



Final Environmental Assessment

**State Route (SR) 30, SR 303L to SR 202L
Maricopa County, Arizona**

**NH-801-B(ARG)
801 MA 000 H6876 01L**

Errata Sheet

November 2019

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019, and executed by FHWA and ADOT.

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Arizona Department of Transportation
FINDING OF NO SIGNIFICANT IMPACT
for
State Route (SR) 30, SR 303L to SR 202L

NH-801-B(ARG)
801 MA 000 H6876 0L1

The Arizona Department of Transportation has determined that this project will not have any significant impact on the human or natural environment. This finding of no significant impact is based on the attached environmental assessment, which has been evaluated and determined to adequately discuss the environmental issues and impacts of the project. The environmental assessment provides sufficient evidence and analysis for the Arizona Department of Transportation to determine that an environmental impact statement is not required. The Arizona Department of Transportation takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

Approved by: Paul O'Brien
Paul O'Brien, PE

Date: 11/6/19

Administrator
Environmental Planning
Arizona Department of Transportation

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Acronyms and Abbreviations

ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
A.R.S.	Arizona Revised Statutes
AZPDES	Arizona Pollutant Discharge Elimination System
BWCDD	Buckeye Water Conservation and Drainage System
CAA	Clean Air Act
CFR	Code of Federal Regulations
CWA	Clean Water Act
EA	environmental assessment
EPA	U.S. Environmental Protection Agency
FCDMC	Flood Control District of Maricopa County
FHWA	Federal Highway Administration
FONSI	finding of no significant impact
I-10	Interstate 10
I-11	Interstate 11
I-17	Interstate 17
JD	jurisdictional determination
MAG	Maricopa Association of Governments
MC 85	Maricopa County Route 85
MS4	municipal separate storm sewer system
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
PEL	Planning and Environmental Linkages
ROD	Record of Decision
ROW	right-of-way
RTP	<i>Regional Transportation Plan (MAG)</i>
SJID	St. Johns Irrigation District
TI	traffic interchange
TIP	<i>Transportation Improvement Plan</i>
USACE	U.S. Army Corps of Engineers
Waters	waters of the United States
WWTP	wastewater treatment plant

I. Introduction

Project Description

The Arizona Department of Transportation (ADOT) plans to construct the new State Route (SR) 30 freeway in the southwestern part of the Phoenix metropolitan area in Maricopa County, Arizona. The SR 30 corridor traverses portions of the cities of Goodyear, Avondale, and Phoenix, and unincorporated areas of Maricopa County. The area is predominantly agricultural with farmland, agricultural facilities, and dairy farms. Dispersed pockets of primarily residential development are also found in this area just north of the Gila and Salt Rivers.

A Draft Environmental Assessment (EA) was prepared to document the potential environmental impacts of the SR 30 project; it was published for public review in April 2019. The Recommended Build Alternative evaluated in the Draft EA is 14.8 miles in length and is approximately 5 miles south of Interstate 10 (I-10). The ultimate western terminus for this segment of SR 30 is SR 303L, in Goodyear, although the terminus discussed in the Draft EA is at Sarival Avenue because ADOT's planning efforts for the SR 303L project evaluated the SR 30 corridor west of Sarival Avenue. The eastern terminus is a system traffic interchange (TI) with SR 202L (South Mountain Freeway), which is currently under construction and is just west of 59th Avenue in Phoenix. The SR 30 freeway's right-of-way (ROW) width, as identified during the current preliminary design phase, would be approximately 500 to 600 feet wide, expanding to approximately 1,500 feet wide at each service TI.

Based on the current approved Maricopa Association of Governments (MAG) *Regional Transportation Plan* (RTP), the development of SR 30 will start in fiscal year 2020, beginning with design and ROW acquisition. At this time, construction of the full freeway section (three general purpose lanes in each direction with grade-separated service TIs connecting the freeway with existing north-to-south roadways) is included in the 20-year plan, but it is not fully funded. Funding exists only for the acquisition of the full freeway ROW and long lead-time utility work. Construction of the freeway with three lanes in each direction is not specifically programmed in a fiscal year, so it is indicated as fiscal year 2026 and beyond. It is important to note that the RTP program changes regularly. Ultimately, SR 30 would be expanded to include four general-purpose lanes and one high-occupancy vehicle lane in each direction at some point in the future. The SR 30 ROW would also include a 50-foot-wide corridor to accommodate a future transit facility.

Summary of the Draft Environmental Assessment

The Draft EA for the new SR 30, from the proposed SR 303L to the new South Mountain Freeway (SR 202L), was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code §§ 4321 et seq.), and Council on Environmental Quality regulations that implement NEPA (40 Code of Regulations §§ 1500 to 1508), with ADOT acting as the lead agency. The Federal Highway Administration (FHWA) participated as a joint lead agency in planning and preparing technical and environmental documents prior to the signing of a Memorandum of Understanding for the Surface Transportation Project Delivery Program (23 United States Code § 327) on April 16, 2019. Under the Memorandum of Understanding, ADOT is now the lead agency to attain NEPA compliance for this project. The NEPA process provides steps and procedures to evaluate the potential social, economic, and environmental impacts of the SR 30 freeway and provides an opportunity for the public; federal, state, and local agencies; and tribes to provide input and/or comments through the scoping and public involvement process conducted for this study.

The Draft EA was completed and approved by ADOT on April 16, 2019. The Draft EA was available for public review from April 17 to June 3, 2019, on the ADOT SR 30 website: <https://azdot.gov/node/14387>.

Hard copy versions of the Draft EA were also available for public review at the City of Avondale Sam Garcia Western Avenue Library, Buckeye Public Library – Downtown, Buckeye Fire Department Administration, and Goodyear Fire Department Station #184. The general public, government agencies, elected officials, tribes, and other interested parties had an opportunity to provide comments on the Draft EA in writing by mail, email, or the study website.

ADOT held a public hearing for the SR 30 project at La Joya Community High School in Avondale on May 11, 2019. Notices of the hearing and the availability of the Draft EA for public review were published between April 19 and April 24, 2019, in the *West Valley View* (English-language), *Arizona Republic* (English-language), and *La Voz* (Spanish-language) newspapers. The advertisements provided an overview of the SR 30 project, information on how to provide comments on the Draft EA, and an invitation to the public to attend the public hearing.

During the public hearing, both written and oral comments on the SR 30 project were recorded between 11 a.m. and 5 p.m. Written comments could be provided on comment sheets, and oral comments could be

made to designated court reporters in both English and Spanish. All comments at the hearing were assembled into the *SR 30 Public Hearing Summary Report* by the ADOT Communications Division. This report is available for review as part of this Final EA in Appendix A.

This Final EA provides ADOT's responses to public and agency comments made during the comment period and during the public hearing. It also provides any additional information, data, or revisions to the Draft EA, where necessary, and is intended to be used in conjunction with the Draft EA. This Final EA includes:

- a list of mitigation measures to be undertaken by ADOT and the designated construction contractor
- revisions to the Draft EA (errata)
- *SR 30 Public Hearing Summary Report* (in Appendix A), containing:
 - public hearing summary
 - meeting notifications
 - hearing materials and presentation
 - comment forms received
 - public hearing transcripts
 - other public hearing information
- public comments and ADOT's responses (in Appendix B)

With the completion of this Final EA and the issuance of a finding of no significant impact (FONSI) by ADOT, the NEPA requirements for this project have been met.

