



South Mountain Freeway Study 59th Avenue Alignment Alternative Update

April 20, 2010

**Estrella/Laveen Village
Planning Committee Meeting**



Tonight's Topics

- Regional Transportation Plan Update
- W59 Alternative Alignment
- Study Process and Update
- Your Input



Maricopa Association of Governments' Role

- Develop freeway plan and conduct regional transportation planning
- Set priorities for scheduling and funding of projects
- Approve accelerations and cost changes to RTP
- Approve air quality analyses on all regional transportation projects



Arizona Department of Transportation's Role

- Implement Regional Transportation Plan
- Conduct studies to identify and evaluate freeway alternatives
- Coordinate environmental review
- Acquire rights-of-way
- Design, construct and maintain freeway system



Federal Highway Administration's Role

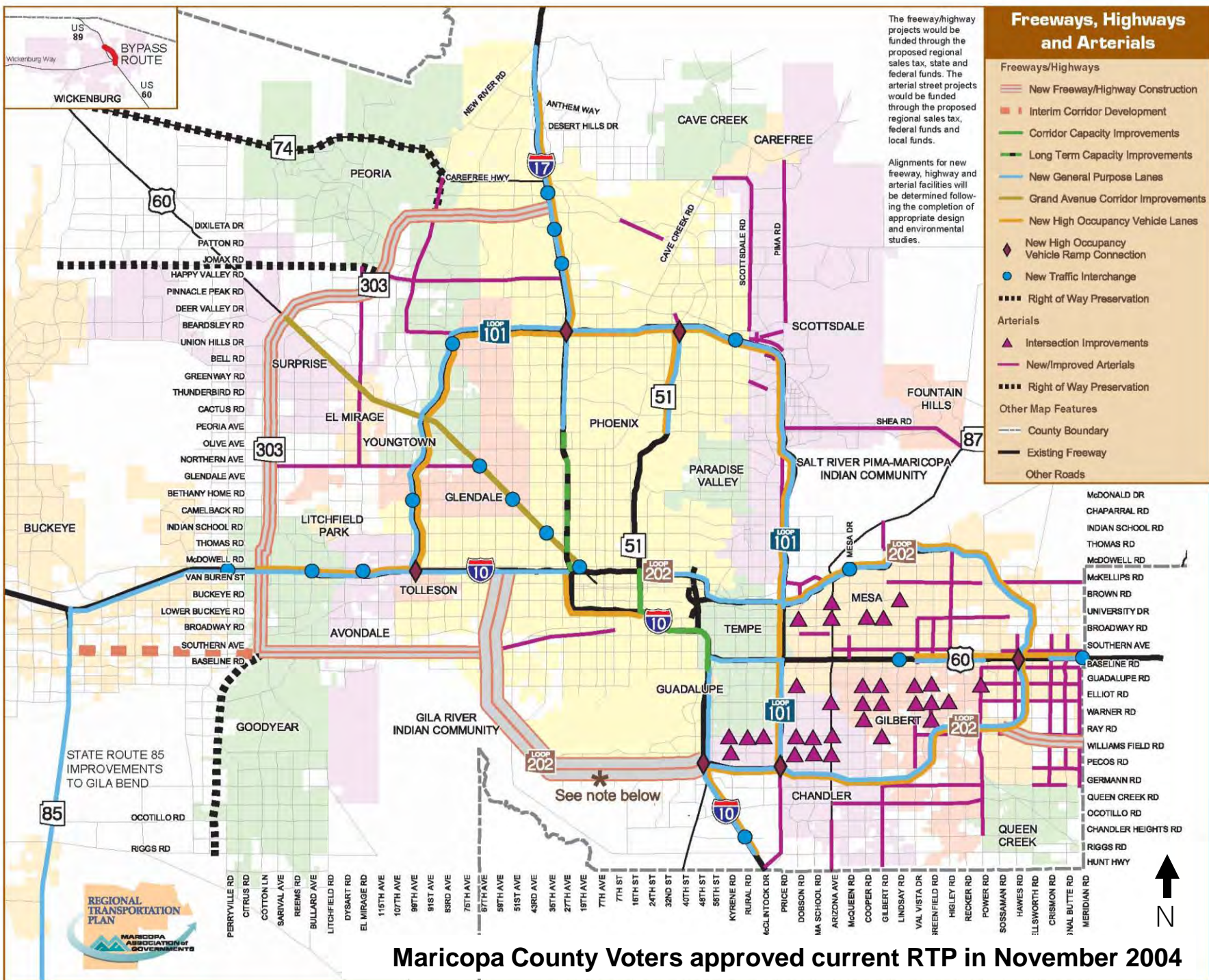
- Serve as lead federal agency
- Provide federal funding
- Participate in study process
- Provide engineering and environmental review
- Approve final documents
- Provide National Environmental Policy Act guidance



