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

WELCOME

Thursday, November 16, 2017
6–8 p.m.
Fowler Elementary School

ARIZONA 30

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

SR 30 STUDY TIMELINE

JUNE '05 — DATA GATHERING BEGINS

SEPT '05 — AGENCY/PUBLIC SCOPING MEETINGS
Broad Study Area, Schedule and Need/Purpose presented

MAR '06 — AGENCY/PUBLIC MEETINGS
Three 1,000-ft-wide Corridors and the No Build presented

NOV '06 — NEWSLETTER OUTREACH
Expanded Corridors and the No Build presented

MAR '07 — PUBLIC INFORMATION MEETINGS
Two Corridors and the No Build presented

LATE '07 — EVALUATION/DEVELOPMENT
Center Corridor developed

EARLY '08 — STUDY PLACED ON HOLD
ECONOMIC RECESSION = INADEQUATE FUNDING

LATE '11 — EVALUATION/DEVELOPMENT
Center and Hybrid Alternatives added to Study
(Four Alternatives and the No Build Alternative evaluation begins)

2005 | 2006 | 2007 | 2008 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021

EARLY '13 — STUDY PLACED ON HOLD
INADEQUATE FUNDING/
AIR QUALITY RULE CHANGES

JUNE '14

JAN '15 — PUBLIC OPEN HOUSE
Study/Schedule Update
Four Alternatives and the No Build presented

We Are Here

NOV '17 — PUBLIC INFORMATION MEETING
Recommended Build Alternative (RBA) and the No Build presented

JUN '18 — DRAFT EA/DCR
Alternative recommendation

FALL '18 — PUBLIC HEARING

MID '19 — PREFERRED ALTERNATIVE SELECTION
FINAL ENVIRONMENTAL ASSESSMENT/ DRAFT CONCEPT REPORT COMPLETION

Past/Current Events | Study Postponed | Future Events | Engineering/Environmental | Public Outreach

ADOT | U.S. Department of Transportation Federal Highway Administration | MARICOPA ASSOCIATION of GOVERNMENTS

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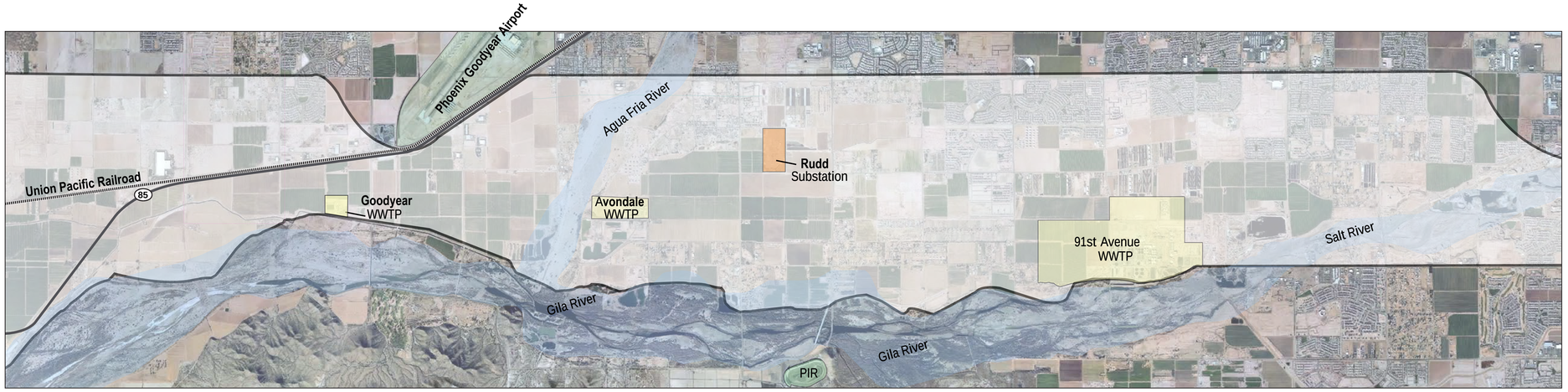
CORRIDOR EVALUATION
2005–2006