Selected Alternative

Alternatives for a major transportation facility in the southwestern section of Maricopa County were initially developed and evaluated based on the *Final Alternatives Selection Report, State Route (SR) 801, SR 303L to SR 202L* (ADOT 2007) (the original route number for the project was SR 801, which changed to SR 30 in 2012). A total of 12 alternative corridor alignments and combinations thereof were initially identified and screened for SR 30 based on a number of criteria, including technical considerations, environmental impacts, cost, and ability to meet the purpose and need for the project. Four build alternatives were recommended to

be carried forward for further evaluation—North, Center, Hybrid, and South—while the others were dismissed from further consideration. The four build alternatives were presented to the public at a meeting on January 21, 2015, and were subsequently evaluated and screened at a finer level of detail. The results of the process determined that the Hybrid Alternative best met the purpose and need for the project, scored the highest rankings on environmental and technical criteria, and received the most support from the affected municipalities of Goodyear, Avondale, and Phoenix. ADOT and FHWA—at that time—selected the Hybrid Alternative as the Recommended Build Alternative, which was presented to the public at a meeting on November 16, 2017.

The SR 30 Recommended Build Alternative and No-Build Alternative were carried forward for detailed evaluation and comparison in the Draft EA. The No-Build Alternative served as a baseline to allow evaluation and comparison of the impacts of undertaking the SR 30 project with the impacts of not doing so, or maintaining the transportation status quo in the area.

The SR 30 project is needed to meet current and projected travel demand in Goodyear, Avondale, and Phoenix that is expected to result from existing agricultural land continuing to transition to future residential, commercial, warehouse and distribution, and light industrial uses. This increasing travel demand results in the need for an additional east-to-west transportation corridor in the southwestern Phoenix metropolitan area from SR 303L in Goodyear to SR 202L near 59th Avenue in Phoenix to provide congestion relief and travel time reduction on I-10 and local arterial streets. The connection would further improve system operations and the effectiveness of individual roadway network components in this area, which are important to the overall regional transportation network's operation.

Based on the results of the engineering and environmental studies for the SR 30 project and the comments received on the Draft EA and from the public hearing, ADOT has approved the Recommended Build Alternative evaluated in the Draft EA as the Selected Alternative.

II. Mitigation Measures

Mitigation measures have been defined to avoid or minimize the environmental impacts of the project. Global changes made to the mitigation measures from the Draft EA for the Selected Alternative include changing “would” to “will” for ADOT responsibilities. In addition, all references to “would” in connection with the contractor’s responsibilities have been changed to “shall.” All of the following mitigation measures apply and will be implemented during all phases of construction. The mitigation measures listed below supersede the mitigation measures from the Draft EA and are not subject to change without prior written approval from ADOT.

Arizona Department of Transportation Design Responsibilities

- The owners of acquired right-of-way will be compensated at fair market value in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Public Law 91-646; 49 Code of Federal Regulations Part 24). In addition, Arizona House Bill 2114, signed into law on April 15, 2014, further broadens the benefits provided to property owners who will be displaced (www.azleg.gov/legtext/51leg/2r/laws/0028.pdf). (See Draft EA page 102.)
- The design team will consider strategies to adjust the design to avoid or minimize impacts, to the extent possible, in connection with the Arizona Department of Transportation Roadway Design Standards and Guidance 2016 document, *Complete Transportation Guidebook*. (See Draft EA page 103.)
- During final design, the Arizona Department of Transportation project manager will contact the Arizona Department of Transportation Environmental Planning noise coordinator (602.712.6161 or 602.712.7767) to arrange for qualified personnel to review and update the noise analysis to determine the exact number, location, and height of noise barriers required to mitigate noise impacts in accordance with the Arizona Department of Transportation’s *Noise Abatement Requirements* (dated 2017). (See Draft EA page 144.)
- Where feasible, the noise barriers required as mitigation measures will be constructed as early as possible in the construction phasing to shield adjacent properties from construction-related noise. (See Draft EA page 144.)

- Future noise analyses and noise barrier recommendations will include public involvement in accordance with the Arizona Department of Transportation’s *Noise Abatement Requirements and Public Involvement Plan* (See Draft EA page 144.)
- The Arizona Department of Transportation design team will consider the effects of noise from project construction activities and will determine any additional measures that are needed in the plans or specifications to minimize or eliminate adverse impacts from construction noise. (See Draft EA page 144.)
- If avoidance of utilities is not possible or feasible during final design, the utilities will be encased or relocated (some underground pipes may be left alone, depending on the class of pipe). Utility work related to the freeway will be closely coordinated with the utility owners, particularly when service outages will be required. Power outages related to power line relocations should generally be scheduled between November and February. Any outages for the Arizona Public Service pipeline serving the Palo Verde Nuclear Generating Station will be coordinated with Arizona Public Service and may need to occur during the April or October “dry-ups.” (See Draft EA page 149.)
- Should a utility relocation be required, the Arizona Department of Transportation will coordinate with the utility owner to determine the need for new right-of-way or easements of the same size as the previous right-of-way or easement for that utility. (See Draft EA page 149.)
- Freeway light poles will not exceed 69 (sixty-nine) feet in height under the projected centerline(s) of the Phoenix Goodyear Airport runway(s). Poles taller than 69 (sixty-nine) feet may result in an airspace obstruction, requiring Federal Aviation Administration approval. If feasible, the design team will consider alternative lighting concepts. (See Draft EA page 150.)
- The design team will be required to submit Federal Aviation Administration Form 7460 for the permanent 69 (sixty-nine)-foot light poles; however, it is not anticipated that these lights will be considered obstructions. (See Draft EA page 150.)
- The design team will be required to submit Federal Aviation Administration Form 7460 for temporary airspace penetrations by cranes during the construction of bridges, light poles, sign structures, etc., within 1 mile of the Phoenix Goodyear Airport runway(s). (See Draft EA page 150.)

- Freeway lighting within 0.25 mile of the projected centerline of the Phoenix Goodyear Airport runway(s) will use downward-facing lamps and/or light shields. (See Draft EA page 150.)
- The design team will consider roadway lighting colors other than pure white under the Phoenix Goodyear Airport runway approaches, from Sarival Avenue to Bullard Avenue, to avoid situations where a pilot will confuse freeway lighting with the airfield lighting, which uses pure white lamps. (See Draft EA page 150.)
- The design team will coordinate permanent sign requirements with the Phoenix Goodyear Airport for both typical and special-event traffic. (See Draft EA page 150.)
- The design team will avoid, to the extent possible, the use of detention basins under the Phoenix Goodyear Airport runway approaches that could attract waterfowl. If it has been determined that avoidance will not be possible, mitigation to discourage use of the basins by waterfowl will be employed during final design. (See Draft EA page 150.)
- It is anticipated that existing utilities within the State Route 202L (South Mountain Freeway) corridor will be placed in the ultimate condition for that project, and will also account for the State Route 30 improvements. However, if avoidance of those utilities within State Route 202L is not possible during the final design of the State Route 30 improvements, the utilities will be encased or relocated as needed. (See Draft EA page 150.)
- The Flood Control District of Maricopa County floodplain manager will be contacted at 602.506.1501 and will be provided an opportunity to review and comment on the design plans during the final design phase of the State Route 30 project. (See Draft EA page 169).
- Where the freeway will cross the Agua Fria and Salt Rivers and Bullard Wash and encroach on the Gila River, the design team will evaluate bridge options that will reduce impacts on the 100-year floodplain during the final design phase of the State Route 30 project. (See Draft EA page 169.)
- The design team will coordinate with the City of Phoenix and the U.S. Army Corps of Engineers regarding the Tres Rios levee and will consider mitigation measures for any floodplains that will be affected by the State Route 30 project during the final design phase of the State Route 30 project. (See Draft EA page 169.)

