

South Mountain Freeway Study 59th Avenue Alignment Alternative Public Information Meeting

February 10, 2010
6-8 p.m.

Sunridge Elementary School
6244 W. Roosevelt Street
Phoenix, AZ



Welcome and Introductions

Study Team Members

ADOT Valley Project Management

- Mike Bruder

ADOT Environmental Planning Group

- Rebecca Swiecki

ADOT Communication and Community Partnerships

- Tim Tait

Federal Highway Administration

- Ken Davis
- Steve Thomas
- Tom Deitering
- Alan Hansen

Maricopa Association of Governments

- Eric Anderson
- Bob Hazlett

City of Phoenix

- Ray Dovalina



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

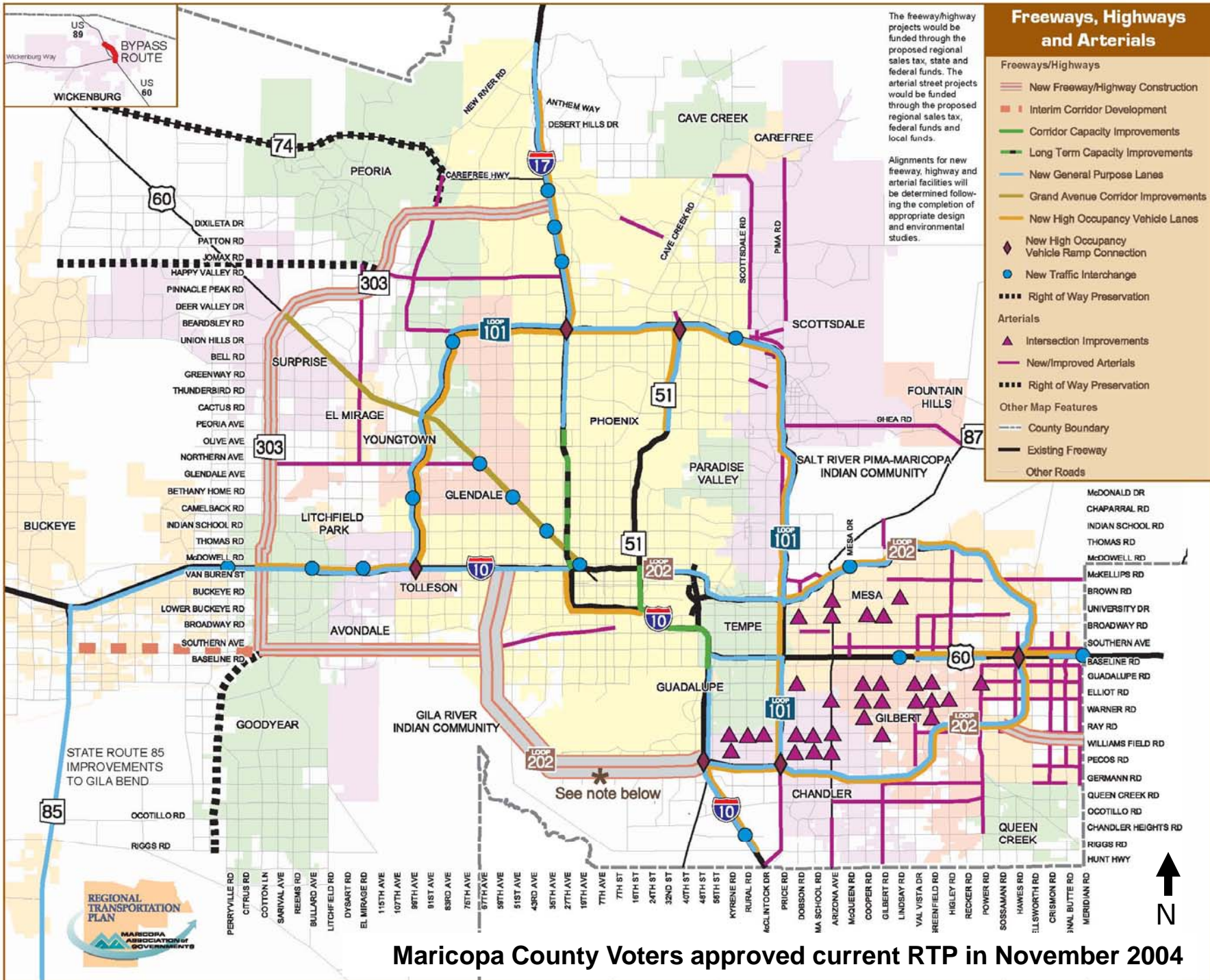
- Serve as lead federal agency
- Provide federal funding
- Participate in study process
- Provide engineering and environmental review
- Approve final documents
- Provide National Environmental Policy Act guidance