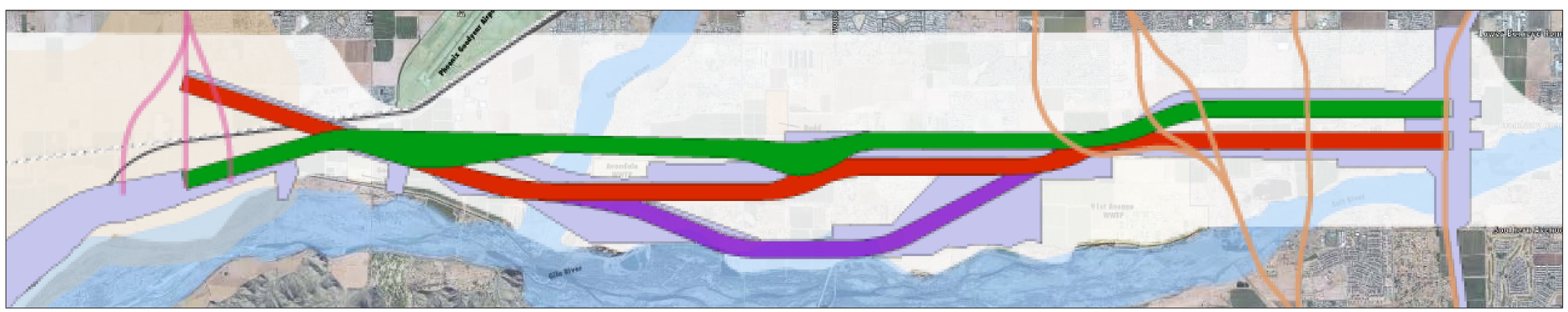
2005

BROAD STUDY AREA



2006

3 BUILD CORRIDORS AND THE NO BUILD



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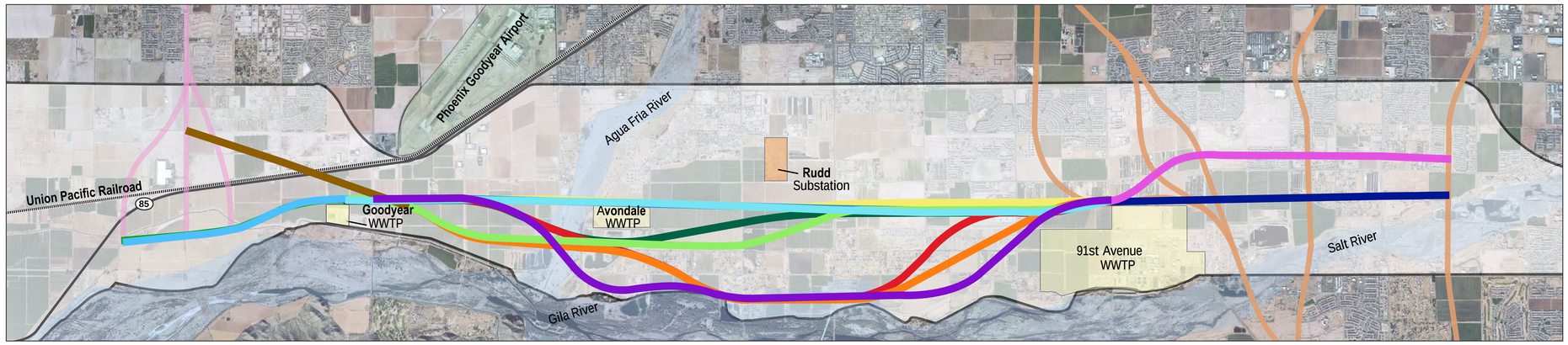
ALTERNATIVE EVALUATION
2007

2007

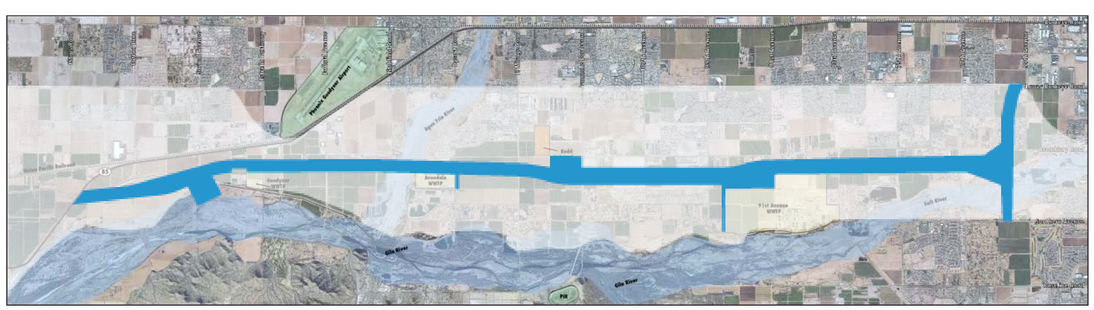
MANY ALTERNATIVES CONSIDERED AND NO BUILD



2007

RESULTS: TWO ALTERNATIVES AND NO BUILD

NORTH ALTERNATIVE



SOUTH ALTERNATIVE

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ALTERNATIVE EVALUATION
2011–2015