- The design team will coordinate with the Flood Control District of Maricopa County and the Federal Emergency Management Agency to assess a no-rise condition from floodway and floodplain impacts. If a no-rise condition cannot be proven, a Conditional Letter of Map Revision/Letter of Map Revision process will be incorporated during the final design phase of the SR 30 project. (See Draft EA page 169.)
- Coordination with the Buckeye Water Conservation and Drainage District, Roosevelt Irrigation District, St. Johns Irrigation District, and Salt River Project will occur during the freeway final design to take into account the potential impacts on irrigation infrastructure. The installation of pipes or other conduit structures to convey irrigation water under the SR 30 freeway project will be considered. Major canals will be spanned. (See Draft EA page 182.)
- The design team will evaluate mitigation measures to reduce the quantity of pollutants reaching the Gila River. These measures may include properly designed drainage channels that will resist erosion, energy-dissipating structures at culverts to prevent downstream erosion, and sediment-trapping basins strategically located to maximize sediment removal while functioning as chemical spill containment structures. (See Draft EA page 182.)
- The design team will evaluate mitigation measures for cut-and-fill slopes, which may erode unless stabilized with vegetation or geotextiles. Vegetation will slow surface runoff, help bind soils, reduce rainfall impact, and break up flow patterns. Geotextiles including matting, retaining walls, and rock slope protection will prevent extensive contact between surface runoff and soil, keeping the soil intact. Retaining walls decrease cut-and-fill slopes, reducing runoff velocities and erosion potential. Rock slope protection armors the slope, preventing soil movement. (See Draft EA page 182.)
- The design team will evaluate mitigation measures for slopes along roadside channels and at discharge points from culverts, which may be steep and promote erosion. Therefore, conveyance features may require protection in the form of channel lining, reduced slopes, or energy-dissipating structures designed to break up and reduce discharge velocities. (See Draft EA page 183.)

- The roadway surface may collect contaminants such as oil, grease, soil, and trash. When precipitation occurs, these contaminants will be washed from the road surface to nearby natural and roadside channels. The design team will evaluate measures to lessen the impact of these contaminants. Settling basins may be used to collect water and allow materials to settle. These settling basins may also contain chemical spills resulting from vehicle accidents. If an accident occurred, the spill volume may be accommodated and contained, provided that the basins were dry at the time of the accident. These settling basins will require periodic cleaning. (See Draft EA page 183.)
- During design, the freeway will be evaluated for specific impacts on waters of the United States, and the appropriate level of Clean Water Act Section 404 permitting will be addressed. Applicable Section 404 permits will be obtained from the U.S. Army Corps of Engineers prior to construction. (See Draft EA page 198.)
- All disturbed soils not paved that will not be landscaped or otherwise permanently stabilized by construction will be seeded using species native to the project vicinity. (See Draft EA page 214.)
- During design, parcel-specific initial site assessments will be performed as part of the right-of-way acquisition process, based on the findings of the corridor initial site assessment completed in November 2017. A review of structures that will be demolished will also be required to determine any risks associated with asbestos and lead-based paint. Should any sites of concern be identified, avoidance or minimization of impacts will be the primary mitigation measure. (See Draft EA page 220.)
- The design team's project manager will contact the Arizona Department of Transportation's Environmental Planning Hazardous Materials Coordinator at 1-602-920-3882 to determine the need for additional site assessments. (See Draft EA page 220.)

Arizona Department of Transportation Right-of-Way Group Responsibilities

- Groundwater well impacts and acquisitions will be handled by the Arizona Department of Transportation's Right-of-Way Group. If a well were acquired, the water will be replaced. If a well were affected by the freeway construction, well abandonment and compensation (drilling a new well) may be required. Any required new wells may be installed outside the freeway right-of-way in accordance with Arizona Department of Water Resources regulations. (See Draft EA page 183.)

- Existing irrigation district canals affected by the freeway may be allowed to pass from one side of the freeway to the other (through the installation of a pipe, conduit, or extension) to continue conveying water. (See Draft EA page 183.)

Arizona Department of Transportation Environmental Planning Responsibilities

- During the development of project designs, a Historic Property Treatment Plan will be developed and implemented by the Arizona Department of Transportation Environmental Planning Historic Preservation Team, in consultation with the Arizona State Historic Preservation Office and other consulting parties. The Historic Property Treatment Plan will be developed in accordance with Attachment 6 (Resolving Adverse Effects with Standard Conditions) of the Federal Highway Administration's Statewide Section 106 Programmatic Agreement for Federal-Aid Projects. Construction activities will not occur in areas requiring archaeological testing and data recovery until the archaeological investigations are complete, in accordance with the Historic Property Treatment Plan. (See Draft EA page 117.)

Arizona Department of Transportation Roadside Development Section Responsibilities

- The use of earth colors for lighting standards, overpasses, abutments, retaining and screening walls, and noise barriers will be evaluated by the Arizona Department of Transportation Roadside Development Section throughout the design process for the Recommended Build Alternative. Similarly, the Arizona Department of Transportation will evaluate the use of aesthetic treatments and patterning on noise barriers, screening walls, piers, concrete barriers, retaining walls, and highly visible headwalls. Retention basins and associated landscape treatments will blend into the surrounding landscape to the extent possible. (See Draft EA page 160.)
- Protected native plants within the project limits will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will determine if Arizona Department of Agriculture notification is needed. If notification is needed, the Arizona Department of Transportation Roadside Development Section will send the notification at least 60 (sixty) calendar days prior to the start of construction. (See Draft EA page 215.)

- The Arizona Department of Transportation Roadside Development Section will provide special provisions for the control of noxious and invasive plant species during construction that may require treatment and control within the project limits. (See Draft EA page 215.)

Arizona Department of Transportation Central District Responsibilities

- Access to adjacent businesses and residences will be maintained throughout construction. (See Draft EA page 103.)
- If previously unidentified cultural resources are encountered during activity related to construction of the project, the contractor will stop work immediately at that location, notify the Engineer, and take all reasonable steps to secure the preservation of those resources. The Engineer will contact the Arizona Department of Transportation Environmental Planning Historic Preservation Team (602.712.8636 or 602.712.7767) immediately, and make arrangements for proper treatment of those resources. (See Draft EA page 118.)
- The Engineer will contact the Arizona Department of Transportation Environmental Planning Historic Preservation Team (602.712.7767 and 602.712.8636) 14 days prior to construction to ensure that the terms and stipulations of the Historic Property Treatment Plan have been fulfilled. (See Draft EA page 118.)
- When or if service disruptions will be required for utility relocations, the Arizona Department of Transportation will coordinate with utility companies to ensure customers are notified prior to disruptions. (See Draft EA page 150.)
- During construction, the Arizona Department of Transportation Engineer will ensure that the contractor complies with the terms and conditions of the applicable Clean Water Act Section 404 permits. (See Draft EA page 198.)
- The Arizona Department of Transportation will comply with provisions set forth in Sections 401 and 402 of the Clean Water Act. Potential contaminant sources are regulated under the Arizona Pollutant Discharge Elimination System General Permit for construction activities. Construction-related activities regulated under this permit must have a Stormwater Pollution Prevention Plan outlining best management practices for controlling construction-related pollution discharges to waters of the United States, as defined in the Clean Water Act. (See Draft EA page 198.)

- The Arizona Department of Transportation Engineer will review and approve the contractor's Stormwater Pollution Prevention Plan, Notice of Intent, and Notice of Termination prior to submittal to the Arizona Department of Environmental Quality. (See Draft EA page 198.)
- If any previously unknown historic or archaeological remains within or adjacent to waters of the United States are discovered during construction, the Arizona Department of Transportation will immediately notify the U.S. Army Corps of Engineers. The U.S. Army Corps of Engineers will initiate federal and state coordination required to determine whether the discovery warrants a recovery effort or whether the site is eligible for listing in the National Register of Historic Places. (See Draft EA page 199.)
- If active bird nests are identified within the project limits, construction activities will avoid disturbing any active nest. Avoidance areas, if necessary, will be marked in the field with temporary fencing or t-posts with flagging by the approved biologist. The Engineer will confer with the approved biologist to determine the appropriate avoidance strategies until the nestlings have fledged from the nest and the nest is no longer active. (See Draft EA page 214.)
- If any active bird nests cannot be avoided by vegetation clearing or construction activities, the Engineer will contact the Environmental Planning biologist (602.712.7134 or 602.712.7767) to evaluate the situation. (See Draft EA page 215.)
- The Arizona Department of Transportation's Central District will develop and coordinate emergency response plans with local fire authorities, hospitals, and other emergency responders for situations involving hazardous material releases or chemical spills. (See Draft EA page 220.)
- If suspected hazardous materials are encountered during construction, work will cease at that location and the Arizona Department of Transportation Resident Engineer will arrange for the proper assessment, treatment, or disposal of those materials. (See Draft EA page 221.)
- Asbestos and lead-based-paint-containing materials identified in structures to be demolished will be properly removed and disposed of prior to demolition. (See Draft EA page 221.)

