



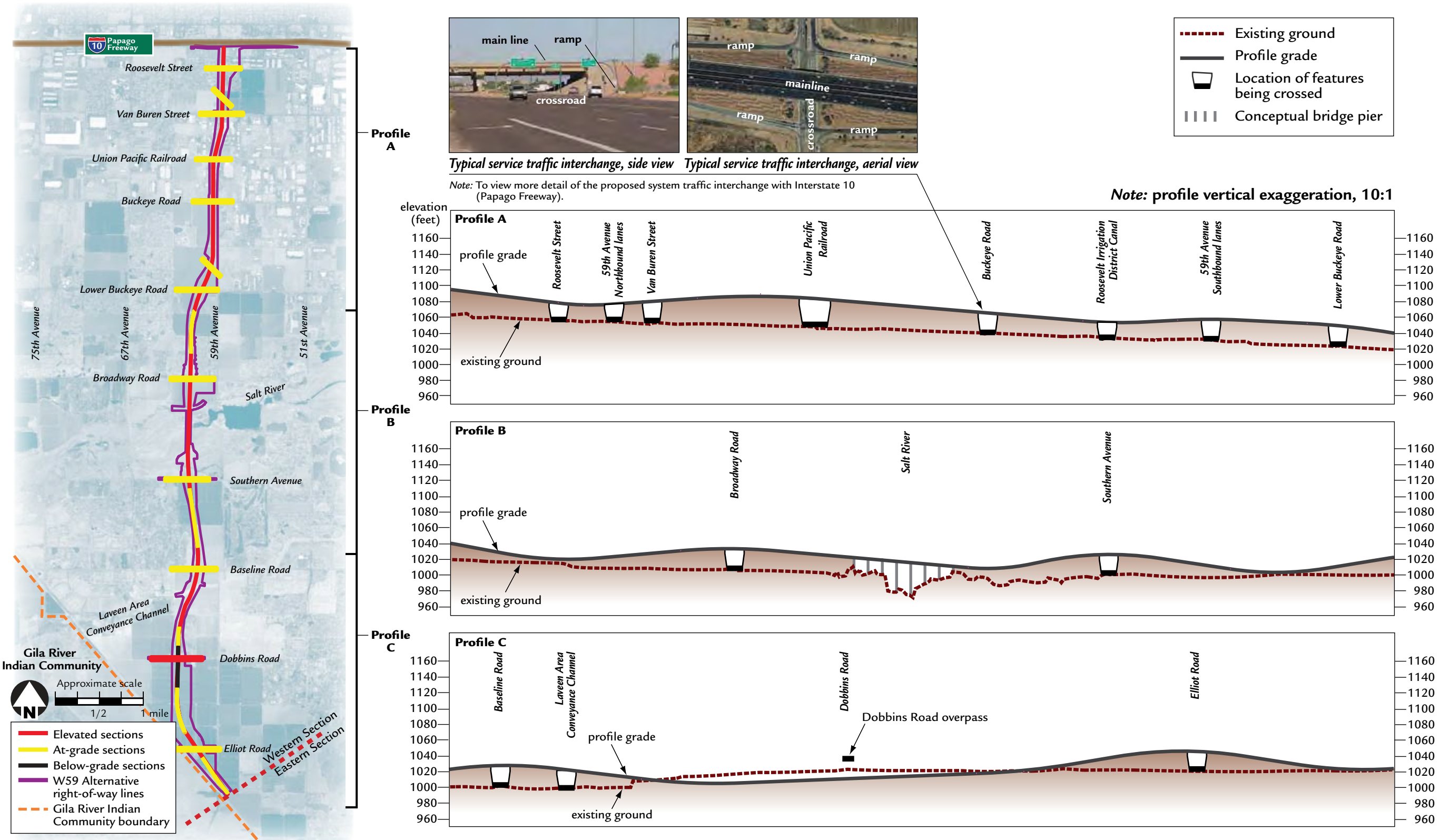
The following questions or issues were brought forward as part of recent South Mountain Citizens Advisory Team (SMCAT) meetings and designated as parking lot issues because the study team needed to conduct research to address the question or issue accordingly. In addition, questions submitted on blue question cards by SMCAT members and the public are answered below. Each comment received on a blue question card is written in this document as submitted. Each parking lot issue is addressed by presenting the question asked, followed by the Arizona Department of Transportation’s written response.

