/QUESTIONS: Opposed to destroying part of South Mountain Park.</p>			
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<p>REMARKS/QUESTIONS: Opposed to destroying part of South Mountain Park.</p>													

Code	Issue	Response
1	Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.

Code	Comment Document
	<div><div><div>1</div><div>2</div><div>3</div><div>4</div><div>5</div></div><div><div><div><div>From: nancy@jncbooks.com [mailto:nancy@jncbooks.com]</div><div>Sent: Thursday, November 13, 2014 10:33 AM</div><div>To: Projects</div><div>Subject: Stop the Pecos Freeway</div></div><div><div>I am a very concerned home owner in the community of Lakewood. I live fairly close to Pecos Road and I do not want a freeway to go through our community. Our state is in a budget crisis and those precious dollars should fund education. The cost of the freeway is not paid for and the health costs are so numerous to our community. The air we breath will be even greatly polluted. I am proud of the Gila River Indians for stepping up and calling the land sacred. It is sacred for all of us. No freeway please.</div><div><div>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.</div><div></div></div></div></div></div></div>

Code	Issue	Response
1	Community Impacts	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Project Costs, Total Cost	
3	Health Effects	
4	Air Quality	
5	Section 4(f) and Section 6(f), Traditional Cultural Properties	

Code	Comment Document
	<div><div><div>123</div></div><div><p>-----Original Message----- From: charleyz24@cox.net [mailto:charleyz24@cox.net] Sent: Thursday, December 04, 2014 3:50 PM To: Projects Subject: NO 202</p><p>Freeway pollution kills. Examine the clinical studies. You can't build freeways through neighborhoods any more.</p><hr/><p>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.</p><p>.</p></div></div>

Code	Issue	Response
1	Air Quality	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page A371 of this Appendix A.
2	Health Effects	
3	Community Impacts	

