



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

WELCOME

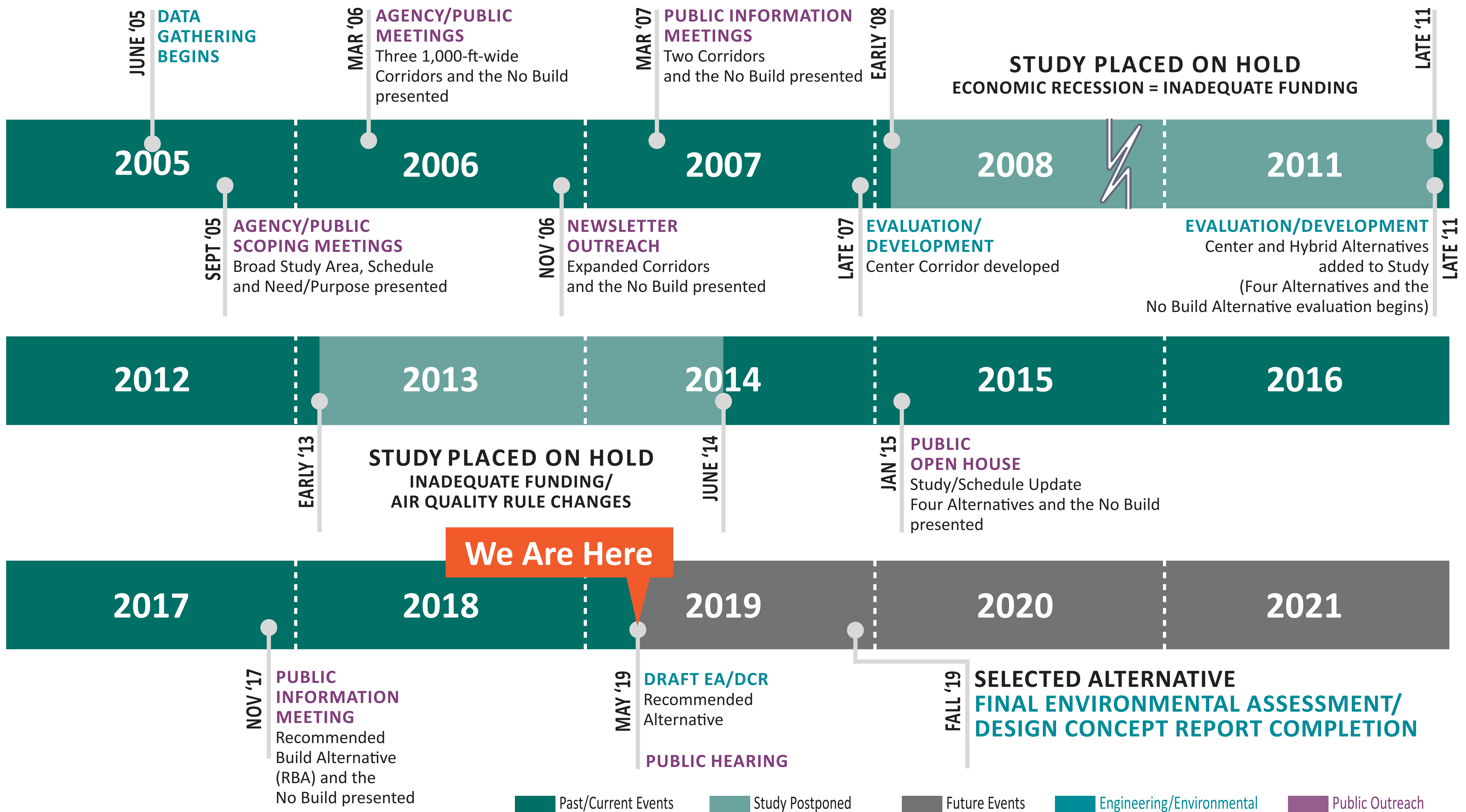


Saturday, May 11, 2019
11 a.m.–5 p.m.
La Joya Community High School



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SR 30 STUDY TIMELINE



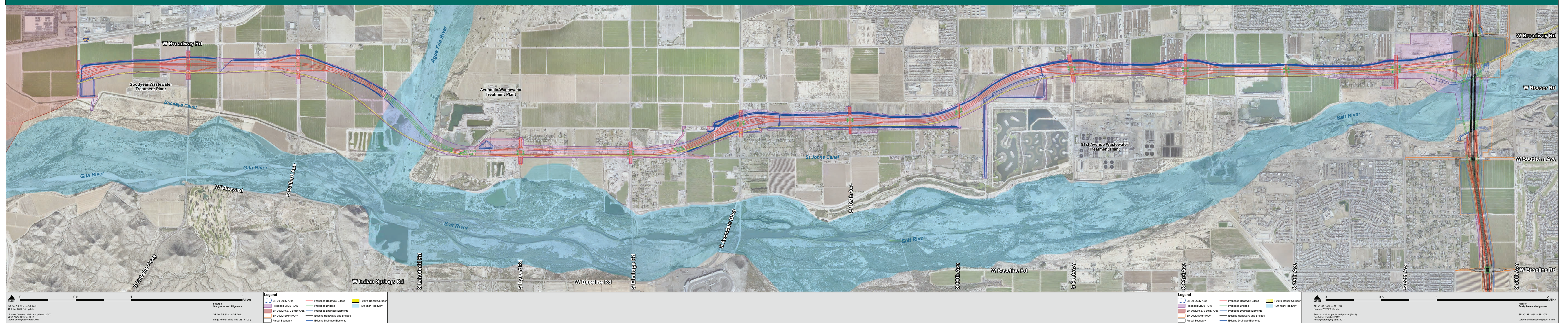


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NOVEMBER 2017:

RECOMMENDED BUILD ALTERNATIVE vs. NO BUILD

Recommended Build Alternative



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 was used to provide the SR 30 study team with a basis against which social, environmental, and economic impacts were measured.
- The No Build was studied in detail in the SR 30 EA and compared with the recommended build alternative.
- The No Build Alternative assumes the construction of all other funded transportation projects occurs in the study area (e.g., City street projects, etc.).



WHAT IS A RECOMMENDED ALTERNATIVE (RA)?

- RA is the ADOT Recommended Alternative for SR 30.
- ADOT (with input from the local jurisdictions and the public) have selected the Build Alternative as the RA for SR 30 between SR 303L and SR 202L.
- The RA is presented in the Draft Environmental Assessment (EA) and the Initial Location/Design Concept Report (L/DCR) for public comment.

