WELCOME

Thursday, November 16, 2017
6–8 p.m.
Fowler Elementary School
CORRIDOR EVALUATION
2005–2006

BROAD STUDY AREA

3 BUILD CORRIDORS AND THE NO BUILD
ALTERNATIVE EVALUATION

2007

MANY ALTERNATIVES CONSIDERED AND NO BUILD

RESULTS: TWO ALTERNATIVES AND NO BUILD

NORTH ALTERNATIVE

SOUTH ALTERNATIVE
ALTERNATIVE EVALUATION

2011–2015

4 BUILD ALTERNATIVES AND NO BUILD

Public support results (👍) are based on 60 comments from the January 2015 public meeting.

👍 =10%  👍 =>10%

NORTH

CENTER

NO BUILD

HYBRID

SOUTH

Public Information Meeting

State Route 30 (SR 30) Study – SR 303L to SR 202L

State Route 30, SR 303L to SR202L | TRACS No. H6876 01L

Fall 2017

ARIZONA
## State Route 30 (SR 30) Study – SR 303L to SR 202L
### Public Information Meeting

**ALTERNATIVE EVALUATION**

### Alignment Criteria

<table>
<thead>
<tr>
<th>Alignment Criteria</th>
<th>North (14.5 miles)</th>
<th>Center (14.7 miles)</th>
<th>Hybrid (14.8 miles)</th>
<th>South (15.1 miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ENVIRONMENTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Floodplain Zone A, AE, and All Impacts (acres pre-Tres Rios Levee)</td>
<td>662 (Originally 146)</td>
<td>802 (Originally 707)</td>
<td>766 (Originally 601)</td>
<td>593 (Originally 646)</td>
</tr>
<tr>
<td>Section 408 Levee Reconstruction Permitting</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Irrigational Water Uses (acres)</td>
<td>64.5</td>
<td>106.5</td>
<td>61.4</td>
<td>62.2</td>
</tr>
<tr>
<td>Water Resource Impacts</td>
<td>59 Wells, Buckeye &amp; Extension Canal Crossing, SRP Buckeye Feeder Canal Crossing</td>
<td>12 Wells, Buckeye &amp; Extension Canal Crossing, SRP Buckeye Feeder Canal Crossing</td>
<td>9 Wells, Buckeye &amp; Extension Canal Crossing, and SRP Buckeye Feeder Canal Crossing</td>
<td>12 Wells, Buckeye &amp; Extension Canal Crossing, and historic St. John’s Canal Crossing</td>
</tr>
<tr>
<td>Relative Noise Impacts (existing conditions)</td>
<td>Moderate - 13 of 75 receivers exceed ADOT criteria, 80% of potential noise barriers exceed ADOT policy for cost/benefit ratio. One potential noise barrier meets policy.</td>
<td>High - 75 of 89 receivers exceed ADOT criteria. 80% of potential noise barriers exceed ADOT policy for cost/benefit ratio.</td>
<td>Low - 10 of 130 receivers exceed ADOT criteria. 80% of potential noise barriers exceed ADOT policy for cost/benefit ratio.</td>
<td>High - 4 of 57 receivers exceed ADOT criteria. 80% of potential noise barriers exceed ADOT policy for cost/benefit ratio.</td>
</tr>
<tr>
<td>Air Quality</td>
<td></td>
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</tr>
<tr>
<td>Visual Quality Rating</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential Affected Hazardous Material Sites (medium and high risk locations only)</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Environmental Justice Issues - (Disabled, Age 65 or older, Female Head of Household, Minority, and Poverty)</td>
<td>No disproportionately high adverse impacts</td>
<td>No disproportionately high adverse impacts</td>
<td>No disproportionately high adverse impacts</td>
<td>No disproportionately high adverse impacts</td>
</tr>
<tr>
<td>Biological (Endangered Species Act) Resources Impacts</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>Prime &amp; Unique Farmlands (acres)</td>
<td>1497</td>
<td>1518</td>
<td>1485</td>
<td>1563</td>
</tr>
<tr>
<td>Planned Development Impacts (acres)</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Cultural Resources Impacts (Historic Architecture)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cultural Resources Impacts (Archaeological Sites Prehistoric Sites)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cultural Resources Impacts (Historic Architecture)</td>
<td>No direct or indirect impacts</td>
<td>No direct or indirect impacts</td>
<td>No direct or indirect impacts</td>
<td>No direct or indirect impacts</td>
</tr>
<tr>
<td>Section 408 River Impacts</td>
<td>Direct impacts of 3 acres of the future Tolleson Union High School. Crosses the Buckeye-Buttes, South Extension, and Roosevelt Canal and related facilities.</td>
<td>Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities.</td>
<td>Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities.</td>
<td>Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities.</td>
</tr>
</tbody>
</table>

