

**Arizona Department of Transportation**

*202 MA 054 H882701C*

*SR 202L (South Mountain Freeway)*

*I-10 (Maricopa Freeway) – I-10 (Papago Freeway)*

**Public Private Partnership (P3) Design-Build-Maintain Contract**

**PRELIMINARY DESIGN PUBLIC COMMENT REPORT**

Rev	Date	Prepared By	Approved By	Description
0	10/25/16	Jennifer Nalley	Theresa Gunn	Ready for distribution.
1	11/10/16	Jennifer Nalley	Theresa Gunn	Comments addressed. Ready for distribution.
2	11/16/16	Jennifer Nalley	Theresa Gunn	Comments addressed. Ready for distribution.
3	11/21/16	Jennifer Nalley	Theresa Gunn	Comments addressed. Ready for distribution.

# TABLE OF CONTENTS

KEY ISSUES.....	4
1.0 NOTIFICATION.....	6
1.1 Newspaper Advertisements .....	6
1.2 Door-to-Door Delivery .....	6
1.3 News Releases to Traditional Media Outlets .....	6
1.4 GovDelivery Subscribers Emails and Texts.....	7
1.5 Social Media Postings.....	7
2.0 MEETINGS.....	8
2.1 Meeting Format .....	8
2.2 Meeting Locations and Attendance .....	9
2.3 Title VI Self-Identification Survey .....	10
3.0 QUESTIONS ANSWERED DURING MEETINGS .....	11
3.1 Questions and Responses (Ahwatukee).....	11
3.2 Questions and Responses (Betty Fairfax High School).....	13
3.3 Questions and Responses (Fowler Elementary School) .....	14
4.0 COMMENTS VIA PHONE CALLS AND EMAILS .....	17
4.1 Comment Categories .....	17
4.2 Responses .....	17
5.0 RESPONSES TO UNANSWERED QUESTIONS .....	20
6.0 CONCLUSION .....	24

---

APPENDIX A: Advertisements.....	25
APPENDIX B: Post Cards.....	29
APPENDIX C: Post Card Distribution Locations.....	32
APPENDIX D: GovDelivery Public Meeting Notices.....	36
APPENDIX E: Social Media Public Meeting Postings.....	40
APPENDIX F: Community Title VI Notifications.....	43
APPENDIX G: Meeting Materials – Presentation Boards.....	45
APPENDIX H: Preliminary Design Public Input Meetings Presentation.....	50
APPENDIX I: Aesthetics and Landscape Design Concepts Presentation.....	100
APPENDIX J: Diverging Diamond Interchange Presentation.....	123
APPENDIX K: Question/Comment Cards – Blank.....	131
APPENDIX L: Question/Comment Cards – Transcribed.....	136
APPENDIX M: Question/Comment Cards – Scanned.....	162
APPENDIX N: Title VI Survey.....	454
APPENDIX O: Inquiries.....	463

## EXECUTIVE SUMMARY

The Arizona Department of Transportation (ADOT) and Connect 202 Partners (C202P) held three public meetings to obtain input on the preliminary design for the Loop 202 South Mountain Freeway (Project). Meetings were held in Ahwatukee, Laveen and west Phoenix between September 27th and October 6th, 2016. ***Nearly 800 people attended the meetings, and more than 660 comments, questions, emails and phone calls were collected by the Project team.***

All three meetings followed the same format and provided the same information which included:

- Preliminary design maps for each segment with noise barrier locations identified.
- Looping presentation on the landscaping and aesthetic plan for each of the five character areas.
- Looping presentation, including video, about diverging diamond traffic interchanges.
- Staff available to answer questions specific to right-of-way acquisitions and noise mitigation.
- Presentation on current project status and design changes since the Design Concept Report (DCR).
- Facilitation of a question and answer session.

A variety of methods was used to notify the public about the meetings.

- Newspaper advertisements.
- Door-to-door delivery of the meeting notice.
- News releases to traditional media outlets.
- Social media postings.
- Notices to GovDelivery subscribers.

Representatives from ADOT and C202P answered questions, received feedback and encouraged attendees to provide comments on the preliminary design plans.

## KEY ISSUES

Several key issues common to many residents emerged during the public meetings. The following are the key issues identified by segment. This report provides further detail on the questions and comments received and responses provided by the Project team.

### **Tuesday, September 27**

**6:00 PM – 8:00 PM**

Desert Vista High School  
Multi-Purpose Room  
16440 S. 32nd St., Phoenix

### **Wednesday, September 28**

**6:00 PM – 8:00 PM**

Betty Fairfax High School  
Multi-Purpose Room  
8225 S. 59th Ave., Laveen

### **Thursday, October 6**

**6:00 PM – 8:00 PM**

Fowler Elementary School  
Multi-Purpose Room  
6707 W. Van Buren St., Phoenix

### **Pecos Segment**

- Residents requested an interchange at 32nd Street be added to the design.
- Residents questioned the purpose of the interchange at 24th Street, and some requested it be moved to 32nd Street.
- Due to concerns about increased traffic on Liberty Lane, residents requested a frontage road between 32nd and 40th streets be added.
- Many residents continue to have concerns about the freeway profile and requested ADOT reconsider and build the freeway below grade (depressed).
- The bicycle community has concerns about the current design for the shared-use path and requested it be changed to include two 10-foot bicycle lanes separated from a 5-foot pedestrian path.
- Many people are still opposed to the freeway alignment on Pecos due to concerns it will be a truck bypass, increase local pollution and add traffic on local streets near schools.
- Residents asked questions about Pecos Road closures during construction.