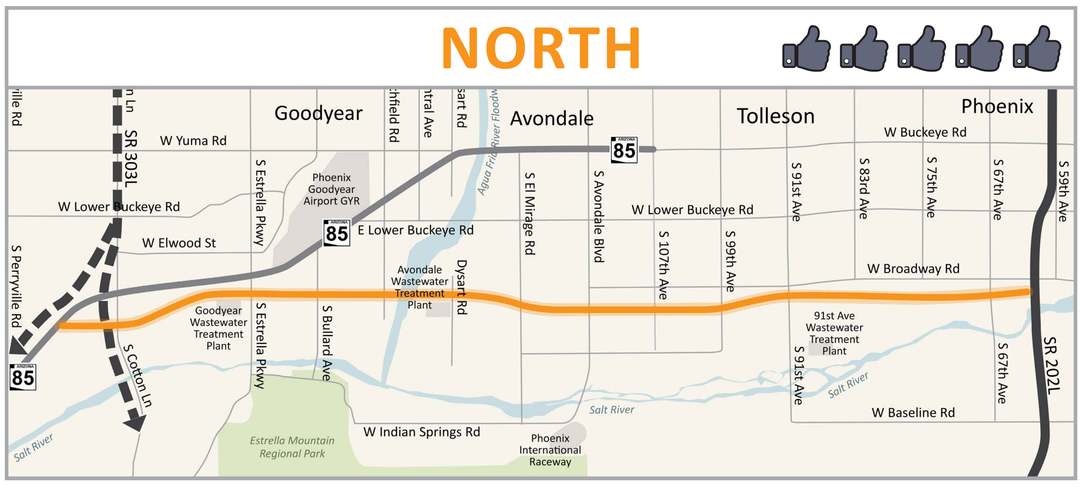
2015

4 BUILD ALTERNATIVES AND NO BUILD

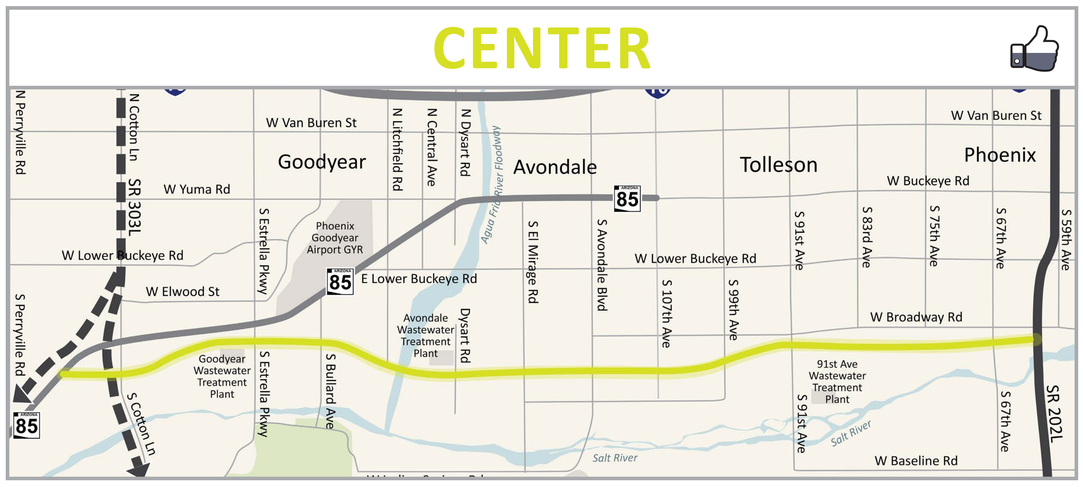
Public support results (👍) are based on 60 comments from the January 2015 public meeting.