Contractor Responsibilities

- The contractor shall ensure the construction project will be managed in such a manner as to minimize temporary residential impacts, such as noise, vibration, dust, traffic restrictions, and street closures. (See Draft EA page 103.)

- Access to adjacent businesses and residences shall be maintained throughout construction. (See Draft EA page 103.)
- With the exception of those driveways that shall be closed off during construction of State Route 30 as part of the project and those that will experience temporary, short-term closures of less than 3 hours, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one shall remain open at all times. (See Draft EA page 103.)
- No work shall occur in areas requiring archaeological testing and data recovery until the Arizona Department of Transportation Environmental Planning Historic Preservation Team informs the Engineer that testing/data recovery has been completed in accordance with the Historic Property Treatment Plan. (See Draft EA page 118.)
- If previously unidentified cultural resources are encountered during activity related to construction of the project, the contractor shall stop work immediately at that location, notify the Engineer, and take all reasonable steps to secure the preservation of those resources. The Engineer shall contact the Arizona Department of Transportation Environmental Planning Historic Preservation Team (602.712.8636 or 602.712.7767) immediately, and make arrangements for proper treatment of those resources. (See Draft EA page 118.)
- Fugitive dust generated from construction activities must be controlled in accordance with Maricopa County Rule 310 and the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction*, Section 104.08 (2008 edition), special provisions, as well as other local rules and ordinances. (See Draft EA page 138.)
- The Arizona Department of Transportation's *Standard Specifications for Highway and Bridge Construction* (2008) stipulates that all exhaust systems on equipment shall be in good working order and that properly designed engine closures and intake silencers shall be used where appropriate. (See Draft EA page 145.)
- To minimize noise impacts during construction, stationary or idling equipment shall be located as far away from noise-sensitive receivers, such as residences, as possible. (See Draft EA page 145.)

- During the construction phase, utility work related to the freeway shall continue to be closely coordinated with utility owners, particularly when service outages shall be required. (See Draft EA page 151.)
- The excavation, removal, and disposal of asbestos for utility-specific cement pipe shall be done in accordance with Section 202 of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction*. (See Draft EA page 151.)
- The contractor shall comply with the terms and conditions of the applicable state and local permits and rules for well abandonment. (See Draft EA page 183.)
- Best management practices set forth in the Arizona Department of Transportation's *Erosion and Pollution Control Manual for Highway Design and Construction* (2012) shall be included in the Stormwater Pollution Prevention Plan. (See Draft EA pages 183 and 199.)
- The contractor shall comply with the terms and conditions of the applicable Clean Water Act Section 404 permits. (See Draft EA page 199.)
- The contractor shall comply with all terms and conditions of the Section 401 Water Quality Certification, certified by the Arizona Department of Environmental Quality. (See Draft EA page 199.)
- The contractor shall develop a Stormwater Pollution Prevention Plan, Notice of Intent, and Notice of Termination and shall submit them to the Engineer for approval. (See Draft EA page 199.)
- The contractor, upon approval from the Engineer, shall submit the Stormwater Pollution Prevention Plan, Notice of Intent, and Notice of Termination to the Arizona Department of Environmental Quality. (See Draft EA page 199.)
- This project is located within a designated municipal separate storm sewer system. Therefore, the contractor shall send a copy of the Notice of Intent and Notice of Termination to the City of Phoenix. (See Draft EA page 199.)
- The contractor shall develop a containment plan for debris and construction materials to avoid contamination of the Salt River, Agua Fria River, and Bullard Wash. The containment plan shall be approved by the Engineer prior to construction. (See Draft EA page 199.)

- The contractor shall employ a qualified biologist to complete a pre-construction survey for burrowing owls 96 hours prior to construction in all suitable habitat that will be disturbed. The biologist shall possess a burrowing owl survey protocol training certificate issued by the Arizona Game and Fish Department. Upon completion of the surveys, the contractor shall contact the Arizona Department of Transportation Environmental Planning at (602.712.7134 or 602.712.7767) to provide survey results. (See Draft EA page 215.)
- If any burrowing owls or active burrows are identified the contractor shall notify the Engineer immediately. No construction activities shall take place within 100 feet of any active burrow. (See Draft EA page 215.)
- If the Engineer in cooperation with the Environmental Planning biologist determines that burrowing owls cannot be avoided, the contractor shall employ a qualified biologist holding a permit from the U.S. Fish and Wildlife Service to relocate burrowing owls from the project area, as appropriate. (See Draft EA page 215.)
- All disturbed soils not paved that will not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity. (See Draft EA page 215.)
- The contractor shall develop a Noxious and Invasive Plant Species Treatment and Control Plan in accordance with the requirements in the contract documents. Plants to be controlled shall include those listed in the State and Federal Noxious Weed and the State Invasive Species list in accordance with state and federal laws and executive orders. The plan and associated treatments shall include all areas within the project right-of-way and easements as shown on the project plans. The treatment and control plan shall be submitted to the Engineer for the Arizona Department of Transportation construction professional landscape architect for review and approval prior to implementation by the contractor. (See Draft EA page 215.)
- Prior to the start of ground-disturbing activities, the contractor shall arrange for and perform the control of noxious and invasive species in the project area. (See Draft EA page 216.)
- To prevent the introduction of invasive species seeds, the contractor shall inspect all earthmoving and hauling equipment at the storage facility. All vehicles and equipment shall be washed and free of all attached plant/vegetation and soil/mud debris prior to entering the construction site. (See Draft EA page 216.)

- To prevent invasive species seeds from leaving the site, the contractor shall inspect all construction equipment and remove all attached plant/vegetation and soil/mud debris prior to leaving the construction site. (See Draft EA page 216.)
- The contractor shall develop an on-site Health and Safety Plan for construction activities, with a specific plan to describe procedures for working in contaminated areas. (See Draft EA page 221.)
- The removal and relocation activities for an aboveground storage tank or underground storage tank shall be addressed in a Health and Safety Plan. (See Draft EA page 221.)
- If the removal or relocation of an aboveground storage tank or underground storage tank were necessary, the removal and relocation activities shall be conducted in accordance with the applicable laws and regulations of the State of Arizona. (See Draft EA page 221.)
- A hazardous waste management plan shall be prepared for the handling of hazardous materials during construction. (See Draft EA page 221.)
- The use of asbestos-containing construction materials shall be avoided during construction. (See Draft EA page 221.)
- The contractor shall develop and coordinate emergency response plans with local fire authorities, hospitals, and other emergency responders for situations involving hazardous materials releases or chemical spills in coordination with the Arizona Department of Transportation's Central District. (See Draft EA page 221.)
- If suspected hazardous materials were encountered during construction, the contractor shall cease work at that location and the Arizona Department of Transportation's Hazardous Materials Coordinator shall be contacted to arrange for the proper assessment, treatment, or disposal of those materials. (See Draft EA page 221.)