### **Center/Salt River Segments**

- Several residents requested adding a pedestrian bridge over Baseline Road at 57th Avenue.
- Many people were supportive of the freeway.
- People were concerned about the lack of noise barriers adjacent to vacant land.
- Residents wanted assurance they will continue to have access during construction.
- Closures of major arterials with limited options for detours were identified as a major issue.

### **I-10 Segment**

- Residents near Sunridge Elementary School were concerned about traffic on Roosevelt during construction.
- Many residents were supportive of the freeway.
- Concerns about traffic congestion during construction were raised by several meeting attendees.

Decision makers at ADOT, Federal Highway Administration (FHWA) and Maricopa Association of Governments (MAG) are currently reviewing the preliminary design comments and will be determining which changes should be included in the final design. The public will be given an update as soon as the decisions are made.



*Fowler Elementary attendees view preliminary design plans.*

## 1.0 NOTIFICATION

### 1.1 Newspaper Advertisements

Advertisements promoting the public meetings ran in the publications listed below. Meeting notices in *Ahwatukee Foothills News*, *The Arizona Republic*, and *East Valley Tribune* appeared in English, and the advertisement in *La Voz* was published in Spanish. Please see Appendix A to view advertisements.

Publication	Size	Run Date	Notes
<b>Ahwatukee Foothills News</b>	1/2 page (4.9" X 11")	Wed., 9-14-16	
<b>Arizona Republic Community Sections</b>	1/4 page (4.938" X 10")	Wed., 9-14-16	Southwest Valley, Tempe/Ahwatukee and Chandler
<b>La Voz</b>	1/2 page (4.937" X 12.5")	Fri., 9-16-16	
<b>East Valley Tribune Zones</b>	1/2 page (4.9" X 11")	Sun., 9-18-16	Ahwatukee and Tempe/Chandler zones

### 1.2 Door-to-Door Delivery

Approximately 16,500 bilingual postcards were delivered door-to-door to homes along the Project corridor on September 16, 2016 (*11 days prior to the first meeting*). Please see Appendix B to view the postcard. Delivery locations can be viewed in Appendix C.

### 1.3 News Releases to Traditional Media Outlets

ADOT distributed three news releases to media outlets. Dates of distribution and links to the releases are provided below.

Sept. 6: Public Input News Release

<http://azdot.gov/media/News/news-release/2016/09/06/public-input-essential-as-south-mountain-freeway-moves-toward-construction>

Sept. 23: Public Input Reminder News Release

[http://azdot.gov/projects/phoenix-metro-area/loop-202-\(south-mountain-freeway\)/stay-in-the-loop/media/2016/09/23/south-mountain-freeway-meetings-starting-next-week-will-detail-design-plans](http://azdot.gov/projects/phoenix-metro-area/loop-202-(south-mountain-freeway)/stay-in-the-loop/media/2016/09/23/south-mountain-freeway-meetings-starting-next-week-will-detail-design-plans)

Oct. 14 Public Meeting Recap News Release

<http://azdot.gov/media/News/news-release/2016/10/14/south-mountain-freeway-design-meetings-draw-big-crowds-important-input>

## 1.4 GovDelivery Subscribers Emails and Texts

ADOT distributed public meeting notices via the GovDelivery list to approximately 9,000 subscribers which included all stakeholders in the C202P online stakeholder management system (SMS) and email subscribers from the environmental study phase of the Project. GovDelivery public meeting notices are provided in Appendix D.

## 1.5 Social Media Postings

ADOT shared meeting information on [Facebook](#) (4 posts) and [Twitter](#) (14 tweets). The following is a sample from the Twitter feed.

**Arizona DOT Verified account** @ArizonaDOT Oct 4

Mark your calendar for the next South Mountain Freeway meeting on Thursday at Fowler Elementary School in Phoenix![pic.twitter.com/7V5oFvRhtW](http://pic.twitter.com/7V5oFvRhtW)

LOOP 202  
*South Mountain*  
Freeway

### PUBLIC INPUT MEETINGS

ADOT and Connect 202 Partners are hosting three public meetings to share information and obtain public input on preliminary design plans for the future freeway

Meetings: 6-8 p.m. Presentation: 6:30 p.m.  
Open House to follow

Tues., Sept. 27	Wed., Sept. 28	Thurs., Oct. 6
Desert Vista High School Multi-purpose Room 16440 S. 32nd St., Phx.	Betty Fairfax High School Multi-purpose Room 8225 S. 59th Ave., Laveen	Fowler Elementary School Multi-purpose Room 6707 W. Van Buren St., Phx.

All Social Media Postings to Facebook and Twitter regarding the public meetings are available in Appendix E.

