Appendix B

May 30 and June 23, 2018 Open House Materials

Questionnaire

Comment Form

Question & Answer Resource

Roll Plots

Display Boards

Sign In Sheets

Dusty Lane Community Meeting Materials

Meeting Presentations

Meeting Summaries

LOOP 202 South Mountain Freeway

May 2018

Proposed Ivanhoe Street Traffic Interchange Questionnaire

What Do You Think?

Help the Arizona Department of Transportation (ADOT) and the Federal Highway Administriation (FHWA) better understand your thoughts regarding the proposed interchange by providing your feedback. To ensure information is accurately captured, please limit responses to one per household.

Comments submitted by July 19, 2018 will be included in the Study record.

1. How many drivers in your household utilize Ivanhoe Street? _____

2. What is your properties proximity to Ivanhoe Street?

- ☐ My property is directly adjacent to the freeway
- ☐ I'm a few hundred feet away
- ☐ I don't live in the Dusty Lane area

3. What concerns do you have about a potential interchange at Ivanhoe Street?

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Federal Highway Administration

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ADOT Project No: 202L H882701C
Federal-aid Project No: NH-202-D(ADY)

4. Do you believe the area would benefit from an interchange at Ivanhoe Street?

☐ Yes (please explain): _____

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☐ No (please explain): _____

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☐ Unknown (please explain): _____

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Would you like to receive project updates? ☐ Yes ☐ No

Name: _____ **Email:** _____

Thank You

Your feedback is appreciated and will help ADOT and FHWA during the decision-making process.

If you have additional questions or comments about the Ivanhoe Street Interchange Study, please contact our team by email, phone or direct mail.

SouthMountainFreeway.com
SMFinterchangeStudy@hdrinc.com

833-310-2470

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

LOOP 202
South Mountain
Freeway

Mayo 2018

Cuestionario sobre el intercambio de tráfico propuesto para la calle Ivanhoe

¿Qué piensas?

Ayude al Departamento de Transporte de Arizona (ADOT) y a la Administración Federal de Carreteras (FHWA) a entender lo que piensa sobre el intercambio de tráfico propuesto brindándonos sus comentarios. Para garantizar que la información se capture correctamente, solo envíe un cuestionario por familia.

Para que sus preguntas o comentarios sean incluidos en los registros del estudio, por favor envíelos antes del 19 de julio de 2018.

¿Cuántos conductores en su hogar utilizan la calle Ivanhoe?: _____

¿Qué tan cerca se encuentra su propiedad de la calle Ivanhoe?

- ☐ Mi propiedad está directamente junto a la carretera
- ☐ Está a unos cuantos pies de la carretera
- ☐ No vivo en el área de Dusty Lane

¿Qué le preocupa del intercambio de tráfico propuesto para la calle Ivanhoe?

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ADOT Project No: 202L H882701C
Federal-aid Project No: NH-202-D(ADY)

Cuestionario sobre el intercambio de tráfico propuesto para la calle Ivanhoe

¿Cree usted que la comunidad se beneficiaría de una intersección en la calle Ivanhoe?

☐ Sí (Por favor explique): _____

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☐ No (Por favor explique): _____

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☐ No sabe (Por favor explique): _____

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_____

¿Le gustaría recibir información actualizada del Proyecto? ☐ Yes ☐ No

Nombre: _____ **Correo electrónico:** _____

Muchas Gracias

Sus comentarios es apreciada y ayudará a ADOT y a la FHWA durante el proceso de la toma de decisiones.

Si tiene más preguntas o comentarios sobre el estudio del intercambio de tráfico de la calle Ivanhoe, por favor comuníquese con nuestro equipo por correo electrónico, teléfono o correo postal.

SouthMountainFreeway.com
SMFinterchangeStudy@hdrinc.com

833-310-2470

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

LOOP 202 South Mountain Freeway

Proposed Ivanhoe Street Traffic Interchange Comment Form

Comments:

Contact Information (optional*)

Name: _____

Address: _____

Phone: _____

Email Address: _____

Would you like to receive project updates? ☐ Yes ☐ No

Thank You

Your participation in this study is appreciated and will help ADOT and FHWA during the decision-making process.

If you have additional questions or comments about the Ivnahoe Street Interchange Study, please contact our team by email, phone or direct mail.

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SMFinterchangestudy@hdrinc.com

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Phoenix, AZ 85003-1923

LOOP 202 South Mountain Freeway

Formulario de Comentario Propuesto para el Intercambio del Tráfico de la Calle Ivanhoe

Comentarios:

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Información de Contacto (opcional*)

Nombre: _____

Domicilio: _____

Núm. de Teléfono: _____

Correo Electrónico: _____

¿Le gustaría recibir información actualizada del Proyecto? ☐ Si ☐ No

Muchas Gracias

Su participación en esta estudio es apreciada y ayudará a ADOT y a la FHWA durante el proceso de la toma de decisiones.

Si tiene más preguntas o comentarios sobre el estudio del intercambio de trá ico de la calle Ivanhoe, por favor comuníquese con nuestro equipo por correo electrónico, teléfono o correo

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

Ivanhoe Street Traffic Interchange (TI) Question and Answers



1. What is the purpose and need of the traffic interchange?
The Ivanhoe Street interchange would provide access to local residents and the Gila River Indian Community (Community).

2. Why does ADOT require another environmental study for a possible addition of an Ivanhoe Street traffic interchange?
The traffic interchange was not included in the Final Environmental Impact Statement/Record of Decision (FEIS/ROD); its inclusion at this point constitutes a change in scope that must be cleared by the Federal Highway Administration (FHWA) through the completion of an environmental review process.

3. Would ADOT need to acquire additional right of way/properties to add the interchange?
Adding on- and off-ramps would not result in the need to acquire additional right of way/properties.

4. What are the projected traffic volumes at the Ivanhoe Street interchange?
Based on traffic projections obtained from the Maricopa Association of Governments for the year 2040, approximately 2,000 vehicles per day would use each of the on- and off-ramps at Ivanhoe Street. The freeway is projected to carry 117,000 vehicles per day in 2040.

5. Would an interchange at Ivanhoe Street provide access to the casino?
If approved, the Gila River Indian Community would be responsible for building a road connecting Ivanhoe Street west of the interchange to Komatke Lane.

6. Would an interchange at Ivanhoe Street affect access to Dusty Lane?
Access to Dusty Lane will be maintained via Ivanhoe Street and 45th Avenue in both the current and proposed design.

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ADOT Project No: 202L H882701C
Federal-aid Project No: NH-202-D(ADY)

7. What does the environmental study consider? How long will it take to complete?
The environmental study will consider all of the elements considered in the Final Environmental Impact Statement/Record of Decision (FEIS/ROD), which include potential impacts the project would have on the physical, natural and human environment. It's anticipated the study, which began in February 2018, will be completed by fall 2018. The Federal Highway Administration (FHWA) and ADOT will evaluate the environmental re-evaluation and public feedback received and determine the outcome by late 2018.

8. If approved, when would the Ivanhoe Street interchange be constructed?
If approved, the traffic interchange could be constructed in conjunction with current freeway construction, and will not delay the opening of the South Mountain Freeway in late 2019.

9. What is the cost to add an Ivanhoe interchange? How will it be funded?
The cost of the new interchange is estimated to be $10 million. It would be funded through project contingency and/or regional funds.

10. What would the noise impacts be? Would a sound wall be built?
A noise analysis will be conducted as part of the evaluation of the interchange. Noise walls will be constructed to provide mitigation based on the results of the study.

11. Would an interchange impact access to the South Mountain Park Preserve (SMPP) trail system?
No, an interchange would not change access to SMPP Trails. The Maricopa Trail and Sun Circle Trail will go under the freeway at the closest multi-use crossing; coordination with the Maricopa County Parks and Recreation department has been ongoing. This crossing will maintain trail access to SMPP.

- There will not be bike access to the freeway at this or any other location.
- Any park infrastructure (trail heads, parking, etc.) would be on City of Phoenix property at the discretion of the City of Phoenix Parks and Recreation Department.

12. Is there any benefit to adding the TI other than providing access to the casino?
The interchange would provide access to residents, improve emergency access, and relieve traffic congestion at 51st Avenue and Estrella Drive.

13. Why is this TI be considered now and not previously?
At the time of the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) a traffic interchange slightly north and west of 51st Avenue was included within the project scope. The intersection was offset and 51st Avenue was realigned to create a more perpendicular intersection that resulted in minimized right of way (ROW) needs. After the ROD, ADOT determined that the design of this concept would impact two Gila River Indian Community (Community) well sites that were held in trust. ADOT does not have eminent domain authority to acquire these well sites, so the interchange was redesigned and relocated to Estrella Drive during final design. Relocating the 51st Avenue interchange to Estrella Drive resulted in a net decrease in total ROW needed for the project while still providing access and mobility to the area surrounding 51st Avenue and Estrella Drive.

The area surrounding 51st Avenue and Estrella Drive is agricultural with a few low-density residential properties. The only major traffic generator in the area is the Vee Quiva Hotel and Casino located on Community land approximately two miles south and east of the Estrella Drive traffic interchange. A concern shared by the City of Phoenix and Maricopa County (who maintain 51st Avenue and Estrella Drive outside of the ADOT ROW) is the potential traffic impacts at the existing rural-type intersections from casino traffic.

In an effort to improve access to the casino and surrounding area as well as mitigate traffic concerns at the Estrella Drive interchange, ADOT initiated a study to evaluate adding a new traffic interchange at Ivanhoe Street. The freeway plans already included a bridge over Ivanhoe Street to accommodate access to the remaining homes north of the freeway within the "Dusty Lane Community." The Dusty Lane Community is a Maricopa County island east of 51st Avenue tucked between the SMPP and the Community that includes a collection of low-density large-lot residences. The new Ivanhoe Street traffic interchange would provide direct access from the freeway to these residences. If the interchange is constructed, the Community plans to construct a new connector road from Komatke Lane to Ivanhoe Street to enhance access to the hotel and casino.

14. How can constituents provide input?
There are several ways to participate:

- Fill out the questionnaire online at www.IvanhoeStreetStudy.com
- Send an email to SMFinterchangestudy@hdrinc.com
- Call the project line at 833-310-2470
- Mail comments to c/o ADOT Communications, [redacted], Phoenix, AZ 85003-1923

Intercambio de Tráfico en Ivanhoe Street
Preguntas y Respuestas



1. ¿Cuál es el propósito y la necesidad de la intersección de tráfico?
La intersección en Ivanhoe Street proporcionaría acceso a los residentes locales y a la comunidad india Gila River Indian Community (Comunidad).

2. ¿Por qué ADOT requiere otro estudio medioambiental para la posible adición de una intersección en Ivanhoe Street?
La intersección de tráfico no fue incluida en la Declaración Final del Impacto Medioambiental/Registro de la Decisión (FEIS/ROD por sus siglas en inglés); su inclusión en este momento constituye un cambio al enfoque que debe ser autorizado por la Administración Federal de Carreteras (FHWA por sus siglas en inglés) a través de la realización de un proceso de revisión medioambiental.

3. ¿ADOT necesitaría adquirir derecho de paso/propiedades adicionales para agregar la intersección?
Agregar rampas de entrada y de salida no resultaría en la necesidad de adquirir derecho de paso/propiedades adicionales.

4. ¿Cuál es el volumen de tráfico proyectado para la intersección en Ivanhoe Street?
Basados en las proyecciones de tráfico obtenidas de la Asociación de Gobiernos de Maricopa para el año 2040, aproximadamente 2,000 vehículos diarios usarían cada rampa de entrada y de salida en Ivanhoe Street. Se proyecta que 117,000 vehículos usen la autopista en 2040.

5. ¿Una intersección en Ivanhoe Street proveería acceso al casino?
Si se aprueba, la comunidad india Gila River Indian Community sería responsable de construir una carretera conectando a Ivanhoe Street al oeste de la intersección con Komatke Lane.

6. ¿Una intersección en Ivanhoe Street afectaría el acceso a Dusty Lane?
El acceso a Dusty Lane se mantendrá a través de Ivanhoe Street y 45th Avenue tanto en el diseño actual como en el propuesto.

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ADOT Project No: 202L H882701C
Federal-aid Project No: NH-202-D(ADY)

7. ¿Qué considera el estudio medioambiental? ¿Cuánto tiempo de tomará completarlo?
El estudio medioambiental tomará en cuenta todos los elementos considerados en la Declaración Final del Impacto Medioambiental/Registro de la Decisión (FEIS/ROD por sus siglas en inglés), la cual incluye los impactos potenciales que el proyecto tendría sobre el medio ambiente físico, natural y humano. Se anticipa que el estudio, el cual comenzó en febrero de 2018, será completado para el otoño de 2018. La Administración Federal de Carreteras (FHWA por sus siglas en inglés) y ADOT evaluarán la reevaluación medioambiental y los comentarios del público recibidos, y determinarán el resultado a fines de 2018.

8. Si es aprobada, ¿cuándo se construiría una intersección en Ivanhoe Street?
Si se aprueba, la intersección de tráfico podría ser construida en conjunto con la construcción actual de la autopista, y no retrasará la inauguración de la autopista South Mountain Freeway a finales de 2019.

9. ¿A cuánto asciende el costo de agregar una intersección en Ivanhoe? ¿Cómo será financiada?
Se calcula que el costo de la nueva intersección ascenderá a $10 millones de dólares. Sería financiada a través de los fondos de contingencia del proyecto y/o regionales.

10. ¿Cuáles serían los impactos del ruido? ¿Se construiría un muro contra el sonido?
Se llevará a cabo un análisis de ruido como parte de la evaluación de la intersección. Se construirán muros contra el sonido a fin de proveer mitigación basada en los resultados del estudio.

11. ¿Una intersección impactaría el acceso al sistema de senderos de la reserva South Mountain Park Preserve (SMPP por sus siglas en inglés)?
No. Una intersección no cambiaría el acceso a los senderos de la reserva (SMPP por sus siglas en inglés). Los senderos Maricopa Trail y Sun Circle Trail pasarán por debajo de la autopista en el cruce para múltiples usos más cercano; la coordinación con el departamento de Parques y Recreación del Condado Maricopa ha sido continua. Este cruce mantendrá el acceso de esos senderos a la reserva SMPP.

- No habrá acceso de bicicletas a la autopista en ésta o en cualquier otra ubicación.
- Cualquier infraestructura de parques (inicios de senderos, estacionamiento, etc.) sería en terrenos propiedad de la Ciudad de Phoenix, a discreción del Departamento de Parques y Recreación de la Ciudad de Phoenix.

12. ¿Hay algún beneficio por agregar una intersección TI además de proveer acceso al casino?
La intersección proveería acceso a los residentes, mejoraría el acceso a emergencias, y aliviaría el congestionamiento de tráfico en 51st Avenue y Estrella Drive.