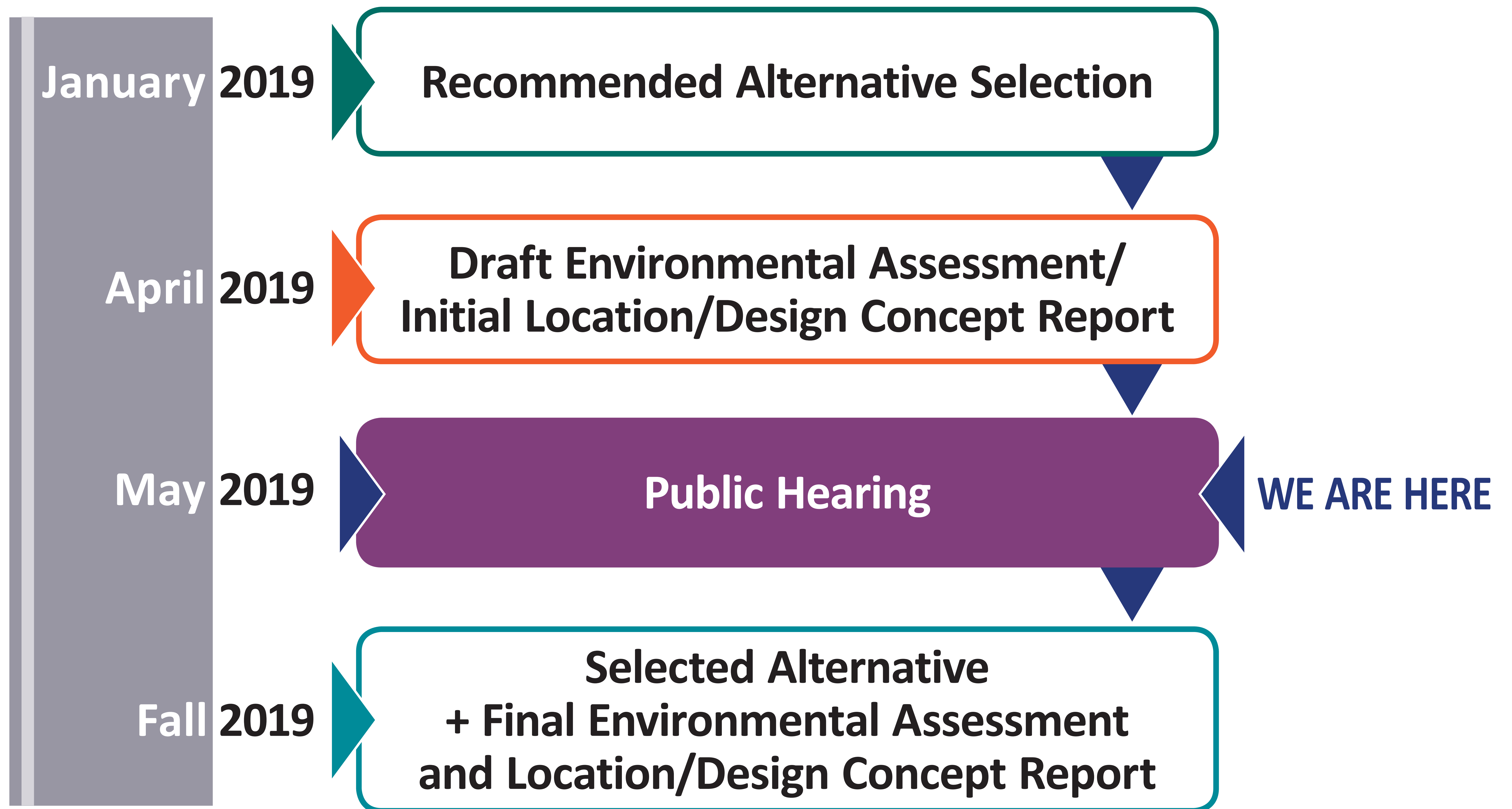


RECOMMENDED ALTERNATIVE JUSTIFICATION

- **Only the Build Alternative** satisfies the objectives of the adopted Regional Transportation Plan, which was approved by the voters of Maricopa County in 2004 through Proposition 400.
- **Only the Build Alternative** is consistent with the voter-approved land use plans and economic and residential growth objectives of the cities of Phoenix, Avondale, and Goodyear and Maricopa County.
- **Only the Build Alternative** will accommodate the projected travel demand in the Study Area, which is expected to increase substantially.
- **Only the Build Alternative** provides route redundancy and congestion relief for I-10 and other east–west arterials in the area, even after they are widened to their maximum capacity.