## 2.0 MEETINGS

### 2.1 Meeting Format

The purpose of the meetings was to share information on the freeway design changes since the DCR and obtain feedback from the public on the preliminary design plans for the freeway.

All meetings were scheduled from 6:00 PM – 8:00 PM, beginning with an open house that allowed residents time to view the design plans and watch continuous loop presentations on the landscape and aesthetic plan and diverging diamond interchange design. Additional tables were staffed by Project team members to answer questions about right-of-way and noise.

A group presentation started at 6:30 PM to provide information on the current status of the Project and review the design changes for each mile segment of the freeway.

During the presentation, residents were encouraged to write their questions on cards and give them to staff. The question cards were collected and grouped by category.



*Desert Vista High School presentation.*

Following the presentation, Project team members answered representative questions from the most popular categories. Team members provided responses which were recorded on a flip chart. The questions and responses provided during this question and answer session are listed in Section 3.0.

The public meeting presentations and design plans were posted on the project website: [www.southmountainfreeway.com](http://www.southmountainfreeway.com). All public notices and follow-up news releases encouraged residents unable to attend the meeting to go online to view the information and submit their comments via one of the methods listed below through Thursday, October 20, 2016.

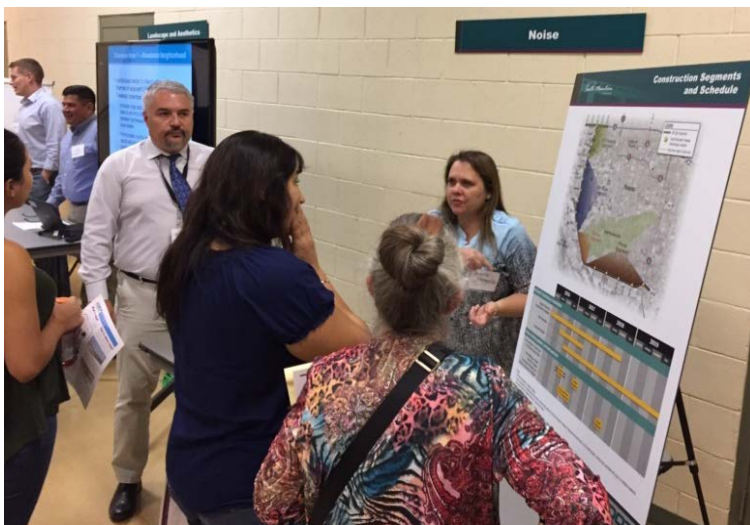
- **Online:** SouthMountainFreeway.com
- **Email:** SouthMountainFreewayInfo@c202p.com
- **Phone:** 1.855.SMF.L202 (1.855.763.5202), or para Español, 623.239.4558
- **Mail:** ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007



## 2.2 Meeting Locations and Attendance

The three preliminary design public meetings were held on the following dates and at the locations listed. The approximate number of attendees and the number of question cards and comment forms received at each meeting are also included.

- **Tuesday, Sept. 27, 2016 (6:00 PM – 8:00 PM):** Desert Vista High School, Multipurpose Room, 16440 S. 32nd St., Phoenix
  - Approximate number of attendees: 500
  - Number of question cards: 132
  - Number of completed comment forms: 191
- **Wednesday, Sept. 28, 2016 (6:00 PM – 8:00 PM):** Betty Fairfax High School, Multipurpose Room, 8225 S. 59th Ave., Laveen
  - Approximate number of attendees: 200
  - Number of question cards: 40
  - Number of completed comment forms: 59
- **Thursday, Oct. 6, 2016 (6:00 PM – 8:00 PM):** Fowler Elementary School, Multipurpose Room, 6707 W. Van Buren St., Phoenix
  - Approximate number of attendees: 100
  - Number of question cards: 25
  - Number of completed comment forms: 20



*Betty Fairfax High School project area and schedule.*

### 2.3 Title VI Self-Identification Survey

Meeting attendees were given the opportunity to self-identify if they were a member of a Title VI group. Table 1 summarizes the information received.

**Table 1: ADOT Title VI Self-Identification Survey**

CATEGORY	DESIGNATION	COUNT
<b>Ethnicity</b>	American Indian/Alaskan Native	0
	Asian/Pacific Islander	0
	Hispanic/Latino	3
	African American/Black	0
	White	5
	Other	0
<b>Gender</b>	Male	6
	Female	2
<b>Age</b>	01-20	0
	21-39	1
	40-64	6
	65+	1
<b>Disabled</b>	Yes	2
	No	6
<b>Veteran Status</b>	Yes	0
	No	8

### 3.0 QUESTIONS ANSWERED DURING MEETINGS

During each meeting, question cards were collected and categorized. One question from each of the most popular resulting categories was chosen to be read, and a response was provided during the meeting. This section documents the questions and responses. Included is the question which was read as being representative of its category during the meeting and the response provided.

All question cards and comment forms are provided in Appendix K. Please see Appendix L for verbatim comments by category and Appendix M for electronic copies of the actual forms returned by meeting participants.

