



# 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**



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

Estamos presentando información en inglés esta noche. Para ayuda en español, por favor hable con Liz Topete-Stonefield.  
Gracias.



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

RESTROOM LOCATION

EMERGENCY EXITS

EVACUATION MUSTER POINT



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

## Public Information Meeting

# AGENDA

- Introduction of Study Team
- Meeting Purpose
- SR30 Study Timeline
- Corridor & Alternative Evaluations
- The No-Build Alternative
- The Recommended Build Alternative
- Right-of-Way Acquisition Process
- National Environmental Policy Act Information
- Project Next Steps



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## 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 Deborah Miller, 602.712.7210 or at [DMiller5@azdot.gov](mailto:DMiller5@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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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 Deborah Miller, 602.712.7210 o en [DMiller5@azdot.gov](mailto: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.



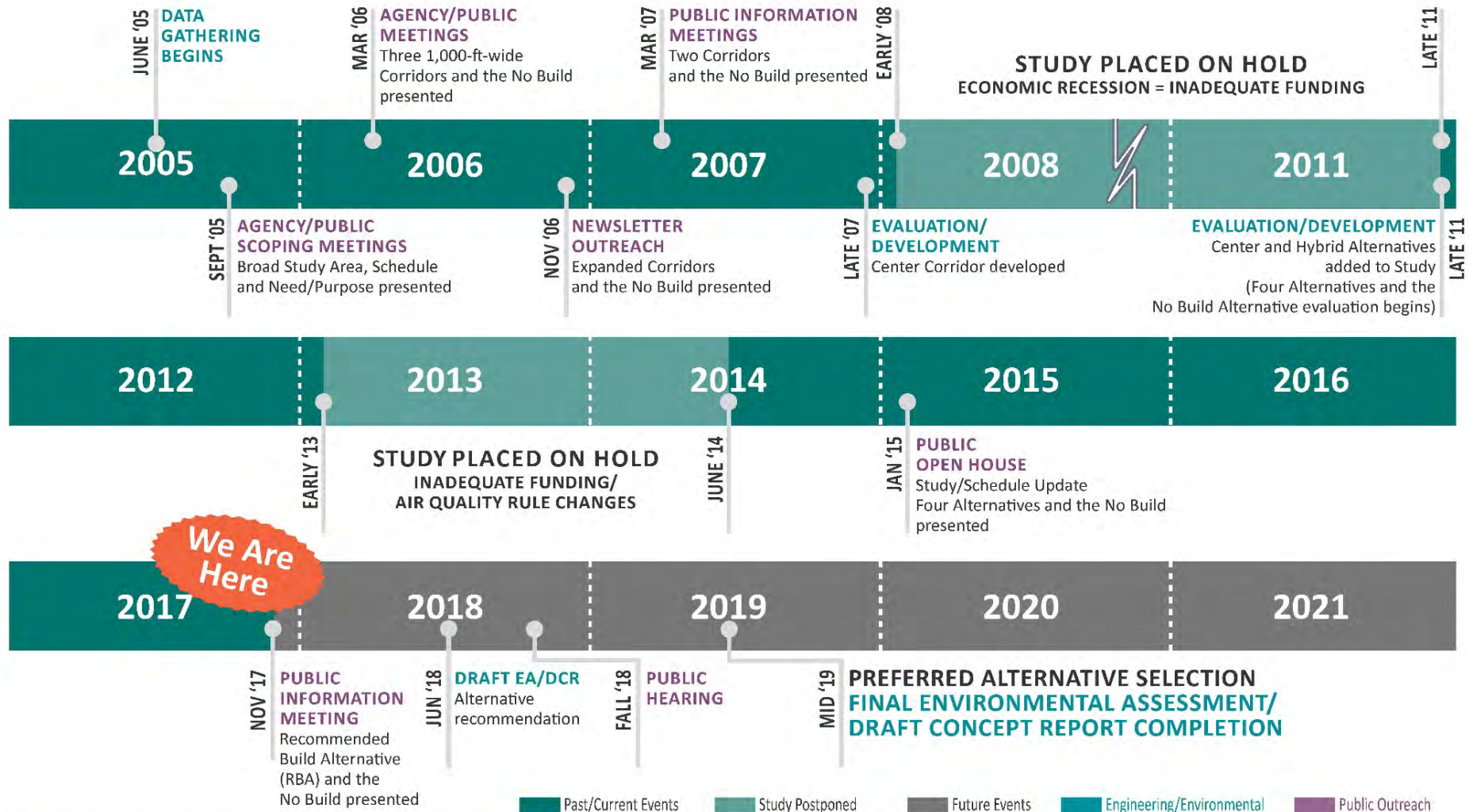
## ADOT Self-Identification Cards

- Self-identification survey cards available
- Fill one out and turn it in before you leave
- The information helps ADOT fulfill federal reporting requirements from the Federal Highway Administration (FHWA)
- Information is Anonymous
- **Participating is voluntary.**



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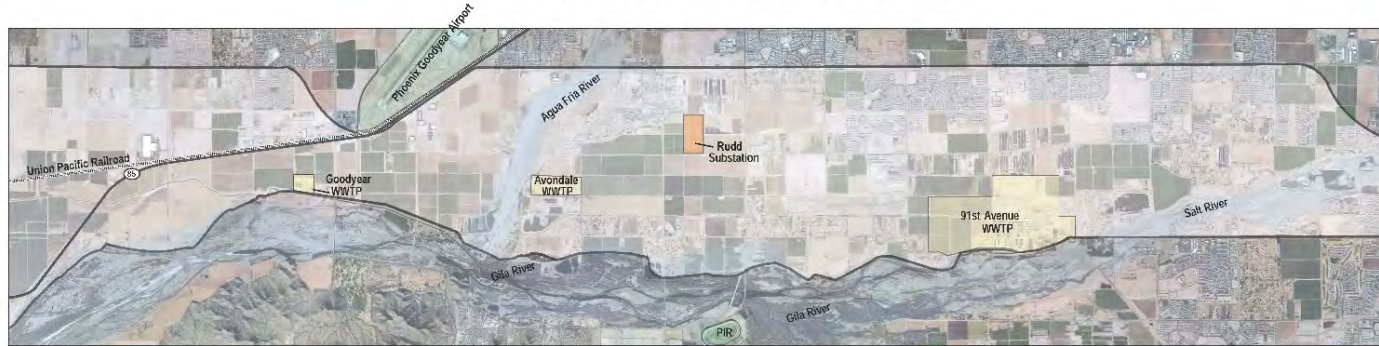
## SR 30 STUDY TIMELINE