👍 =10% 👍 =>10%

NORTH



CENTER

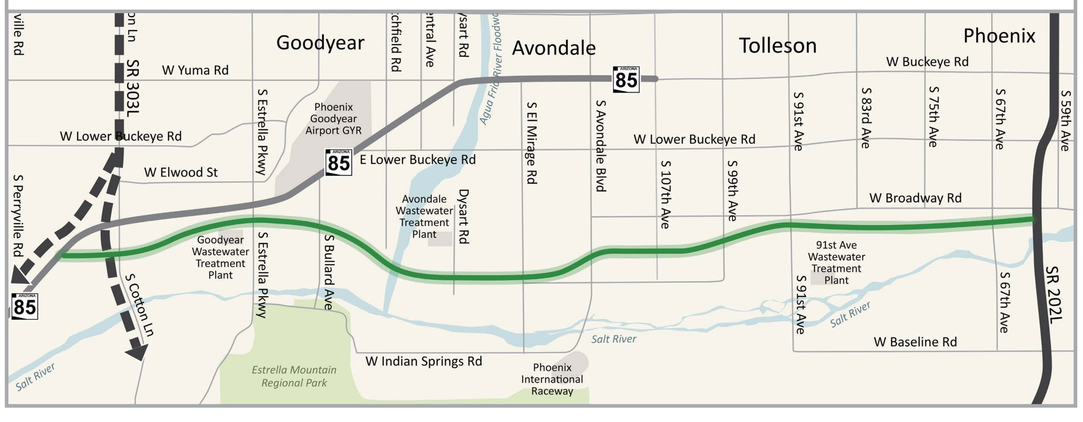


NO BUILD

👍👍

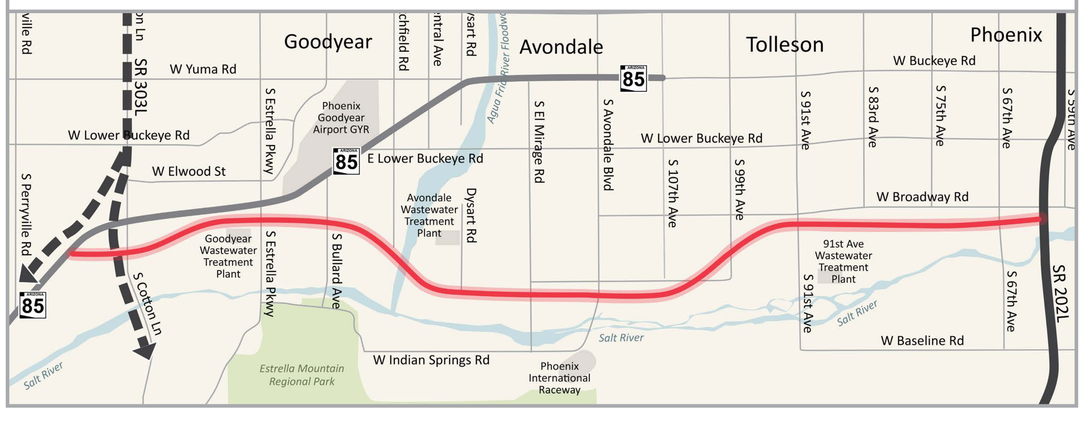
HYBRID

👍👍



SOUTH

👍👍



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ALTERNATIVE EVALUATION

Alignment Criteria	North (14.5 miles)	Center (14.7 miles)	Hybrid (14.8 miles)	South (15.1 miles)
ENVIRONMENTAL				
Floodplain Zone A, AE, and AH Impacts (acres pre-Tres Rios Levee) - NOTE: Floodplain extent is anticipated to change after the Tres Rios Levee floodplain remapping effort is completed and released by the US Army Corps of Engineers.	662 (Originally 566)	802 (Originally 707)	786 (Originally 691)	959 (Originally 864)
Section 408 Levee Reconstruction Permitting	No	No	No	Yes
Jurisdictional Waters Impact (acres)	64.5	59.5	63.4	60.2
Wetland Impacts	None	None	None	None
Water Resource Impacts	59 Wells, Buckeye and Extension Canal Crossings, SRP Buckeye Feeder Canal Crossing	52 Wells, Buckeye & Extension Canal Crossings, SRP Buckeye Feeder Canal Crossing	47 Wells, Buckeye & Extension Canal Crossings, and SRP Buckeye Feeder Canal Crossing	51 Wells, Buckeye & Extension Canal Crossings, and historic St. John's Canal Crossings
Relative Noise Impacts (existing conditions)	Medium - 51 of 75 receivers exceed ADOT criterion. Eight of nine potential noise barriers exceed ADOT policy for cost/ benefited receiver. One potential noise barrier meets policy.	High - 75 of 89 receivers exceed ADOT criterion. All 12 potential noise barriers exceed ADOT policy for cost/benefited receiver	High - 108 of 130 receivers exceed ADOT criterion. All 18 potential noise barriers exceed ADOT policy for cost/benefited receiver	High - 69 of 109 receivers exceed ADOT criterion. All 14 potential noise barriers exceed ADOT policy for cost/benefited receiver
Air Quality	Conformance Compliant	Conformance Compliant	Conformance Compliant	Conformance Compliant
Visual Quality Rating	Most substantial change in Visual Character (although impact is not adverse) because of introduction of strong linear features into an otherwise open agricultural landscape; would fragment landscape and distract from the strong agricultural character. Low change in visual quality arises from small changes attributable to crossing water-filled quarries, encroaching urbanization, fragmentation of unified landscapes, and introduction of incongruous elements.	Notable change in Visual Character. Low change in visual quality arises from small changes attributable to crossing water-filled quarries, encroaching urbanization, fragmentation of unified landscapes, and introduction of incongruous elements.	Notable change in Visual Character. Low change in visual quality arises from small changes attributable to crossing water-filled quarries, encroaching urbanization, fragmentation of unified landscapes, and introduction of incongruous elements.	Notable change in Visual Character. Low change in visual quality arises from small changes attributable to crossing water-filled quarries, encroaching urbanization, fragmentation of unified landscapes, and introduction of incongruous elements.
Potentially Affected Hazardous Material Sites (medium and high risk locations only)	4	2	1	0
Environmental Justice Issues - (Disabled, Age 65 & Older, Female Head of Household, Minority, and Poverty).	No disproportionately high adverse impacts	No disproportionately high adverse impacts	No disproportionately high adverse impacts	No disproportionately high adverse impacts
Biological (Endangered Species Act) Resources Impacts	Low	Low	Low-Medium; Proposed critical habitat for the western yellow-billed cuckoo occurs within a small sliver of the Hybrid Alternative, although the habitat within this sliver possesses only marginal elements of western yellow-billed cuckoo habitat;	Proposed critical habitat for the western yellow- billed cuckoo occurs within small portions of the South Alternative and borders much of this alignment along the Gila and Salt River floodway. Construction of the South Alternative would remove a small amount of proposed critical habitat for the cuckoo.
Prime & Unique Farmlands (acres)	1547	1518	1443	1563
Planned Development Impacts (acres)	13	12	12	10
Cultural Resources Impacts (AzSite Prehistoric Sites)	13 archaeological sites National Register of Historic Places-eligible (NHRP-eligible) under Criterion D; 4 in-use historic canals NRHP-eligible under Criteria A and/or C; 1 in-use historic road NRHP-eligible under Criterion D	12 archaeological sites NRHP-eligible under Criterion D; 4 in-use historic canals NRHP-eligible under Criteria A and/or C; 1 in-use historic road NRHP-eligible under Criterion D	13 archaeological sites NRHP-eligible under Criterion D; 4 in-use historic canals NRHP-eligible under Criteria A and/or C; 1 in-use historic road NRHP-eligible under Criterion D	10 archaeological sites NRHP-eligible under Criterion D; 4 in-use historic canals NRHP-eligible under Criteria A and/or C; 1 in-use historic road NRHP-eligible under Criterion D
Cultural Resources Impacts (Historic Architecture)	No direct or indirect impacts	No direct or indirect impacts	No direct or indirect impacts	No direct or indirect impacts
Section 4(f) Resource Impacts	Direct impact of 31 acres of the future Tolleson Union High School. Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities.	Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities	Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities	Crosses the Buckeye, South Extension, and Roosevelt Canal and related facilities. Crosses the St. Johns Irrigation Ditch twice.