#### 3.1 Questions and Responses (Ahwatukee)

Q1: Since there is no exit planned at 32nd Street, why not add a frontage road parallel to Pecos Road between 24th and 40th Streets to mitigate traffic and safety concerns?

A1: *Adding a frontage road would require moving the freeway further north because the power lines south of Pecos Road prevent expanding to the south. There is currently not enough right-of-way to accommodate a frontage road. The design team will consider other options to mitigate community traffic and safety concerns.*

Q2: Will the Pecos segment of the freeway be depressed (below grade)?

A2: *The preliminary plans do not include a depressed (below grade) elevation. From a technical standpoint, the at-grade elevation will allow gravity to match drainage patterns in an efficient design while avoiding additional mechanical aspects and maintaining a small footprint.*

Q3: How wide will the shared use path be? Will it run in both directions?

A3: *The shared use path will be built between 40th Street and 17th Ave. The path is currently designed to be 15-foot wide and will allow bicycles and pedestrians to travel in both directions.*

Q4: Multiple questions regarding noise walls and sound mitigation.

A4: *Based on sound studies performed during the Environmental Impact Study (EIS), needed locations for sound walls were identified. Based on each specific area, the appropriate height will be selected.*

Q5: How will the Ahwatukee water and wells be impacted? How will the roadway affect ponding?

A5: *The wells will not be impacted by construction. Access to the well sites will be maintained.*

Q6: What is the construction timing? Will the freeway be opening one section at a time?

A6: *The freeway will open all at once. Portions of the Pecos segment will be used to maintain local traffic during construction as they are completed.*

Q7: What steps are being taken to minimize the construction impact on residents? Which comes first: trees and landscaping or the noise wall?

A7: *The team must comply with high standards for dust control. These levels are tested regularly. Earthwork must be completed prior to construction of the sound walls. To obtain further information regarding the landscaping, please visit the landscape station following the presentation to view plans and speak to a representative.*

Q8: Will there be a signal at each Diverging Diamond Interchange (DDI)?

A8: *A signal is planned at the north end that controls traffic both ways. No signal is planned at south end because it is a half-DDI.*

Q9: What is the traffic plan for the Pecos/I-10 area?

A9: *The traffic plan is to maintain two traffic lanes on Pecos during construction.*

Q10: Is there no final plan prior to work starting? How is that possible, and why is it that way?

A10: *One of the benefits of a design-build project delivery system is that some parts of the project can be constructed while design of other areas is still in progress.*

Q11: Are the traffic interchanges several miles apart in the Pecos segment?

A11: *The interchanges are currently designed for 40th Street, 24<sup>th</sup> Street, Desert Foothills Parkway and 17<sup>th</sup> Avenue.*

Q12: Will there be a toll gate on the freeway?

A12: *No, this freeway will not be a toll road.*

Q13: Who can residents call for pest control?

A13: *The contractor has an obligation to mitigate pest control in the work area.*

Q14: According to the map, the south side of South Mountain will be sheared while the north side will remain untouched. So why am I seeing work being done on the north side?

A14: *What you may be seeing is a Taylor Morrison development project in that area. The Project does not include work on the north side of South Mountain.*

Q15: Why is there an HOV lane?

A15: *The freeway is part of a larger regional plan. The HOV lanes will be constructed as part of the initial project rather than during post-construction as we have seen in other locations.*

Q16: Is the right of way acquisition and demolition process complete?

A16: *Acquisition of right of way is ongoing at this time. There is one more demolition project in the Pecos segment and others on the west side of the alignment.*

Q17: What is the difference between Design-Build versus Design-Bid-Build delivery?

A17: *In a Design-Bid-Build delivery, design is completed prior to any construction. In a Design-Build delivery, both design and construction occurs concurrently, which results in an approximate construction time saving of three years for this project.*

### 3.2 Questions and Responses (Betty Fairfax High School)

Q1: Is the meeting presentation available on the website?

A1: *Yes, it was posted on September 27, 2016.*

Q2: Will the roadway open in segments or all at once?

A2: *All at once, except for the Pecos Road segment, which will open earlier.*

Q3: There are flooding issues north of South Mountain. Will the project make it worse?

A3: *The preliminary plans show linear basins to drain the water into the Salt River.*

Q4: Will there be on/off ramps at Broadway Road?

A4: *There will be an access road at Lower Buckeye Road.*

Q5: How high will the sound walls be?

A5: *The maximum height is 20 feet.*

Q6: How does the current lawsuit affect construction?

A6: *The Record of Decision gives C202P the legal right to proceed with construction.*

Q7: For traffic control in the Southern Avenue and Baseline Road areas, how will we stop traffic from entering neighborhoods for shortcuts?

A7: *The traffic control plan is currently in planning.*

Q8: Will bicycles be allowed on the pedestrian bridge?

A8: *Yes, bicycles will be allowed on the pedestrian bridge.*

Q9: Will the speed limit be the same throughout the freeway alignment?

A9: *Yes, 65 mph will be the limit throughout the alignment.*

Q10: Who do we contact for land parcels that are not incorporated into City of Phoenix?

A10: (Answer provided at meeting was to check at the Open House/ROW station).

