



State Route 30 Public Information Meeting

WELCOME



State Route 30 Public Information Meeting

YOUR INPUT IS IMPORTANT

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SR 30 Alignment Comparison

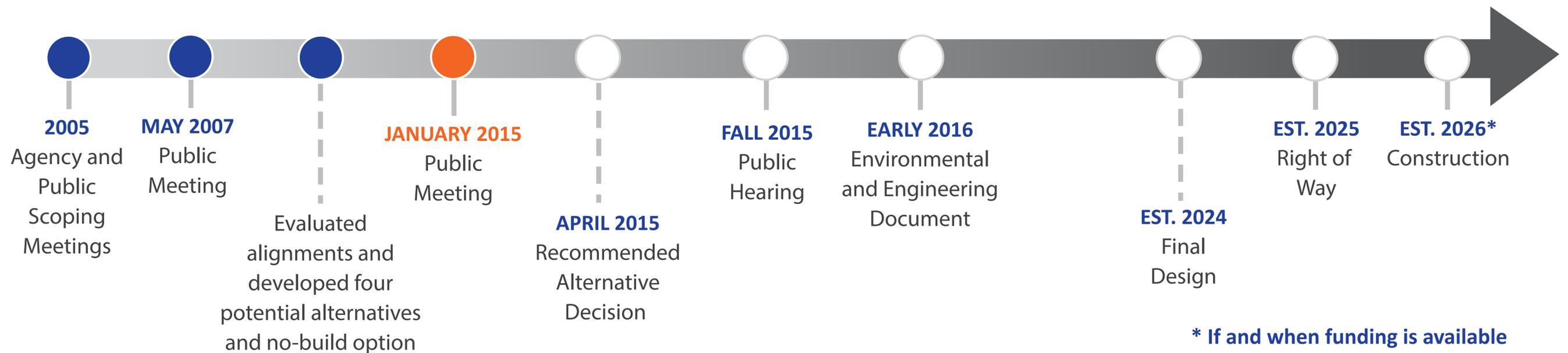
CRITERION	NORTH (14.5 miles)	CENTER (14.7 miles)	HYBRID (14.8 miles)	SOUTH (15.1 miles)
ENVIRONMENTAL				
Floodplain Zone A, AE, and AH Impacts (acres pre-Tres Rios Levee) - NOTE: Floodplain extent is anticipated to change after the Tres Rios Levee floodplain remapping effort is completed and released by the USACE.	566	707	691	864
Section 408 Levee Reconstruction Permitting	No	No	No	Yes
Jurisdictional Waters Impact (acres)	64.5	59.5	63.4	60.2
Wetland Impacts	None	None	None	None
Water Resource Impacts	59 Wells, Buckeye & Extension Canal Crossings, SRP Buckeye Feeder Canal Crossing	52 Wells, Buckeye & Extension Canal Crossings, SRP Buckeye Feeder Canal Crossing	47 Wells, Buckeye & Extension Canal Crossings, and SRP Buckeye Feeder Canal Crossing	51 Wells, Buckeye & Extension Canal Crossings, and historic St. John's Canal Crossings
Relative Noise Impacts (existing conditions)	Medium - 51 of 75 receivers exceed ADOT criterion. Eight of nine potential noise barriers exceed ADOT policy for cost/benefited receiver. One potential noise barrier meets policy.	High - 75 of 89 receivers exceed ADOT criterion. All 12 potential noise barriers exceed ADOT policy for cost/benefited receiver	High - 108 of 130 receivers exceed ADOT criterion. All 18 potential noise barriers exceed ADOT policy for cost/benefited receiver	High - 69 of 109 receivers exceed ADOT criterion. All 14 potential noise barriers exceed ADOT policy for cost/benefited receiver
Air Quality	Conformance Compliant	Conformance Compliant	Conformance Compliant	Conformance Compliant
Visual Quality Rating	Substantial change in Visual Character because of introduction of strong linear features into an otherwise open agricultural landscape; would fragment landscape and distract from the strong agricultural character. Low change in visual quality arises from small changes attributable to crossing water-filled quarries, encroaching urbanization, fragmentation of unified landscapes, and introduction of incongruous elements.	Notable change in Visual Character. Low change in visual quality arises from small changes attributable to crossing water-filled quarries, encroaching urbanization, fragmentation of unified landscapes, and introduction of incongruous elements.	Notable change in Visual Character. Low change in visual quality arises from small changes attributable to crossing water-filled quarries, encroaching urbanization, fragmentation of unified landscapes, and introduction of incongruous elements.	Notable change in Visual Character. Low change in visual quality arises from small changes attributable to crossing water-filled quarries, encroaching urbanization, fragmentation of unified landscapes, and introduction of incongruous elements.
Potentially Affected Hazardous Material Sites (medium and high risk locations only)	1	1	0	0
Environmental Justice Issues - (Disabled, Age 65 & Older, Female HOH, Minority, and Poverty).	No disproportionately high adverse impacts	No disproportionately high adverse impacts	No disproportionately high adverse impacts	No disproportionately high adverse impacts
Biological (ESA) Resources Impacts	Low	Low-Medium	Low-Medium	Medium
Prime & Unique Farmlands (acres)	1547	1518	1443	1563
Planned Development Impacts (acres)	13	12	12	10
Cultural Resources Impacts (AzSite Prehistoric Sites)	3 criteria A/C linear irrigation sites, 12 criterion D archaeological sites, and 1 criterion D highway	3 criteria A/C linear irrigation sites, 11 criterion D archaeological sites, and 1 criterion D highway	3 criteria A/C linear irrigation sites, 12 criterion D archaeological sites, and 1 criterion D highway	3 criteria A/C linear irrigation sites, 10 criterion D archaeological sites, and 1 criterion D highway