NEXT STEPS





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IMPLEMENTATION PLAN

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

FUNDED

Ultimate Freeway R/W

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

**ROW FUNDED
FREEWAY UNFUNDED**

Ultimate Freeway R/W

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

NOT PROGRAMMED

Ultimate Freeway R/W

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

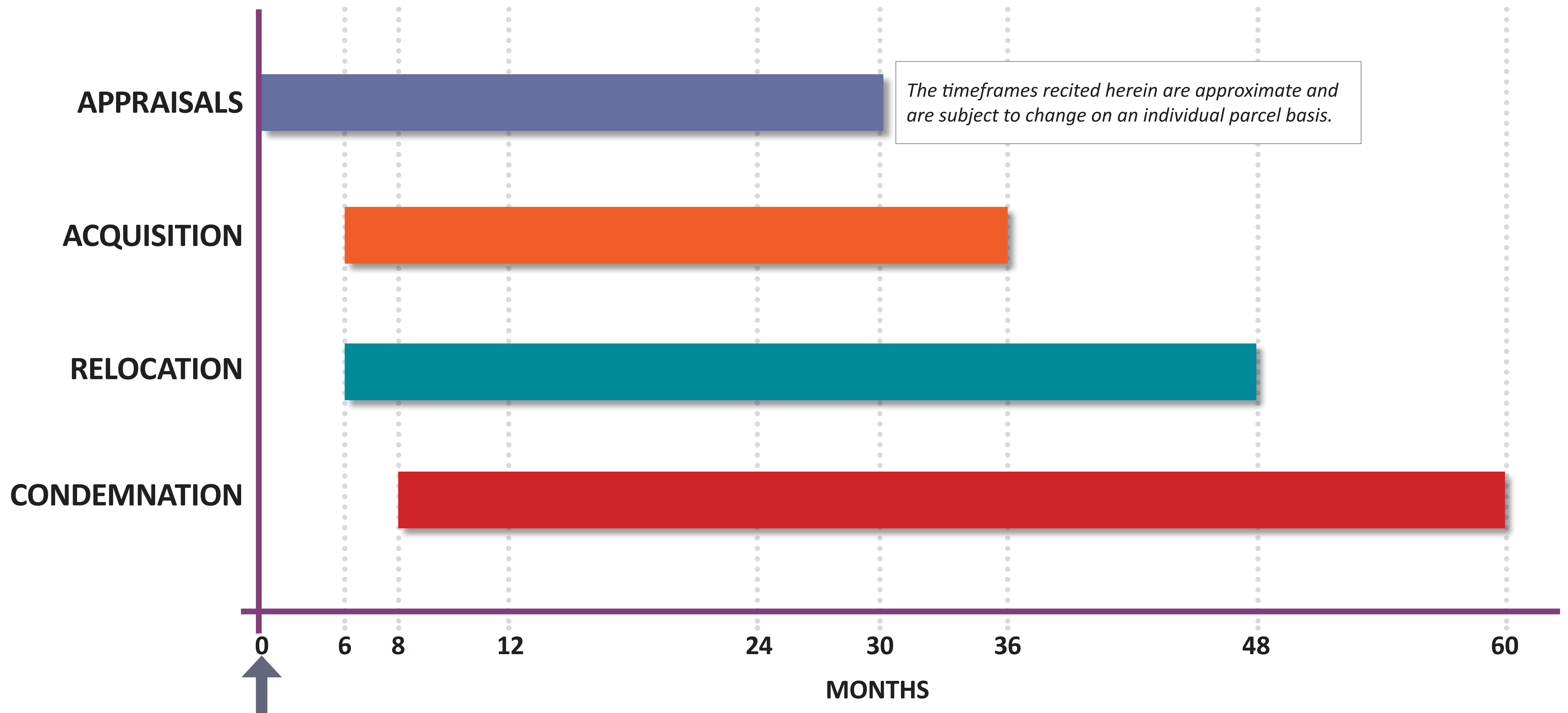
POSSIBLE

Ultimate Freeway R/W

FUTURE 50-FOOT TRANSIT CORRIDOR



ADOT'S RIGHT-OF-WAY ACQUISITION PROCESS



Completion of Environmental Assessment



ADOT'S PROPERTY ACQUISITION AND RELOCATION 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 policy requires that applicable federal agencies review the project's impacts and mitigations documented during the NEPA process.
- An Environmental Assessment (EA) is the NEPA-level documentation that will be used to evaluate potential impacts for the Proposed SR 30 Freeway.
- The purpose of this EA is to describe the need for a proposed action (i.e., RA), alternatives for implementing or constructing a proposed action, and the environmental impacts of the build alternatives and No Build Alternative.



YOUR INPUT IS IMPORTANT

You may submit comments at today's meeting
in any of the following ways:



Provide comments to a panel of study team members in front of an audience of hearing attendees (*limited to 3 minutes and documented by a court reporter*)



Submit comments to a court reporter (1-on-1)



Submit written comments on a comment form (hard copy or online)



YOUR INPUT IS IMPORTANT

You may also submit comments at any time during the comment period 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 June 3, 2019