Q11: Will there be a bicycle and pedestrian crossing at the Salt River?

A11: *No bicycle or pedestrian crossing is planned for that location.*

Q12: What is the status of right of way acquisition and property demolition?

A12: *These processes are ongoing.*

Q13: What will the aesthetics on the sound walls look like?

A13: *There are five character areas along the alignment that will vary; the designs are still in development. The team continues to solicit input from the public toward the design.*

### **3.3 Questions and Responses (Fowler Elementary School)**

Q1: How will construction affect Baseline Road?

A1: *Baseline Road segment will be constructed in phases over a period of about 14 months.*

Q2: What is the purpose of the pedestrian bridge, and why is there only one?

A2: *The City of Phoenix requested a pedestrian bridge to provide a safe crossing, connect neighborhoods and create a public art/aesthetics feature in the Rio del Rey community.*

Q3: What is the cost of the project?

A3: *The total project cost is \$1.77 billion with a C202P fixed budget of \$916 million.*

Q4: Will billboards be allowed along the alignment?

A4: *There will be some guidelines and restrictions for aesthetics in relation to billboards.*

Q5: Where will the water source for landscaping be provided?

A5: *The water source will be supplied by City of Phoenix sources that comply with the water conservation plan.*

Q6: Why will 59th Avenue be one way?

A6: *The new 59th Avenue will function as a frontage road providing one way access on either side of the freeway.*

Q7: What is the community outreach strategy other than emails?

A7: *Public meetings, website updates, HOA meetings, business community meetings, social media outreach and more. We are investigating the possibility of using the Nextdoor social network application to facilitate communication. The public outreach plan is always evolving to meet the needs of the public.*

Q8: What is the construction schedule for the area of I-10 and 59th Avenue?

A8: *The construction schedule for the area of I-10 and 59th Avenue is expected to start in 2017 with completion in 2019.*

Q9: Will Loop 303 merge with Loop 202?

A9: *No, but the proposed SR30 will connect with both the Loop 202 and SR 85 eventually.*

Q10: Will the roundabouts be pedestrian friendly?

A10: *Yes, there will be a pedestrian crossing before or after each roundabout.*

Q11: Is a noise wall more effective when it's higher and thicker?

A11: *Sound wall heights are based on noise analysis with height and thickness determined by need identified during testing.*

Q12: Will there be more public meetings for final design?

A12: *Plans for future meetings will be made over the next several weeks. Project updates are provided frequently on the project website or via the communications list.*

Q13: Will the aesthetic designs be visible just on the outside or also on interior walls?

A13: *The aesthetic design elements will be included on both sides of the walls.*

Q14: How will we prevent urbanization and sprawl?

A14: *The 20-year regional plan to accommodate growth through 2026 addresses sprawl. ADOT fulfills and implements this plan.*

Q15: How does the design achieve sustainability?

A15: *Sustainability measures include major native plant salvage and use of cacti and low-irrigation plants.*

Q16: Will construction start at both ends and work toward the middle?

A16: Yes, this is the planned approach for construction as it provides the most efficiency.

Q17: Is the project currently on time or behind schedule?

A17: *The project is currently ahead of schedule.*

Q18: Why is this project so important now? Is it due to the election year?

A18: *The need for the project has long been established based on regional studies, not election schedules.*

Q19: What assistance will be offered for pest control problems arising from ground disturbance?

A19: *C202P has an obligation to mitigate pest control in the work area.*

Q20: Who should be contacted by school districts if they need to discuss issues?

A20: *Theresa Gunn is the C202P Public Relations Manager,  
SouthMountainFreewayInfo@c202P.com.*



## 4.0 COMMENTS VIA PHONE CALLS AND EMAILS

In addition to the questions and comments received during the three public meetings, the Project team received 196 emails and phone calls with additional comments and questions as of the close of the comment period, October 20, 2016. Each of these inquiries were recorded in the C202P SMS and received a return phone call or email with a response to their question or comment.

### 4.1 Comment Categories

The following is an overview of the most common comments or questions received via phone calls and emails. The number in parenthesis is the total number of comments related to the identified issue. Some emails listed multiple issues.

- Frontage road between 32nd and 40th streets in Pecos Segment (53)
- Questions about noise wall locations and height and the use of rubberized asphalt (26)
- Adding interchange at 32nd Street in Pecos Segment (25)
- Design changes to shared-use path (21)
- Freeway in Pecos Segment should be built below grade (15)
- Impacts and access to property (13)
- Support for building the freeway (11)
- Request for a pedestrian bridge over Baseline Road at 57th Avenue (8)
- Opposed to building the freeway (6)

### 4.2 Responses

The following are the responses provided to questions and comments received via phone calls and emails.