Traditional Cultural Property (TCP) Impacts	No TCP impacts per the Section 106 consultation. Note Pueblo del Alamo is common to all alternatives, but would be mitigated as part of the South Mountain Freeway project.	No TCP impacts per the Section 106 consultation. Note Pueblo del Alamo is common to all alternatives, but would be mitigated as part of the South Mountain Freeway project.	No TCP impacts per the Section 106 consultation. Note Pueblo del Alamo is common to all alternatives, but would be mitigated as part of the South Mountain Freeway project.	No TCP impacts per the Section 106 consultation. Note Pueblo del Alamo is common to all alternatives, but would be mitigated as part of the South Mountain Freeway project.
Cultural Resources Impacts (Historic Architecture)	No direct or indirect impacts	No direct or indirect impacts	No direct or indirect impacts	No direct or indirect impacts
Section 4(f) Resource Impacts	Direct impact of 31 acres of the future Tolleson Union High School. Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities (no direct or indirect impacts)	Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities (no direct or indirect impacts)	Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities (no direct or indirect impacts)	Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities. Crosses the St. Johns Irrigation Ditch twice. No direct or indirect impacts.
ENGINEERING				
Geometric Design	Desirable, relatively straight.	Desirable level design, but with some moderate curvature.	Desirable level design, but with some curvature approaching the high limits.	Desirable level design, but with some curvature approaching the high limits.
Drainage Implications	Shortest River Crossing, therefore, only minor floodplain impacts at Agua Fria River. Crosses the DRCC and uses it as an outfall, but intercepts DRCC flows so freeway drainage channel becomes a regional flood control facility. Drainage channels are required along north side for entire length. Some drainage channel siphons may be required between 91st Avenue and 83rd Avenue. Lowest overall drainage cost alternative.	Longest River Crossing with floodplain impacts mostly limited to the west bank of the Agua Fria River. Bridge deck drainage will be challenging. Alignment coincides with the DRCC alignment, allowing for the shared use (and possible cost sharing) of this facility for drainage. However, because the DRCC facility and this alignment is located in a natural valley, off-site channels along both sides of the freeway are necessary, increasing cost, complexity, and maintenance for both systems. Some drainage channel siphons may be required between 91st Avenue and 83rd Avenue. Most overall drainage construction and maintenance cost alternative.	Long River Crossing with floodplain impacts mostly limited to the west bank of the Agua Fria River. Bridge deck drainage will be challenging. Between the Agua Fria River and Avondale Road, the alignment follows Southern Avenue, which is a natural ridge line in the terrain. Only on-site drainage conveyance (pipes) is needed in this reach since off-site flows do not exist. This decreases the footprint and maintenance requirements. Between Avondale Boulevard and 99th Avenue, the alignment coincides with the DRCC alignment (and the Center alignment), allowing for the shared use (and possible cost sharing) of this facilities for drainage. However, because the DRCC facility is located in a natural valley, off-site channels along both sides of the freeway are necessary in this reach, slightly increasing cost, complexity, and maintenance. Some drainage channel siphons may be required between 91st Avenue and 83rd Avenue.	Long River Crossing with substantial floodplain impacts to both banks of the Agua Fria River. Bridge deck drainage will be challenging. Will be located immediately upstream of Tres Rios levee (and requiring its extension to the west of the existing levee further into the river's floodway). This alignment will impact most of the current basins behind the Tres Rios levee, requiring basin volume replacement and expansion using very shallow and large basin footprints to accommodate the new freeway. Some drainage channel siphons may be required between 91st Avenue and 83rd Avenue. Generally, drainage outfalls and water quality for this alignment will be extremely challenging being so close to the Gila River.