Your Role

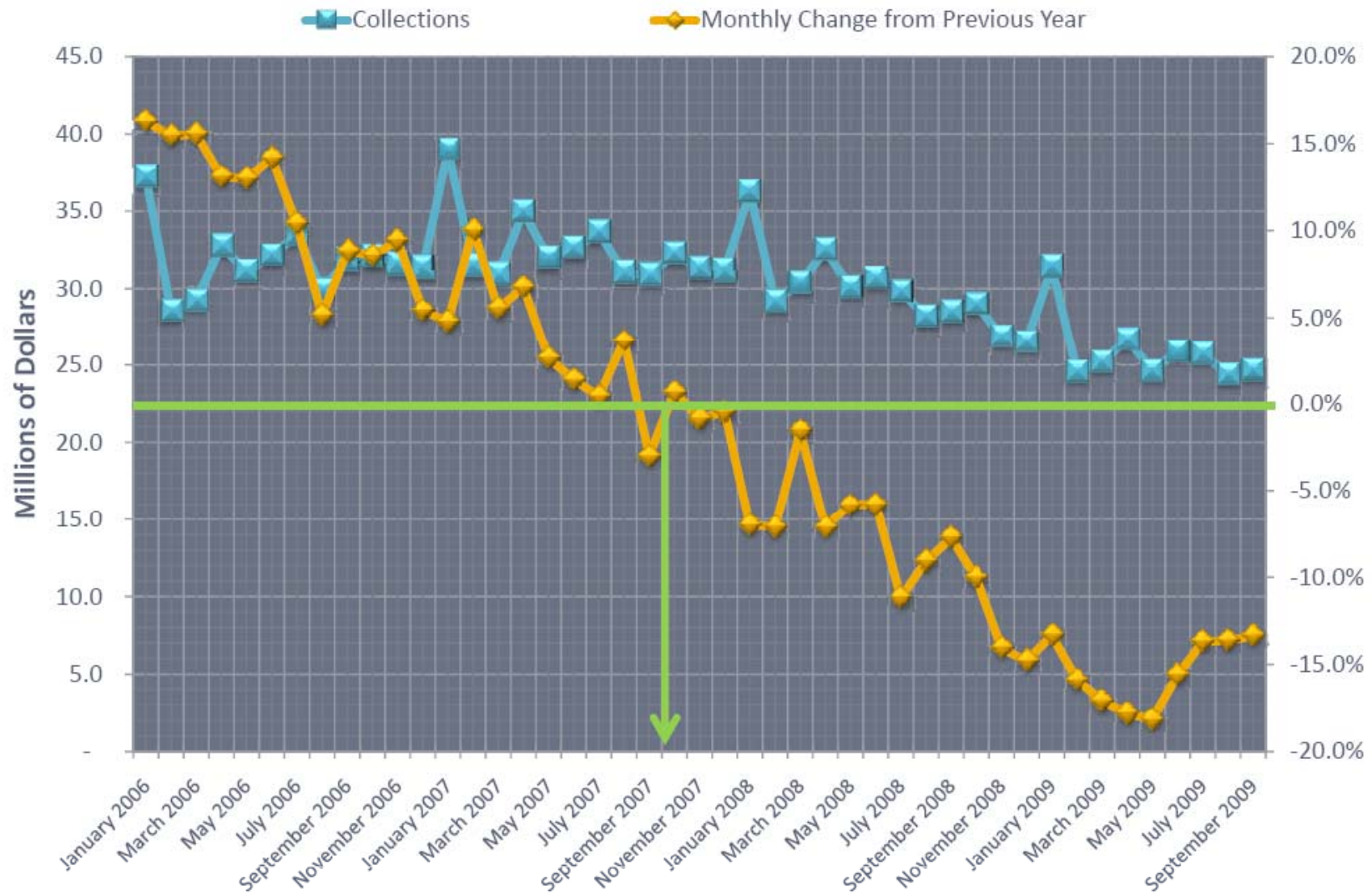
- Ask questions
- Provide feedback
- Tell us
 - What is important to you?
 - What are your concerns?
 - What else do you need to know?