# CORRIDOR EVALUATION

## 2005–2006

### BROAD STUDY AREA



2005

### 3 BUILD CORRIDORS AND THE NO BUILD



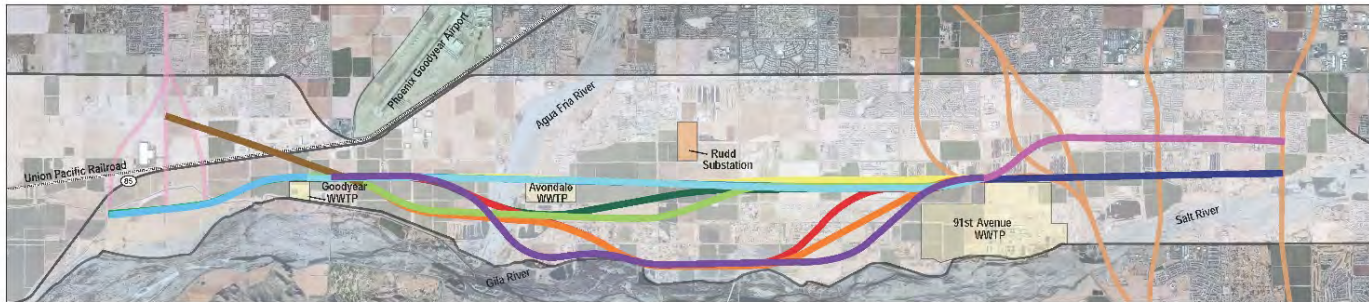
2006



# ALTERNATIVE EVALUATION

## 2007

MANY ALTERNATIVES CONSIDERED AND NO BUILD



2007

RESULTS: TWO ALTERNATIVES AND NO BUILD

NORTH ALTERNATIVE



SOUTH ALTERNATIVE



2007

# ALTERNATIVE EVALUATION

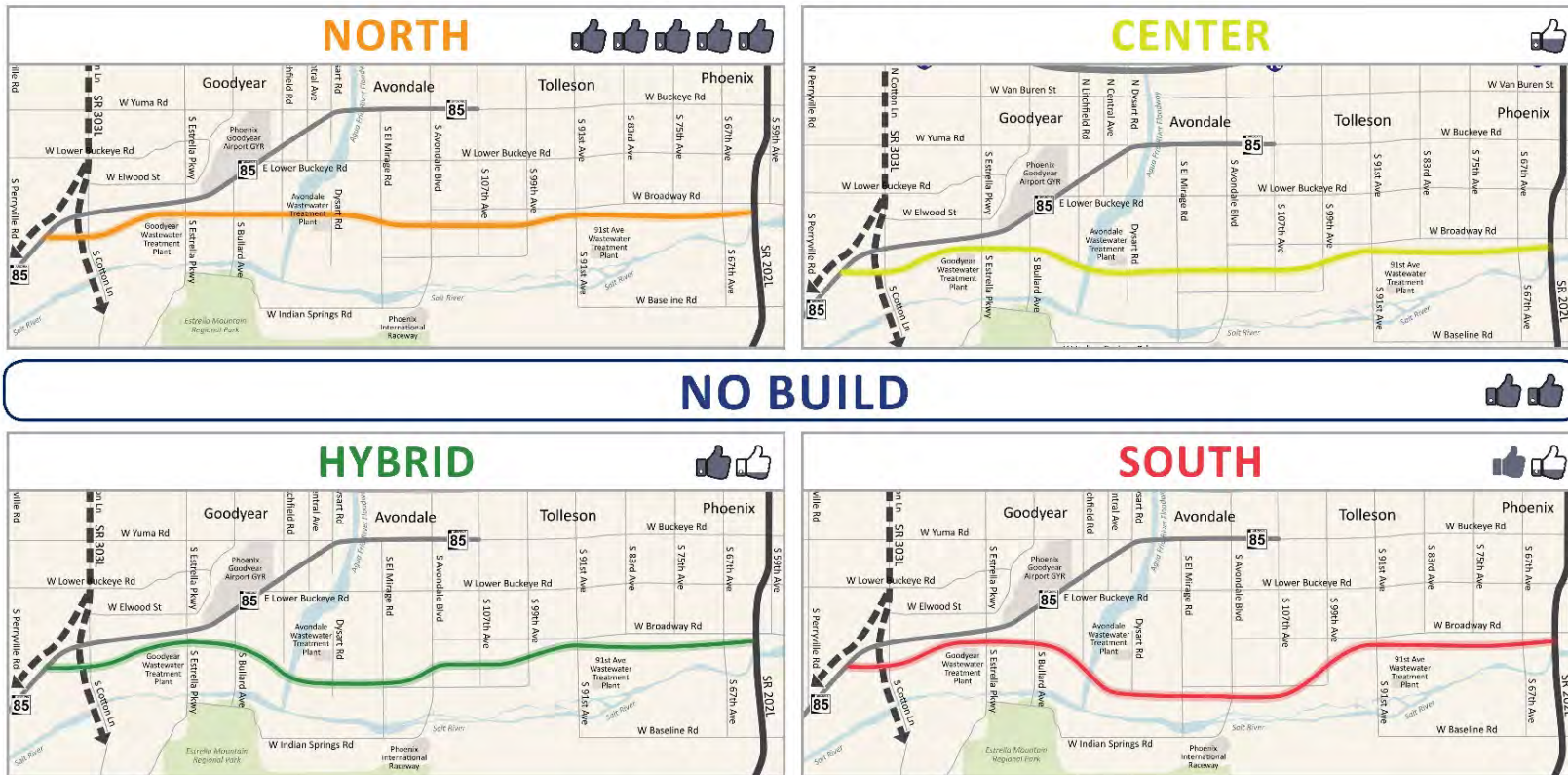
## 2011–2015

### 4 BUILD ALTERNATIVES AND NO BUILD

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