Your Role

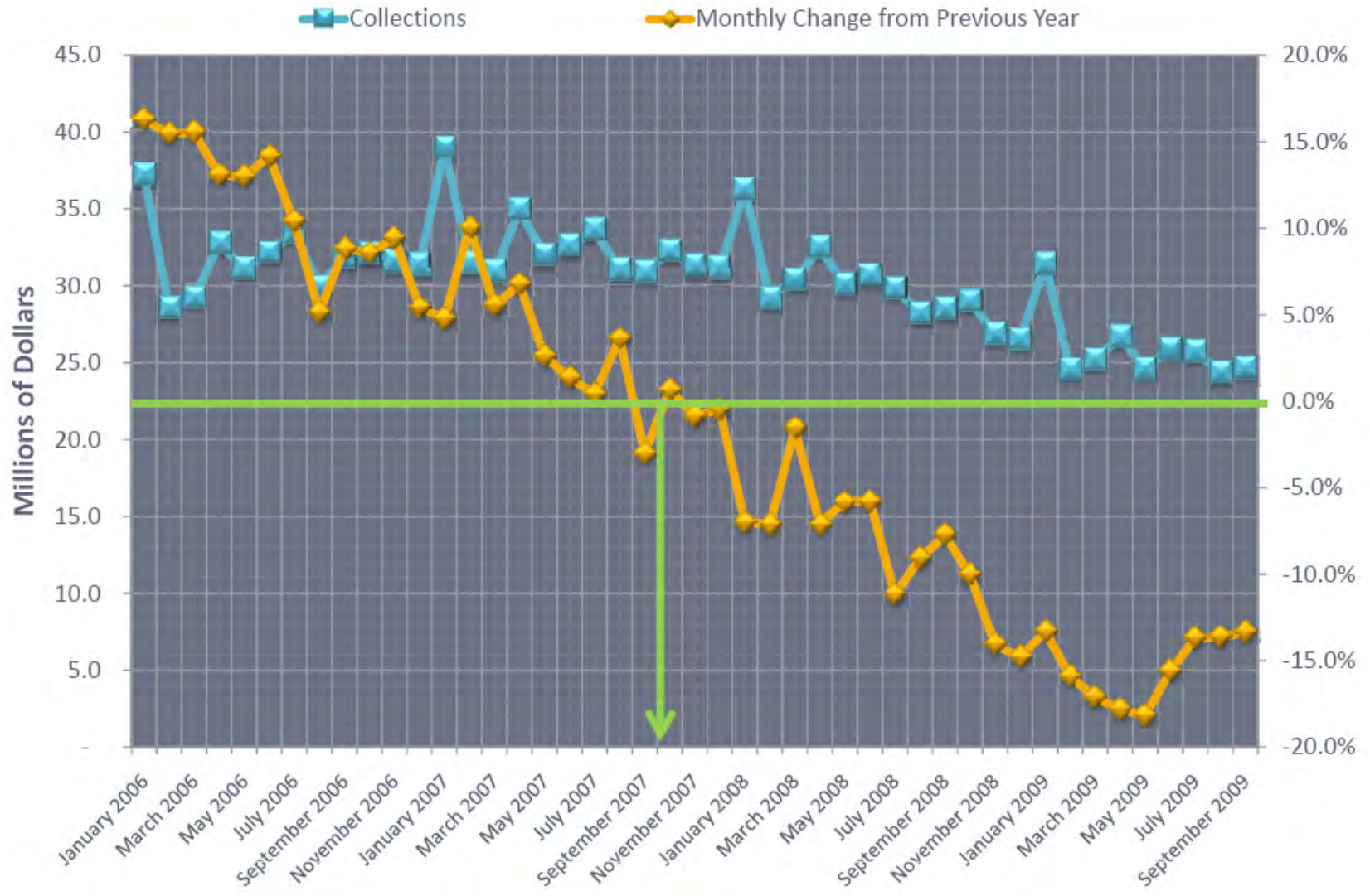
- Ask questions
- Provide feedback
- Tell us
 - What is important to you?
 - What are your concerns?
 - What else do you need to know?





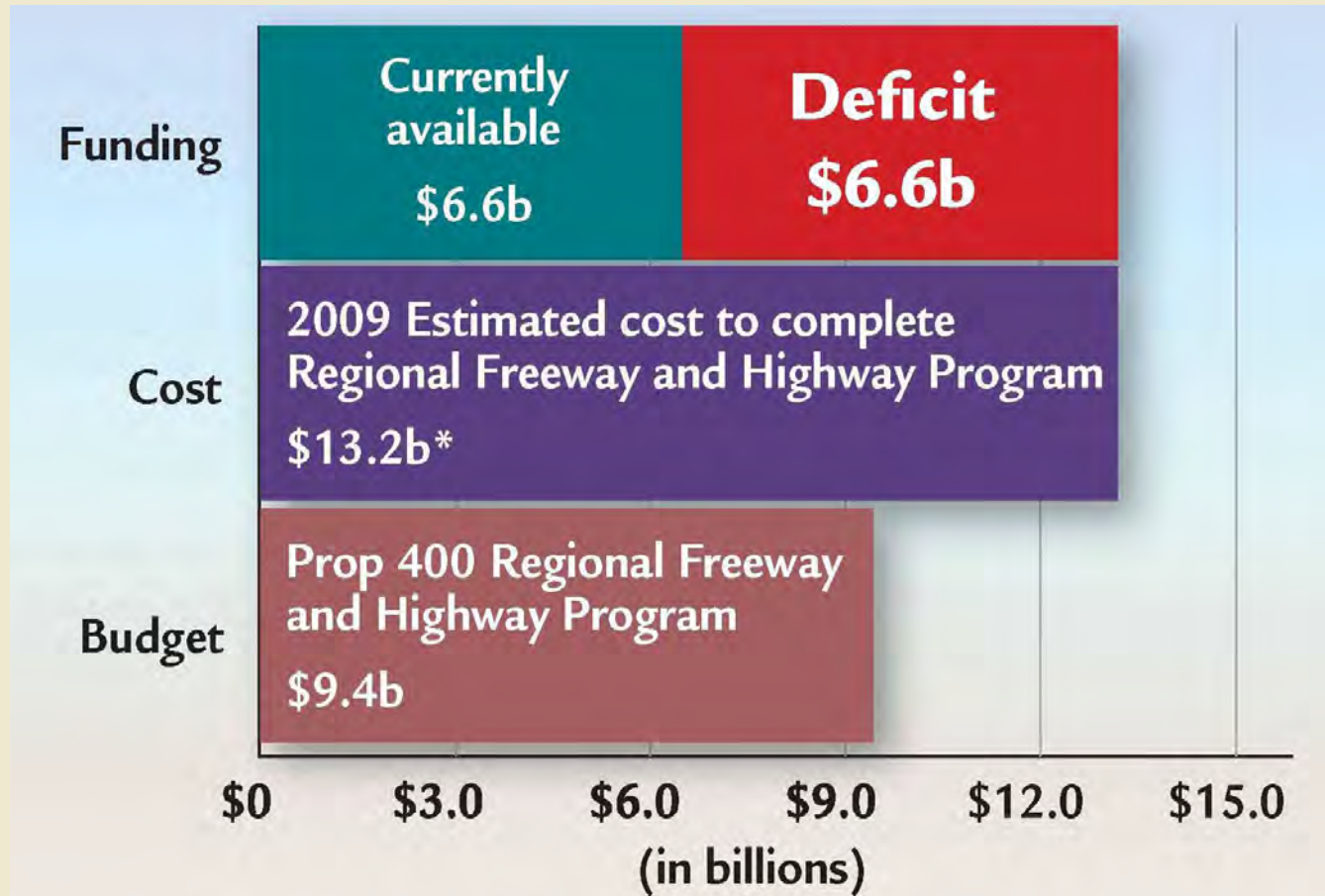
Maricopa County Voters approved current RTP in November 2004