**Questions submitted at the March 29, 2010 meeting**

Topic	Public Question	Response
<p><b>Profile graphic</b></p>	<p>Do you have a profile graphic so we can see the heights throughout the corridor?</p>	<p>Profile graphics are attached to this memo and have been added to the project Web site. The vertical scale of the profile is exaggerated 10:1 to better show differences in elevation between the freeway and the existing ground.</p>
	<p>What is the highest elevation of the proposed South Mountain Loop 202 along Ahwatukee? We were told years ago it was about 18 ft.</p>	<p>The highest elevation above existing ground would be approximately 23 feet. The minimum clearance for a bridge structure over a street is 16.5 feet. The height of the bridge substructure would be approximately 6.5 feet. Therefore a total of 23 feet would be between the top of pavement for the street and the top of pavement for the freeway. This height is typical for freeway overpasses in Maricopa County. Such examples include Loop 101 (Agua Fria Freeway) over Thomas Road, I-10 (Maricopa Freeway) over Baseline Road, and I-17 over 7th Avenue.</p>
<p><b>Reservoir</b></p>	<p>After Ahwatukee receives a 10-year storm, how many gallons of water will be caught in the reservoir? How long will this water be retained along homes? What type of mosquito control will be used during these water retention periods?</p>	<p>The basins shown in the maps are for treating the water quality of the initial storm runoff from the freeway. Known as “first flush” basins, they are designed for the first 0.5 inches of rainfall for any storm. The total volume that the basins are required to retain is 8,867,049 gallons. The basins are required to drain within 36 hours. This requirement is designed to not allow mosquitoes to breed.</p>