#### Frontage Road/32nd and 24th Interchanges

*In recent weeks, ADOT and C202P have received numerous comments from Ahwatukee residents concerned about traffic between 24th and 40th streets. These comments included requests to add a frontage road, to move the 24th Street interchange to 32nd Street and to add a 32nd Street interchange.*

*At this time the preliminary design plans do not include frontage roads due to right of way constraints. Specifically, there is not enough open land within the existing right-of-way for the freeway, shared-use path and a frontage road. The current design reflects the decision made during the environmental phase of the project in response to safety concerns voiced by the public.*

*Citizens cited the impact of additional traffic resulting from an interchange at 32nd Street and its close proximity to neighborhood schools. ADOT also received comments regarding impacts to adjacent homes and property. Subsequently, the traffic interchange was eliminated at the request of the South Mountain Citizens Advisory Team in 2005 and validated by the City of Phoenix in 2006.*

*It is important to note this freeway has undergone the most extensive environmental review of any highway project to date in Arizona, including a comprehensive 13-year environmental study phase that incorporated more than 8,000 formal comments from the public before receiving federal approval in 2015. While public input influenced the elimination of an interchange at 32nd Street, ADOT understands community sentiment has changed. Currently, decision makers at ADOT, FHWA and MAG are reviewing the input received during preliminary design and will be determining which changes should be included in the final design. The public will be updated as soon as these decisions have been made.*

### **Noise Mitigation**

*ADOT performed initial noise studies during the South Mountain Freeway environmental process to identify locations where noise walls will be needed. C202P is conducting additional noise studies during development of final design and construction plans to determine the exact size and height required for noise walls.*

*Rubberized asphalt will be used on the South Mountain Freeway as an additional technique to reduce noise. This material has been used for more than 20 years to resurface highways and city streets in Arizona and consists of regular asphalt paving mixed with ground, used tires. In addition to reducing the number of used tires in landfills, rubberized asphalt is smoother and quieter, and generally reduces tire noise by an average of four decibels.*

### **Shared-Use Path**

*The current design for the Pecos Segment includes a 15-foot wide shared-use path between 40th Street and 17th Avenue. While the path was not included in the Design Concept Report and Record of Decision for the South Mountain Freeway, this feature was added to the preliminary design plans in response to City of Phoenix and community request.*

*ADOT has received numerous requests from the cycling community for a wider path and separate area for high speed cycling. As planned, the shared-use path will provide community connectivity, complementing the City of Phoenix Comprehensive Bicycle Master Plan. Although the developer, C202P, is responsible for designing and building the shared-use path, the City of Phoenix will be responsible for maintaining the path and any future extensions.*

### **Below Grade Freeway**

*The Loop 202 South Mountain Freeway has undergone the most extensive environmental review of any highway project to date in Arizona, including a comprehensive 13-year environmental study phase that addressed more than 8,000 formal comments from the public before receiving federal approval in 2015.*

*That extensive and comprehensive process identified a regionally selected alternative for a gently rolling freeway, rather than a depressed (below grade) freeway. This profile is similar to portions of the Loop 101 Pima Freeway through Scottsdale.*

*While a depressed freeway was evaluated as part of the environmental process, it was not selected due to significant additional impacts associated with the drainage facilities necessary for a below-ground freeway. These drainage facilities included locating pump stations and drainage basins north of the freeway, which would have required additional land and homes.*

### **Impacts to Property**

*Response included link to the online maps to determine the impact to a specific property.*

### **Project Support**

*Thank you for your support of the Loop 202 South Mountain Freeway and contacting the project team. Construction of the Loop 202 South Mountain Freeway began in September 2016 and will be completed and operational by late 2019.*

### **Pedestrian Bridge Request (Baseline Road)**

*The Loop 202 South Mountain Freeway includes a pedestrian bridge crossing the freeway at the Elwood Road alignment. The City of Phoenix is meeting with the Rio Del Rey community on the final design for this pedestrian bridge. Your requests for a pedestrian bridge over Baseline Road has been forwarded to the City of Phoenix.*

### **Opposition to Project**

*Response included information specific to the reason given for opposition.*

### **Other Responses:**

#### **Truck Traffic**

*Current traffic projections estimate approximately 117,000 to 119,000 vehicles a day would use the freeway in 2035. Of those vehicles, truck traffic only accounts for 10 percent, much like current traffic conditions on I-10 between Loop 101 and I-17 and on US 60.*

*The primary purpose of the South Mountain Freeway is not to create a “truck bypass” for downtown Phoenix. The freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to other, already congested routes.*

#### **Hazardous Cargo**

*Arizona highways, like 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. ADOT has a few locations in the state with hazardous cargo restrictions, such as the Interstate 10 Deck Park Tunnel, but these restrictions are based on*

*emergency response issues or roadway design limitations specific to that location. The South Mountain Freeway will operate under the same rules as other similar facilities in the state; transport of hazardous cargo will be permissible.*

#### **Wells (Lakewood and Foothills)**

*The freeway will not directly impact the wells or pumps in the Lakewood Community or any of the other wells along the Loop 202 South Mountain Freeway. The pipes that deliver the water from the Lakewood wells to the lakes will be placed in steel sleeves so they can remain under the freeway.*

*ADOT and C202P have been in close coordination with the Foothills Community Association regarding their community well, which is within the freeway right of way. The current design for the 24th Street exit ramp avoids the Foothills well.*

## **5.0 RESPONSES TO UNANSWERED QUESTIONS**

The following are responses to the commonly asked questions which were not answered during one of the public meetings (Section 3) or a standard inquiry response (Section 4). Any person who believes this report does not answer his or her question should call 1-855-SM-L202 (1-855-763-5202) or email [SMFinfo@C202P.com](mailto:SMFinfo@C202P.com), and the public relations team will contact you directly.