Half-Cent Sales Tax Revenues



Source: MAG 2010

Estimated Freeway Program Costs



*Does not include projects obligated through 2011



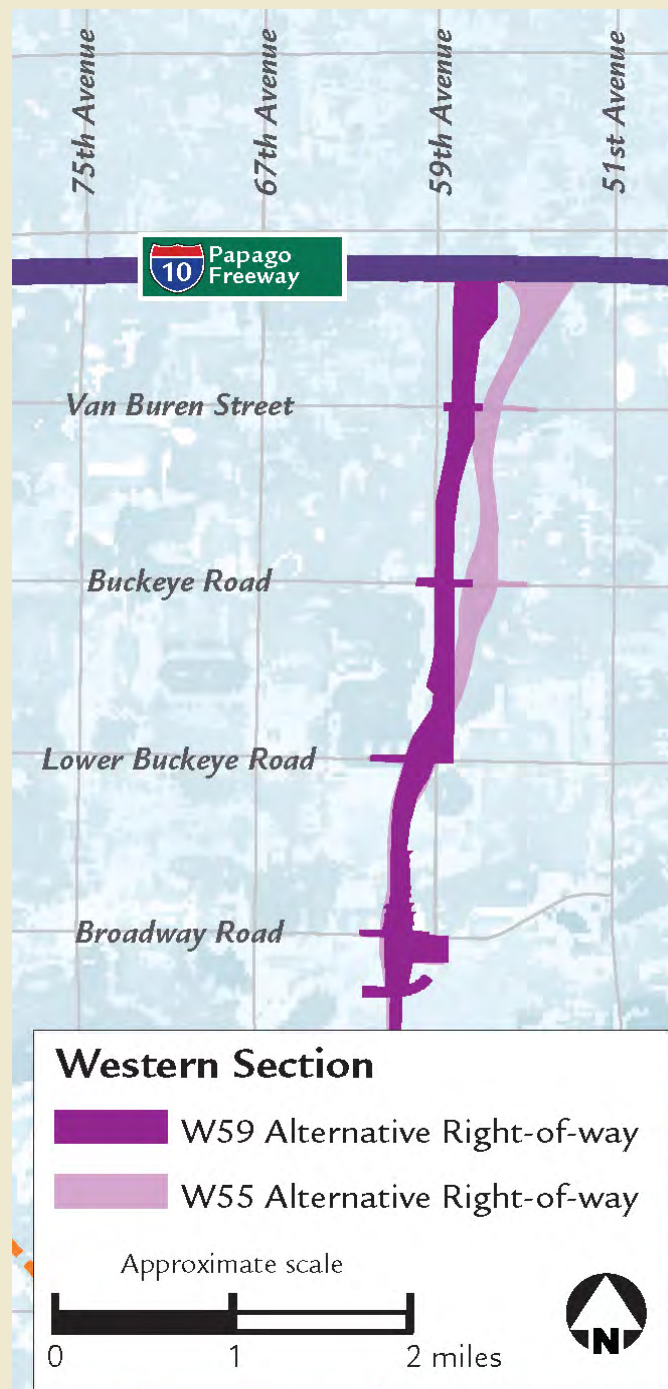
Changes to South Mountain Freeway

Revised plan includes the following key changes:

- Reduce the proposed freeway to eight lanes
- Reduce needed right-of-way
- Shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue
- Responsiveness to community input
- Anticipated cost savings

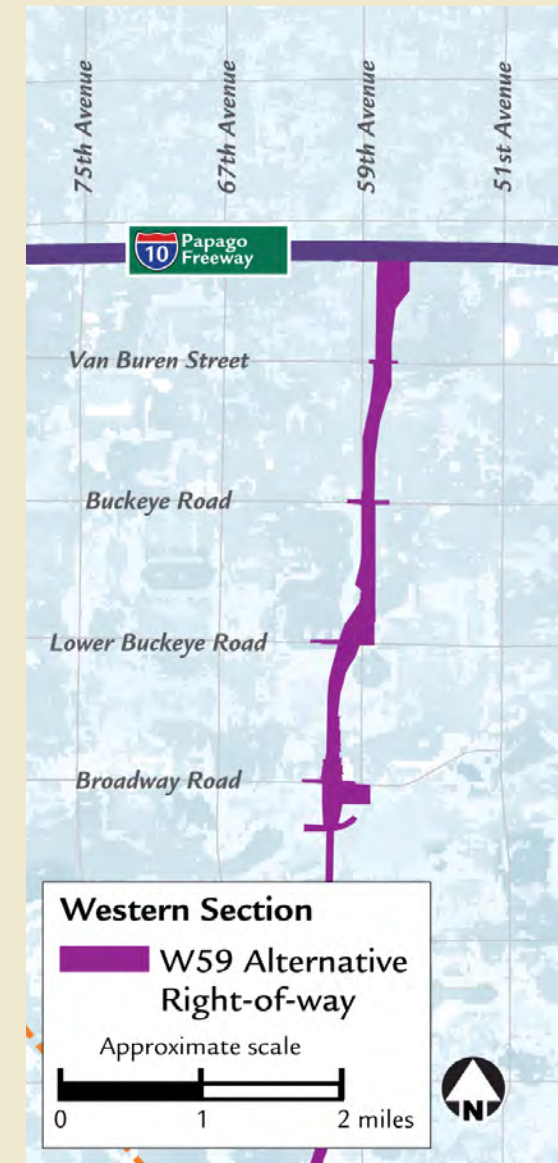


Shift to W59 Alternative



W59 Alternative Advantages

- Uses existing City of Phoenix right-of-way
- Improves traffic flow on I-10
- Increases distance from the petroleum facility at 51st Ave. and Van Buren St.
- Maintains 51st Ave. overpass at I-10
- Impacts fewer businesses