Number of Pump Stations	1	1	2	1
Traffic Operations	Efficient and balanced TI traffic utilization. Highest traffic attraction from arterials from both sides of the freeway.	Efficient and balanced TI traffic utilization. Highest traffic attraction from arterials from both sides of the freeway.	Efficient and balanced TI traffic utilization. Traffic attraction from arterials is nearly as good as the north and central options.	Less efficient and unbalanced TI traffic utilization. Lowest traffic attraction from arterials, primarily due to no land use south of the alignment and the use of some "dead end" interchanges.
Phoenix International Raceway (PIR) Special Event Traffic Considerations	Alignment is about 1.5 miles from PIR. PIR traffic would inundate the local arterial system between the freeway and PIR.	Alignment is about 1.25 miles from PIR. PIR traffic would inundate the local arterial system between the freeway and PIR.	Alignment is 0.75 to 1 mile from PIR. PIR traffic would heavily utilize Southern Avenue and the frontage road system along the freeway to access the freeway at up to 3 locations. Most evenly distributes the traffic to SR 30 to/from PIR while minimizing arterial impacts.	Alignment is about 0.5 miles from PIR. PIR traffic would largely avoid the arterial network north of SR 30 (except perhaps Southern Avenue) but would concentrate at Avondale Boulevard. Without frontage roads to the adjacent interchanges, El Mirage Road would be underutilized.
Major Utility Impacts	Two 230 kV & several 69 kV OHP relocations, including work near Rudd substation. 2 APS pipeline encasements. 20-inch gas line relocation. Buckeye Feeder Canal relocation. Other sewer pipeline encasements.	Possible multiple high voltage (230, 345, 500 kV) height adjustments. Several 69 kV OHP relocations. 2 APS pipeline encasements. 20-inch gas line relocation. Buckeye Feeder Canal relocation. Other sewer pipeline encasements.	Possible multiple high voltage (230, 345, 500 kV) height adjustments. Several 69 kV OHP relocations. 2 APS pipeline encasements. 20-inch gas line relocation. Buckeye Feeder Canal relocation. Other sewer pipeline encasements.	Possible multiple high voltage (230, 345, 500 kV) height adjustments. Several 69 kV OHP relocations. 2 APS pipeline encasements. 20-inch gas line relocation. Other sewer pipeline encasements.
Other Engineering Challenges	None	A structure is needed to cross through the DRCC Basin #1. Structure is costly (~\$250M), but also technically challenging as the basin will be 100 feet deep and full of water.	A structure is potentially needed to cross a corner of the DRCC Basin #1. Structure is assumed, but may be able to fill the corner of the basin instead if feasible.	Tres Rios Levee Relocation required - could be difficult to permit under the new Section 408 federal levee requirements. In addition, sand and gravel sites south of Southern Avenue could be developed by the time freeway arrives, greatly increasing cost and design complexity.
COST AND RIGHT OF WAY				
Construction Cost	\$676M	\$1,011M	\$749M	\$737M
Right of Way Cost (Acquisition+Relocations)	\$76M	\$75M	\$56M	\$65M
Total Cost (Construction + R/W)	\$752M	\$1,086M	\$805M	\$802M
Gross Right of Way Acreage	1,530	1,599	1,612	1,663
Residential Displacements (Existing)	51	78	124	91
Dairy, Sand and Gravel, Other Business Impacts	8	6	11	9
Potential for future sand and gravel operation impacts	Low	Low	Low	Very high
Planned / Existing School Impacts	3 Planned, 1 Existing	0	0	0