- The contractor shall use material sources from the Arizona Department of Transportation’s *Contractor-Furnished Materials Sources List*. If the source that the contractor prefers to use is not on the Arizona Department of Transportation list, then the contractor shall complete the Arizona Department of Transportation Environmental Planning’s Material Source Environmental Analysis Application in accordance with the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 104 Material Sources (2008 Edition) (Stored Specifications 104 ENVIRO – 03/07/08 and 1001 MATL – 12/14/09), prior to using material from that source. (See Draft EA page 224.)
- Contractor-furnished material sources must go through a process to obtain environmental clearance for use on Arizona Department of Transportation projects. The material source owner or operator must submit a Material Source Environmental Analysis Application, with cultural survey and reports, to the Arizona Department of Transportation Environmental Planning. After receiving the completed application, the Arizona Department of Transportation Environmental Planning shall initiate a cultural consultation process. Upon successful completion of this process, the material source shall receive a tracking number and may be included on the Arizona Department of Transportation’s *Contractor-Furnished Materials Sources List*. (See Draft EA page 224.)
- According to the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 107.11, Protection and Restoration of Property and Landscape (2008), “materials removed during construction operations, such as trees, stumps, building materials, irrigation and drainage structures, broken concrete, and other similar materials, shall not be dumped on either private or public property unless the contractor has obtained written permission from the owner or public agency with jurisdiction over the land. Written permission shall not be required, however, when materials are disposed of at an operating, public dumping ground.” Excess waste material and construction debris shall be disposed of at sites supplied by the contractor, at a municipal landfill approved under Title D of the Resource Conservation and Recovery Act, at a construction debris landfill approved under Article 3 of Arizona Revised Statutes 49-241 (Aquifer Protection Permit) administered by the Arizona Department of Environmental Quality, or at an inert landfill. (See Draft EA page 224.)

III. Errata from Draft Environmental Assessment

This section contains additions or changes to the Draft EA to revise, clarify, or make corrections to the text, and this document should be used in conjunction with the Draft EA.

These changes are the result of public comments and are provided below with reference to the page numbers of the original text in the Draft EA. Deleted text is identified with strikethrough (~~strikethrough~~) and new or revised text appears in red italics (*italics*). Where applicable, the entire paragraph from the Draft EA has been included to provide context for the changes.

The following global changes apply to all text in the Draft EA:

- “Proposed project” and “proposed action” have been changed to “project.”
- “Recommended Build Alternative” and “Hybrid Alternative” have been changed to “Selected Alternative.”
- References to “would” with regard to the project and/or Selected Alternative have been changed to “will.”

Revised mitigation measures are provided in Section II, *Mitigation Measures*, of this Final EA.

No revisions, clarifications, or corrections were required for the following sections of the Draft EA, other than the global changes noted above:

- Part II, *Project Purpose and Need*
- Part VI, *References*

Introduction

The following updates were made to Part I, *Introduction*, of the Draft EA.

C. Project Background and Overview

Pages 4 to 8 in the Draft EA:

SR 30 was originally included in the Maricopa Association of Governments (MAG) transportation planning process in 2003, as documented in the MAG *Regional Transportation Plan* (RTP) (MAG 2003). The RTP is a comprehensive regional, multimodal plan to address needs for all transportation modes and planned transportation improvements in the MAG region through fiscal year 2026. The RTP included a project to construct a new reliever route for Interstate 10 (I-10) in the southwestern Phoenix metropolitan area. This reliever route is the proposed SR 30 freeway. Subsequent updates to the RTP in 2007, 2010, 2014, and 2017 continued to include SR 30 as a future freeway (MAG 2007, 2010, 2014, 2017). The most current RTP was approved on September 27, 2017. ~~An updated RTP is expected by the summer of 2019.~~

The route was initially identified in 2003 as a freeway between SR 303L and SR 202L and as an arterial roadway between SR 85 and SR 303L (with right-of-way [ROW] preservation for a future freeway facility). In 2005, ADOT completed the *Interstate 10 West Corridor Profile Study*. This study focused on future improvements for I-10 west of downtown Phoenix. It recommended building a new freeway parallel to I-10, referred to as the “I-10 Reliever,” or SR 801 (now known as SR 30).

The proposed SR 30 was also evaluated in a 2008 planning document produced by MAG, the *Interstate 10/Hassayampa Valley Roadway Framework Study*. It recommended building the proposed SR 30—along with other regional transportation network improvements—to handle traffic volumes in 2035 and beyond. It discussed the need to continue planning for SR 30 as a freeway corridor south of downtown Buckeye, connecting with SR 303L. In addition, the MAG *Central Phoenix Transportation Framework Study* in 2013 discussed the need for a freeway link along the SR 30 study alignment between SR 202L and Interstate 17 (I-17). The need stemmed from the growing travel demand along I-10 between SR 202L and I-17 at the Stack system traffic interchange (TI), which connects I-10 and I-17.

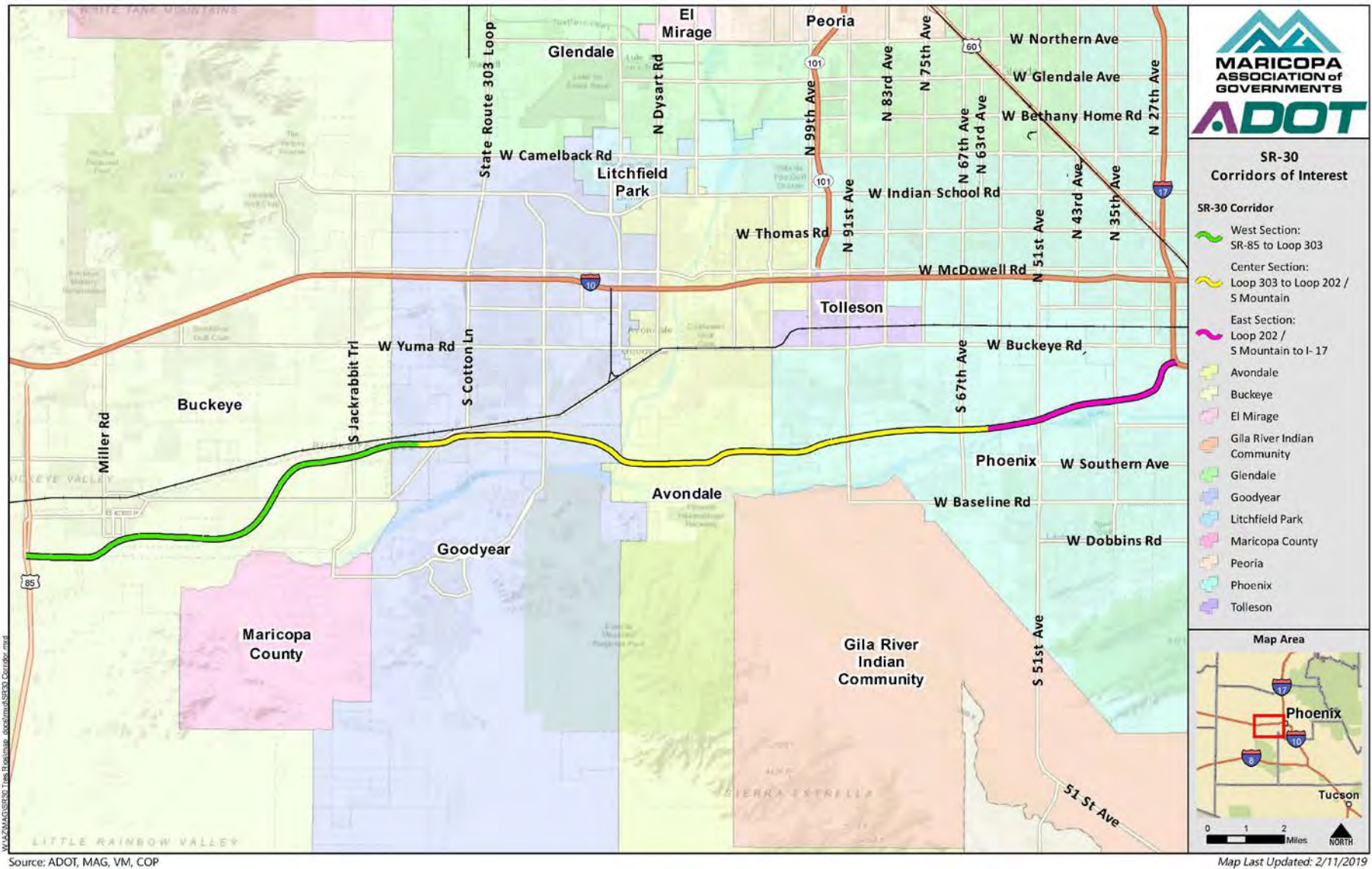
On September 12, 2017, the MAG Regional Council approved a major amendment to the RTP to add SR 30 as a freeway facility from SR 85 to SR 303L and from SR 202L to I-17 (under MAG Agenda Item 4D,

Major Amendment to the Regional Transportation Plan – Arizona State Route 30, SR 85 to Interstate 17), contingent on a finding of air quality conformity. Prior to Regional Council approval, this amendment went through the consultation process required by Arizona Revised Statutes (A.R.S.) § 28-6353. This process included consultation with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, Native American communities, the Cities and Towns of Maricopa County, and the Citizens Transportation Oversight Committee.