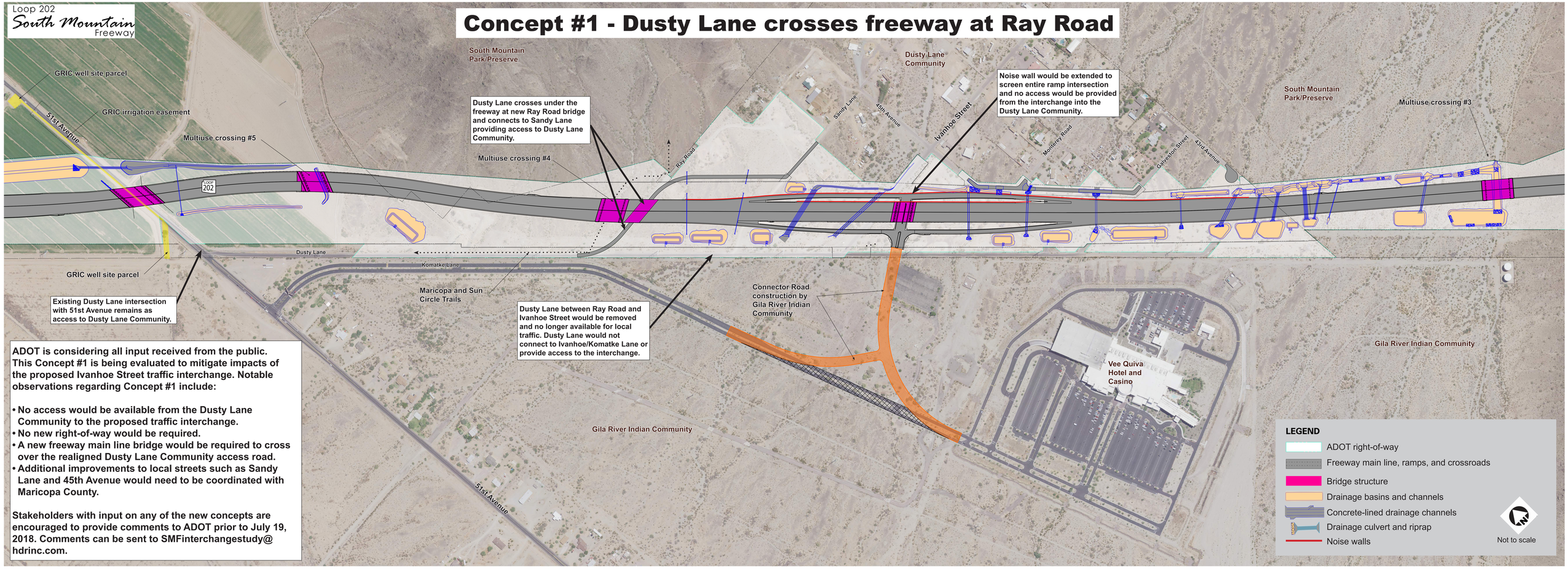
13. ¿Por qué se está considerando esta intersección TI ahora y no previamente?
En el momento de la Declaración Final del Impacto Medioambiental/Registro de la Decisión (FEIS/ROD por sus siglas en inglés) se incluyó en el enfoque del proyecto una intersección de tráfico ligeramente al norte y al oeste de 51st Avenue. La intersección fue desplazada y 51st Avenue fue realineada para crear una intersección más perpendicular que resultó en necesidades mínimas de derecho de paso (ROW por sus siglas en inglés). Después del ROD, ADOT determinó que el diseño de este concepto impactaría dos pozos de la comunidad india Gila River Indian Community (Comunidad) que se encuentran en fideicomiso. ADOT no cuenta con autoridad de dominio eminente para adquirir dichos pozos, por lo que la intersección fue rediseñada y reubicada en Estrella Drive durante el diseño final. La reubicación de la intersección de 51st Avenue a Estrella Drive resultó en una reducción total del derecho de paso necesario para el proyecto, mientras que aún provee acceso y movilidad al área circunvecina de 51st Avenue y Estrella Drive.

El área circunvecina de 51st Avenue y Estrella Drive es agrícola y con unas cuantas propiedades residenciales de baja densidad. El único generador importante de tráfico en el área es el casino Vee Quiva Hotel and Casino ubicado en terrenos de la Comunidad, aproximadamente a dos millas al sur y este de la intersección de tráfico de Estrella Road. Una inquietud compartida por la Ciudad de Phoenix y el Condado Maricopa (quienes proveen mantenimiento a 51st Avenue y Estrella Drive fuera del derecho de paso de ADOT) es el impacto potencial del tráfico en las intersecciones de tipo rural existentes debido al tráfico del casino.

En un esfuerzo por mejorar el acceso al casino y al área circunvecina, así como para mitigar las inquietudes de tráfico en la intersección de Estrella Drive, ADOT inició un estudio para evaluar la adición de una nueva intersección de tráfico en Ivanhoe Street. Los planes de la autopista ya incluyen un puente sobre Ivanhoe Street, a fin de dar acceso a los hogares restantes al norte de la autopista dentro de la "Comunidad de Dusty Lane". La Comunidad de Dusty Lane es una isla del Condado Maricopa al este de 51st Avenue, que se encuentra entre la reserva SMPP y la Comunidad, la cual incluye una colección de residencias de baja densidad en lotes grandes. La nueva intersección de tráfico en Ivanhoe Street proveería acceso directo de la autopista a estas residencias. Si se construye la intersección, la Comunidad planea construir un camino nuevo de conexión de Komatke Lane a Ivanhoe Street para mejorar el acceso al hotel y casino.

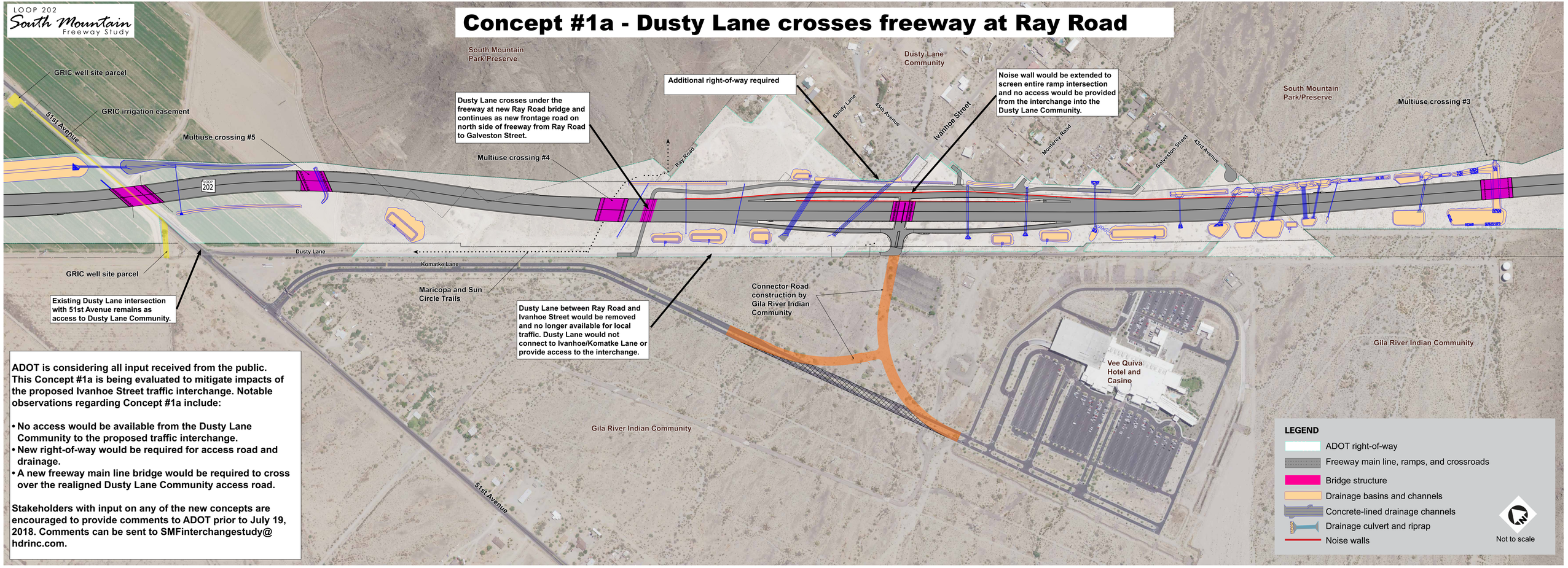
14. ¿Cómo pueden los constituyentes proveer su opinión?
Hay varias formas en las que usted puede participar:

- Llene el cuestionario en línea en www.IvanhoeStreetStudy.com
- Envíe una nota electrónica a SMFinterchangestudy@hdrinc.com
- Llame a la línea del proyecto al 1-833-310-2470
- Envíe comentarios por correo postal a: c/o ADOT Communications, [redacted], Phoenix, AZ


Loop 202
South Mountain Freeway
Concept #1 - Dusty Lane crosses freeway at Ray Road
South Mountain Park/Preserve
Dusty Lane Community
GRIC well site parcel
GRIC irrigation easement
51st Avenue
Multiuse crossing #5
Dusty Lane crosses under the freeway at new Ray Road bridge and connects to Sandy Lane providing access to Dusty Lane Community.
Multiuse crossing #4
Ray Road
Sandy Lane
45th Avenue
Ivanhoe Street
Noise wall would be extended to screen entire ramp intersection and no access would be provided from the interchange into the Dusty Lane Community.
Monterey Road
Galveston Street
43rd Avenue
South Mountain Park/Preserve
Multiuse crossing #3
Loop 202
Dusty Lane
Komatke Lane
GRIC well site parcel
Existing Dusty Lane intersection with 51st Avenue remains as access to Dusty Lane Community.
Maricopa and Sun Circle Trails
Dusty Lane between Ray Road and Ivanhoe Street would be removed and no longer available for local traffic. Dusty Lane would not connect to Ivanhoe/Komatke Lane or provide access to the interchange.
Connector Road construction by Gila River Indian Community
Gila River Indian Community
Vee Quiva Hotel and Casino
Gila River Indian Community
51st Avenue
ADOT is considering all input received from the public. This Concept #1 is being evaluated to mitigate impacts of the proposed Ivanhoe Street traffic interchange. Notable observations regarding Concept #1 include:
• No access would be available from the Dusty Lane Community to the proposed traffic interchange.
• No new right-of-way would be required.
• A new freeway main line bridge would be required to cross over the realigned Dusty Lane Community access road.
• Additional improvements to local streets such as Sandy Lane and 45th Avenue would need to be coordinated with Maricopa County.
Stakeholders with input on any of the new concepts are encouraged to provide comments to ADOT prior to July 19, 2018. Comments can be sent to SMFinterchangestudy@hdrinc.com.
LEGEND
ADOT right-of-way
Freeway main line, ramps, and crossroads
Bridge structure
Drainage basins and channels
Concrete-lined drainage channels
Drainage culvert and riprap
Noise walls
Not to scale

LOOP 202
South Mountain Freeway Study

Concept #1a - Dusty Lane crosses freeway at Ray Road



ADOT is considering all input received from the public. This Concept #1a is being evaluated to mitigate impacts of the proposed Ivanhoe Street traffic interchange. Notable observations regarding Concept #1a include:

- **No access would be available from the Dusty Lane Community to the proposed traffic interchange.**
- **New right-of-way would be required for access road and drainage.**
- **A new freeway main line bridge would be required to cross over the realigned Dusty Lane Community access road.**

Stakeholders with input on any of the new concepts are encouraged to provide comments to ADOT prior to July 19, 2018. Comments can be sent to SMFinterchangestudy@hdrinc.com.

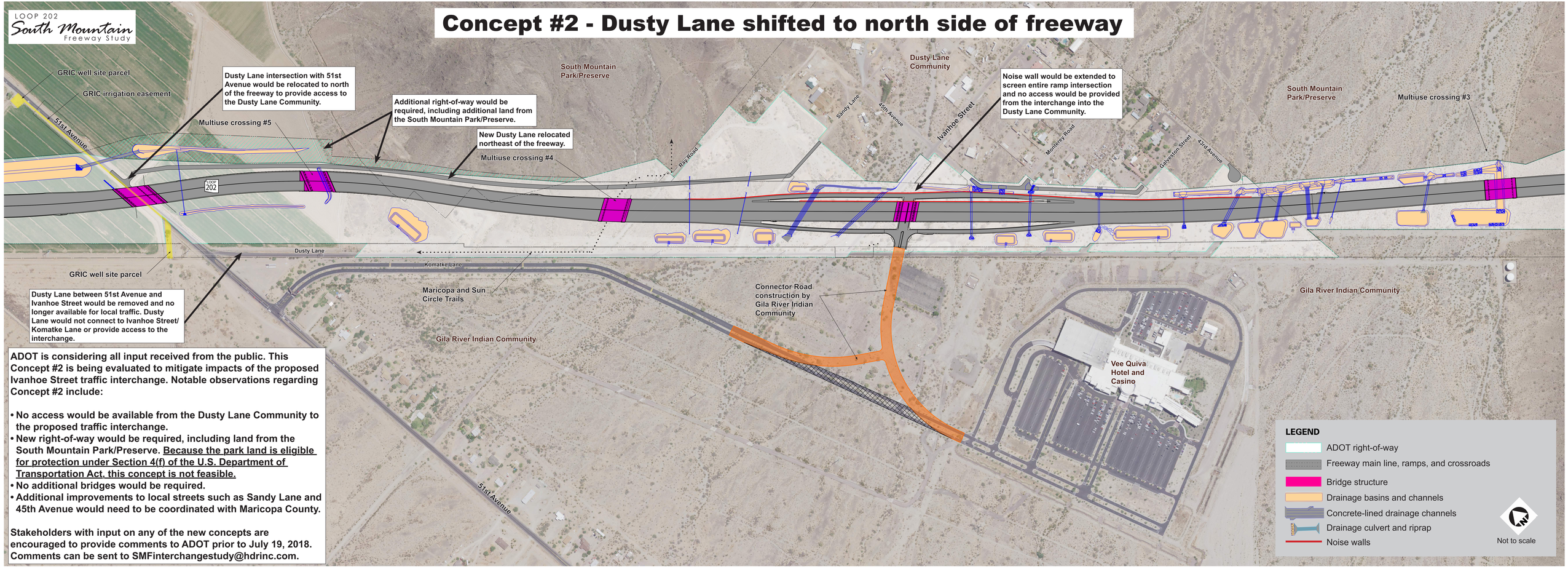
LEGEND

- ADOT right-of-way
- Freeway main line, ramps, and crossroads
- Bridge structure
- Drainage basins and channels
- Concrete-lined drainage channels
- Drainage culvert and riprap
- Noise walls

Not to scale

LOOP 202
South Mountain Freeway Study

Concept #2 - Dusty Lane shifted to north side of freeway



ADOT is considering all input received from the public. This Concept #2 is being evaluated to mitigate impacts of the proposed Ivanhoe Street traffic interchange. Notable observations regarding Concept #2 include:

- No access would be available from the Dusty Lane Community to the proposed traffic interchange.
- New right-of-way would be required, including land from the South Mountain Park/Preserve. Because the park land is eligible for protection under Section 4(f) of the U.S. Department of Transportation Act, this concept is not feasible.
- No additional bridges would be required.
- Additional improvements to local streets such as Sandy Lane and 45th Avenue would need to be coordinated with Maricopa County.