W59 Alternative Disadvantages

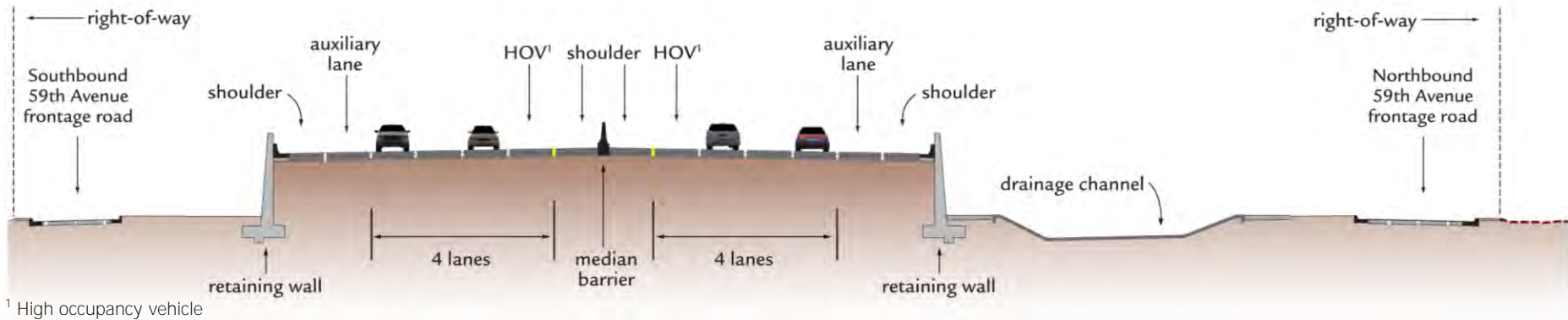
- Relocation of utilities along 59th Avenue
- Disruption of traffic during construction along 59th Avenue
- One-way frontage roads
- Increased residential impacts

Alternative ¹	Potential Relocations		
	Residential		Business
	Apartments	Houses	
W55	0	48	119
W59	680	64	42

¹ Displacements were estimated using 2008 aerial photography and field surveys (March 2009)

Freeway Concept

Concept with frontage roads (Lower Buckeye Rd. to I-10)



- Eight-lane freeway (three general and one high occupancy vehicle lane in each direction)
- Reduce initial project costs and neighborhood impacts
- Standard freeway landscaping

Status of the Study

- Updating Draft Environmental Impact Statement
- Evaluating alternatives, including the No-Build Alternative
- Drafting Location and Design Concept Report
- Holding Community Advisory Team Meetings
- Providing public input opportunities