👍 = 10%    👍 => 10%

2015





## WHAT IS THE NO BUILD ALTERNATIVE?

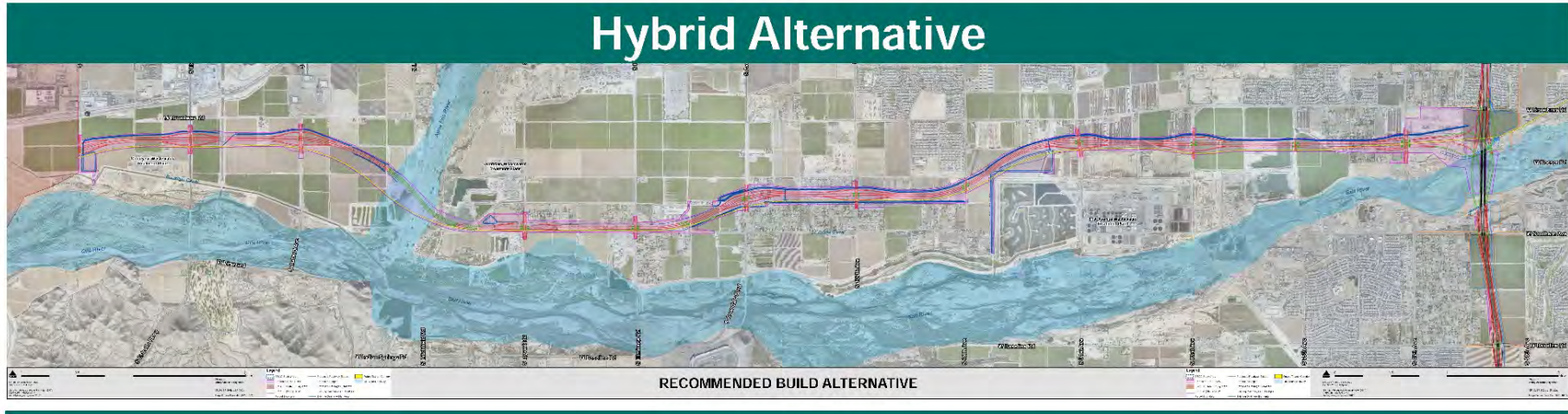
- The No Build is the baseline condition carried forward in an environmental study if the proposed major transportation facility were not built
- The No Build will provide the SR 30 study team with a basis against which social, environmental, and economic impacts will be measured
- The No Build will 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.