Alignment Criteria	North (14.5 miles)	Center (14.7 miles)	Hybrid (14.8 miles)	South (15.1 miles)
ENGINEERING				
Geometric Design	Desirable, relatively straight.	Desirable level design, but with some moderate curvature.	Desirable level design, but with some curvature approaching the high limits.	Desirable level design, but with some curvature approaching the high limits.
Drainage Implications	Shortest River Crossing, therefore, only minor floodplain impacts at Agua Fria River. Crosses the Durango Regional Conveyance Channel (DRCC) and uses it as an outfall, but intercepts DRCC flows so freeway drainage channel becomes a regional flood control facility. Drainage channels are required along north side for entire length. Some drainage channel siphons may be required between 91st Avenue and 83rd Avenue. Lowest overall drainage cost alternative.	Longest River Crossing with floodplain impacts mostly limited to the west bank of the Agua Fria River. Bridge deck drainage will be challenging. Alignment coincides with the DRCC alignment, allowing for the shared use (and possible cost sharing) of this facility for drainage. However, because the DRCC facility and this alignment is located in a natural valley, off-site channels along both sides of the freeway are necessary, increasing cost, complexity, and maintenance for both systems. Some drainage channel siphons may be required between 91st Avenue and 83rd Avenue. Most overall drainage construction and maintenance cost alternative.	Long River Crossing with floodplain impacts mostly limited to the west bank of the Agua Fria River. Bridge deck drainage will be challenging. Between the Agua Fria River and Avondale Road, the alignment follows Southern Avenue, which is a natural ridge line in the terrain. Only on-site drainage conveyance (pipes) is needed in this reach since off-site flows do no exist. This decreases the footprint and maintenance requirements. Between Avondale Boulevard and 99th Avenue, the alignment coincides with the DRCC alignment (and the Center alignment), allowing for the shared use (and possible cost sharing) of this facilities for drainage. However, because the DRCC facility is located in a natural valley, off-site channels along both sides of the freeway are necessary in this reach, slightly increasing cost, complexity, and maintenance. Some drainage channel siphons may be required between 91st Avenue and 83rd Avenue.	Long River Crossing with substantial floodplain impacts to both banks of the Agua Fria River. Bridge deck drainage will be challenging. Will be located immediately upstream of Tres Rios levee (and requiring its extension to the west of the existing levee further into the river's floodway). This alignment will impact most of the current basins behind the Tres Rios levee, requiring basin volume replacement and expansion using very shallow and large basin footprints to accommodate the new freeway. Some drainage channel siphons may be required between 91st Avenue and 83rd Avenue. Generally, drainage outfalls and water quality for this alignment will be extremely challenging being so close to the Gila River.
Number of Pump Stations	1	1	2	1
Traffic Operations	Efficient and balanced traffic interchange traffic utilization. Highest traffic attraction from arterials from both sides of the freeway.	Efficient and balanced traffic interchange traffic utilization. Highest traffic attraction from arterials from both sides of the freeway.	Efficient and balanced traffic interchange traffic utilization. Traffic attraction from arterials is nearly as good as the north and central options.	Less efficient and unbalanced traffic interchange traffic utilization. Lowest traffic attraction from arterials, primarily due to no land use south of the alignment and the use of some "dead end" interchanges.
Phoenix International Raceway (PIR) Special Event Traffic Considerations	Alignment is about 1.5 miles from PIR. PIR traffic would inundate the local arterial system between the freeway and PIR.	Alignment is about 1.25 miles from PIR. PIR traffic would inundate the local arterial system between the freeway and PIR.	Alignment is about 0.75 to 1 mile from PIR. PIR traffic would heavily utilize Southern Avenue and the frontage road system along the freeway to access the freeway at up to 3 locations. Most evenly distributes the traffic to SR 30 to/from PIR while minimizing arterial impacts.	Alignment is about 0.5 miles from PIR. PIR traffic would largely avoid the arterial network north of SR 30 (except perhaps Southern Avenue) but would concentrate at Avondale Boulevard. Without frontage roads to the adjacent interchanges, El Mirage Road would be underutilized.
Major Utility Impacts	Two 230 kV & several 69 kV Overhead power relocations, including work near Rudd substation. Two APS pipeline encasements. 20-inch gas line relocation. Buckeye Feeder Canal relocation. Other sewer pipeline encasements.	Possible multiple high voltage (230, 345, 500 kV) height adjustments. Several 69 kV Overhead power relocations. Two APS pipeline encasements. 20-inch gas line relocation. Buckeye Feeder Canal relocation. Other sewer pipeline encasements.	Possible multiple high voltage (230, 345, 500 kV) height adjustments. Several 69 kV Overhead power relocations. Two APS pipeline encasements. 20-inch gas line relocation. Buckeye Feeder Canal relocation. Other sewer pipeline encasements.	Possible multiple high voltage (230, 345, 500 kV) height adjustments. Several 69 kV Overhead power relocations. Two APS pipeline encasements. 20-inch gas line relocation. Other sewer pipeline encasements.
Other Engineering Challenges	None	A structure is needed to cross through the DRCC Basin #1. Structure is costly (~$250M), but also technically challenging as the basin will be 100-feet-deep and full of water.	A structure is potentially needed to cross a corner of the DRCC Basin #1. Structure is assumed, but may be able to fill the corner of the basin instead if feasible.	Tres Rios Levee Relocation required - could be difficult to permit under the new Section 408 federal levee requirements. In addition, sand and gravel sites south of Southern Avenue could be developed by the time freeway arrives, greatly increasing cost and design complexity.