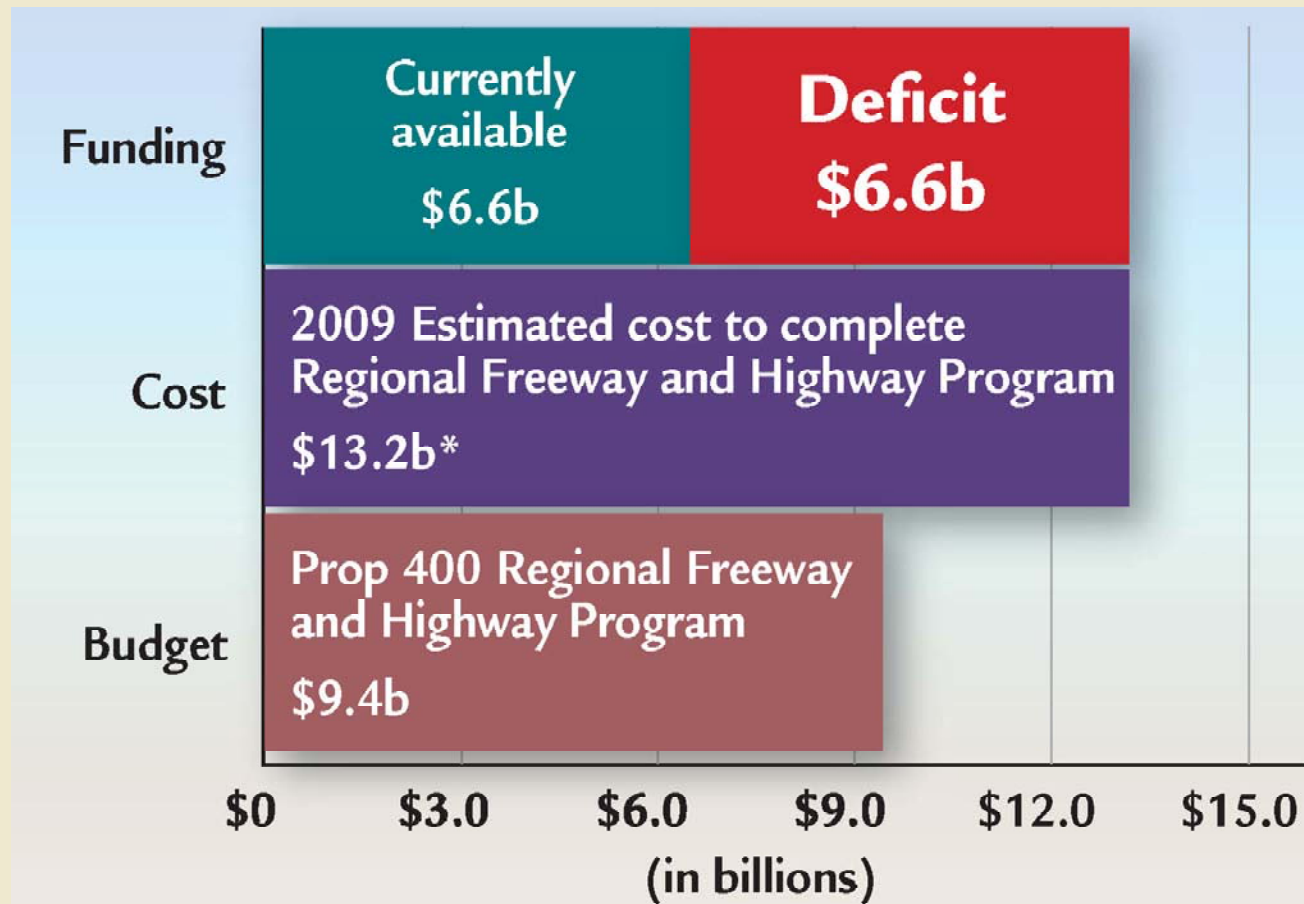
Maricopa County Voters approved current RTP in November 2004