Stakeholders with input on any of the new concepts are encouraged to provide comments to ADOT prior to July 19, 2018. Comments can be sent to SMFinterchangestudy@hdrinc.com.

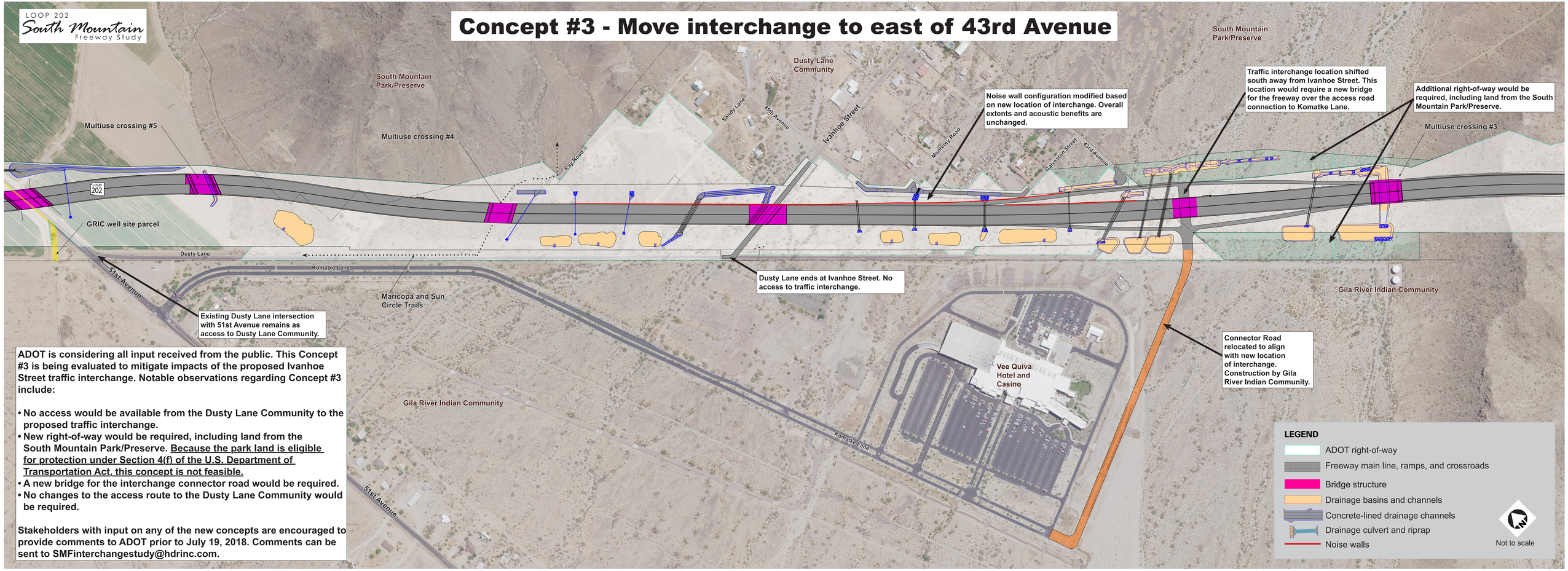
LEGEND

- ADOT right-of-way
- Freeway main line, ramps, and crossroads
- Bridge structure
- Drainage basins and channels
- Concrete-lined drainage channels
- Drainage culvert and riprap
- Noise walls

Not to scale

LOOP 202
South Mountain
Freeway Study

Concept #3 - Move interchange to east of 43rd Avenue



ADOT is considering all input received from the public. This Concept #3 is being evaluated to mitigate impacts of the proposed Ivanhoe Street traffic interchange. Notable observations regarding Concept #3 include:

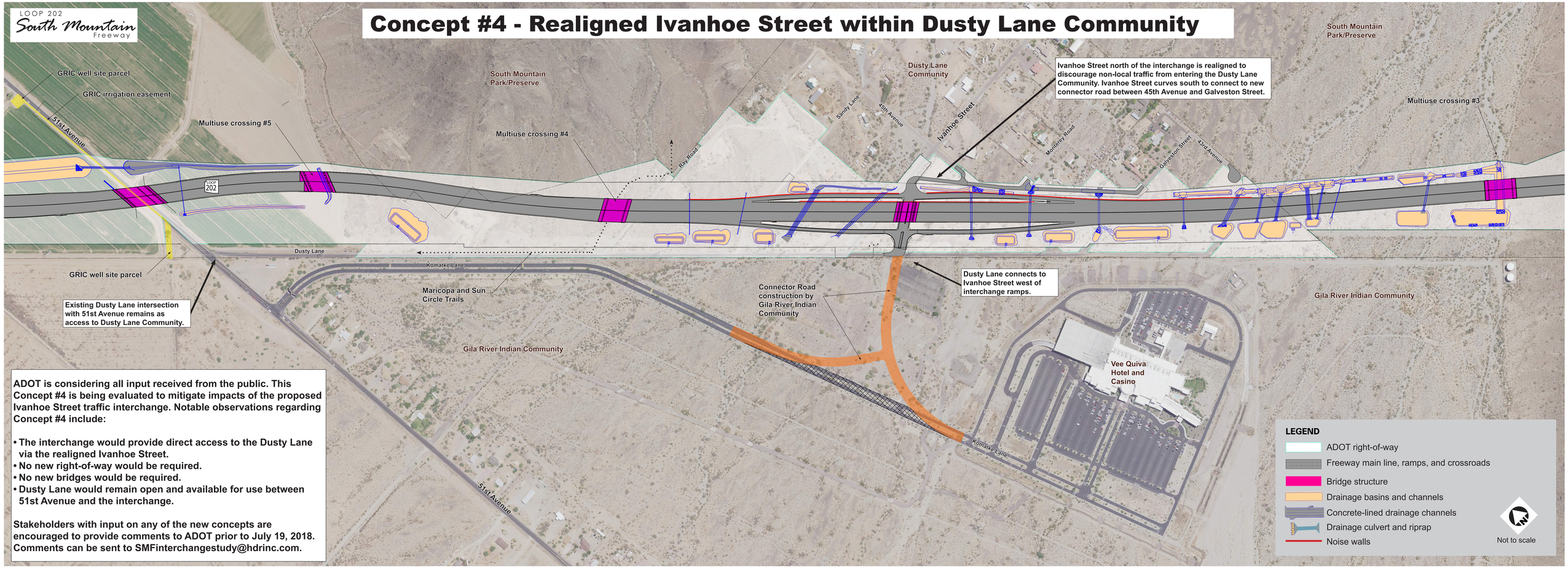
- No access would be available from the Dusty Lane Community to the proposed traffic interchange.
- New right-of-way would be required, including land from the South Mountain Park/Preserve. Because the park land is eligible for protection under Section 4(f) of the U.S. Department of Transportation Act, this concept is not feasible.
- A new bridge for the interchange connector road would be required.
- No changes to the access route to the Dusty Lane Community would be required.

Stakeholders with input on any of the new concepts are encouraged to provide comments to ADOT prior to July 19, 2018. Comments can be sent to SMFinterchangestudy@hdrinc.com.

LEGEND

- ADOT right-of-way
- Freeway main line, ramps, and crossroads
- Bridge structure
- Drainage basins and channels
- Concrete-lined drainage channels
- Drainage culvert and riprap
- Noise walls

Not to scale


LOOP 202
South Mountain Freeway
Concept #4 - Realigned Ivanhoe Street within Dusty Lane Community
South Mountain Park/Preserve
Dusty Lane Community
Ivanhoe Street north of the interchange is realigned to discourage non-local traffic from entering the Dusty Lane Community. Ivanhoe Street curves south to connect to new connector road between 45th Avenue and Galveston Street.
South Mountain Park/Preserve
GRIC well site parcel
GRIC irrigation easement
51st Avenue
Multiuse crossing #5
Multiuse crossing #4
Multiuse crossing #3
Sandy Lane
45th Avenue
Ivanhoe Street
Monterey Road
Galveston Street
43rd Avenue
Roy Road
LOOP 202
Dusty Lane
Komatke Lane
GRIC well site parcel
Existing Dusty Lane intersection with 51st Avenue remains as access to Dusty Lane Community.
Maricopa and Sun Circle Trails
Connector Road construction by Gila River Indian Community
Dusty Lane connects to Ivanhoe Street west of interchange ramps.
Gila River Indian Community
Gila River Indian Community
Vee Quiva Hotel and Casino
Komatke Lane
51st Avenue
ADOT is considering all input received from the public. This Concept #4 is being evaluated to mitigate impacts of the proposed Ivanhoe Street traffic interchange. Notable observations regarding Concept #4 include:
• The interchange would provide direct access to the Dusty Lane via the realigned Ivanhoe Street.
• No new right-of-way would be required.
• No new bridges would be required.
• Dusty Lane would remain open and available for use between 51st Avenue and the interchange.
Stakeholders with input on any of the new concepts are encouraged to provide comments to ADOT prior to July 19, 2018. Comments can be sent to SMFinterchangestudy@hdrinc.com.
LEGEND
ADOT right-of-way
Freeway main line, ramps, and crossroads
Bridge structure
Drainage basins and channels
Concrete-lined drainage channels
Drainage culvert and riprap
Noise walls
Not to scale

WELCOME

TO THE

LOOP 202

South Mountain

Freeway

OPEN HOUSE

Please Sign In _____

ADOT

ENVIRONMENTAL REEVALUATION STUDY TIMELINE

2018

FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP

FEB
Environmental Reevaluation begins

MAY
May 2
Public comment period opens*

JUL
July 19
Public comment period closes

AUG
Environmental Reevaluation Report submitted to FHWA

SEP
Final Decision announced (including construction timeline)

**Open houses will be held during the comment period*

ENVIRONMENTAL ISSUES UNDER STUDY

Transportation

Historical and Archaeological

Geology, Soils, and Farmlands

Economic Impacts

Parks and Recreation

Noise and Vibration

Air Quality

Water Resources

Hazardous Materials

Biological Resources

Visual and Aesthetics

Land Use and Neighborhoods

Title VI and Environmental Justice

PROPOSED IVANHOE STREET TRAFFIC INTERCHANGE



LOOP 202 South Mountain Freeway

U.S. Department of Transportation
Federal Highway Administration

ADOT

SPRING 2018

PROPOSED IVANHOE STREET TRAFFIC INTERCHANGE



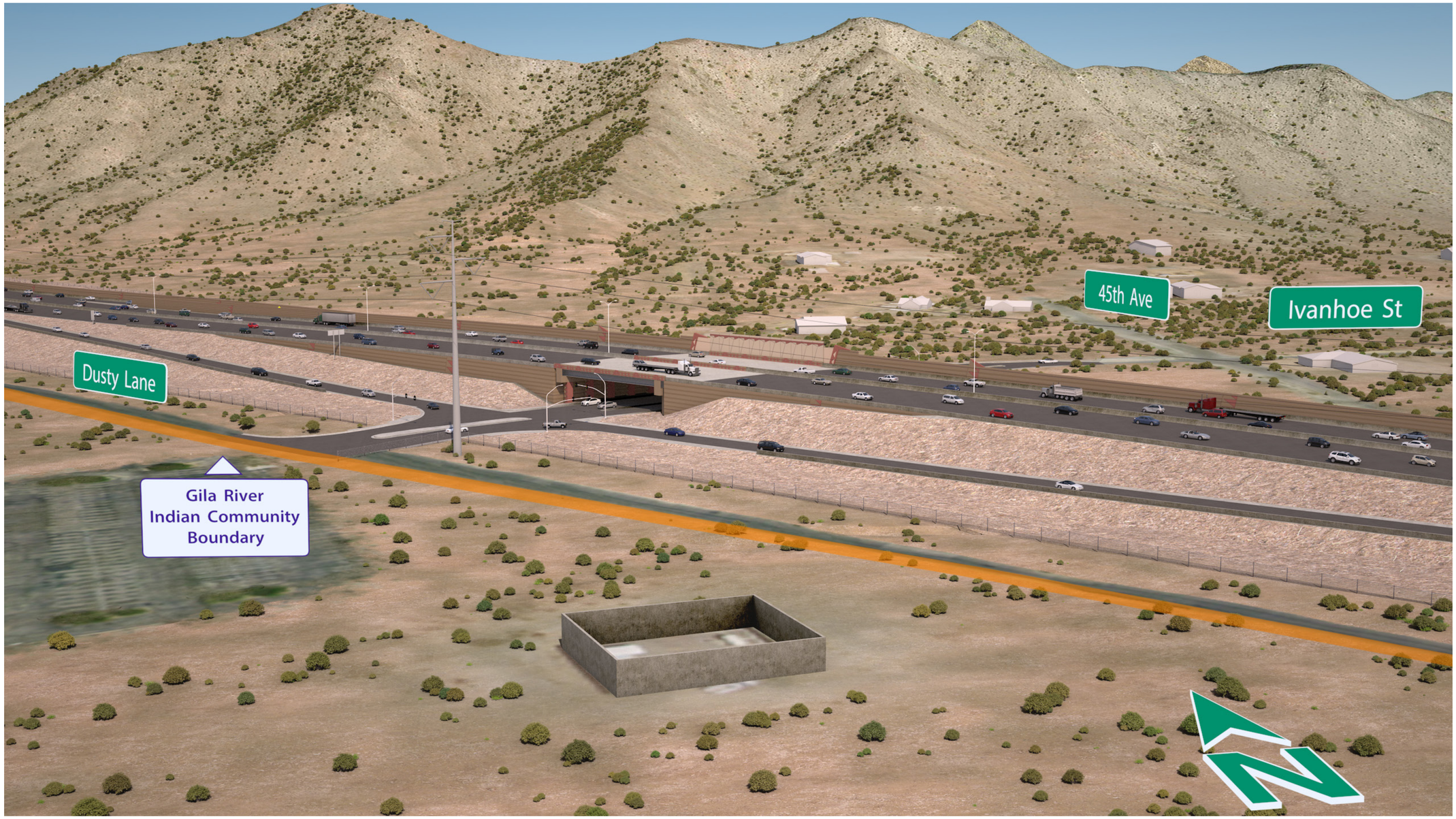
LOOP 202
South Mountain
Freeway

U.S. Department of Transportation
Federal Highway Administration

ADOT

SPRING 2018

PROPOSED IVANHOE STREET TRAFFIC INTERCHANGE



LOOP 202
South Mountain
Freeway

U.S. Department of Transportation
Federal Highway Administration

ADOT

SPRING 2018

LOOP 202 South Mountain Freeway

LOOP 202 SOUTH MOUNTAIN FREEWAY - CENTER SEGMENT CONSTRUCTION UPDATE/IVANHOE STREET TRAFFIC INTERCHANGE PUBLIC OPEN HOUSE
(EVENTO AL ESTILO CASA ABIERTA DE LA ACTUALIZACIÓN DE LA CONSTRUCCIÓN DEL SEGMENTO CENTRAL Y LA INTERSECCIÓN TI EN IVANHOE STREET)