Based on the September 2017 major amendment to the MAG 2040 RTP, the proposed SR 30 freeway would be planned, designed, and constructed in three phases (Figure 1-3):

1. Construction of SR 30 between SR 303L and SR 202L as ~~an interim facility that would be an arterial-style, four-lane roadway with at-grade signalized intersections at major crossroads~~ *initially including three general-purpose lanes in each direction, nine grade-separated service TIs that would connect SR 30 with existing north-to-south roadways, and a new system TI at the eastern terminus that would connect SR 30 with SR 202L by 2035.* ~~SR 30 would be upgraded to a fully access-controlled freeway facility with three general-purpose lanes in each direction by 2035.~~ At a future date, it would be widened to four general-purpose lanes and one high-occupancy vehicle (HOV) lane in each direction *and would have a 50-foot ROW corridor for a future transit facility.*
2. Construction of SR 30 to the east as a freeway between SR 202L and I-17 at the Durango Curve, including an I-17 system TI with direct HOV ramps. This proposed SR 30 link was recommended as part of the *Central Phoenix Transportation Framework Study – Technical Memorandum: SR 30 Corridor Extension Alternatives Study* (MAG 2013b). MAG is undertaking the next step in the planning process for this SR 30 eastern section. It began the SR 30, SR 202L/South Mountain to I-17/Black Canyon Scoping Study and Planning and Environmental Linkages (PEL) Statement in January 2019. This study will define the corridor and provide an implementation strategy to manage travel demand and movements between SR 202L and I-17. Future NEPA studies, design, ROW acquisition, and construction would then be programmed. The PEL statement would inform a future NEPA document.

Figure 1-3. State Route 30 corridor



3. Construction of SR 30 as an arterial-style roadway to the west from SR 303L to SR 85. This proposed SR 30 link was recommended as part of the *Interstate 10/Hassayampa Valley Roadway Framework Study* (MAG 2008). This study recommended initially constructing the western section of SR 30 as a roadway with ROW acquisition or protection for ultimate conversion to a full freeway, including a system TI with SR 85. Subsequently, in 2016, ADOT began a Tier 1 environmental impact statement for the proposed Interstate 11 (I-11), which would extend from the U.S.-Mexico border in Nogales to Wickenburg. ADOT anticipates identifying a recommended alternative for I-11 later in 2019. Planning efforts for the western section of SR 30 are currently awaiting the outcome of the I-11 Tier 1 environmental impact statement and its potential effect on SR 85, the western terminus of SR 30.

Funding for the proposed SR 30 would come from a voter-approved half-cent sales tax that was established in 1985 and extended in November 2004 to continue funding transportation improvements in Maricopa County for an additional 20 years through 2025. This funding will pay for improving the existing regional freeway system in Maricopa County, constructing new freeways, and improving other modes of transportation. The funds generated by this half-cent sales tax are administered by MAG as part of the RTP.

~~As of the publication of this Draft EA, MAG is discussing rebalancing the RTP's freeway program with its member agencies to address budget deficits in the program. If the program is approved in its current form, SR 30 would remain in its entirety in the RTP, but the funding status and implementation would change. For the segment between SR 303L and SR 202L, the proposed program would fund the complete acquisition of the ultimate freeway ROW and some critical utility relocations that require a long lead time. However, the interim roadway would be removed from the program entirely. Because this rebalanced program has not yet been approved, it is subject to change. MAG intends to have final approval by the summer of 2019.~~

On September 25, 2019, the MAG Regional Council approved an amendment to the fiscal years 2018 to 2022 MAG Transportation Improvement Plan (TIP) that included this segment of the proposed SR 30 from SR 303L to SR 202L project as a six-lane freeway, rather than a four-lane facility as previously designated in the June 28, 2017, TIP for fiscal years 2018 to 2022. The TIP is an element of the RTP that describes in detail the projects and funding covering the early years of the RTP. As a result, any amendments to the TIP represent corresponding changes to the RTP. For this segment between SR 303L and SR 202L, the proposed program would fund the additional design required for the project, acquisition of the ultimate freeway ROW, design and construction for ROW fencing, and some critical utility relocations that require a long lead time. Although the

dates of construction are not yet programmed, the amended TIP indicates that the estimated date when the initial six-lane freeway would be open to traffic is October to December 2030.

ADOT and FHWA began the SR 30 study for the central segment of the freeway (between SR 303L and SR 202L) in the fall of 2005. The study was temporarily suspended in 2009 because of the economic recession and associated infrastructure funding challenges. The study restarted in 2011, but was put on hold again because it was not yet fiscally constrained pursuant to the FHWA guidance, *Supplement to January 28, 2008 'Transportation Planning Requirements and Their Relationship to NEPA Process Completion,'* dated February 9, 2011—i.e., included in a formal ADOT funding plan.

In 2014, FHWA and ADOT decided that because the design, engineering, and environmental analyses and the public involvement program were well-advanced and because the alignment would traverse fast-growing communities, completing the NEPA document would allow local jurisdictions to plan future development in the Study Area with relative confidence. The Recommended Build Alternative developed through the SR 30 study process and its associated environmental impacts—both beneficial and adverse—are identified and evaluated in this Draft EA.

The Recommended Build Alternative discussed in this Draft EA is 14.8 miles in length and is approximately 5 miles south of I-10. The ultimate western terminus is SR 303L, in Goodyear, although this study's terminus is at Sarival Avenue because planning efforts for SR 303L evaluated the SR 30 corridor west of Sarival Avenue. The eastern terminus is the proposed system TI with SR 202L (South Mountain Freeway), which is currently under construction and is just west of 59th Avenue in Phoenix.

Based on the current approved RTP *and the fiscal years 2018 to 2022 TIP, amended on September 25, 2019*, the first phase of SR 30 between SR 303L and SR 202L would ~~be a proposed arterial-style, four-lane roadway with at-grade signalized intersections at major crossroads. The second phase of SR 30 would upgrade the roadway to~~ *be* an access-controlled freeway, initially including three general-purpose lanes in each direction, nine grade-separated service TIs that would connect SR 30 with existing north-to-south roadways, and a new system TI at the eastern terminus that would connect SR 30 with SR 202L by 2035. The ~~third~~ *second* phase of SR 30 would involve expanding the freeway to include four general-purpose lanes and one HOV lane in each direction. The SR 30 ROW would also include a 50-foot-wide corridor to accommodate a future transit facility. ~~As stated-~~

~~previously, the RTP freeway program is subject to rebalancing, so this programming information is likely to change, possibly as soon as the summer of 2019.~~

The proposed freeway's ROW width, as identified during the current preliminary design phase, would be approximately 500 to 600 feet wide, expanding to approximately 1,500 feet wide at each proposed service TI (see Figure 1-2 for the Recommended Build Alternative footprint). This smaller area within the general Study Area is considered the environmental Study Area being evaluated for clearance by ADOT to construct the proposed SR 30. Should it be determined that the Recommended Build Alternative would not result in significant adverse impacts on the natural, built, socioeconomic, or cultural environment that could not be avoided, minimized, or otherwise mitigated, a finding of no significant impact (FONSI) could be issued and approved by ADOT—allowing the freeway to proceed to final design and construction.