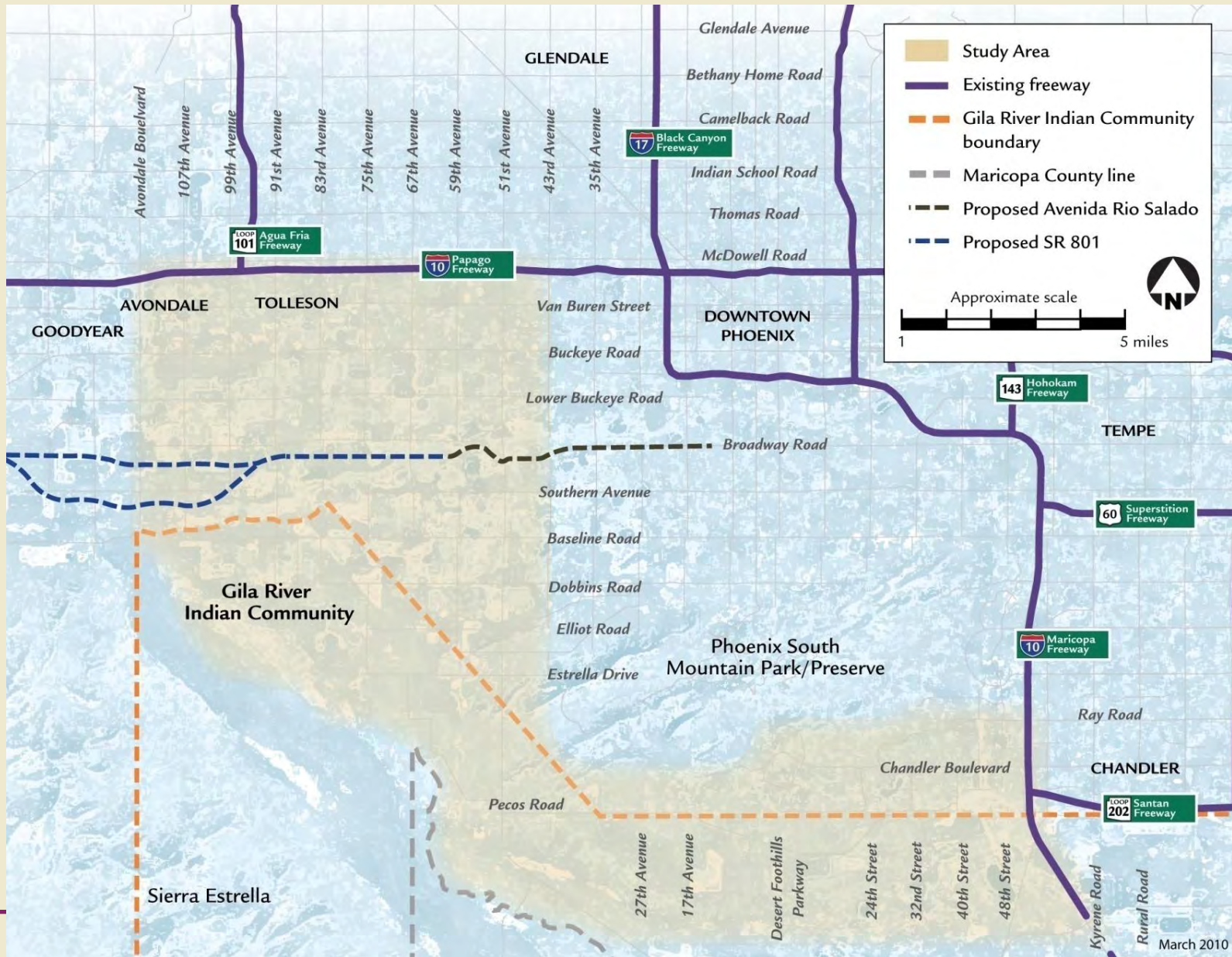


Draft EIS Update

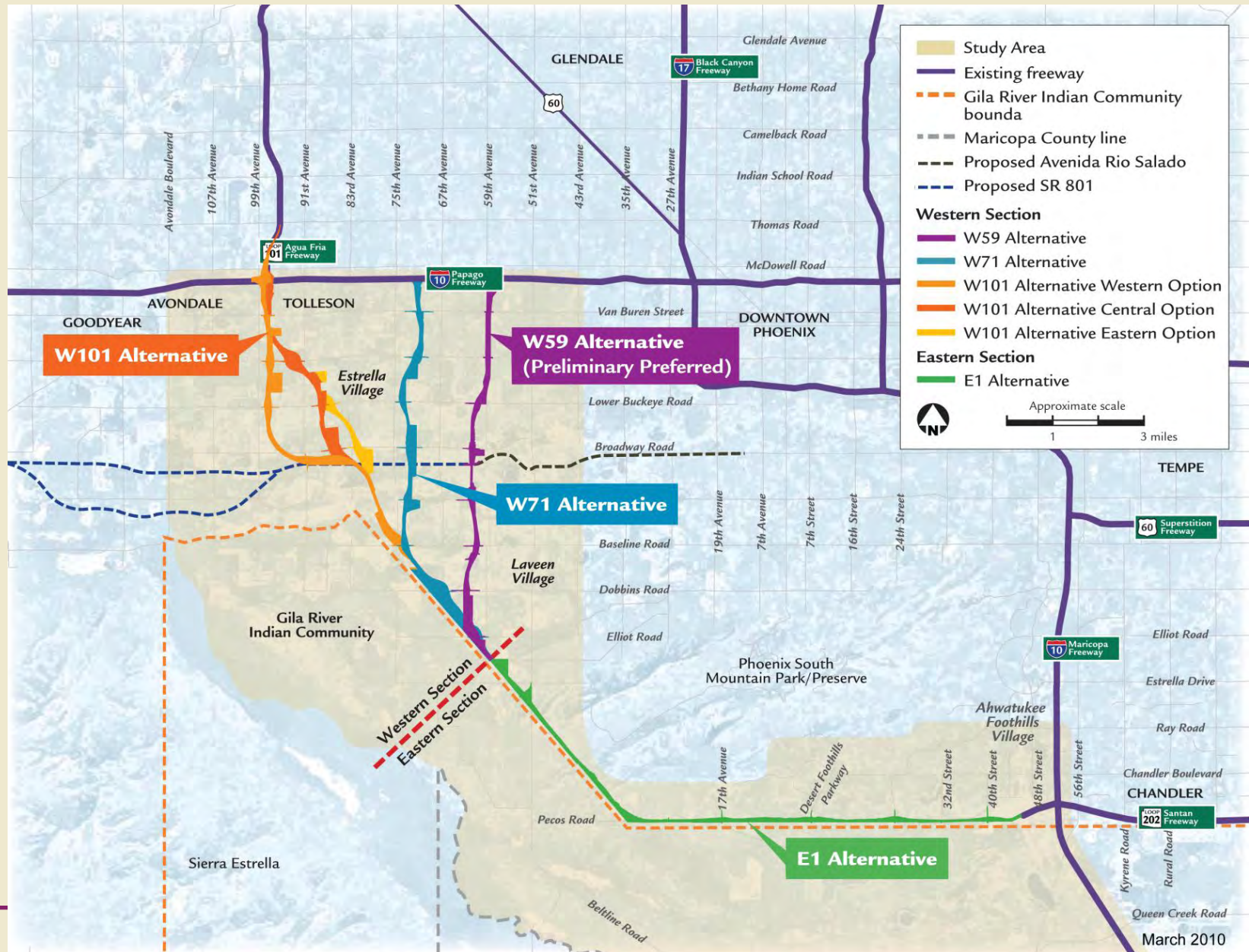
- Right-of-way footprints were updated for the 8-lane concept for all action alternatives (E1, W59, W71, and W101 and Options)
- Traffic model projections were updated for the 8-lane concept for all action alternatives (E1, W59, W71, and W101 and Options)



No Build Alternative



Build Alternatives



Draft EIS Update

- Confirm purpose and need for the proposed 8-lane concept
- Update impacts analysis
 - Agricultural Lands
 - Air Quality
 - Cost
 - Cultural Resources
 - Displacements
 - Environmental Justice
 - Hazardous Materials
 - Historic/Public Park/ Recreation Properties (Section 4(f))
 - Local Land Use Plans
 - Noise
 - Public and Jurisdictional Acceptability
 - Residential & Business
 - Secondary and Cumulative Impacts
 - Socioeconomics
 - Threatened and Endangered
 - Species
 - Traffic Operations and Highway Design Standards
 - Utilities
 - Visual Resources
 - Water Resources
- Confirmed W59 Alternative as the preliminary preferred alternative