### ENGINEERING

<table>
<thead>
<tr>
<th>Engineering Criteria</th>
<th>North (14.5 miles)</th>
<th>Center (14.7 miles)</th>
<th>Hybrid (14.8 miles)</th>
<th>South (15.1 miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cosmetic Design</td>
<td>Desirable, relatively straight.</td>
<td>Desirable, relatively straight.</td>
<td>Desirable, relatively straight.</td>
<td>Desirable, relatively straight.</td>
</tr>
<tr>
<td>Drainage Implications</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phoenix International Airport Special Event Traffic Considerations</td>
<td>AGC is about 1.5 miles from SRP.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Utility Impacts</td>
<td>Two 230 kV and several 69 kV Overhead power relocations, including work near loud sound buildup. Two APS pipeline encasements.</td>
<td>Possible multiple high-voltage (230, 345, 500 kV) Overhead power relocations.</td>
<td>Possible multiple high-voltage (230, 345, 500 kV) Overhead power relocations.</td>
<td>Possible multiple high-voltage (230, 345, 500 kV) Overhead power relocations.</td>
</tr>
<tr>
<td>Other Engineering Challenges</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### COST AND RIGHT OF WAY

| Construction Cost | $763M | $518M | $768M | $637M |
| Night of Way Costs (Acquisition and Relocations) | $70M | $75M | $64M | $62M |
| Total Cost of Acquisition and Relocations | $833M | $593M | $832M | $699M |
| Gross Right of Way Acreage | 1130 | 1389 | 1112 | 1660 |
| Gross Right of Way Acreage Displacements (Existing) | 72 | 66 | 150 | 107 |
| Dairy, Sand, and Gravel, Other Business Impacts | Low | Low | Low | Very High |
| Potential for future sand and gravel operation Impacts | None | | | |

### AGENCY AND PUBLIC SUPPORT

| City of Phoenix | Supports both public and alternative satisfying Phoenix’s requirements. | | | |
| City of Avondale | No | Yes | Yes | |
| Total Cost of Acquisition and Relocations | $833M | $593M | $832M | $699M |
| Gila River | 50% | 6% | 11% | 12% |
| Results from approximately 60 comments from public meeting input as of 2/11/15. Approximately 25% of respondents chose No Build, and 80% chose a Build option. | | | | |

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

State Route 30, SR 303L to SR 202L | TRAC No. N8867-03L Fall 2017
WHAT IS THE NO BUILD ALTERNATIVE?

• The No Build is the baseline condition carried forward in an environmental study if the proposed major transportation facility were not built.

• The No Build will provide the SR 30 study team with a basis against which social, environmental, and economic impacts will be measured.

• The No Build will be studied in detail in the SR 30 EA and compared with the recommended build alternative.

• The No Build Alternative still assumes the construction of all other funded transportation projects occurs in the study area (e.g., City street projects, etc.)
WHAT IS A RECOMMENDED BUILD ALTERNATIVE (RBA)?

• RBA is the corridor selected to be the freeway if a Build Alternative is selected.

• ADOT (with input from the local jurisdictions and the public) have selected the HYBRID Alternative as the RBA for SR 30 between SR 303L and SR 202L.

• The RBA is carried into the Environmental Assessment (EA) for detailed analysis as compared against the No Build Alternative.
The Hybrid Alternative was chosen as the RBA because it avoids:

- impacts associated with the North Alternative Section 4(f) property
- substantial technical and cost challenges associated with the Center Alternative
- the proximity issues to the Gila River ecosystem and the drainage complexities and flood control liability issues associated with the South Alternative.
### RBA Decision Justification

<table>
<thead>
<tr>
<th>North</th>
<th>Center</th>
<th>Hybrid</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Acquisition of a future high school site [Section 4(f) property]—not permitted by law if other prudent/feasible alternatives exist that avoid Section 4(f) properties.</td>
<td>• The Vulcan sand and gravel mine pit along Dysart Road would need to be bridged, resulting in significant construction challenges and would add $250 million compared to the Hybrid Alternative</td>
<td>• Avoids costly construction of a bridge over the Vulcan sand and gravel mine pit.</td>
<td>• Located adjacent to the sensitive Gila River ecosystem</td>
</tr>
<tr>
<td>• Tres Rios elementary school would need to be acquired and relocated</td>
<td>• Large drainage infrastructure needed on both sides of the freeway—requires more ROW, added construction costs, and long-term maintenance efforts</td>
<td>• Follows natural ridge line of the terrain along Southern Avenue—therefore, little or no off-site drainage infrastructure would be needed</td>
<td>• A levee permit would be required from the U.S. Army Corps of Engineers, and if successful, would result in a complex and expensive drainage and flood control system to maintain</td>
</tr>
<tr>
<td>• 72 existing residential displacements</td>
<td>• 90 existing residential displacements</td>
<td>• Only Alternative consistent with the City of Avondale General Plan 2030</td>
<td>• High liability risk to ADOT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 130 existing residential displacements</td>
<td>• 107 existing residential displacements</td>
</tr>
</tbody>
</table>