PUBLIC SIGN-IN SHEET (HOJA DE REGISTRO DEL PÚBLICO)

WEDNESDAY, MAY 30, 2018 (Miércoles, 30 de mayo de 2018) | 6–8 p.m.
LAVEEN ELEMENTARY SCHOOL DISTRICT OFFICE, BUILDING A, 5001 W. DOBBINS RD, PHOENIX, AZ 85339

Please print (Por favor use letra de molde)

	Name (Nombre)	Organization, if applicable (Organización, es aplicable)	Address, City, ZIP Code (Domicilio, Ciudad, Código Postal)	E-mail (Correo Electrónico)
1.	Carol Olson	N.A.		
2.	Cathy Griego			
3.	Gilbert Griego	NA		
4.	Michael Green	Dusty Lane Community		
5.	Rod Schuler	" " "		
6.	Cindy Peppin			
7.	Lisa Pilch			
8.	Daniel Penter	Laveen Community Council		
9.	Brenda Cox	Dusty Lane Community		
10.	Mike + Bertha Melendez	Dusty Lane Community		
11.	Mary Fremont	Dusty Lane Commun		
12.	Jennifer Rouse			
13.	Wes Lines	NA		
14.	Jesse Rice	N/A		
15.	Anne Rogers	Dusty Lane Community		

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LOOP 202 South Mountain Freeway

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	Name (Nombre)	Organization, if applicable (Organización, es aplicable)	Address, City, ZIP Code (Domicilio, Ciudad, Código Postal)	E-mail (Correo Electrónico)
1.	Barbara A. Brown			
2.	Gail Olson			
3.	BRUCE LINDQUIST			
4.	Laura Freer			
5.	CARA SCHULER			
6.	David Cox			
7.	Laura Murphy			
8.	SUSAN WAKEFIELD			
9.	Ron T Halpern			
10.	Elaine Espinueta			
11.	LEONARD F. WALKER & Juanita Walker			
12.	Daniel Cornejo.			
13.	ESTHER CORNEJO			
14.	Darrell Barnes			
15.	E. R. Beach			

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LOOP 202 South Mountain Freeway

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1.	Hugh ZEMBRUSKI			
2.	LaMar Thompson			
3.	Christine Mahler			
4.	Monique Durbin			
5.	Michael Ryd			
6.	JOHN BTHOMAS			
7.	Julie Chaffin			
8.				
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LOOP 202 South Mountain Freeway

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PUBLIC SIGN-IN SHEET (HOJA DE REGISTRO DEL PÚBLICO)

SATURDAY, JUNE 23, 2018 (Sábado, 23 de juno de 2018) | 10 a.m.–12 p.m.

Please print (Por favor use letra de molde)

BOYS AND GIRLS CLUB OF THE EAST VALLEY, GILA RIVER BRANCH - KOMATKE 5047 W. PECOS RD. LAVEEN, AZ

	Name (Nombre)	Organization, if applicable (Organización, es aplicable)	Address, City, ZIP Code (Domicilio, Ciudad, Código Postal)	E-mail (Correo Electrónico)
1.	Jacqueline Thomas		D-6	[redacted]
2.	Sharla Blakeddy		D7	
3.	Fred C. Walker		D5	
4.	Charles Cadette Jr.	Gila River Council Rep D-6		
5.	Beaver Fields	Gila River Projector Coordinator	2916 W. Casa Blanca Sacaton	
6.	Angel Thin Elk		D6	
7.	AARON TOHTSONI	GILARIVER INDIAN NEWS		
8.	Travis Miranda	Gila River Community	D-6	
9.				
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DRAFT

LOOP 202 South Mountain Freeway

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1.	Barbara Parsons		[redacted]	
2.	Nadine Barehand			
3.	Joey Bia Kelly	DJ		
4.	Tina Olivas	DJT-GRIC		
5.	Melissa Thin Elk	D-6		
6.	Sandra Nasewytewa	Co-op Dr		
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LOOP 202
South Mountain
Freeway

Project Team in attendance

- Carmelo Acevedo, ADOT Project Manager
- Steve Mishler, ADOT Design Manager
- Kim Noetzel, ADOT Communications Manager
- Ben Spargo, ADOT GEC Project Manager
- Jim Christensen, ADOT GEC Design Manager
- Marsha Miller, ADOT GEC Communications Manager
- Chelsea Collinge, ADOT GEC Public Outreach Specialist

Agency Partners

FHWA: Aryan Lirange, Senior Urban Engineer

MCDOT: Denise Lacey, Planning Director

Ground rules and expected outcomes

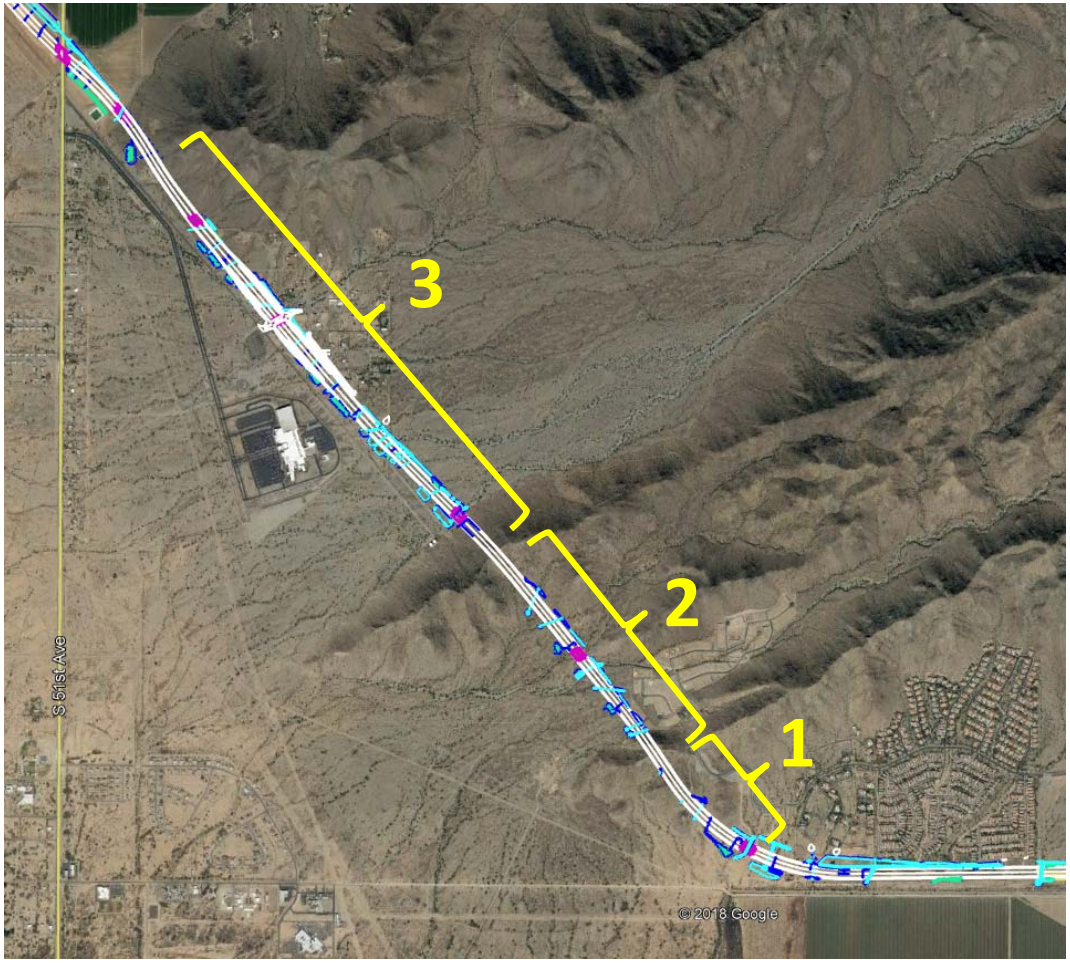
- Typical NEPA study process and this study's process
- Process for discussion and capturing feedback
- Goal is come to a consensus
- Consensus on one Alternative Concept – multiple stakeholders

Reevaluation

- 23 CFR 771.129
- Required to re-evaluate the environmental findings to determine if the original findings are still valid
- Seven reevaluations have been approved for the Project (see Post-Record of Decision section of Project History page)

azdot.gov/projects/central-district-projects/loop-202-(south-mountain-freeway)/project-info/project-history

Section 404 Permit – Center Segment



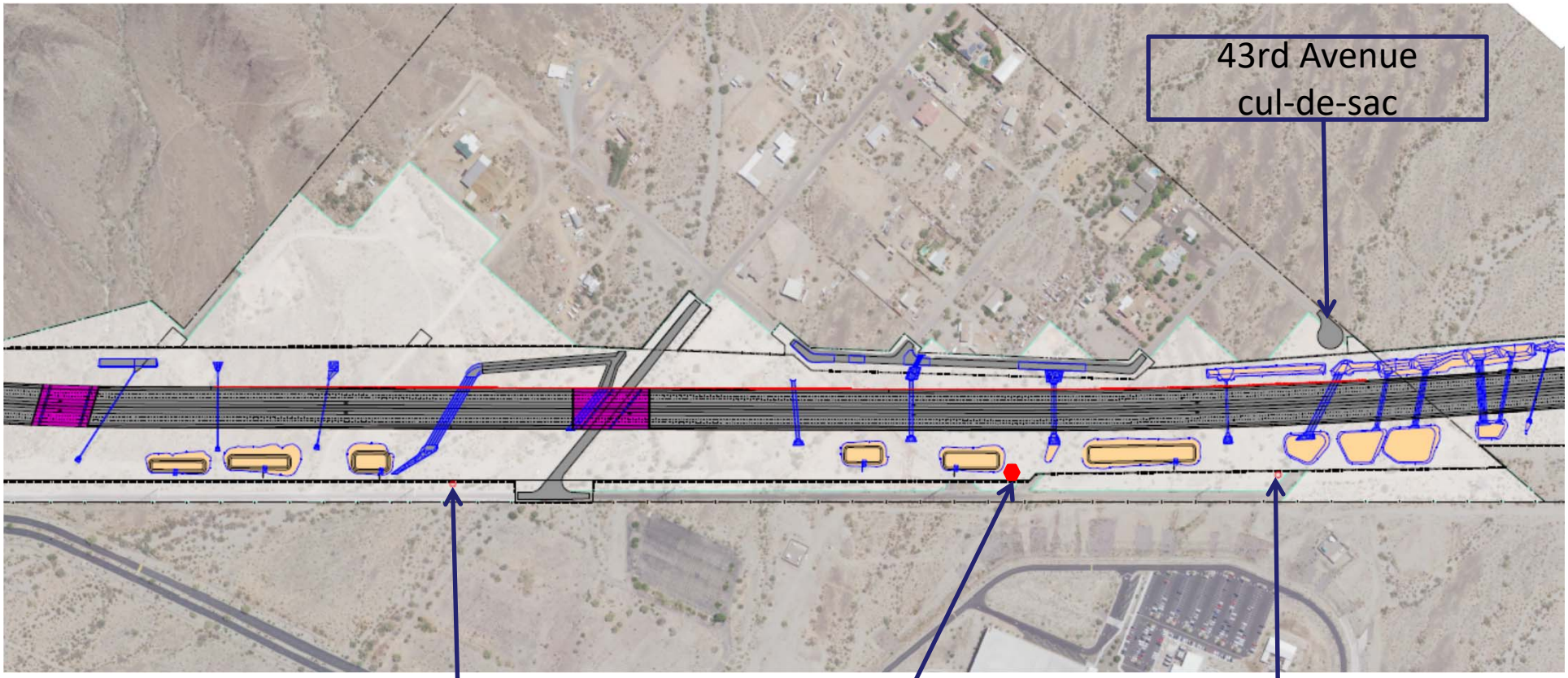
Center Segment is divided into three packages based on watersheds

Package 1 – approved 3/29/18 authorizing construction to begin

Package 2 – in review with USACE; expect approval by early July

Package 3 – submittal to USACE scheduled for mid-July

Emergency/bus access



Fire Prevention/Hydrants

- The two fire hydrants with black caps located in the Dusty Lane Community are maintenance hydrants, used specifically for servicing and maintaining a large water main that runs through the area.
- Water service from these maintenance hydrants is not guaranteed, however, in the event of an emergency, the Phoenix Fire Department and the Laveen Fire District are equipped and prepared to bring in an alternative source of water (i.e., tanker trucks).
- These hydrants will not be moved for freeway construction, and will stay in their current location indefinitely.

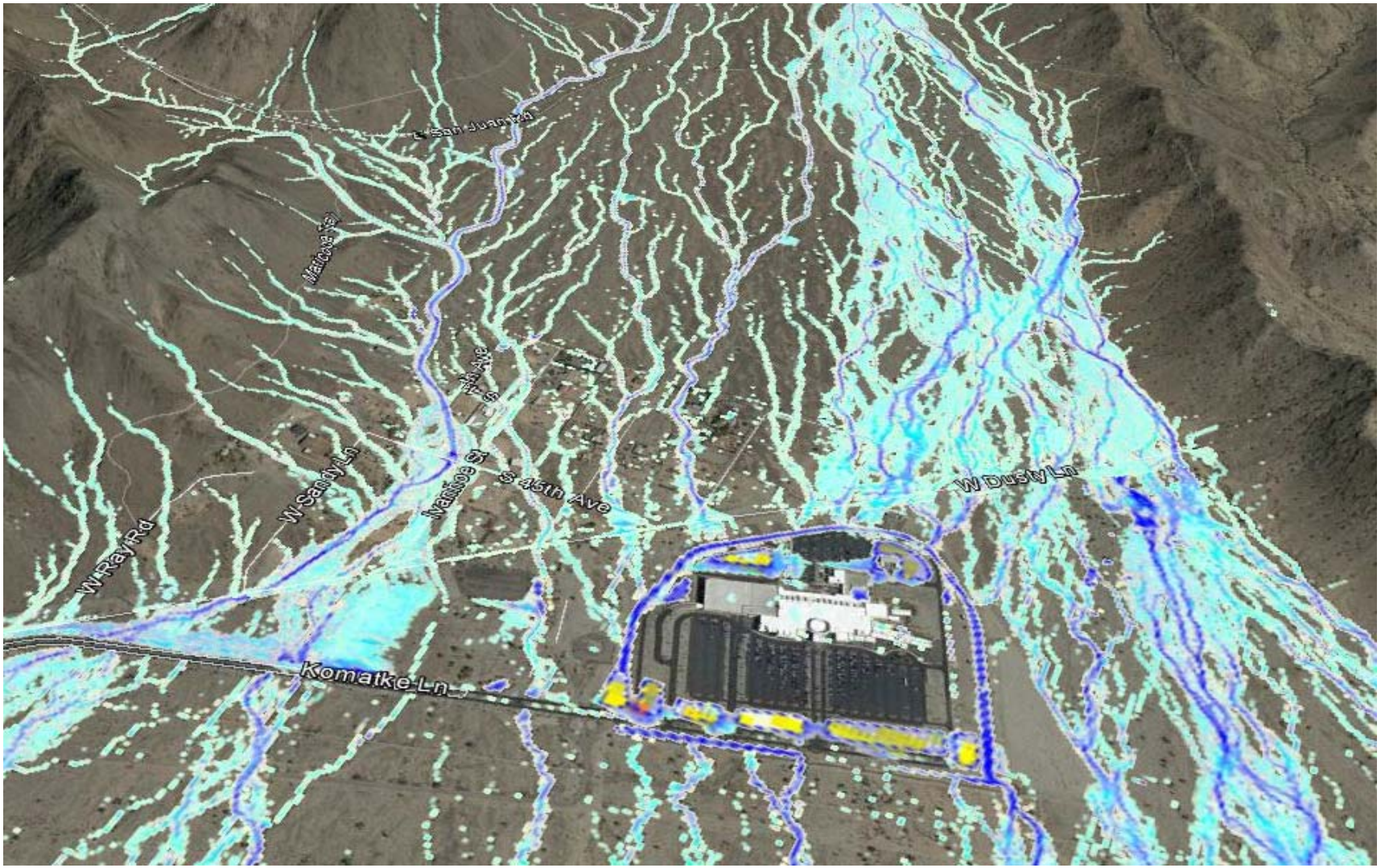
Air Quality

The Final EIS and ROD demonstrated that the project complies with the transportation conformity regulations at 40 C.F.R. Part 93 and with the conformity provisions of Section 176(c) of the Clean Air Act [see page 4-68 of FEIS and page 65 of the ROD].