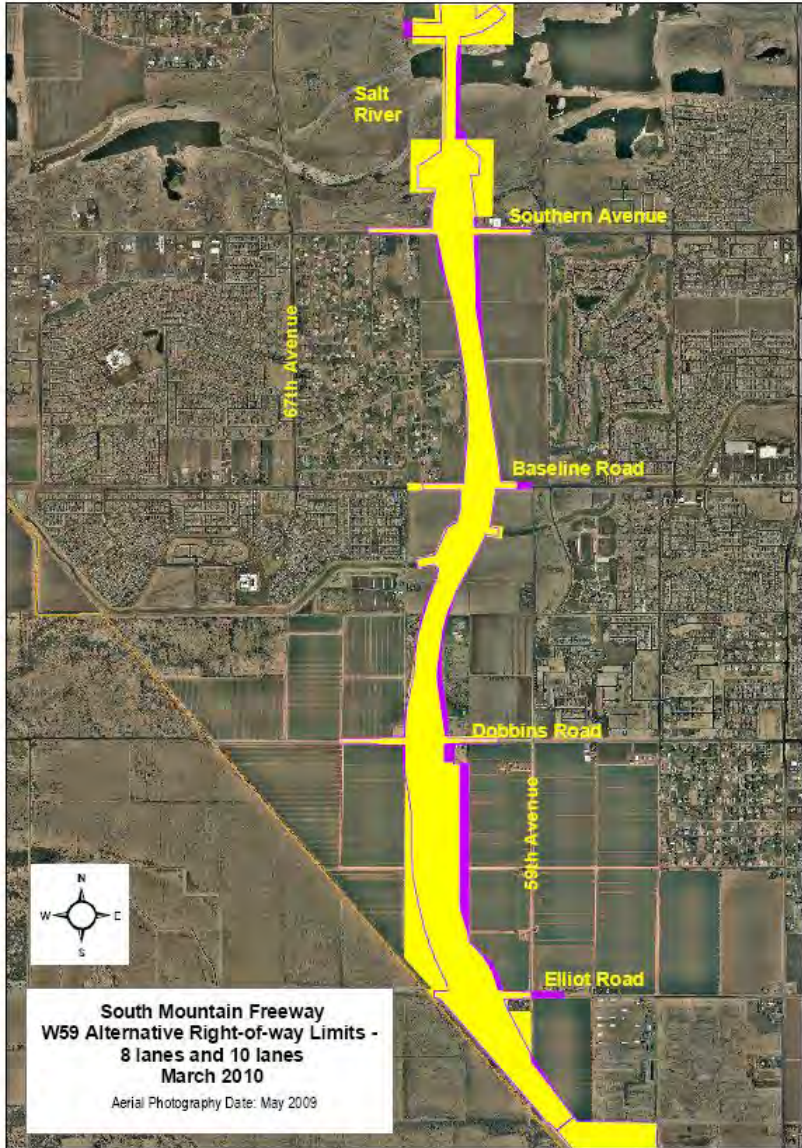
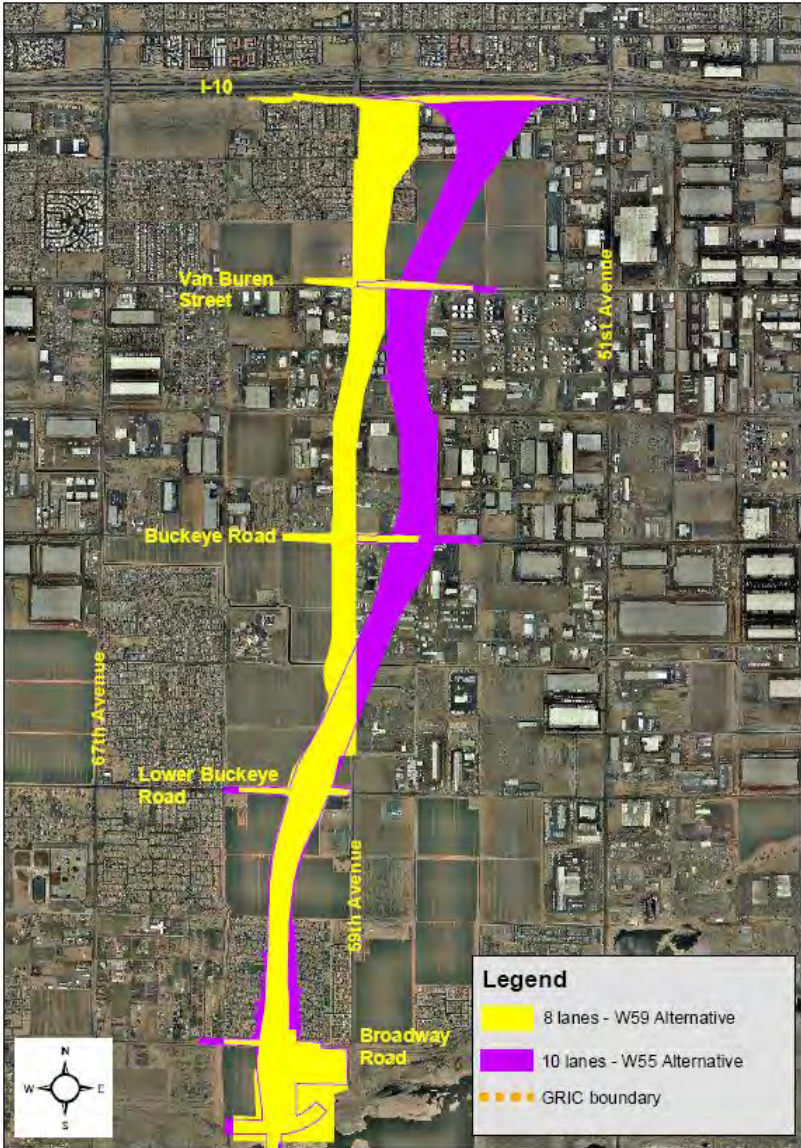