Half-Cent Sales Tax Revenues



Source: MAG 2010

Estimated Freeway Program Costs



*Does not include projects obligated through 2011



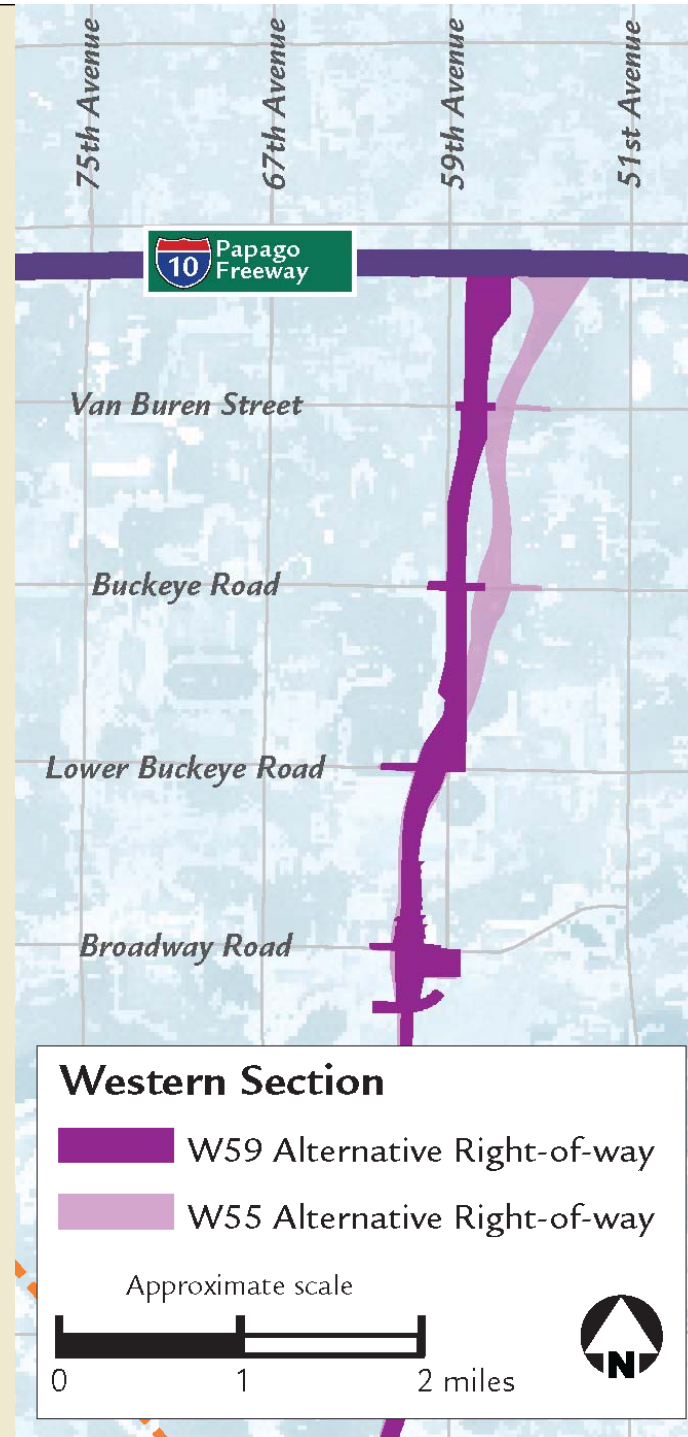
Changes to South Mountain Freeway

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

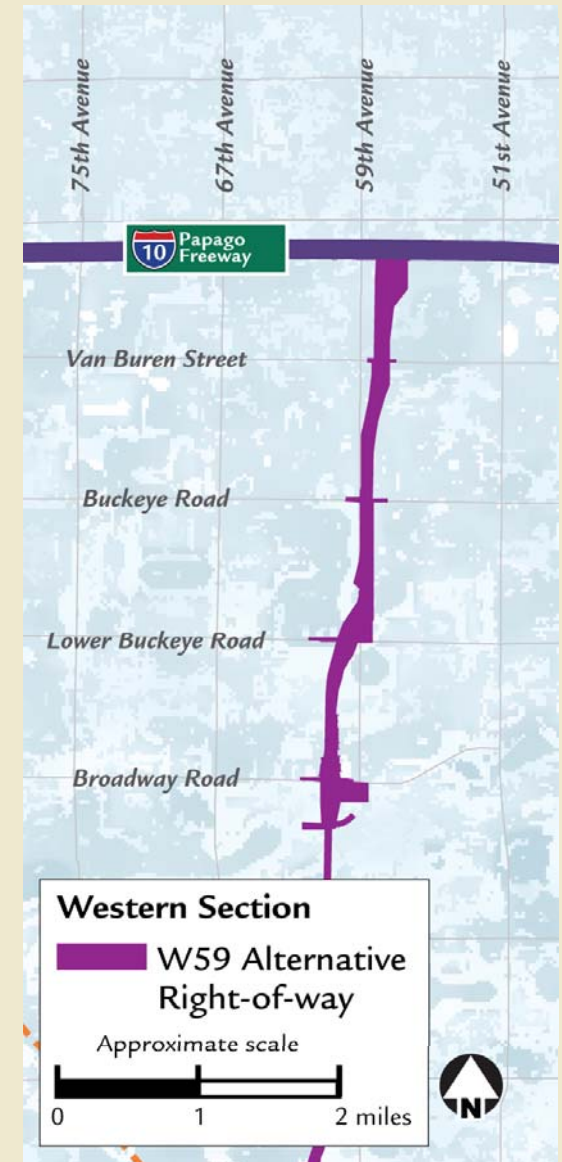


Shift to W59 Alternative



W59 Alternative Advantages

- Uses existing City of Phoenix right-of-way
- Improves traffic flow on I-10
- Improves local street access to 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