**CONCLUSION:**

- The North Alternative was removed from further consideration because the other alternatives avoid Section 4(f) properties and because it is not desirable to relocate an elementary school.
- The Center Alternative was dismissed from further consideration because of its substantial technical and cost issues.
- The Hybrid Alternative was chosen as the RBA because it avoids the major issues associated with the North, Center, and South Alternatives.
- The South Alternative was dismissed from further consideration because of its proximity to the Gila River ecosystem and because of the drainage and flood liability issues.
State Route 30 (SR 30) Study – SR 303L to SR 202L
Public Information Meeting

NEXT STEPS

WE ARE HERE

Complete the Environmental Assessment
RBA and No Build

Draft Environmental Assessment/Design Concept Report

Recommended Alternative Selection

Public Hearing

Preferred Alternative Selection + Final Environmental Assessment/Design Concept Report

Summer 2018
Summe 2018
Fall 2018
Summer 2019
IMPLEMENTATION PLAN*

**Phase 1**
Four-Lane Roadway
(2 lanes each direction)

**Phase 2**
Six-Lane Freeway
(3 lanes each direction)

**Phase 3**
Ten-Lane Freeway
(4 lanes + 1 HOV each direction)

**Phase 4**
Ultimate Freeway/Transit
(4 lanes + 1 HOV each direction) + Transit Corridor

* If a Build Alternative is Selected

Funded

Unfunded

Not Programmed

Possible
TITLE VI

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Deborrah Miller, 602.712.7210 or at DMiller5@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Deborrah Miller, 602.712.7210 o en DMiller5@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.
ADOT’S RIGHT-OF-WAY ACQUISITION PROCESS

**APPRAISALS**
(4 to 6 Months)

**ACQUISITION**
(4 to 6 Months)

**RELOCATION**
(5 to 18 Months for Residential)

**CONDEMNATION**
(3 months minimum to obtain legal possession)

Phase Note: The timeframes noted herein are approximate and are subject to change on an individual parcel basis.

Completion of Environmental Assessment

MONTHS

6 8 12 24
ADOT’S PROPERTY ACQUISITION AND RELLOCATION FREQUENTLY ASKED QUESTIONS

- Acquisition and relocation assistance is performed in accordance with the *Uniform Relocation Assistance and Real Properties Acquisition Act of 1970*.
- If it has been determined that a property is to be acquired as part of a project, an appraisal will be performed to determine the fair-market value of the property.
- If a property owner does not agree with the determined valuation, they can obtain an appraisal at their own expense and submit it to ADOT for review and consideration.
- If an agreement cannot be reached between the agency and the property owner, the agency can acquire the property through condemnation. Condemnation is the legal process which gives government agencies the right to acquire private property for public use. Condemnation is used only when all attempts to reach an agreement have been exhausted.
- Relocation resources are available to qualified residential and business relocatees.
- Relocated housing must be decent, safe and sanitary. Replacement housing will be made within the general area when possible.
WHAT IS NEPA?

• The National Environmental Policy Act (NEPA) of 1969 was a law written to analyze, disclose, minimize, and mitigate environmental impacts for federally funded projects.

• NEPA’s basic policy requires applicable federal agencies to review impacts and mitigations to NEPA studies.

• An Environmental Assessment (EA) is the NEPA-level documentation that will be used to evaluate potential impacts for the Proposed SR 30 Study.

• The purpose of this EA is to describe the need for a proposed action (i.e., RBA), alternatives for implementing or constructing a proposed action (in this case the No Build Alternative), and the environmental impacts of the RBA and No Build Alternative.
YOUR INPUT IS IMPORTANT

Please send us your comments on the RBA decision using one of the methods below:

**Online:** azdot.gov/SR30

**Email:** SR30@azdot.gov

**Phone:** 855.712.8530

**Mail:** c/o ADOT Communications
1655 W. Jackson Street, MD #126F
Phoenix, AZ 85007

Please send in your comments no later than December 15, 2017.
ADOT’S SUSTAINABLE TRANSPORTATION PROGRAM

• ADOT recognizes the critical need to plan and prioritize resources more efficiently to maintain and operate a robust, economically beneficial transportation network.

• ADOT has moved from the early stages of identifying sustainable strategies to executing a sustainable transportation program into core administrative, planning, design, construction, operations and maintenance activities.

• ADOT has identified the SR 30 Project as a transportation facility to be considered within the guidelines of sustainable transportation program practices.