# RBA DECISION

## Hybrid 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

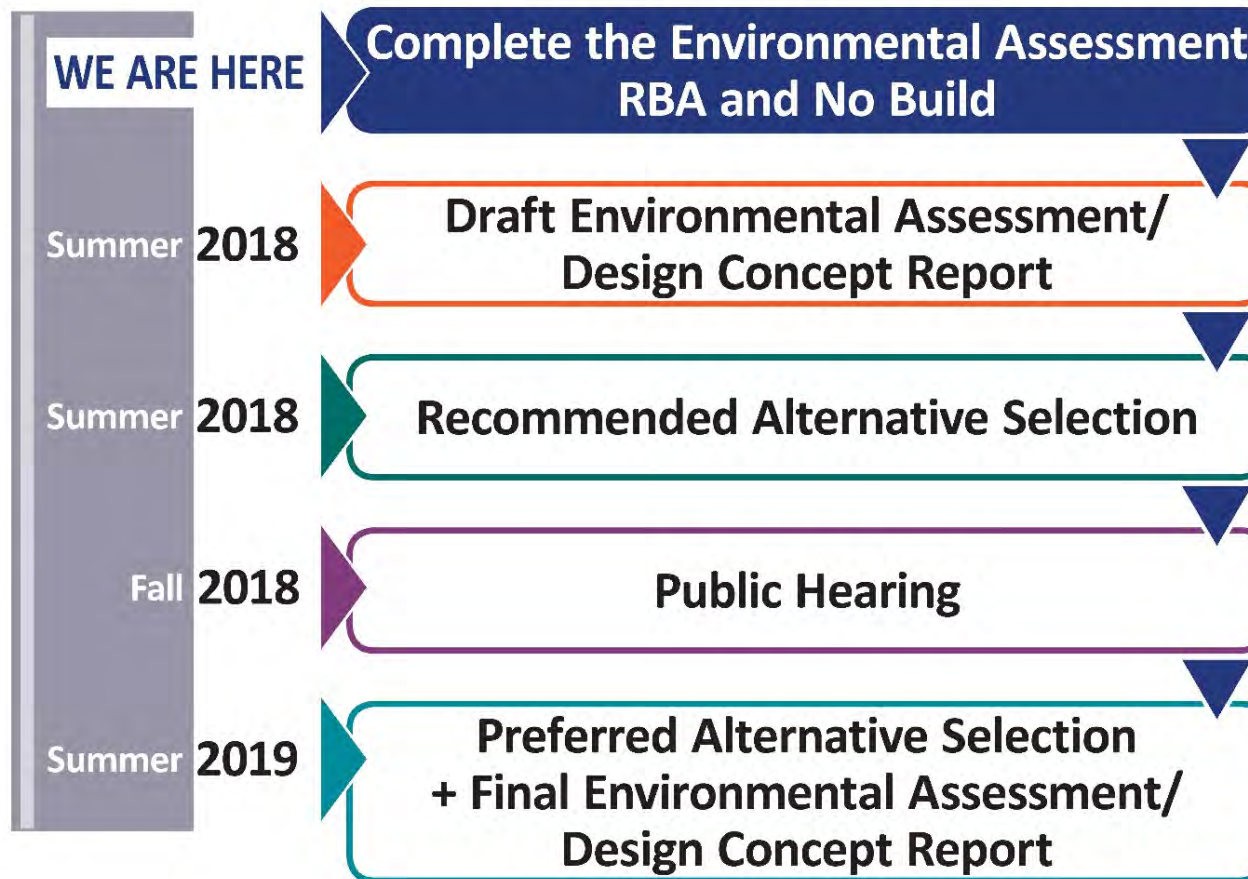
North	Center	Hybrid	South
<ul style="list-style-type: none"> <li>Acquisition of a future high school site [Section 4(f) property]—not permitted by law if other prudent/feasible alternatives exist that avoid Section 4(f) properties.</li> <li>Tres Rios elementary school would need to be acquired and relocated</li> <li>72 existing residential displacements</li> </ul>	<ul style="list-style-type: none"> <li>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</li> <li>Large drainage infrastructure needed on both sides of the freeway—requires more ROW, added construction costs, and long-term maintenance efforts</li> <li>90 existing residential displacements</li> </ul>	<ul style="list-style-type: none"> <li>Avoids costly construction of a bridge over the Vulcan sand and gravel mine pit.</li> <li>Follows natural ridge line of the terrain along Southern Avenue—therefore, little or no off-site drainage infrastructure would be needed</li> <li>Only Alternative consistent with the City of Avondale General Plan 2030</li> <li>130 existing residential displacements</li> </ul>	<ul style="list-style-type: none"> <li>Located adjacent to the sensitive Gila River ecosystem</li> <li>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</li> <li>High liability risk to ADOT</li> <li>107 existing residential displacements</li> </ul>
<p><b>CONCLUSION:</b></p> <p>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.</p>	<p><b>CONCLUSION:</b></p> <p>The Center Alternative was dismissed from further consideration because of its substantial technical and cost issues.</p>	<p><b>CONCLUSION:</b></p> <p>The Hybrid Alternative was chosen as the RBA because it avoids the major issues associated with the North, Center, and South Alternatives.</p>	<p><b>CONCLUSION:</b></p> <p>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.</p>