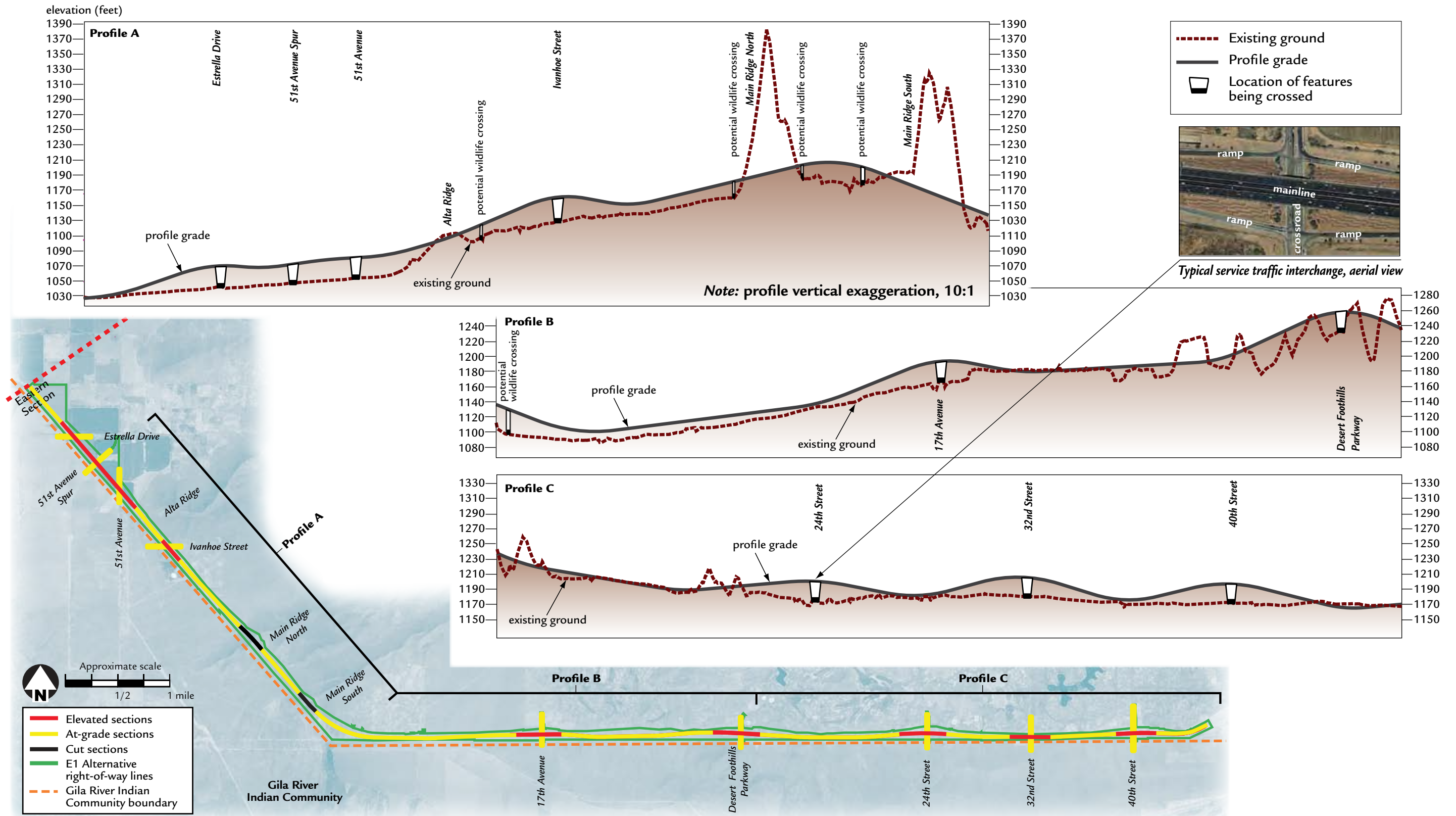
Topic	Public Question	Response
<b>GRIC land and storm water</b>	Is there an amount of water that you can release on GRIC land, because you could actually flood them? A standard has been established by City of Phoenix in a Coe and Van Loo study showing post development authority.	The drainage design is such that the flow rate of water entering GRIC land at existing conditions is not exceeded in the proposed conditions. The total volume of water is not limited and would be based on the duration of the storm.
<b>Construction time period</b>	With Pecos Road being closed for construction of proposed South Mountain Loop 202, how many years will this pathway be closed while this highway is under construction?	The same access that is provided by Pecos Road today would be maintained during construction. The construction sequencing plan allows the westbound freeway lanes to be constructed without affecting Pecos Road in Phase 1. In Phase 2, after the westbound freeway lanes are completed, traffic can be shifted to those lanes while Pecos Road is removed and the eastbound freeway lanes are constructed.

# Horizontal and Vertical Alignments, W59 Alternative, Western Section



Physical features (e.g., railroads, canals, the Salt River, arterial streets, groundwater levels) and the desire to balance earthwork and limit impacts on existing streets resulted in a rolling profile for the W59 Alternative. At Dobbins Road, the profile would be “depressed” below existing ground; because of terrain slope, water — when on the freeway — would flow toward the Salt River without requiring a pump station. (The bulges and other irregular shapes depicted for the alternative’s otherwise-linear footprint reflect projected right-of-way needed for drainage basins and channels, interchanges, etc.) The vertical scale of the profile is exaggerated 10:1 to better show differences in elevation between the freeway and the existing ground.

# Horizontal and Vertical Alignments, E1 Alternative, Eastern Section



The E1 Alternative would follow a rolling profile, similar to the Western Section action alternatives, for its entirety. Through the mountainous areas, the profile would be elevated to allow natural washes to flow under, for possible wildlife crossings and for access to the mountains. A "depressed" profile (below existing ground) when replacing Pecos Road would not be reasonable. (The bulges and other irregular shapes depicted for the alternative's otherwise-linear footprint reflect projected right-of-way needed for drainage basins and channels, interchanges, etc.) The vertical scale of the profile is exaggerated 10:1 to better show differences in elevation between the freeway and the existing ground. The vertical scale of the profile is exaggerated 10:1 to better show differences in elevation between the freeway and the existing ground.



Visual simulation showing the proposed freeway from 1/4-mile north at 40th Street (looking south). The clearance from the bridge to the ground below would be approximately 17 feet. Noise walls would be added along the freeway where required.