Drainage

- Design basis
  - Hydraulic design of highway culverts, hydraulic design series No. 5 [FHWA]
  - Urban drainage design manual, hydraulic engineering circular No. 22 [FHWA]
- Key metrics
  - Off-site minimum design storm = 50 years
  - On-site minimum design storm = 10 years
  - No increase in water surface elevation from existing conditions upstream or downstream of the Project ROW

Drainage – Existing Conditions (FCDMC)



Basic noise abatement guidelines

- If the 2035 predicted FHWA Noise Abatement Criteria noise level reaches 67 dB(A) or higher for residences (Activity Category B), ADOT will evaluate
- On all projects, the foundations allow the maximum barrier height up to 20 feet
- The benefited receiver would achieve a noise reduction of 5 dB(A) or greater
- The cost of the barrier would be equal to or less than $49,000 per benefited receptor

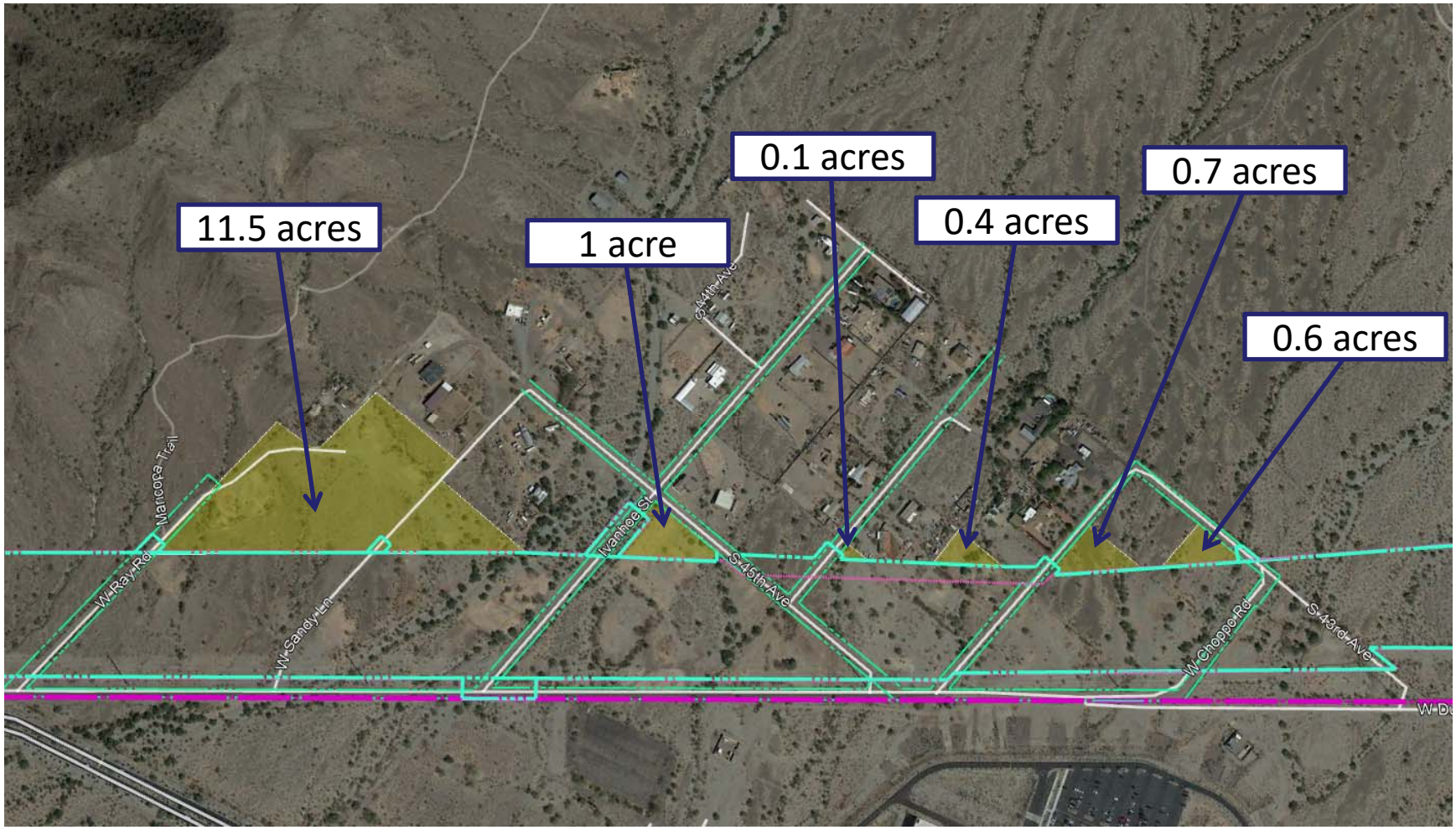
ADOT Conveyance of Surplus Property

ARS Title 28 Transportation; Section 7095 – Conveyance of property not needed for transportation purposes

- Convey to a public agency without a public sale if in the public interest and if the real property is to be used for such a specific public purpose [Part B]
- Convey to the highest responsible bidder at a public auction [Part D]
- Dispose of property by quitclaim deed to adjacent property owners if the property has no market value or a net value of $10,000 or less without a public auction or thirty day notice period [Part F]

*Zoning is within County jurisdiction. ADOT does not have jurisdiction.

ADOT Excess Land



Interchange related concerns

- Alternative concepts were offered by the public at the open house and through emails, on-line comments
- DLC requested that ADOT release them as soon as possible
- Project team engineers developed the concept drawings and provided to environmental team to review for fatal flaws
- Information related to fatal flaws were included with concept drawings to explain feasibility to public
- Project team has continued to refine concepts and develop new concepts in response to follow-up comments from public

Concept 1 and 1a

Traffic Projections

azmag.gov/Programs/Transportation/System-Analysis-and-Forecasting/System-Analysis-Program

- Obtained from the Maricopa Association of Governments (MAG) - the regional air quality planning agency and Metropolitan Planning Organization (MPO) for transportation for Maricopa County.
- As part of the environmental study, a traffic report will be developed and the traffic projections from MAG will be used in the analysis of elements such as noise and air quality.


LOOP 202
South Mountain
Freeway

Meeting Minutes

Project:	Loop 202 South Mountain Freeway
Subject:	Center Segment Working Group Discussion
Date:	Wednesday, June 27, 2018
Location:	[redacted], AZ 85043

Attendees:		
	JoAnn Kulik Costa	Carmelo Acevedo (ADOT)
	Jack McCombs	Steve Mishler (ADOT)
	Tim Wilson	Kimberly Noetzel (ADOT)
	Ron Schuler	Michael Carter (ADOT)
	Carla Schuler	Steve Elliott (ADOT)
	Michael Rogers	Aryan Lirange (FHWA)
	Anne Rogers (via GoToMeeting)	Ben Spargo (HDR)
	Michael Freer	Marsha Miller (HDR)
	Laura Freer	Jim Christensen (HDR)
	Brenda Cox	Chelsea Collinge (HDR)
	David Cox	Denise Lacey (MCDOT)
	Christine Danielson	
	Richard Strassel	
	Estuardo Calderon	

Note: Conversations deviated from the structured agenda; meeting minutes have been paraphrased and organized by topic for clarity.

1 Welcome and Introduction

ADOT welcomed Dusty Lane Community (DLC) residents and briefly explained the meeting format. Ground rules were developed in coordination with the DLC.

Ground Rules:

- Have reasonable expectations (for a constructive discussion)
- Do not get defensive
- Speak truthfully/transparently

Mr. Acevedo explained the typical NEPA study process and this study's process

- Comment period closes July 19, 2018
- Recommendation submitted to ADOT in August and FHWA in September
- Study outcome will not affect freeway opening in November of 2019
- Reevaluations - Seven Reevaluations have been completed to date which can include scope items such as the pedestrian bridge, connector roads, ROW easements, etc. Reevaluation documents are available on the website. All previous reevaluations did not include public input, ADOT recognizes the importance of public outreach in this effort.

Comment period ends July 19, but that does not mean all communication ends between ADOT and DLC.

2 Interchange Related Concerns

Concept Development

Mr. Spargo provided an overview of the initial interchange design concept and the process of developing four additional alternative concepts based on public input. Also noted the reasoning for presenting two of the requested concepts (Concept 2 and 3) to show they were not feasible due to necessary encroachment on South Mountain Park Preserve (SMPP) land and 4(f) requirements for avoiding impacts to park land.

A new concept (1a) was presented to the DLC attendees, who unanimously agreed it is the preferred alternative if an interchange was approved (note: DLC attendees favor a No Build alternative). ADOT asked DLC for input regarding the reconfiguration of frontage road access connection points, who agreed the frontage road should connect at Ivanhoe Street, rather than 45th Avenue.

Question and Answers:

Question: Why not maintain the connection between Ivanhoe and frontage road in concept 1a?
Answer: Community feedback asked that access was not maintained at Ivanhoe/TI.

Question: How much higher is the frontage road compared to its current elevation?
Answer: The elevation of a frontage road would be similar to what currently exists, but slightly elevated at drainage crossings (box culverts).

Question: Can ADOT give property back if additional Right of Way (ROW) is not needed?
Answer: ADOT cannot give property away. Conveyance of land not needed for a transportation purpose is governed by Arizona Revised Statute Title 28, Section 7095.

Question: Why not restrict off-ramp to one lane to avoid taking additional ROW at corner of Ivanhoe and TI (1a)?
Answer: Two lanes is typical for freeway ramps to maintain emergency access.

Question: Why wasn't the access road aligned on Ray Road to 45th Avenue?
Answer: There is not public right-of-way for a street along Ray Road the entire length from Dusty Lane to 45th Avenue. Also, the terrain is difficult with two large washes and foothills.

Question: This entire interchange is for the casino, why can't they give up their land for the casino?
Answer: The Gila River Indian Community requested ADOT to study the interchange.

Question: Estrella exit was designed to accommodate casino traffic, why is there now a desire for an Ivanhoe interchange?
Answer: One of the purposes of the Ivanhoe TI is to reduce casino traffic using Estrella Drive and 51st Avenue. While the Estrella TI could handle the local and casino traffic, the Laveen residents expressed concerns with the impacts of casino traffic at the 51st Avenue and Estrella Drive intersection.

3 Observed Concerns From DLC

Questions and Answers:

Multi-Use Crossings

Questions: Why are the multi-use crossings so big? What is their purpose?
Answer: The multi-use crossings are for wildlife, pedestrian and equestrian egress/ingress from SMPP.

Question: How will you prevent hikers and vehicles coming into the DLC and parking in our neighborhoods?
Answer: This is an existing issue and multi-use crossings will be constructed to restrict vehicle use to maintenance vehicles only.

Drainage

Question: What was the design tolerance for maintaining water flows?
Answer: Water from SMPP to ADOT ROW needs to be designed to handle a 50-year storm and must assure that the 100-year storm does not cause flooding upstream or downstream of the freeway.

Question: Who will maintain debris caught in culverts?
Answer: C202P maintains the freeway for 30 years. ADOT will provide contact information for maintenance. Ryan Clickner is the contact for all construction-related information.

Question: How will culverts handle a typical monsoon that moves debris (residential property such as tractors, dumpsters, etc.)?
Answer: Engineers are designing the freeway drainage to work. In this area there will be 5 to 6-foot wide pipes, some culverts are 5 feet high and 10 feet wide. The infrastructure is designed and constructed to improve flows. Mr. Spargo explained that C202P is responsible for maintaining infrastructure and preventing backflows. Mr. Mishler explained that C202P is designing the drainage features. In addition to ADOT reviewing for compliance to the requirements, the plans are also being reviewed and scrutinized by GRIC and U.S. Army Corps of Engineers.

Comment: Has lived on other side of mountain and is confident in design, but is concerned that debris will prevent flows and result in flooding.

Question: Is there an example of an area that has similar water flows?
Answer: ADOT assigned this as an action item.

4 Construction Related Concerns

Maintenance Hydrants

Ms. Miller provided an overview of the maintenance hydrants. Fire hose can be connected, but it is not the most reliable option as it is not a dedicated fire line. In the event of a fire, the Laveen fire district would show up with a water tanker to put out any fire. Existing maintenance hydrants will not go away and would be accessible via a proximity gate. If DLC wanted a dedicated fire service, DLC would need hire a private service to construct a dedicated line to the nearest transmission line. Rate is 1.5x higher through private service.

Sound Wall

Mr. Acevedo articulated the factors associated with the noise wall study for the DLC area:

- All ADOT freeways factor the possibility of a 20-foot sound wall.
- Analysis shows that a 14-foot wall would meet all requirements.
- Same standards are applied throughout the State.
- Current dBA reduction with a 14-foot wall (atop the embankment) is 7 dBA.

- For every 2 feet of wall added, only 1 dBA is reduced, a reduction that is not picked up by the human ear.
- A 20-foot wall would result in a substantial visual impact, limiting the visibility of the skyline for those closer to the freeway. An additional height increase would be considered a visual mitigation.

Mr. Spargo walked through sound wall elevation cross section graphic, explaining a 14-foot wall does not mean a maximum height of 14 feet from existing grade. DLC requested the sound wall be extended to 20 feet everywhere.

Questions and Answers:

Comment: It would be better to look at a sound wall than a casino. Mr. Freer's research states for every foot of wall added 1 dBA is reduced. So, adding 6 feet of wall or receiving a 6 dBA reduction would substantially benefit DLC of quality of life.

Comment: ADOT study did not factor in echoes from the mountain.

Comment from FHWA: What is more important, visual mitigation - if the casino is blocked by 14 feet high, is that good enough?