COST AND RIGHT OF WAY

Construction Cost	$676M	$1,011M	$749M	$737M
Right of Way Cost (Acquisition and Relocations)	$76M	$75M	$56M	$65M
Total Cost (Construction and R/W)	$752M	$1,086M	$805M	$802M
Gross Right of Way Acreage	1,530	1,599	1,612	1,663
Residential Displacements (Existing)	72	90	130	107
Dairy, Sand and Gravel, Other Business Impacts	10	11	13	15
Potential for future sand and gravel operation impacts	Low	Low	Low	Very high
Planned / Existing School Impacts	3 Planned, 1 Existing	0	0	0

AGENCY AND PUBLIC SUPPORT

City of Phoenix	Supports build alternative with requirements - all build alternatives satisfy Phoenix's requirements			
City of Avondale	No	No	Yes	No
City of Goodyear			Supports Avondale's Preference	
City of Buckeye			Supports Avondale's Preference	
City of Tolleson			Supports Avondale's Preference	
Maricopa County			Supports Avondale's Preference	
Public Support*	50%	6%	11%	13%

Results from approximately 60 comments from public meeting input as of 2/11/15. Approximately 20% 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 evaluated will be documented in the engineering and environmental documentation.**

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.

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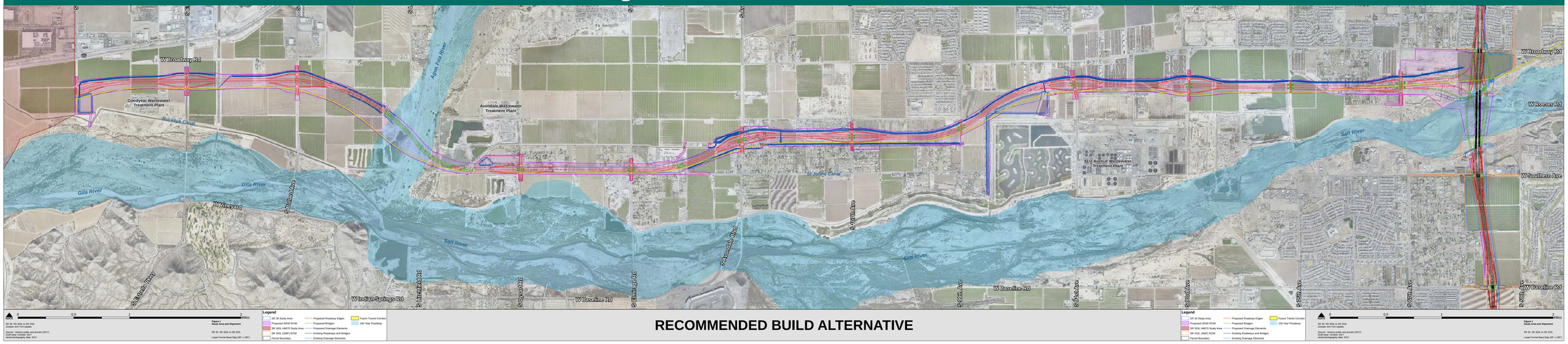
RBA DECISION

Hybrid Alternative



RECOMMENDED 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.

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RBA DECISION JUSTIFICATION

North

- 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.
- Tres Rios elementary school would need to be acquired and relocated
- 72 existing residential displacements

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.

Center

- 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
- Large drainage infrastructure needed on both sides of the freeway—requires more ROW, added construction costs, and long-term maintenance efforts
- 90 existing residential displacements

CONCLUSION:

The Center Alternative was dismissed from further consideration because of its substantial technical and cost issues.

Hybrid

- Avoids costly construction of a bridge over the Vulcan sand and gravel mine pit.
- Follows natural ridge line of the terrain along Southern Avenue–therefore, little or no off-site drainage infrastructure would be needed
- Only Alternative consistent with the City of Avondale General Plan 2030
- 130 existing residential displacements

CONCLUSION:

The Hybrid Alternative was chosen as the RBA because it avoids the major issues associated with the North, Center, and South Alternatives.

South

- Located adjacent to the sensitive Gila River ecosystem
- 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
- High liability risk to ADOT
- 107 existing residential displacements

CONCLUSION:

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.

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NEXT STEPS

WE ARE HERE

Complete the Environmental Assessment RBA and No Build

Summer 2018

Draft Environmental Assessment/ Design Concept Report

Summer 2018

Recommended Alternative Selection

Fall 2018

Public Hearing

Summer 2019

Preferred Alternative Selection + Final Environmental Assessment/ Design Concept Report