# 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.



## NEXT STEPS

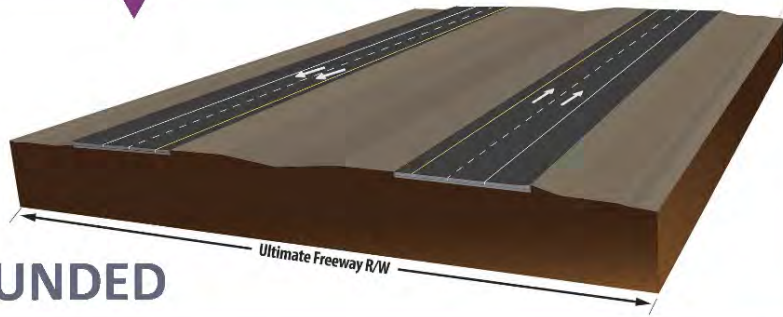




# IMPLEMENTATION PLAN\*

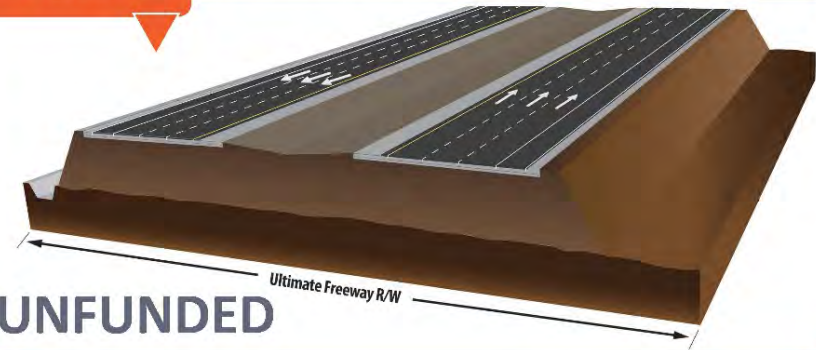
Phase **1**

**Four-Lane Roadway**  
(2 lanes each direction)



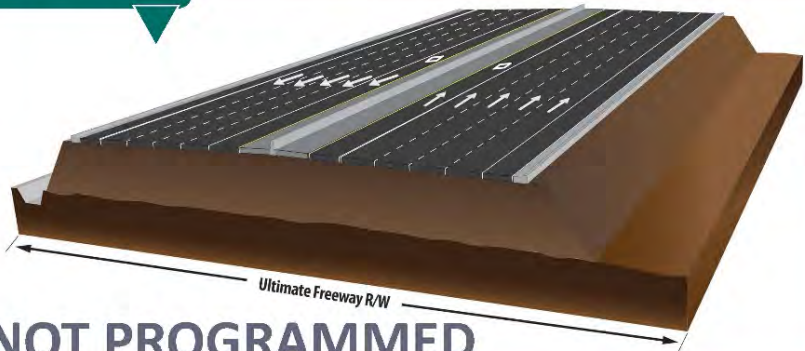
Phase **2**

**Six-Lane Freeway**  
(3 lanes each direction)



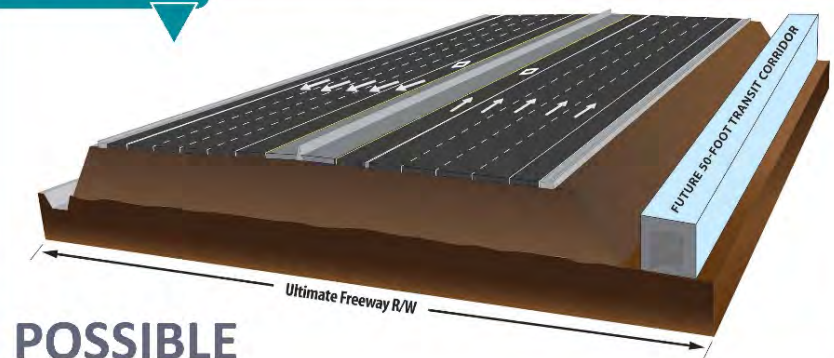
Phase **3**

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



Phase **4**

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



\* If a Build Alternative is Selected



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## Question Card Review and Answer Session

# YOUR INPUT IS IMPORTANT

Please send us your comments on the RBA decision using one of the methods below:



**Online:** [azdot.gov/SR30](http://azdot.gov/SR30)



**Email:** [SR30@azdot.gov](mailto: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.



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# THANK YOU