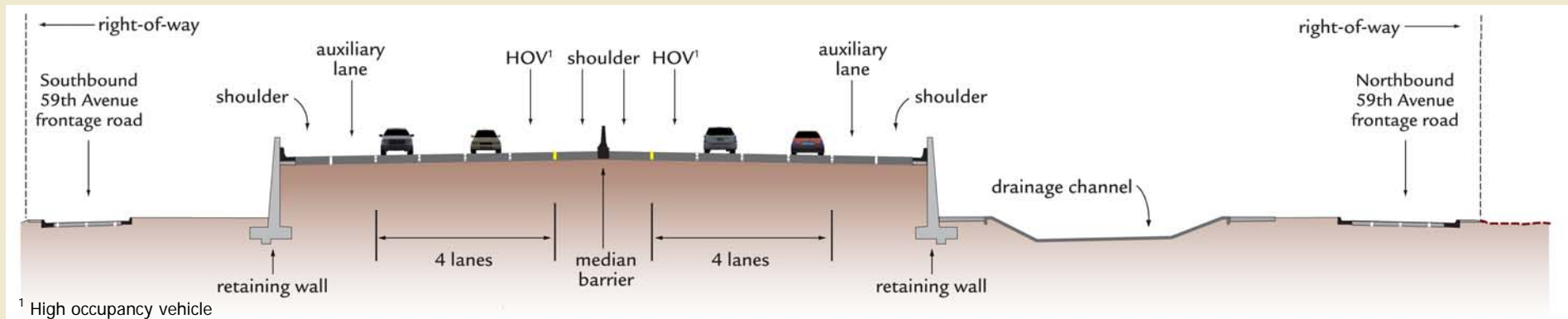
Alternative ¹	Potential Relocations		
	Residential		Business
	Apartments	Houses	
W55	0	48	119
W59	680	64	42