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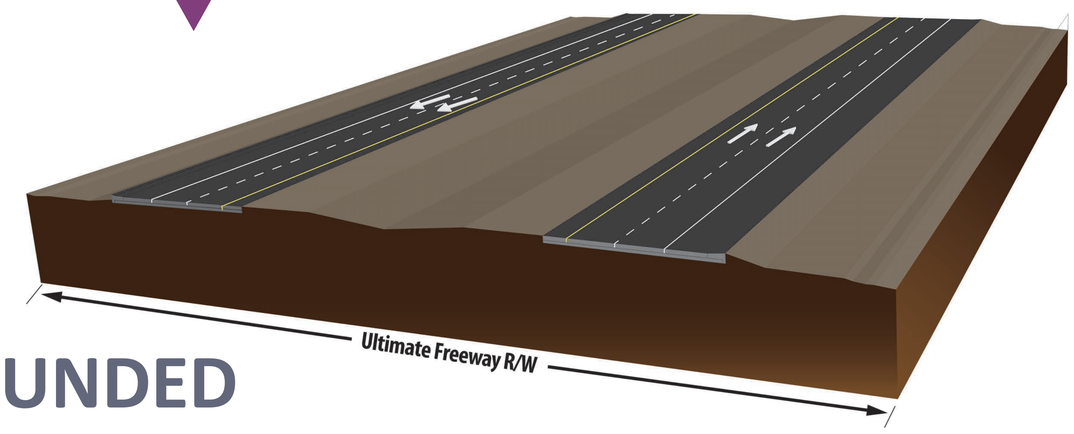
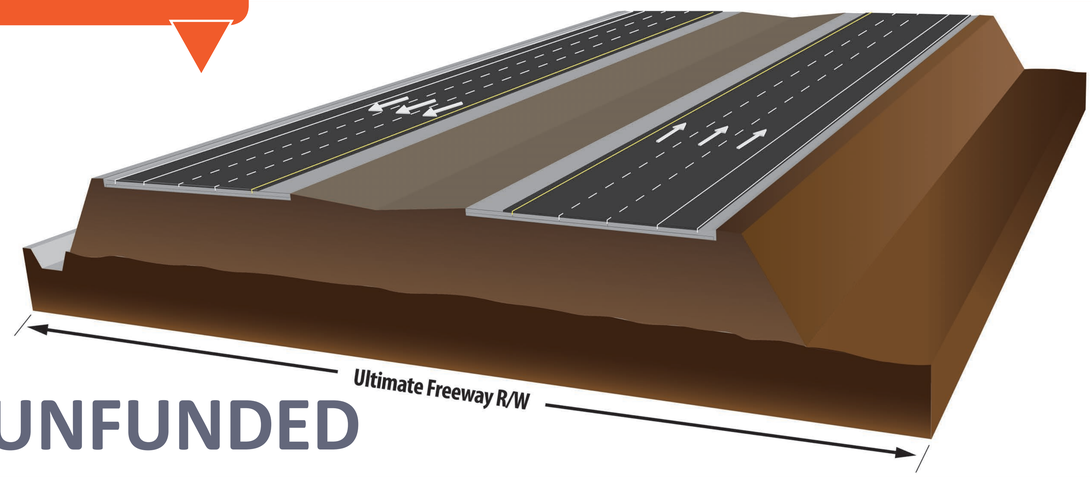
IMPLEMENTATION PLAN*