The environmental Study Area is distinct from the larger Study Area described in Section B, *Location*. The larger Study Area is the area where existing information and field data were collected to identify all known resources in the affected environment. It was established early in the planning and development process to encompass all the conceptual build alternatives that were evaluated (see Part III, *Alternatives*, to review the potential build alternatives that were evaluated and screened prior to identification of the Recommended Build Alternative). The footprint shown in Figure 1-2 as the purple shape and in other figures in this Draft EA as the environmental Study Area may change based on engineering, drainage, or related factors in the field over the course of the freeway design process following the current preliminary design phase, but substantial changes are not anticipated.

Alternatives

The following updates were made to Part III, *Alternatives*, of the Draft EA.

2. Technical Screening Criteria

Pages 31 to 32 of the Draft EA:

The Study Team also developed technical screening criteria to ensure that alternatives for the proposed transportation facility would be technically feasible and practicable. Issues that were unique to the Study Area and constraints that were determined to be detrimental to the proposed action were considered in the

development of the technical screening criteria. The following technical criteria were used to evaluate potential build alternatives:

- would connect to logical termini (see below)
- would be technically practicable; construction would use proven methods and minimize risk
- would comply with federal, state, and local regulatory compliance and permitting requirements
- would comply with airspace restrictions and operations

Logical Termini

The first technical criterion required that a reasonable alternative would connect with logical termini. Logical termini for projects are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of environmental impacts (FHWA 1993). FHWA regulations (23 CFR Part 771) require that alternatives:

- connect logical termini and be of sufficient length to address environmental matters on a broad scope
- have independent utility or independent significance, i.e., be usable and be a reasonable expenditure, even if no additional transportation improvements in the area are made
- not restrict consideration of alternatives for other reasonably foreseeable transportation projects

Often, termini are points of major traffic generation, such as intersecting roads or major population centers, but other rationales can support determination of logical termini for a project. During the early phases of this study, the western terminus of the proposed action was Maricopa County Route 85 (MC 85), near Cotton Lane and Southern Avenue in Goodyear. This was the assumed general location of the system TI connecting SR 30 and SR 303L. However, as the SR 30 and SR 303L studies evolved, the SR 30 western terminus was adjusted to Sarival Avenue to avoid overlap with the adjacent SR 303L study effort, which used Sarival Avenue as its eastern terminus. The current status of SR 303L is as follows:

- Construction of SR 303L between I-10 and Van Buren Street began in 2016 and was completed in 2017.
- The SR 303L (SR 30 to I-10) EA and FONSI were finalized in November 2018. The associated location/design concept report was finalized in December 2018.
- Construction of SR 303L between Van Buren Street and MC 85 is currently scheduled to begin in ~~2020~~ *2027 and open to traffic in 2030*, according to the ~~ADOT Five-Year Program~~ *most current MAG fiscal*

years 2018 to 2022 TIP that was amended on September 25, 2019. However, recent proposed changes by MAG for the RTP freeway program may delay this date. MAG expects to have any proposed changes finalized by the summer of 2019.

The eastern terminus of SR 30 is located at SR 202L (South Mountain Freeway), now under construction, near 59th Avenue and Broadway Road in Phoenix. The logical termini for the proposed action would create a facility of sufficient length with independent utility.

1. Proposed General Design Features

Pages 58 to 63 in the Draft EA:

The proposed SR 30 between Sarival Avenue and SR 202L is approximately 13 miles long and approximately 5 miles south of I-10. The western terminus is Sarival Avenue, as previously discussed. The eastern terminus is SR 202L, which is just west of 59th Avenue and currently under construction. In accordance with the current RTP program, ADOT would construct SR 30 in the following phases:

- ~~SR 30 would initially be constructed as an arterial-style, four-lane roadway with at-grade signalized intersections at major crossroads inside a new ROW adequate for the full freeway construction. This phase is currently funded in the RTP.~~
- SR 30 would ~~then be upgraded to~~ *be constructed as* a fully access-controlled freeway that would include three general-purpose lanes in each direction, nine grade-separated service TIs that would connect SR 30 with existing north-to-south roadways, a new system TI at the eastern terminus that would connect SR 30 with SR 202L, and a new system TI at the western terminus that would connect SR 30 with SR 303L, as defined by the SR 303L EA and location/design concept report. ~~This phase is currently unfunded in the RTP.~~ *The current RTP and the fiscal years 2018 to 2022 TIP that was amended on September 25, 2019, include funding for the additional design required for the project, acquisition of the ultimate freeway ROW, some critical utility relocations that require a long lead time between 2020 and 2024, and design and construction for ROW fencing (Table 3-6).*
- SR 30 would ultimately be expanded to feature four general-purpose lanes and one high-occupancy vehicle lane in each direction. The SR 30 ROW would also include a 50-foot-wide corridor to accommodate a future transit facility. This phase is ~~also~~ currently unfunded in the RTP.

~~At the time of this publication, the RTP freeway program is being rebalanced to address a budget deficit. The changes are being discussed by MAG and its member agencies. In its draft form, this program would retain funding for the full SR 30 freeway ROW, would add funding for early utility relocations, and would remove the initial arterial style roadway from the program. Construction of the SR 30 freeway with three lanes in each direction would remain in the RTP, but would continue to be unfunded. The freeway configuration with four lanes in each direction would also remain unfunded. MAG expects to have a new program adopted by the summer of 2019.~~

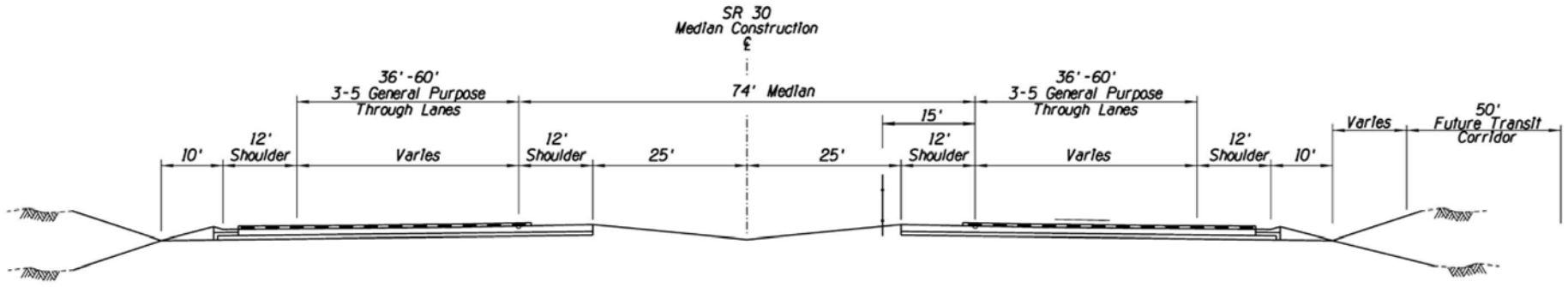
The proposed freeway ~~with~~ *has* three general-purpose lanes in each direction ~~would~~ *and* features 12-foot-wide general-purpose lanes, with 12-foot-wide outside and inside shoulders. The median would be a 74-foot-wide depressed median with cable barriers. Access to entrance and exit ramps would be from auxiliary lanes between TIs. The ultimate freeway configuration with four lanes in each direction would be constructed by adding one general-purpose travel lane and one HOV lane in each direction in the median. The opposing lanes of traffic would be separated by a concrete barrier. Figure 3-4 shows the typical section for the initial and ultimate configurations of the proposed freeway.

Generally, service TIs would be provided at section-line roads so that the local arterial street network would maintain its continuity. Each arterial cross street would be evaluated on a case-by-case basis to determine the need for a TI. Diamond TIs, common throughout the Phoenix area, would be preferred. System TIs would be built to connect SR 30 with SR 303L and SR 202L.