Comment: Length of the wall needs to be factored as well.
Answer: Mr. Spargo explained wall design and configuration. The coverage is approximately 4,000 feet from Ray Road to 43rd Avenue.

Comment: Line of sight of the freeway is less than 800-foot.

Question: Why did the Foothills Reserve community get a sound wall.
Answer: At the time of Record of Decision, the Taylor Morrison development had submitted site plans to the City of Phoenix and therefore qualified for noise mitigation.

Zoning of Remnant Parcels
Mr. Spargo walked DLC attendees through ADOT property Disposal Process (see slide).

Questions and Answers:

Question: Will public receive notification of land sale and solicit interest to neighboring properties?
Answer: Yes, ADOT ROW would list the sale. ADOT does not change the zoning prior to listing for auction. Team was unsure how/if acreage would be broken up.

5 Open Topics Deferred to 7/10 Meeting

- Street signage/way finding
- Trails/recreational/pedestrian
- Socio-economic discrimination complaint
- Crime/Safety
- Traffic projections
- Zoning
- Vee Quiva expansion plans

6 Action Items

Freeway Related Action Items

Action Items	Action Taken
ADOT to provide schedule of Center Segment construction activities.	ADOT provided schedule to DLC via email on 7/3
ADOT to reaffirm drainage report that drainage flows will be maintained after construction. Explain process of what will occur if a wash is blocked.	ADOT provided drainage report to DLC via email on 7/2
DLC to provide photographs of neighborhood in heavy storms to be shared with 404 team.	None – waiting for DLC to provide
ADOT to research areas within the valley with similar water flows and debris.	ADOT provided drainage report to DLC via email on 7/2
ADOT to send three noise wall test criteria to freer and community.	ADOT provided calculations to DLC via email on 7/3
ADOT to confirm distance between freeway ROW and immediately adjacent DLC properties.	ADOT Construction is surveying area and will adjust any encroachments on residential ROW
ADOT to provide contact information for maintenance (post construction).	ADOT to provide at 7/10 Meeting
ADOT to provide draft landscaping plans south of DLC.	ADOT to provide at 7/10 Meeting
ADOT to send DLC slide that shows the turning radii for buses and trucks and that the radius of the cul-de-sac meets that.	ADOT to provide at 7/10 Meeting
ADOT to confirm with Phoenix Fire that they do not have any issues with the two hydrants remaining on the west side of the freeway.	ADOT to coordinate with PHX PD week of 7/9

Interchange Related Action Items

Action Item	Action Taken
ADOT to provide copies of government-to-government Ivanhoe letters	ADOT informed DLC-referenced letters will be included in the FOIA request submitted by Ms. Rogers
ROW begin preliminary land swap conversations if interchange is approved	ADOT internal coordination ongoing


LOOP 202
South Mountain
Freeway

Project Team in attendance

- Robert Samour, ADOT Project Director
- Carmelo Acevedo, ADOT Project Manager
- Kim Noetzel, ADOT Communications Manager
- Ben Spargo, ADOT GEC Project Manager
- Jim Christensen, ADOT GEC Design Manager
- Marsha Miller, ADOT GEC Communications Manager
- Chelsea Collinge, ADOT GEC Public Outreach Specialist

Agency Partners

FHWA: Tom Deitering, Project Delivery Team Leader

MCDOT: Denise Lacey, Planning Director

Ground rules and expected outcomes

- Process for discussion and capturing feedback
- Goal is come to a consensus
- Consensus on one Alternative Concept – multiple stakeholders

Cul-de-Sac Design – 45-foot radius

City of Phoenix Code - Chapter 32 Subdivisions; Section 27 Street Design
Arizona Administrative Code – Title 13, Ch. 13 – School Buses

AASHTO – A policy on Geometric Design of Highways and Streets

Minimum turning radius 38.6 feet

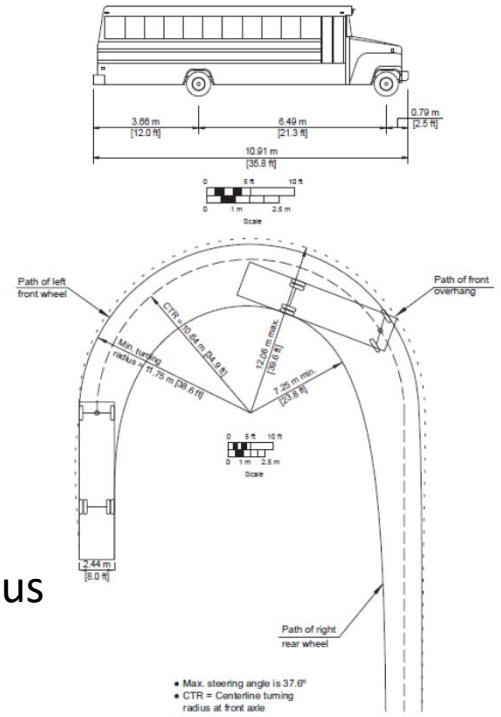


Figure 2-7. Minimum Turning Path for Conventional School Bus (S-BUS-11 [S-BUS-36]) Design Vehicle

Minimum turning radius 44.8 feet

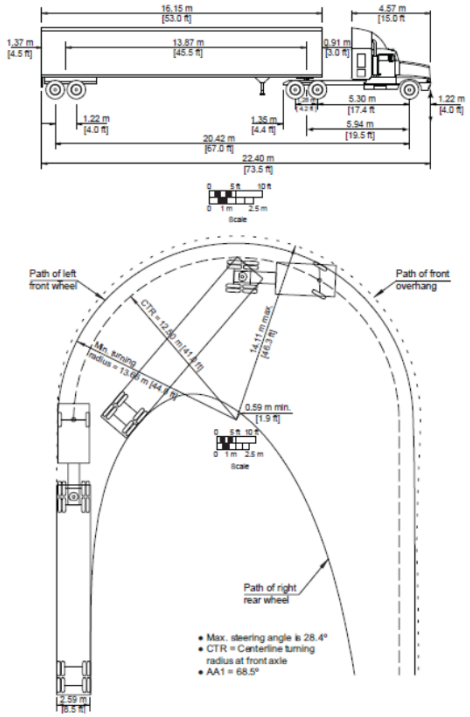
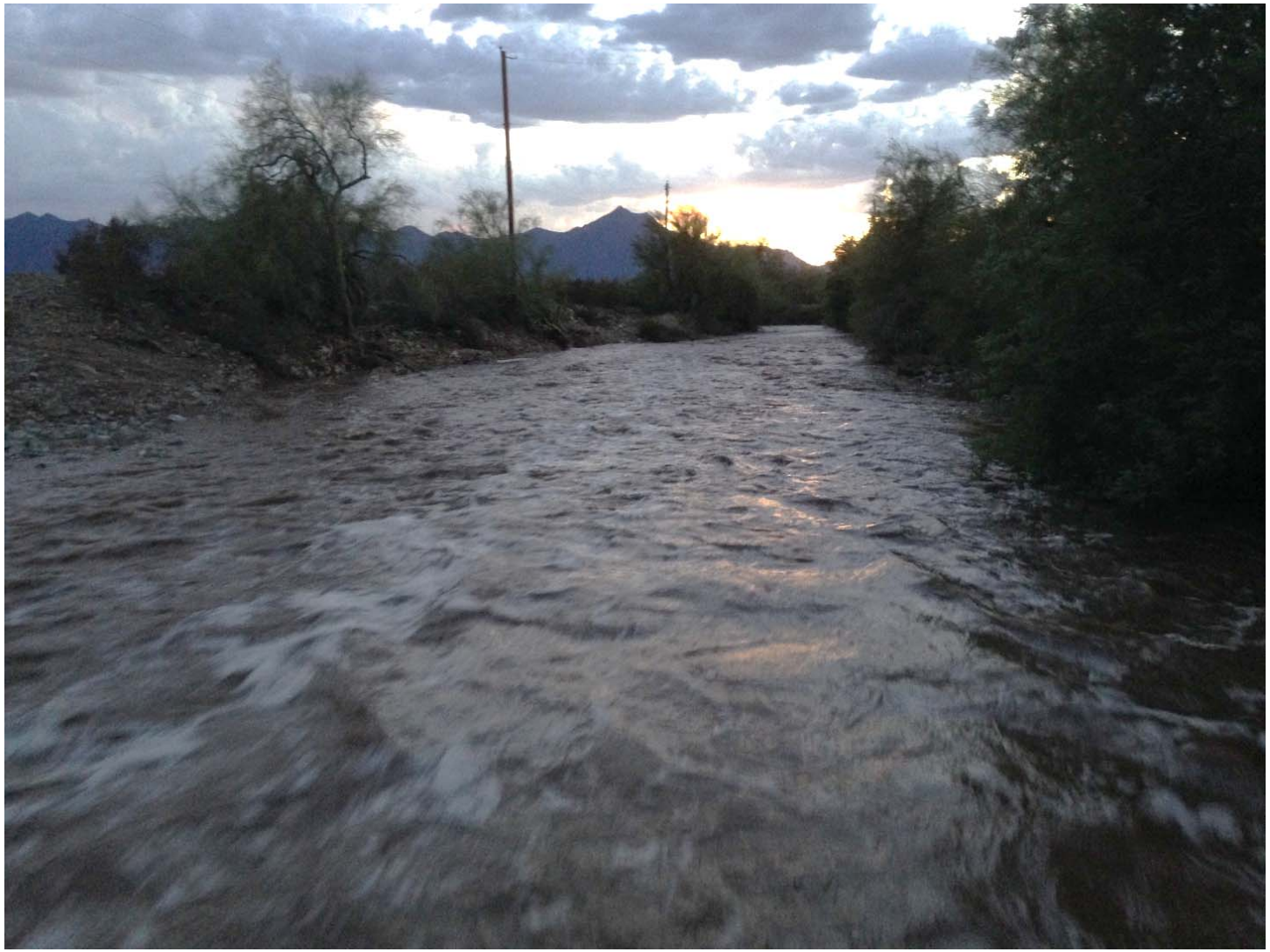
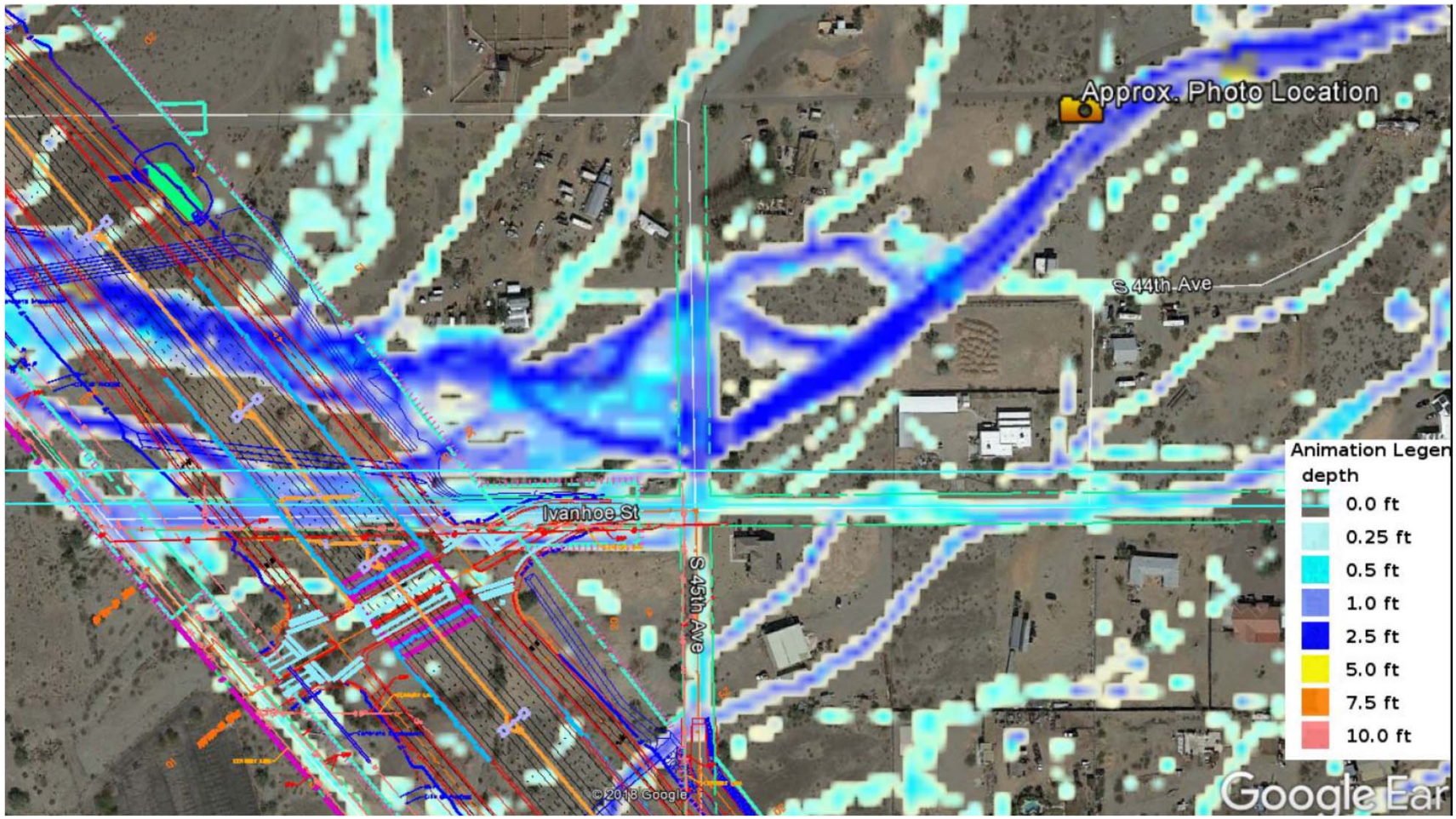


Figure 2-15. Minimum Turning Path for Interstate Semitrailer (WB-20 [WB-67]) Design Vehicle