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



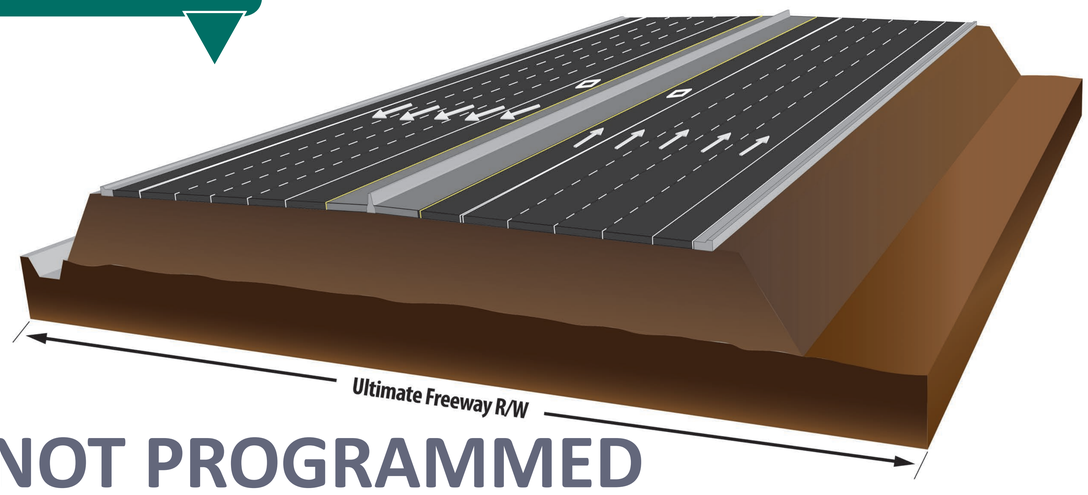
FUNDED

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



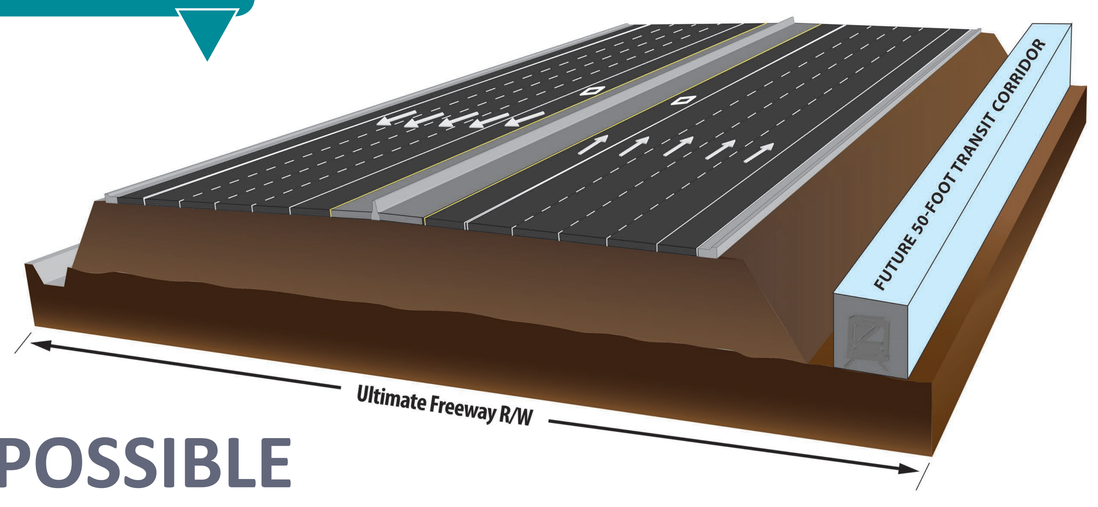
UNFUNDED

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



NOT PROGRAMMED

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



POSSIBLE

* If a Build Alternative is Selected

ADOT | U.S. Department of Transportation Federal Highway Administration | MARICOPA ASSOCIATION of GOVERNMENTS

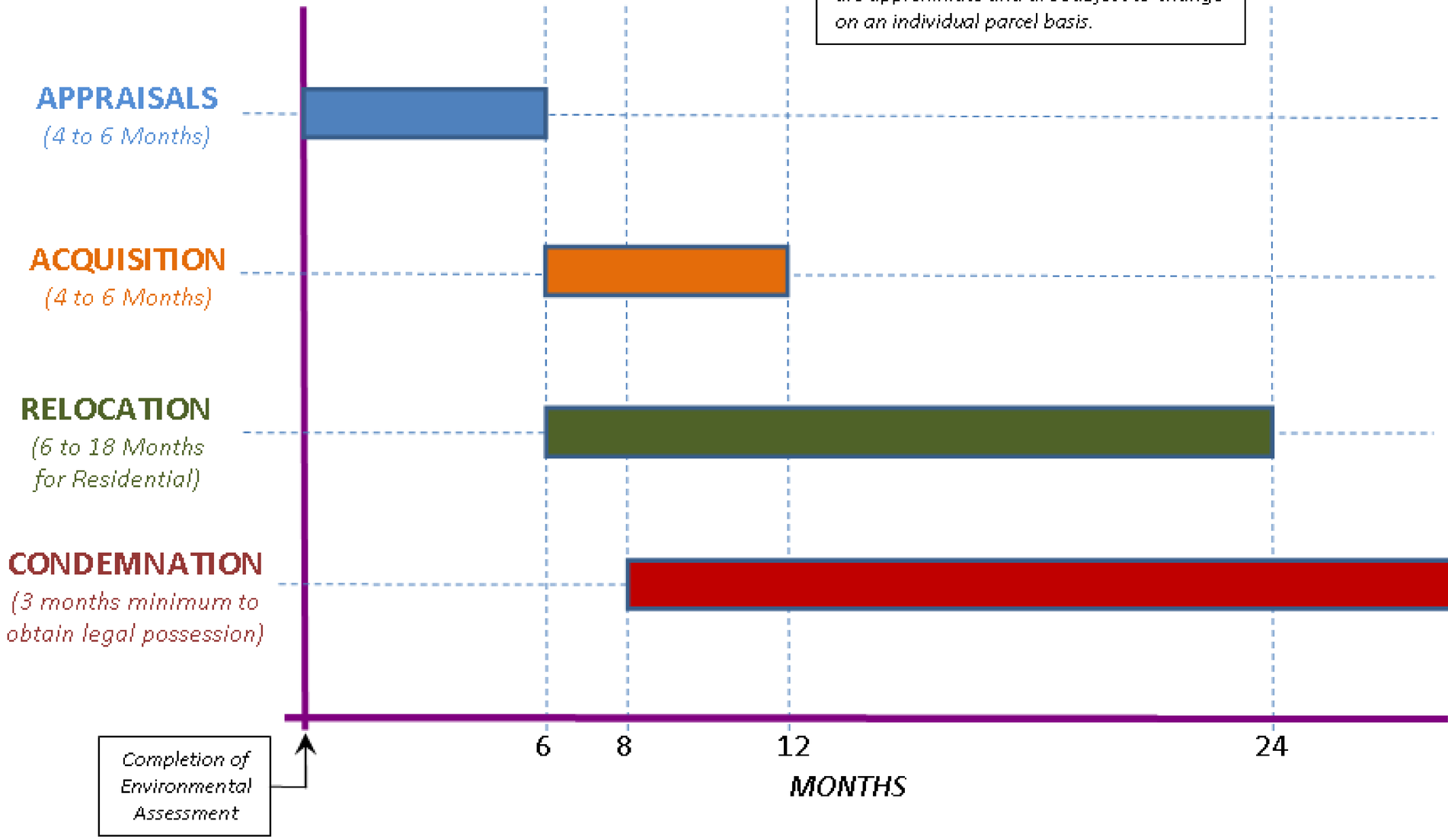
TITLE VI

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

Please Note: *The timeframes recited herein are approximate and are subject to change on an individual parcel basis.*



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 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.

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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.