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



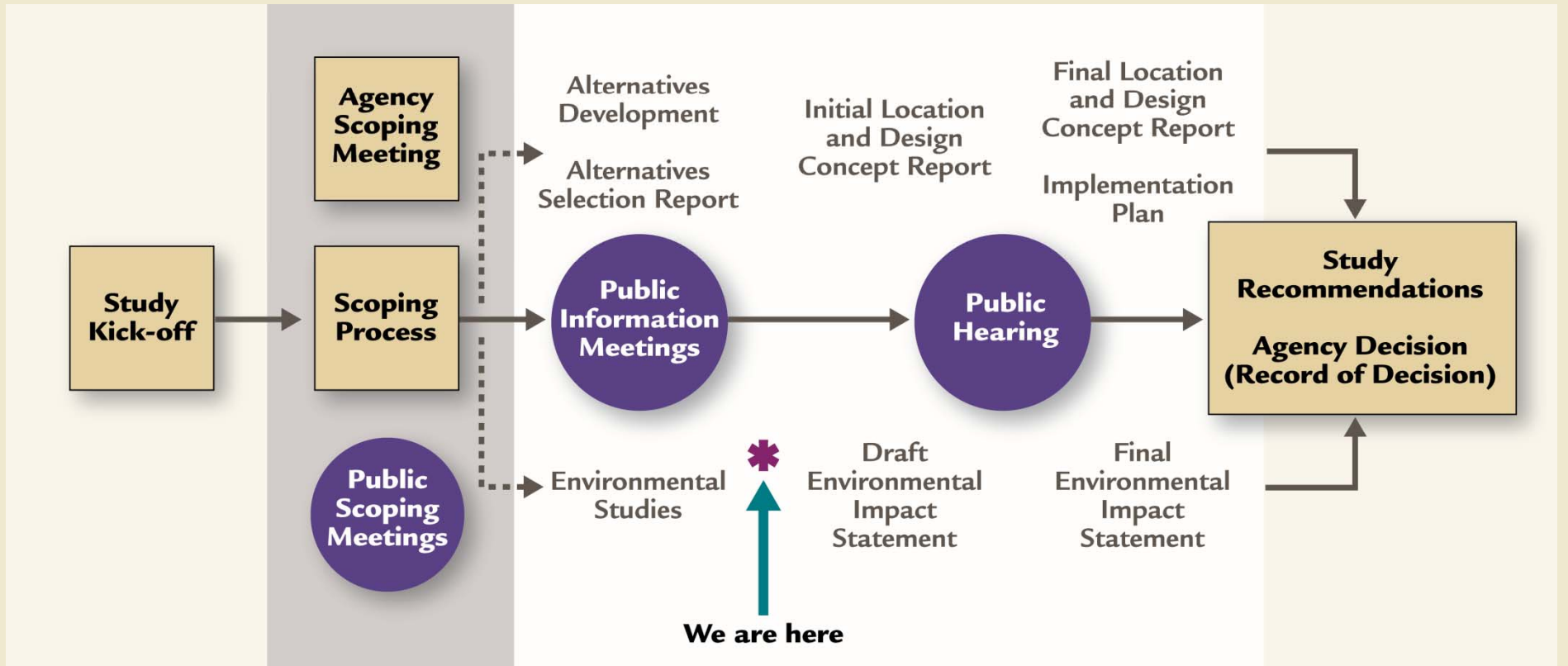
Freeway Concept

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

Study Process