DLC photos of stormwater



DLC photos of stormwater



South Mountain Freeway maintenance

- Connect 202 Partners

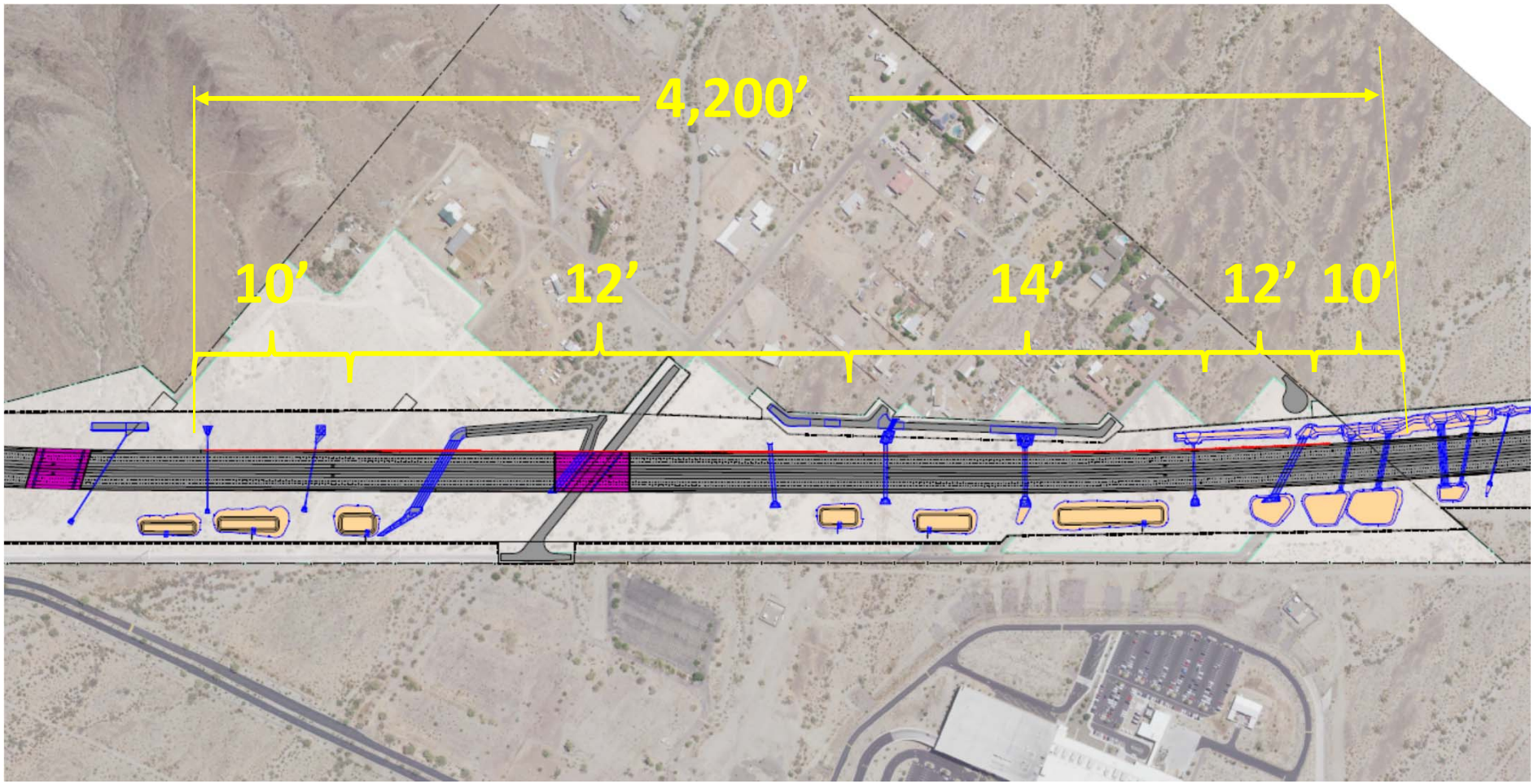
  202 Maintenance Services, LLC.
  3 Polaris Way, Aliso Viejo, CA 92698

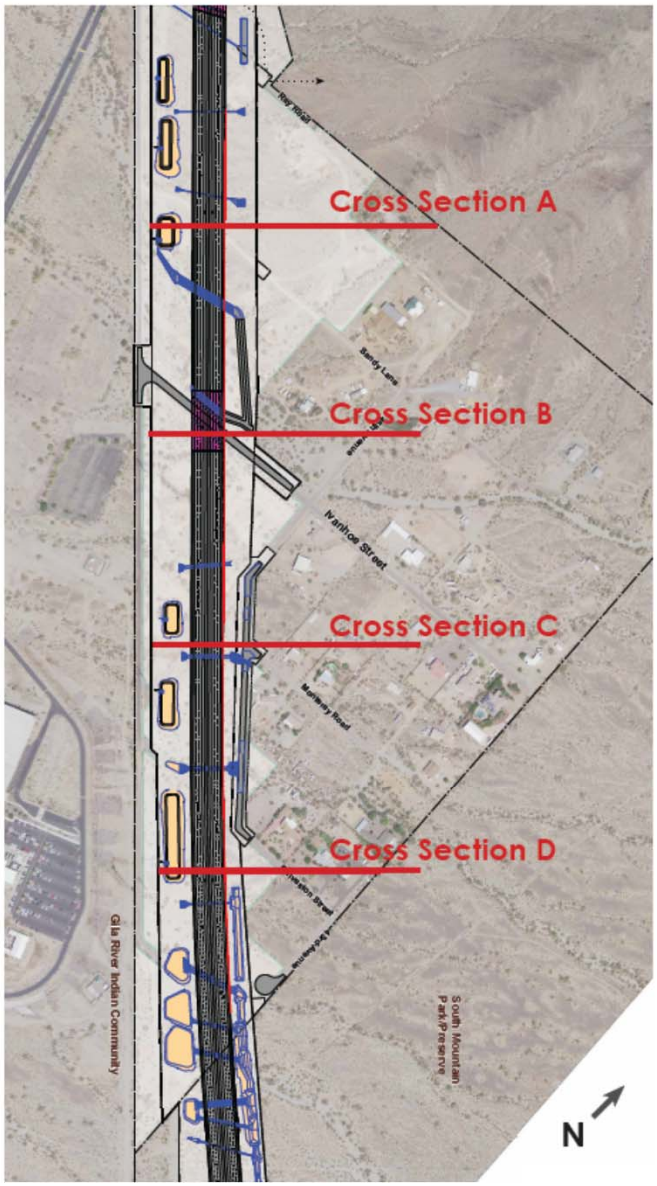
  Current project hotline: 855.SMF.L202 (855.763.5202)

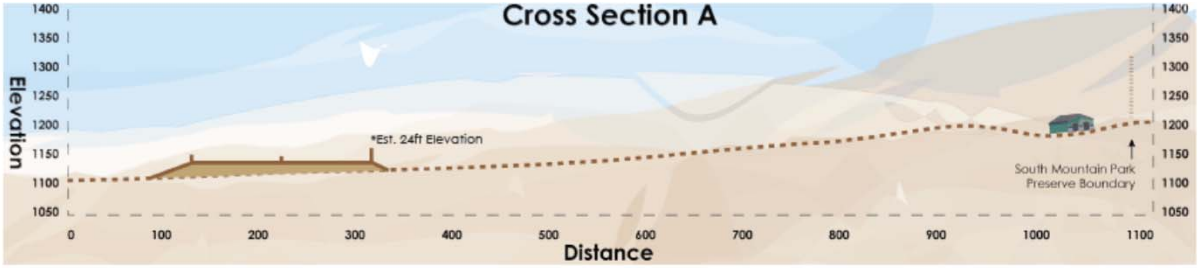
- ADOT Central District: 602.712.6664

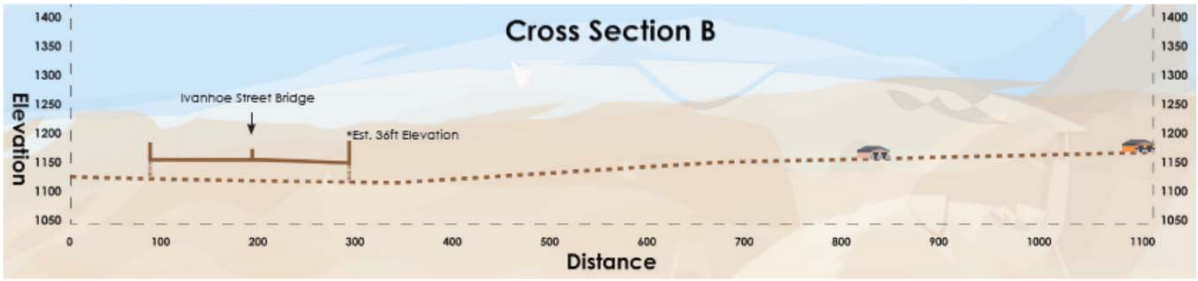
TP Attachment 500-1 Maintenance Table				
Ref.	Element	Performance Requirement	Repair Response	
			Temporary[1]	Permanent[2]
6.3	Drainage systems	All ditches, channels, culverts, piped drainage systems, including pressure or syphon drainage systems must work as designed to carry design flows. Catch basins, inlets, and culverts must be free from debris and obstructions in order to carry the design flows.	2 hours as required to maintain capacity in case of storm event	6 months or as required to maintain capacity in case of storm event

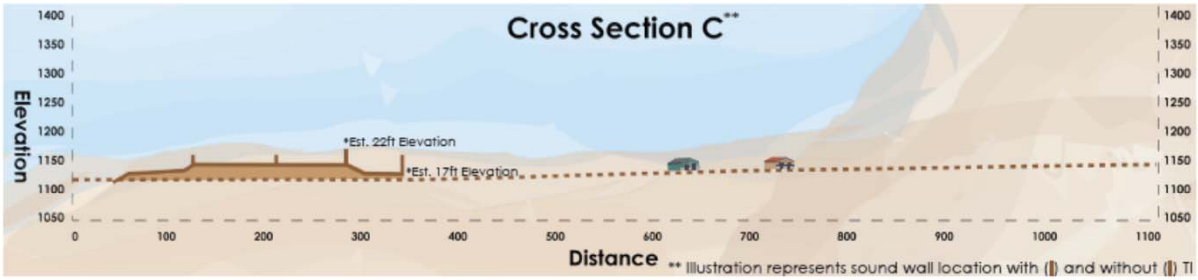
Noise Barrier (with or without interchange)

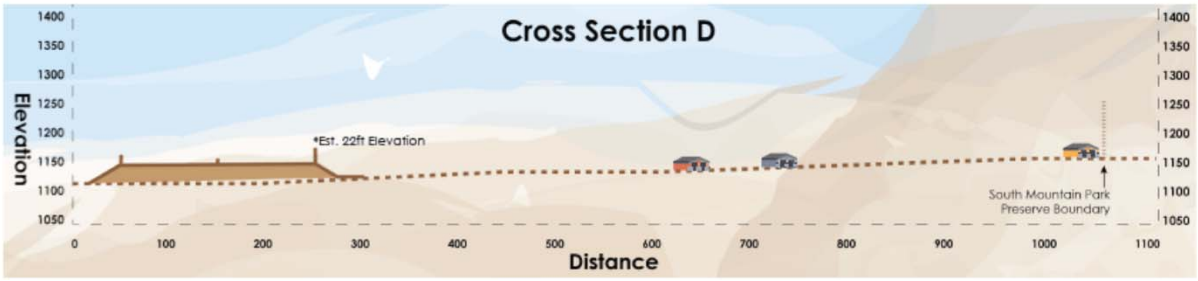



Cross Section A
Cross Section B
Cross Section C
Cross Section D
Ivanhoe Street
Gila River Indian Community
South Mountain Park/Preserve
N


Cross Section A
Elevation
Distance
*Est. 24ft Elevation
South Mountain Park Preserve Boundary


Cross Section B
Elevation
Distance
Ivanhoe Street Bridge
*Est. 36ft Elevation


Cross Section C**
Elevation
Distance
*Est. 22ft Elevation
*Est. 17ft Elevation
** Illustration represents sound wall location with ( ) and without ( ) TI


Cross Section D
Elevation
Distance
*Est. 22ft Elevation
South Mountain Park Preserve Boundary

Signage – on-freeway engine breaking restrictions

ADOT Traffic Engineering Guidelines and Processes Section 312, Vehicle Noise Signing

- Signing that specifically restricts the use of engine braking equipment should not be placed on the state highway system. Signing that prohibits excessive vehicle noise in accordance with §ARS 28-955 may be placed under an encroachment permit by a local jurisdiction at the direction and approval of the appropriate ADOT District and Regional Traffic Engineer.

- §ARS 28-955. Mufflers; noise and air pollution prevention; emissions control devices; civil penalty; exception

Signage – on local roads

- 51st Ave/Dusty Lane: Local Traffic Only / No freeway access -
- At Ray underpass: Local traffic only. No outlets.

ADOT will work with MCDOT on requested signage

- In cul de sac: No parking anytime and include red curbs?

ADOT will consider no parking signs; no curbing planned.

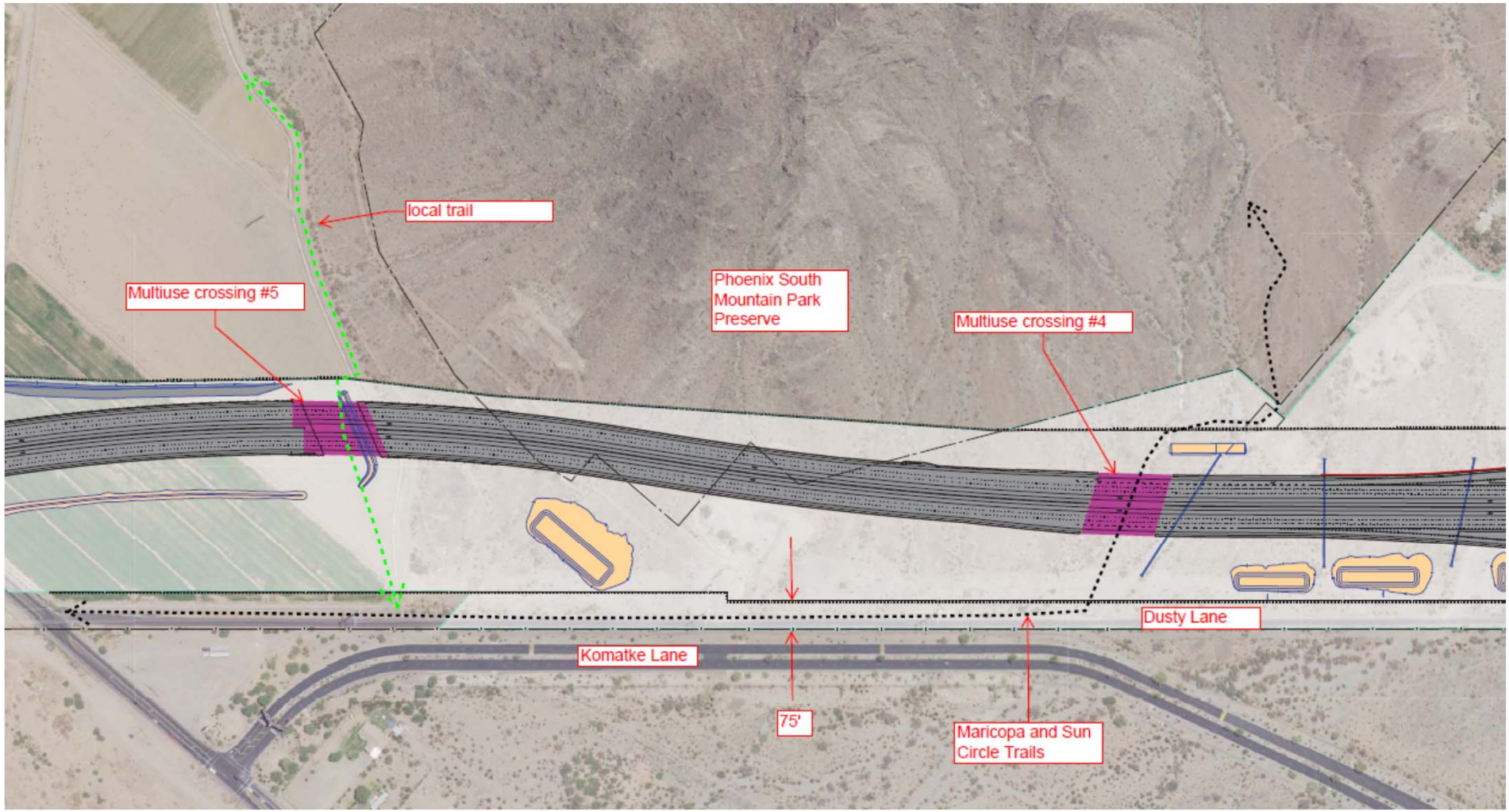
- (In underpass) Large Convex mirrors for better visibility for vehicle ingress/egress

The road will be designed for sight distance requirements. Mirrors are not necessary.