Design Concept Update

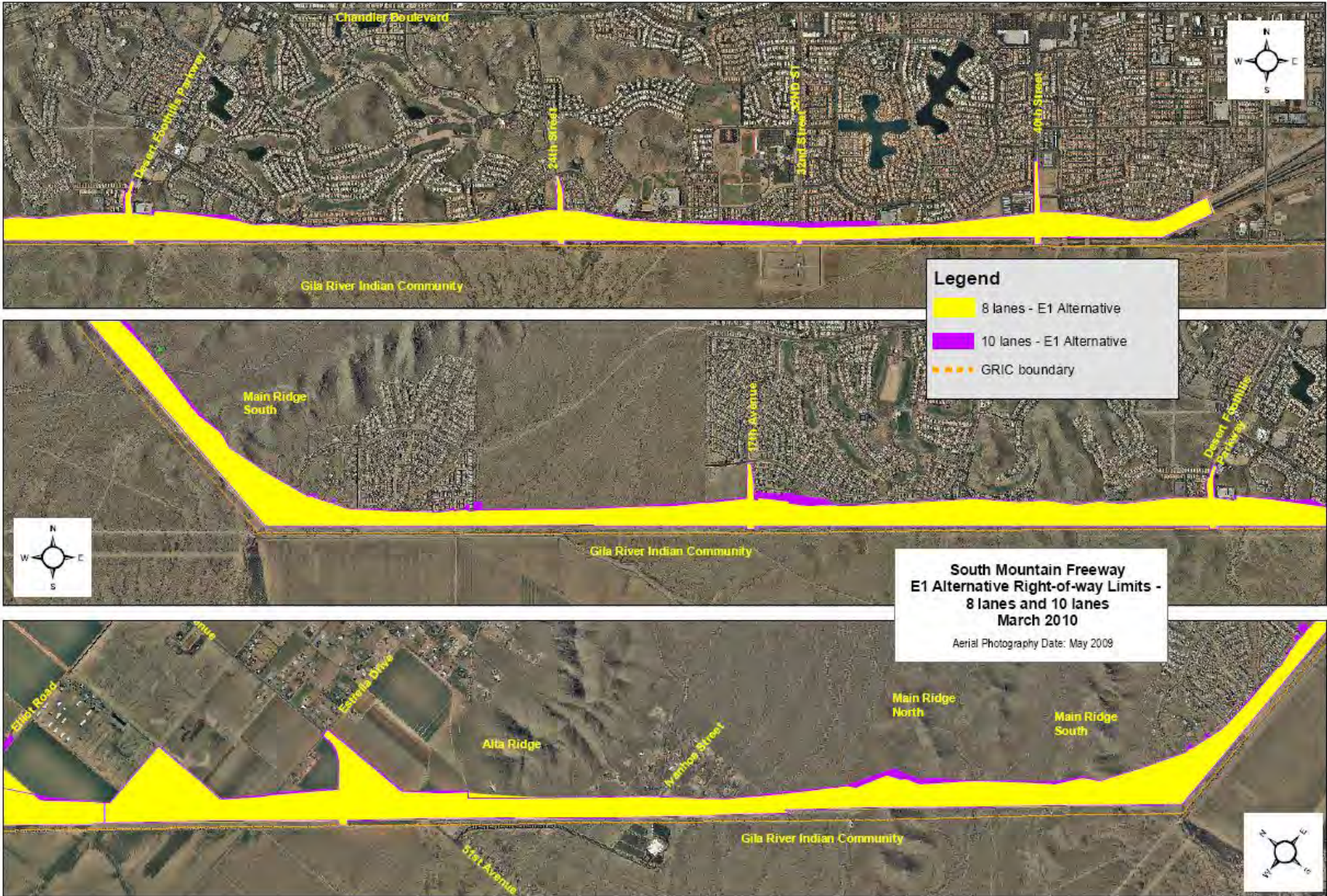
- Reviewed previous analysis and confirmed conclusions and recommendations with an 8-lane freeway
- Other design changes
 - Additional coordination with proposed State Route 801 Freeway
 - Additional railroad and utility coordination with agencies working in the Salt River area
 - Additional optimization of right-of-way takes
 - Development of mitigation measures and enhancements



W59 Alternative Right-of-way Changes



E1 Alternative Right-of-way Changes



Public Outreach Efforts

- Updated Web site: January 2010
- Distributed 65,000 newsletters to study area: February 2010
- Held W59 public information meeting: February 10, 2010
- Laveen BBQ: February 21, 2010



W59 Public Information Meeting

- Notification:

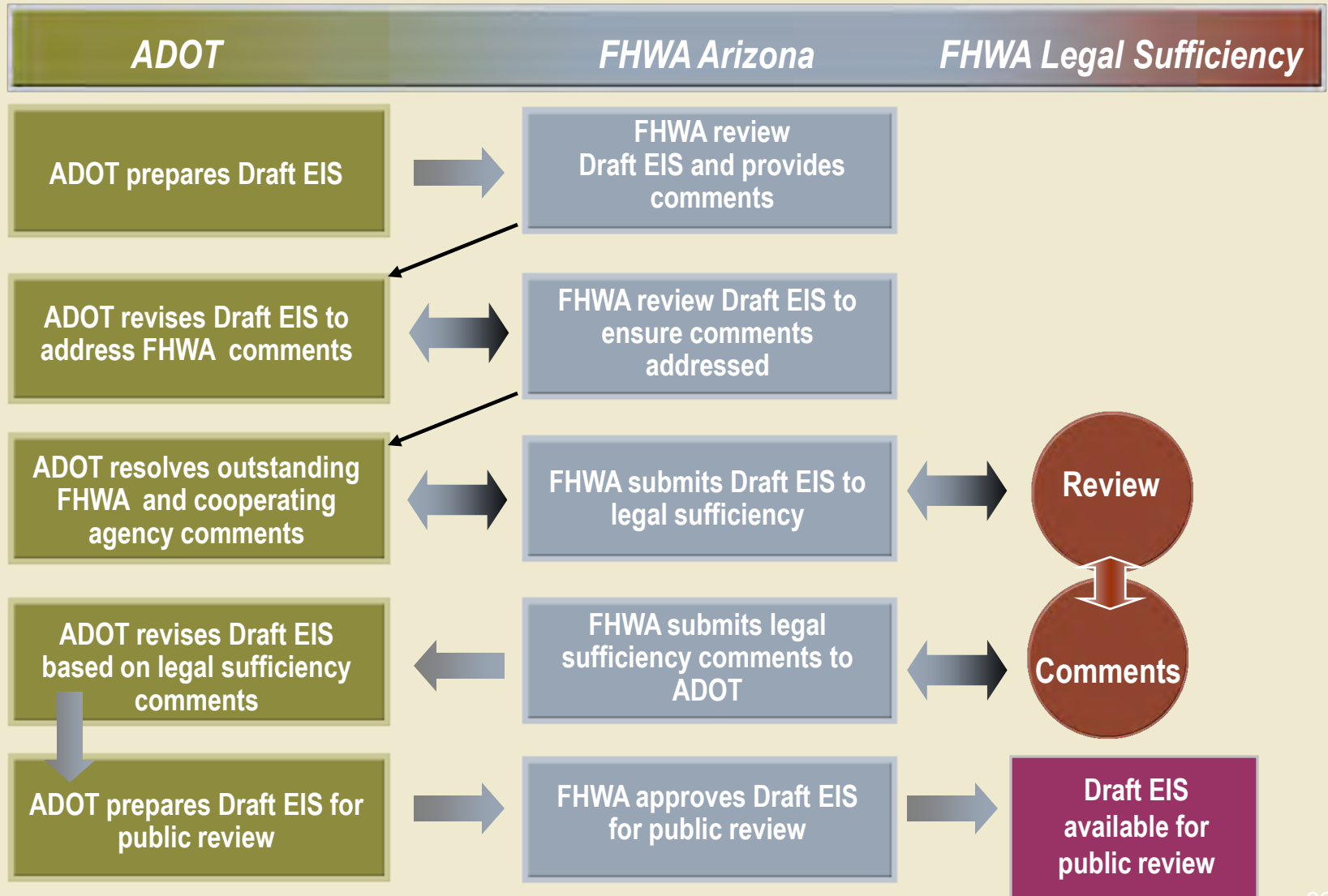
- 4500 postcards were distributed to businesses and residences
- Newspaper notices were posted in 4 publications (English and Spanish)
- Doorhangers were distributed to homes and apartment complexes