### **Alignment/Route**

The route for the South Mountain Freeway was determined through a multidisciplinary process to identify a range of reasonable alternatives that were studied in detail in the Draft and Final Environmental Impact Statements (EIS), and the final selection determined in the Record of Decision (ROD). Analysis evaluated potential travel corridors and alignments over the course of 13 years (2001-2013). Nine alignments in the western section of the project and nine alignments in the eastern section of the project were evaluated initially. Over the course of the study, the extensive screening analysis eliminated all but three western alignments and one eastern alignment from further study. The study process involved identifying, comparatively screening, and eliminating alternatives based on:

- input from the public
- a comparison of alignment alternatives
- surrounding communities, resources, and other factors
- the historical context of the freeway
- projected regional traffic conditions with and without a freeway

Additionally, ADOT and FHWA identified several potential non-freeway options during the transportation planning process, including light rail, commuter rail, bus routes, van pools, additional streets and improved intersections. These alternatives were also evaluated as part of the study through a screening process, but ultimately these alternatives alone or in a combination would not have efficiently address the projected traffic demand anticipated in the southwest and southeast areas of metro Phoenix.

Many alternatives, including the no-build alternative, were examined to avoid the South Mountains. However, none of these alternatives were feasible or prudent. For instance, some alternatives were dismissed because they did not meet transportation demands of the region, required substantial displacement of homeowners and businesses, proved too costly, were limited by the physical constraints of the South Mountains and were restricted by the inability to move forward with alternatives on Gila River Indian Community land.

For additional information regarding the alternatives and other alignments considered, the ROD is available at: [www.azdot.gov/docs/default-source/loop-202-south-mountain/sm-rod-vol-i-chapter-3.pdf?sfvrsn=2](http://www.azdot.gov/docs/default-source/loop-202-south-mountain/sm-rod-vol-i-chapter-3.pdf?sfvrsn=2)

### **Closure of Pecos Road**

A minimum of one lane of traffic in each direction will be maintained on Pecos Road between 40th Street and 17th Avenue during construction. In late 2016, Pecos Road will be widened to the South. In early 2017, traffic will be shifted to the new road while the freeway is built to the north.

### **Cultural Resources and Recovery**

Although the Loop 202 South Mountain Freeway is not being constructed on current Gila River Indian Community land, ADOT and C202P are taking every precaution when it comes to cultural resources. These cultural resources include, but are not limited to, historic and prehistoric sites, structures, and objects important to a culture for traditional and religious reasons. Cultural resources are studied because they hold intrinsic value providing a direct link to the past. The National Historical Preservation Act requires federal agencies to consider the effects of activities on resources eligible for listing in the National Register of Historical Places.

Once ADOT completes field work at a particular site, if there are any significant finds, ADOT consults with state and Tribal historic preservation officers, Native American Tribes, representatives of local governments, and state/federal agencies, landowners or land managers to determine the next course of action, which could include excavation.

Work at prehistoric and historic sites may include thorough documentation or excavation and extraction analysis and preservation of artifacts. This may include sending the identified artifacts to an accredited repository, such as the Arizona State Museum, Museum of Northern Arizona, Pueblo Grande Museum or Huhugam Heritage Center.

When the work is completed, this important information on the history of the region and all the artifacts will be housed and preserved at the Huhugam Heritage Center. In addition, information collected will be preserved in research reports stored so future generations may learn about their importance to the region and its historic and prehistoric people.

### **Drainage**

The C202P design team has reviewed and taken into consideration the appropriate drainage reports and studies for offsite stormwater flows including the recent Ahwatukee Area Drainage Master Study conducted by the Flood Control District of Maricopa County (FCD) and the City of Phoenix. The freeway's

drainage design will maintain existing stormwater flows, not adversely impact any adjacent properties upstream or downstream and where feasible improve local drainage within the freeway corridor. The design team will continue to coordinate with the City of Phoenix and the FCD.

### **Dust Control**

Dust control is extremely important. Air quality impacts during construction would be mitigated as described in the South Mountain Freeway Final Environmental Impact Statement available at [www.azdot.gov/southmountainfreeway](http://www.azdot.gov/southmountainfreeway). ADOT requires its contractors utilize proper dust control throughout the whole project and will stop work if proper dust control is not being utilized. C202P is using a combination of City of Phoenix water, provided through metered fire hydrants, and SRP irrigation for general construction and dust control per City, State and Federal regulations.

### **Pre-construction Blasting**

C202P will be providing a pre- and post-blast survey for residents and businesses adjacent to the blast site. The pre-blast survey is done to observe any effects blasting may have on a structure such as a residential structure or commercial building. The surveyor will document both exterior and interior conditions and record structural conditions and any other physical factors that blasting could affect. Copies of the survey are sent to the homeowner and kept on file by C202P.