Recreation Trail - Existing



Recreation Trail – with Freeway



Confirmation of distances from ADOT ROW

ADOT surveyors confirmed:

1. Distances in the google earth kmz used in the meeting are accurate.
2. No roping or stakes in the field are located outside ADOT ROW.



Landscaping

Character Area 2 - Ahwatukee Foothills Landscape Concept

17th Avenue Traffic Interchange - Conceptual Planting Treatment



Total Square Footage of Landscape Materials

	CHARACTER AREAS (CA)					
	CA1	CA2	CA3	CA4	CA5	TOTALS
PLANTED/SEEDED AREAS	7,540,461 SF	7,366,268 SF	16,195,575 SF	5,939,398 SF	2,074,860 SF	39,116,562 SF
LANDFORM GRAPHICS	866,538 SF	198,222 SF	1,550,675 SF	1,424,089 SF	815,058 SF	4,854,582 SF
DECOMPOSED GRANITE ONLY	93,397 SF	201,854 SF	307,733 SF	322,000 SF	26,439 SF	951,423 SF
	AESTHETIC AREAS (AA)					
	AA1	AA2	AA3	AA4	AA5	TOTALS
PLANTED/SEEDED AREAS	7,540,461 SF	7,366,268 SF	13,056,687 SF	5,596,879 SF	5,556,267 SF	39,116,562 SF
LANDFORM GRAPHICS	866,538 SF	198,222 SF	1,055,454 SF	779,227 SF	1,955,141 SF	4,854582 SF
DECOMPOSED GRANITE ONLY	93,397 SF	201,854 SF	198,194 SF	228,926 SF	229,052 SF	951,423 SF

Landscape Photo Legend



(See TP attachment 450-1B for complete list)

Character Area 2

This area will incorporate native salvaged plant materials from CA's 1 & 2 as well as the plant material shown to the left. Salvaged desert pavement will be sourced from the top 4"-8" of naturally occurring soil from the project site and seeded. Plant densities include 14 trees per acre utilizing all salvaged trees and supplementing with minimum size of 15 gallon, 15 shrubs per acre, with minimum size of 1 gallon, 1 saguaro cactus per acre utilizing all salvaged saguaros and supplementing them with minimum 8 ft. spears and accent plants at 2 per acre using all salvaged material and supplementing with minimum size of 1 gallon nursery stock. The shared use path will border the south edge of this CA and shall comply with City of Phoenix requirements for these type of paths. The shared use path shall have 2'-0" shoulders.


LOOP 202
South Mountain
Freeway

Center Segment Working Group Discussion Meeting Minutes

Meeting Minutes

Project:	Loop 202 South Mountain Freeway
Subject:	Center Segment Working Group Discussion
Date:	Tuesday, July 10, 2018
Location:	[redacted]Z 85043
Attendees:	JoAnn Kulik Costa Jack McCombs Tim Wilson Ron Schuler Carla Schuler Michael Rogers Anne Rogers Michael Freer Laura Freer Brenda Cox David Cox Christine Danielson Richard Strassel Estuardo Calderon Laura Gonzalez Bertha Malendez Robert Samour (ADOT) Carmelo Acevedo (ADOT) Kimberly Noetzel (ADOT) Michael Carter (ADOT) Tom Deitering (FHWA) Ben Spargo (HDR) Marsha Miller (HDR) Jim Christensen (HDR) Chelsea Collinge (HDR) Denise Lacey (MCDOT)

Note: Conversations deviated from the structured agenda; meeting minutes have been paraphrased and organized by topic for clarity.

1 Welcome and Introduction

ADOT welcomed Dusty Lane Community (DLC) residents and briefly explained the meeting format. Ground rules were developed in coordination with the DLC.

Ground Rules:

- Have reasonable expectations (for a constructive discussion)
- Do not get defensive
- Speak truthfully/transparently

2 Freeway Related Concerns

Center Segment construction schedule

DLC Comment: Request to confirm construction related information is updated on the website.
ADOT Response: Information will be updated on the SMF website, text messages and weekly traffic alert email.

This item is closed.

Emergency/bus access

Mr. Spargo articulated requirements from A.R.S. related to bus specification, City of Phoenix code related to minimum radius of cul-de-sac, and AASHTO, and walked through slide showing 45-foot radius turnarounds.

Discussed location of turnaround and purpose of turnaround is for busses which is being coordinated with the Laveen School District. Curbs will not be installed due to drainage and maintenance concerns.

Mr. Samour discussed ADOT is open to moving the turnaround to another area, DLC stated they would not want the cul-de-sac to move.

This item is closed.

Air quality

DLC Question: Please provide Air quality information with interchange.

ADOT Response: Air quality will be similar with or without the interchange.

This item is closed.

Drainage

Mr. Spargo showed the photo Mr. Freer sent from a 2015 storm.

Mr. Rogers stated the drainage pipes in the Pecos Segment are very large and look sufficient.

This item is closed.

Sound wall

Mr. Samour provided the background information about the origin of the sound wall and how the team was tasked with studying a wall for sound mitigation for the DLC. Noted there is a disagreement between DLC and ADOT regarding the calculation. Noted the footing of the wall accommodates heights up to 20 feet. If a 20-foot wall is needed later, the footing would accommodate that.

*Group went outside to observe the Roosevelt Street Bridge sound wall heights.

DLC Question: Will there be additional 400 feet on either side to protect community?
ADOT Answer: It's not 400 feet, the policy is to start with four times the perpendicular distance to the last receptor. However, reasonableness based on the cost of the wall must also be factored.

DLC Question: If the interchange is not built and the wall is 14 feet high, what would the wall height be if there was an interchange (ramps)?
ADOT Answer: ADOT will look into that.

DLC Question: Why can't we be cost averaged with Taylor Morrison?
ADOT Answer: ADOT did that and the numbers did not work in favor of the DLC; provided ADOT NAP CFR stating common noise environments and how calculations were developed. Threw out noise policy about costs per receptor as DLC did not qualify. Mr. Samour articulated that policy was not deviated to allow a wall to be constructed. Federal Highway Administration (FHWA) common noise environment policy states a State agency may adopt this, but ADOT has its own policy to follow.

ADOT articulated that Taylor Morrison is a community of 110 homes, but only 39 are counted as benefited per the policy. In DLC, there are 55 receptors so even less would be benefited.

DLC Comment: DLC should be compared to Segment A. DLC feels slighted that they were not eligible for a wall. In Ahwatukee, receiver points 15, 16, and 22a were noted with issues that would not qualify them for a while, but ultimately received a wall. DLC feels slighted because they got a wall anyway.

Mr. Samour articulated that the receiver points questioned by DLC were from the FEIS and that the design has changed. Therefore, the noise analysis has changed and the relevant analysis is from the 2016 reports prepared by Connect 202 Partners (C202P).

DLC Statement: It is not equal treatment as Ahwatukee is below grade and DLC wants a solution that gives adequate protection – at least 14 feet the entire length; the higher the better.
ADOT Answer: Ahwatukee features a rolling profile, and nearly every interchange is elevated over the freeway.

Mr. Samour articulated why cost averaging doesn’t work.

DLC Question: How tall is a semi-truck?
ADOT Answer: 13'6"
DLC Response: A 12-foot sound wall is not adequate for visual mitigation.

DLC Comment: It sounds like you are not taking what Mr. Freer and Mrs. Rogers have provided into consideration.
ADOT Answer: ADOT has taken consideration into all input from them; keep in mind eight other communities along the freeway are not getting a sound wall despite similar data from noise analyses.

DLC Comment: The noise study recommended a 20-foot high wall.
ADOT Answer: The noise study completed by C202P did not recommend building that wall because of the cost reasonableness factor. There were a series of walls considered, but none met the $49,000 per benefited receiver threshold. The 20-foot high by 5800-foot long wall was presented in the report, but was not recommended.

ADOT Comment: The intent of this slide was to provide the DLC the height and length of the sound wall.

DLC Question: The original information said the wall would be 4800-feet-long, why is it now saying 4200 feet?
ADOT Answer: That length includes the overlap of the walls on the ramp if there was an interchange.

DLC Question: Can we have visual mitigation to add on top of the sound mitigation (14 feet + 6 feet = 20 feet)?
ADOT Answer: Dollars are not a factor, it is the policy requirements that are preventing ADOT from providing additional wall height. What would be visually mitigated?
DLC Response: If you go up the mountain, homes that are elevated will be able to see atop the freeway.

DLC Question: Why bring up the footing can accommodate a 20-foot high wall?
ADOT Answer: Two individuals have claimed socio-economic discrimination, which starts numerous formal processes. ADOT's position is to design and construct a footing that will accommodate up to 20 feet, which will cover the wall height regardless of the outcome. A sound wall would not be constructed until April of 2019, there is time for the height of the wall to be adjusted if an error in the calculation was made.

DLC Comment: We have a report saying we need a 20-foot high sound wall, we have report with length; you will destroy our neighborhood if you don't build the 20-foot high wall.
DLC Comment: The math doesn't matter, ADOT should be able to change it to whatever you want.

DLC Comment: The higher the wall the better protection we will have.
ADOT Comment: We will provide a 14-foot high wall.

DLC Comment: Those closest to the freeway will benefit from the wall, it's those furthest that will hear the noise.

DLC Question: Who makes the guidelines for noise?
ADOT Answer: ADOT has an FHWA approved policy that outlines the guidelines.

DLC Question: It looks like you are trying to protect our neighborhood, can you please tell us you are going to try to find an accommodation for us?
ADOT Answer: ADOT would be willing to remove the steps and build a 14-foot wall end to end at 4200 feet.

DLC Question: With the TI, how would the sound walls overlap?
ADOT Answer: Discussed height of mainline wall vs ramp wall. The noise on the ramps will never exceed the mainline noise.

ADOT Comment: Our calculations support a 14-foot high, 4200-foot long sound wall, that is our position.
DLC Comment: We want the same protection Ahwatukee has; consider the elevation in the foothills.

This item is closed.

Zoning consistent with current zoning for DLC

DLC Question: Is it possible to break up the parcel for resale to prevent the sale to a large commercial developer?
ADOT Answer: Provided guidance re: zoning (state and county), will bring to ADOT right of way (ROW). Remnant properties will not be sold until the project is over.

DLC Comment: Stated they heard a while ago from ADOT ROW that the City of Phoenix would use remnant parcels to construct a parking lot for SMPP.
ADOT Answer: There is a land exchange between ADOT and COP related to SMPP, but COP did not accept the former residential parcels. ADOT's property management division lists properties and manages that process.

This item is closed.

Street signage/way finding

DLC Question: Is it possible to add "no engine breaking" signage; what is the max grade of the freeway through the mountain?
ADOT Answer: ADOT referenced a slide addressing guidelines for signage along roadway specific to breaking. Maximum grade of westbound lane just north of main ridge south is 3.6%, which would not result in major breaking.

DLC Question: Can a "local traffic only, no freeway access" sign be placed on Dusty Lane and 51st Avenue?
ADOT Answer: Similar signs exist, but the requested sign would have to be coordinated with MCDOT.

DLC Question: Can convex mirrors be installed at the Ray Road to Dusty Lane turn to increase visibility?
ADOT Answer: Roadway will be designed with sight distance requirements; convex mirrors are not needed.

This item is closed.

Trails/Recreational/pedestrian

DLC Question: Is there a plan to maintain walkability in South Mountain Park Preserve; will people be able to pass on the north side of Alta Ridge?
ADOT Response: Mr. Spargo walked through trail access down multi-use crossing (MUX) #5, along Dusty Lane and up MUX #4; explained there would be 50 feet of desert land between Dusty Lane and ADOT ROW fence.

This item is closed.

Socio-economic discrimination complaint

DLC Comment: Concerned regarding receiver points in Ahwatukee; Gila River Indian Community dictating ADOT decisions. In the social conditions report it said pleasant things about DLC and stated SMF will severely impact community. Not supportive of freeway but understand the need to cohabitate. ADOT needs to reevaluate social conditions report to minimize impact to this community. The DLC stated that the bi-weekly meeting between ADOT and the GRIC was to discuss plans for the interchange.
ADOT Response: The reason ADOT meets with the GRIC every two weeks was due to 404 Permit special condition that requires ADOT to consult with the GRIC for drainage design. The interchange came into discussion in Fall of 2017 prior to Ninth Circuit ruling to improve traffic at 51st Ave; ADOT looked at Ivanhoe Street interchange as a solution to resolve traffic concerns at 51st Avenue as Ivanhoe was already a bridge crossing.

DLC Comment: We want to be treated the same as other sections of the freeway; ADOT is already breaking the rules for Ahwatukee, so why not us?
ADOT Answer: Mr. Samour stated he believes the team has already done that, but we disagree about the height. The DLC has been very involved and it has paid off. Noted last email stated if wall was not 20 feet high ADOT was committing socio-economic discrimination. If the residents of the DLC truly feel like they are being discriminated against, ADOT will provide the steps to file that complaint, which kicks off a formal process. Clarified that a mistake is different than discrimination.

DLC Comment: It took us threatening socio-economic discrimination to get responses from ADOT.
Action item: Mrs. Rogers to send list of outstanding requests.

DLC Question: How do we as a stakeholder ask ADOT to not pursue another stakeholder's request because this is where we live, we want to be taken seriously and don't believe our input is taken seriously. How is the input being collected?
ADOT Answer: ADOT explained study process and how input is collected.

MCDOT: It is very important for us to be aware of the public sentiment to understand how it will shape our future. MCDOT has no jurisdiction over ADOT. Articulated MAG purpose and how regional planning might not be easily accepted but is responsible for planning for future growth.

This item is open pending the DLC filing a formal complaint with FHWA.

Vee Quiva expansion plans and traffic projections

ADOT response: We are not aware of any expansion plans.

This item is closed.

3 Action Items

Freeway Related Action Items

Action Items	Action Taken
ADOT to confirm with Phoenix Fire they do not have issues with the two hydrants remaining on the west side of the freeway.	ADOT to coordinate with PHX FD week of 7/23
ADOT to provide information for noise receptors 15, 16 and 22a	ADOT to provide information via email
Mrs. Rogers to provide list of outstanding inquiries sent to ADOT	DLC to provide to ADOT