Disclaimer: This list represents a summary of those evaluation criteria that help distinguish these four alternatives with the data collected. All criteria evaluated will be documented in the engineering and environmental documentation.



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Project Timeline





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SR 30 Potential Alignments



Map not to scale



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SR 30 Evaluation Criteria ▶ North Alternative



LEGEND

- SR 30 North
- Options: SR 303L
- Future SR 202L
- Full Interchange
- Half Interchange

Map not to scale

COST AND RIGHT-OF-WAY								ENGINEERING							ENVIRONMENTAL																					
Construction Cost	Right-of-Way Cost (Acquisition & Relocations)	Total Cost (Construction + R/W)	Gross Right of Way Acreage	Residential Displacements (existing)	Dairy, Sand and Gravel, Other Business Impacts	Potential for Future Sand and Gravel Operation Impacts	Planned/Existing School Impacts	Geometric Design	Drainage Implications	Number of Pump Stations	Traffic Operations	Phoenix Int Raceway Special Event Traffic Considerations	Major Utility Impacts	Maintenance Issues	Other Engineering Challenges	Floodplain Impacts	Section 408 Levee Reconstruction Permitting	Jurisdictional Waters Impact	Wetland Impacts	Water Resource Impacts	Relative Noise Impacts (existing conditions)	Air Quality Impacts	Visual Quality Rating	Hazardous Material Impacts	Section 4(f) Element Impacts	Environmental Justice Issues	Biological Resources Impacts	Prime & Unique Farmlands	Planned Development Impacts	Cultural Resources (Historic) Site Impacts	Cultural Resources (Prehistoric) Site Impacts	Traditional Cultural Property Impacts	Cultural Resources Impacts (Historic Architecture)	Section 4(f) Resource Impacts		
○	◐	○	○	○	◐	○	●	◐	○	○	○	●	◐	◐	○	○	○	○	◐	◐	○	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○

○ Most desirable feature or least impact
 ◐ Average desirability or average impact
 ● Least desirable feature or most impact



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SR 30 Evaluation Criteria ▶ South Alternative



LEGEND

- SR 30 South
- Options: SR 303L
- Future SR 202L
- Full Interchange
- Half Interchange

Map not to scale

COST AND RIGHT-OF-WAY								ENGINEERING							ENVIRONMENTAL																				
Construction Cost	Right-of-Way Cost (Acquisition & Relocations)	Total Cost (Construction + R/W)	Gross Right of Way Acreage	Residential Displacements (existing)	Dairy, Sand and Gravel, Other Business Impacts	Potential for Future Sand and Gravel Operation Impacts	Planned/Existing School Impacts	Geometric Design	Drainage Implications	Number of Pump Stations	Traffic Operations	Phoenix Int Raceway Special Event Traffic Considerations	Major Utility Impacts	Maintenance Issues	Other Engineering Challenges	Floodplain Impacts	Section 408 Levee Reconstruction Permitting	Jurisdictional Waters Impact	Wetland Impacts	Water Resource Impacts	Relative Noise Impacts (existing conditions)	Air Quality Impacts	Visual Quality Rating	Hazardous Material Impacts	Section 4(f) Element Impacts	Environmental Justice Issues	Biological Resources Impacts	Prime & Unique Farmlands	Planned Development Impacts	Cultural Resources (Historic) Site Impacts	Cultural Resources (Prehistoric) Site Impacts	Traditional Cultural Property Impacts	Cultural Resources Impacts (Historic Architecture)	Section 4(f) Resource Impacts	
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Most desirable feature or least impact
 Average desirability or average impact
 Least desirable feature or most impact



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SR 30 Evaluation Criteria ▶ Center Alternative



LEGEND

- SR 30 Center
- Options: SR 303L
- Future SR 202L
- Full Interchange
- Half Interchange

Map not to scale

COST AND RIGHT-OF-WAY								ENGINEERING							ENVIRONMENTAL																			
Construction Cost	Right-of-Way Cost (Acquisition & Relocations)	Total Cost (Construction + R/W)	Gross Right of Way Acreage	Residential Displacements (existing)	Dairy, Sand and Gravel, Other Business Impacts	Potential for Future Sand and Gravel Operation Impacts	Planned/Existing School Impacts	Geometric Design	Drainage Implications	Number of Pump Stations	Traffic Operations	Phoenix Int Raceway Special Event Traffic Considerations	Major Utility Impacts	Maintenance Issues	Other Engineering Challenges	Floodplain Impacts	Section 408 Levee Reconstruction Permitting	Jurisdictional Waters Impact	Wetland Impacts	Water Resource Impacts	Relative Noise Impacts (existing conditions)	Air Quality Impacts	Visual Quality Rating	Hazardous Material Impacts	Section 4(f) Element Impacts	Environmental Justice Issues	Biological Resources Impacts	Prime & Unique Farmlands	Planned Development Impacts	Cultural Resources (Historic) Site Impacts	Cultural Resources (Prehistoric) Site Impacts	Traditional Cultural Property Impacts	Cultural Resources Impacts (Historic Architecture)	Section 4(f) Resource Impacts
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○ Most desirable feature or least impact ◐ Average desirability or average impact ● Least desirable feature or most impact