- Outcome:

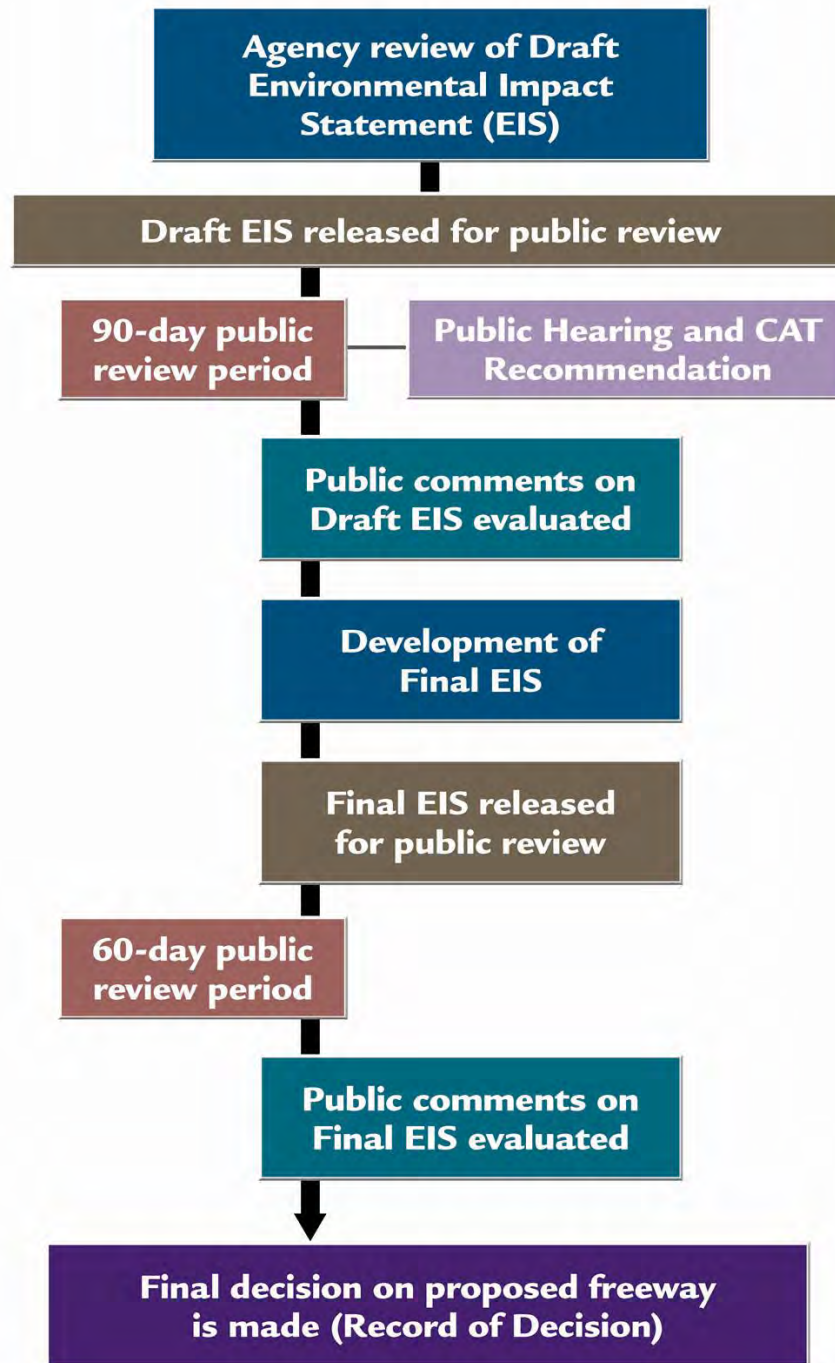
- 93 individuals attended
- Comments addressed included concerns regarding residential and business impacts, acquisition and relocation process, study schedule, environmental studies (e.g., air quality and noise), local street access, funding, GRIC coordination, costs and traffic



Draft EIS Review Process



Next Steps



Ways to Submit Comments

- Mail:

South Mountain Corridor Study Team
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018

- E-Mail: ADOT@hdrinc.com

- Fax: 602-522-7707

- Hotline: 602-712-7006

- Web site: www.SouthMountainFreeway.com



Thank you



Additional Materials



Relocation Process

- Process would follow the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970
- This act identifies the process, procedures, and timeframe for right-of-way acquisition and relocation
- The property acquisition and relocation process could begin immediately after the Record of Decision (ROD).
- Under current plans, the first segment of freeway could start construction approximately 2 years after the ROD.
- Design will continue to be refined to improve traffic operations, avoid unnecessary costs, and reduce various potential impacts where possible



Relocation Resources

- If your home or business appears to be affected or is close to the project as shown tonight, we urge you to stay involved and speak with an ADOT right-of-way agent or study team member
- For additional right-of-way information, please contact Nan Wilcox, ADOT Right-of-Way Agent:
 - Address: 205 South 17th Avenue, MD 612E
Phoenix, AZ 85007
 - Phone: 602.712.6126
 - E-mail: nwilcox@azdot.gov



Engineering Elements

- Traffic
- Roadway facility and constraints
- Drainage
- Utilities
- Constructability
- Right of way
- Costs
- Implementation plan



Environmental Elements

- Air Quality
- Biological Resources
- Cultural Resources
- Environmental Justice
- Hazardous Materials
- Land Use
- Neighborhood Considerations
- Noise
- Public Parks/Recreation and Historic Properties
- Secondary and Cumulative Impacts
- Socioeconomic Considerations
- Visual Resources
- Water Resources