The public will be informed before any blasting. The public notice will contain a blasting schedule including dates and times work is to be done, areas where blasting will take place and descriptions of audible warning and "all clear" signals which will be sounded before and after blasting.

### **Property Values**

While ADOT does not have data or other information about what effect the South Mountain Freeway will have on the value of nearby property, or what impact impending construction would have on the real estate market in the short term, ADOT has conducted research studies regarding the impact of other Valley freeways on property values. This study found that new freeways provide substantial benefits to users in the form of travel time savings and reductions in cost associated with operating motor vehicles. Freeway construction may have an adverse impact on some properties, but in the aggregate, property values tend to increase with freeway development.

### **Public Transportation**

A multidisciplinary process to identify a range of reasonable alternatives was conducted in detail in the Environmental Impact Statement (EIS). The EIS considered a variety of transportation alternatives, modes, and strategies that would fit into the Regional Transportation Plan, including mass transit. The freeway option was determined to best meet the purpose and need for the project, following an extensive screening process which included evaluation of additional benefits such as system linkage, regional mobility and consistency with regional and local long-range plans.

## Right-of-Way

ADOT has acquired several residential and commercial properties within the freeway corridor. ADOT's property acquisition program includes working as early as possible with property owners and providing benefits allowed by law to cover actual, reasonable moving costs and related expenses. ADOT is strictly prohibited from acquiring properties outside the freeway right-of-way.

## Road Closures in I-10 and Salt River Segments

Road closures in the west valley will be necessary to complete the 202 South Mountain Freeway. Major roadways will be closed to build the freeway bridges, but adjacent major arterials will not be closed at the same time. The community will be notified in advance of any major road closures.

ADOT and C202P will regularly inform the public of traffic and construction activities through email and SMS text. ADOT encourages individuals who live or travel near the future freeway to sign up for project alerts at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).

## September 27 Public Meeting

We understand concerns regarding the actions which occurred during the public meeting that took place on September 27<sup>th</sup> at Desert Vista High School in Phoenix. Because of the large crowd anticipated and a desire to keep residents who attended the meeting safe, law enforcement made the decision to check bags and not allow any items which could be used as a weapon into the meeting, as is their policy at local sporting events. There was no intent to prevent anyone from attending the meeting. We also apologize for the inappropriate comments made at the end of the public meeting. Our new public relations manager, Theresa Gunn, is working to establish better relationships with everyone in the community.

## Tribal Coordination

ADOT understands that the South Mountains are highly valued and considered sacred by Native American communities. Many tribes, including the Gila River Indian Community, consider the South Mountains to play a role in their cultures, identities, histories and oral traditions. ADOT and tribal members have continuously coordinated South Mountain Freeway activities, as demonstrated by about 200 meetings that were held between ADOT and Gila River Indian Community since 1996. While ADOT worked closely with the Gila River Indian Community for several years to explore routing options to avoid the South Mountains, ultimately the tribe voted not to place the freeway on tribal lands.

In Feb. 2012, the Gila River Indian Community voted in favor of the no-build option in a coordinated referendum of tribal members, and subsequently ADOT moved forward with the current alignment plans. As a result, the freeway will clip a corner of South Mountain Park, impacting three ridges in the southwest corner of the park. The amount of the park land affected is approximately 31 acres, less than 0.2 percent of the entire park.

For additional information about the coordination efforts with the Gila River Indian Community, the alternatives selection process, and the federal processes that were followed pertaining to the South Mountains, please view the Final Environmental Impact Statement (specifically Chapters 2, 3 and 4) at: [http://www.azdot.gov/projects/phoenix-metro-area/loop-202-\(south-mountain-freeway\)/project-info/project-history](http://www.azdot.gov/projects/phoenix-metro-area/loop-202-(south-mountain-freeway)/project-info/project-history)

### Traffic on Local Streets

The City of Phoenix will only implement traffic mitigation (i.e. traffic signals) based on today's actual traffic volumes. Once the freeway is open and people have changed their travel patterns based on the new access, the City will reevaluate local traffic mitigation needs.

### Wildlife Crossings

To provide safe passage for affected wildlife, the freeway will include five multi-use underpass crossings to establish connection points to the South Mountain ridges, Sierra Estrellas and the Gila River Indian Community. Additionally, fencing will be installed to guide wildlife to the crossing structures at the southwest end of South Mountain.

## 6.0 CONCLUSION

ADOT and C202P would like to thank all of individuals, groups and communities who took part in the Public Involvement Process for the Preliminary Design phase of the South Mountain Freeway Project. This process enabled us to engage in direct communication with hundreds of stakeholders through public meetings, email and telephone calls.

Decision makers at ADOT, FHWA and MAG are reviewing the input received during preliminary design and will be determining which changes should be included in the final design. The public will be updated as soon as these decisions have been made.

Any person who believes this report does not answer his or her question should call 1-855-SMF-L202 (1-855-763-5202) or email [SMFinfo@C202P.com](mailto:SMFinfo@C202P.com). The public relations team will contact you directly.

Keep up to date on the project by visiting the project website at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com). Subscribe for traffic alerts and updates via email or text message by clicking on the [subscribe for updates](#) link in the upper right corner of the page.