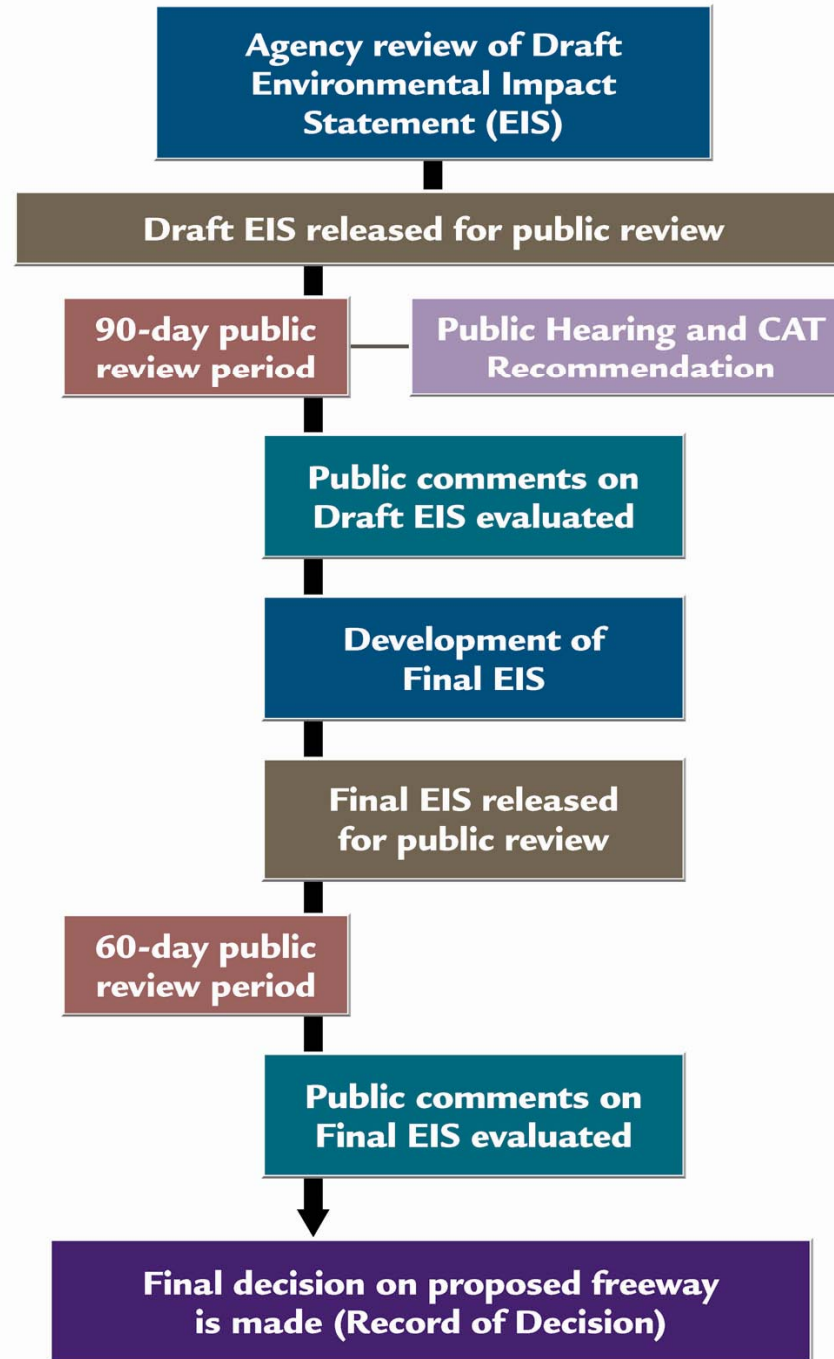


Status of the Study

- 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



Next Steps

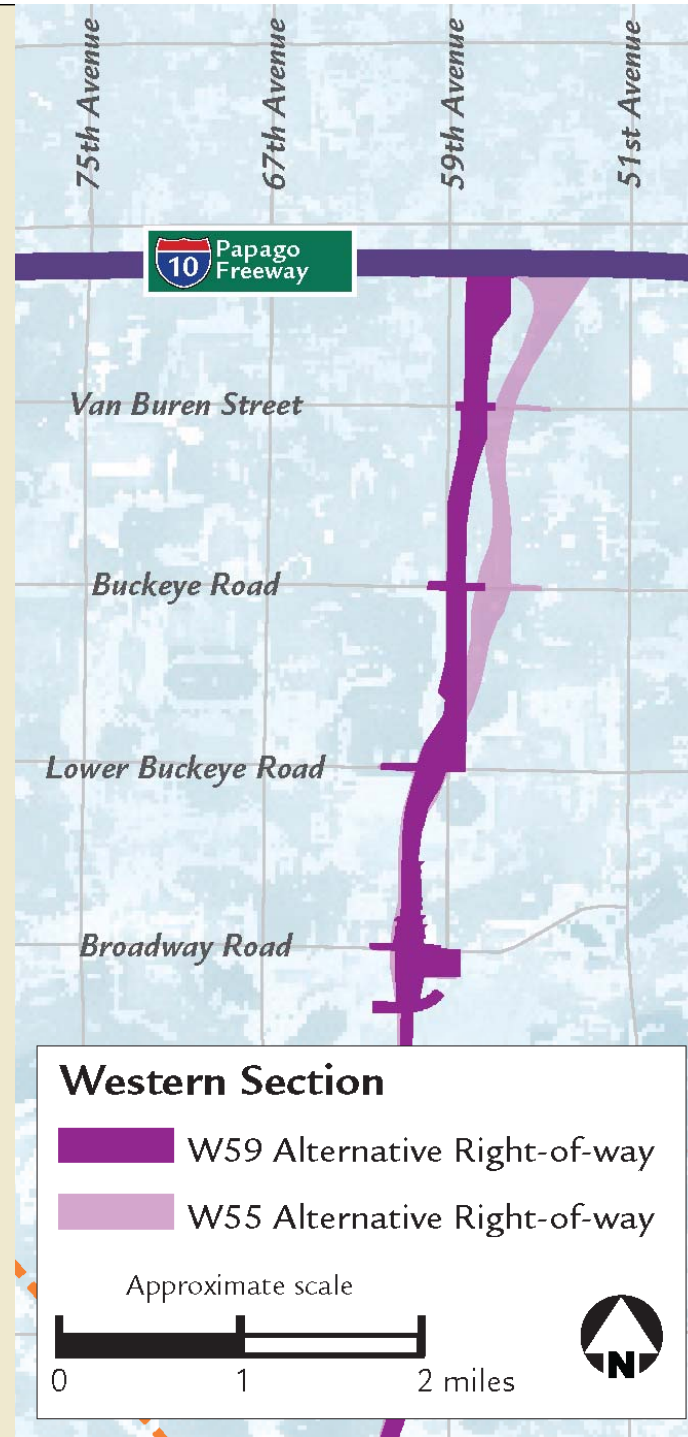


Ways to Submit Comments

- Submit the comment form today
- Record your comments with the court reporter
- 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



Shift to W59 Alternative



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