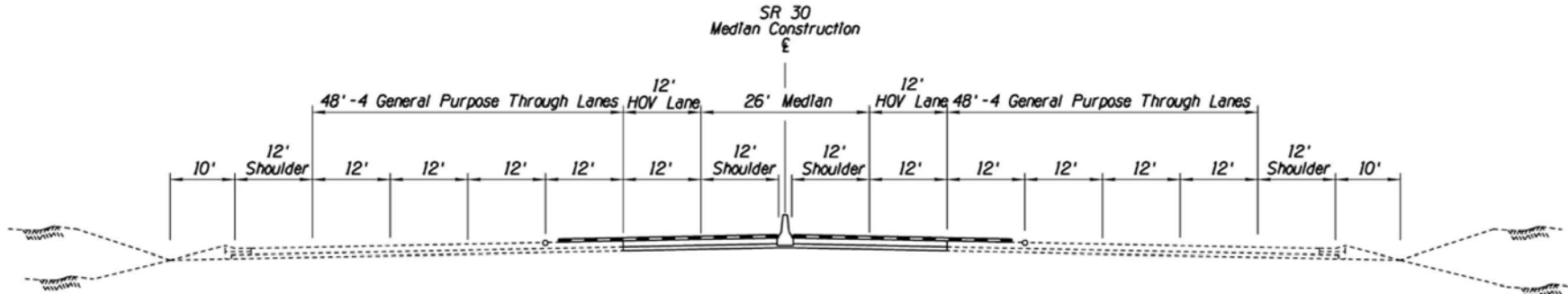
The main line freeway would be at-grade or elevated over surface streets. A depressed freeway could not be built because of shallow groundwater and utility conflicts. The proposed freeway ROW would generally be 500 to 600 feet wide, opening up to 1,500 feet at service TIs and wider at the system TI with SR 202L.

Construction phasing for the proposed freeway would be determined at a later date. The proposed SR 30 would eventually extend to the west to connect with the proposed SR 303L at MC 85; that portion of the freeway was evaluated in a separate ADOT study, as described previously.

Figure 3-4. State Route 30 initial and ultimate freeway configurations



TYPICAL MAIN LINE SECTION (INTERIM)



TYPICAL MAIN LINE SECTION (ULTIMATE)

2. Future Transit Corridor

As discussed in the *State Route (SR) 30, SR 303L to SR 202L, Traffic Report Addendum* (ADOT 2018), the SR 30 freeway is expected to be at or over capacity before the 2040 design horizon. With four general-purpose lanes and an HOV lane in each direction, the ultimate SR 30 freeway would require another high-capacity mode of transportation to serve unmet future travel demand. Given the growth of rail transit corridors around the country and in the Phoenix metropolitan area, a 50-foot-wide future transit corridor is being preserved in the SR 30 ROW that would accommodate all known current modes of transit, including the most restrictive high-speed rail option, as a means to address future unmet travel demand in this area of Maricopa County, the region, and potentially beyond. This future transit corridor would generally follow the south ROW boundary, except at the system TIs with SR 303L and SR 202L, where the corridor would transition into the median of SR 30 to pass through the TIs.

A transit mode or technology to be used in this future transit corridor has not been defined at this point in the process for SR 30. At the speed at which technology changes, any attempt to do so with today's knowledge could prove premature. It is also unclear when or if this transit corridor would be built because it is not funded. However, the future travel demand will clearly exist, so it is imperative that this study make these provisions in the design so that future generations can respond to this demand in a cost-effective manner.

E. General Project Schedule

~~The current MAG RTP freeway program 20-year plan calls for the development of the SR 30 corridor (between SR 303L and SR 202L) to begin in fiscal year 2020—starting with design and ROW acquisition. At this time, construction of the freeway with three lanes in each direction is included in the 20-year plan, but it is not fully funded. Funding is available only for the Phase 1 roadway design and construction (the arterial-style, four-lane roadway) and the full freeway ROW acquisition. The freeway with three lanes in each direction would be built as a second phase in later years, but is not specifically programmed in a fiscal year, so it is indicated as fiscal year 2026 and beyond. Table 3-6 shows the current SR 30 schedule and funding, in 2018 dollars.~~

Table 3-6. State Route 30 (State Route 303L to State Route 202L) schedule and funding (as of April 2019)

Segment	Design-schedule	Design-funding (\$-million)	ROWa-acquisition-schedule	ROW-acquisition-funding (\$-million)	Construction-schedule	Construction-funding (\$-million)
SR 303Lb to SR 202Lc-Phase 1 roadway and-ultimate freeway ROW-(funded)	Fiscal-year 2020	22.0	Fiscal-year 2020	95.4	Fiscal-year 2022	222.0
SR 303L to Estrella-Parkway six-lane freeway (unfunded)	Fiscal-year 2026+	9.9	Fiscal-year 2026+	20.1	Fiscal-year 2026+	172.0
Estrella Parkway to-Dysart Road six-lane-freeway (unfunded)	Fiscal-year 2026+	9.1	Fiscal-year 2026+	12.4	Fiscal-year 2026+	157.7
Dysart Road to Avondale-Boulevard six-lane-freeway (unfunded)	Fiscal-year 2026+	4.3	Fiscal-year 2026+	9.0	Fiscal-year 2026+	70.8
Avondale Boulevard to-97th Avenue six-lane-freeway (unfunded)	Fiscal-year 2026+	4.8	Fiscal-year 2026+	14.1	Fiscal-year 2026+	86.5
97th Avenue to-67th Avenue six-lane-freeway (unfunded)	Fiscal-year 2026+	5.4	Fiscal-year 2026+	40.7	Fiscal-year 2026+	98.5
67th Avenue to SR 202L-system traffic-interchange (unfunded)	Fiscal-year 2026+	11.8	Fiscal-year 2026+	7.7	Fiscal-year 2026+	204.5
Corridor ROW-protection (unfunded)	Not-applicable	Not-applicable	Fiscal-year 2026+	55.9	Not-applicable	Not-applicable
Total	—	\$67.3	—	\$255.3	—	\$1,012.0

a right of way — b State Route 303L — c State Route 202L

As previously discussed, the MAG RTP freeway program is being rebalanced to address a budget deficit. The draft rebalanced program is summarized in Table 3-7. MAG expects to have a new program adopted by the summer of 2019.

Table 3-7. State Route 30 (State Route 303L to State Route 202L) proposed schedule and funding (proposed as of April 2019)

Segment	Design-schedule	Design-funding (\$ million)	ROW ^a -acquisition-and-utility-schedule	ROW-acquisition-and-utility-funding (\$ million)	Construction-schedule	Construction-funding (\$ million)
SR 303Lb to SR 202Lc-ultimate freeway-ROW and advance-utility relocations-(funded)	—	—	Fiscal year-2018	60.0	—	—
	—	—	Fiscal year-2020	90.0	—	—
	—	—	Fiscal year-2021	65.0	—	—
	—	—	Fiscal year-2022	65.0	—	—
	—	—	Fiscal year-2023	115.0	—	—
	—	—	Fiscal year-2024	125.0	—	—
SR 303L to SR 202L-freeway construction-(three general-purpose lanes each-direction)-(unfunded)	Fiscal year-2026+	167.0	—	—	Fiscal year-2026+	1,667.0
Total	—	\$167.0	—	\$520.0	—	\$1,667.0

^aright of way ^bState Route 303L ^cState Route 202L

The current MAG RTP and the fiscal years 2018 to 2022 TIP that was amended by MAG on September 25, 2019, show that the SR 30 project is programmed to begin in 2020 with design and ROW acquisition. Funding is currently available for the construction of SR 30 with three lanes in each direction, as described previously in the Proposed General Design Features section. The RTP and amended TIP estimate of when this initial phase of SR 30 would open to traffic is October to December 2030, although the actual construction is not yet programmed in the TIP. The SR 30 project phase with four lanes in each direction with HOV lanes and a future transit corridor is currently unfunded.

Table 3-6. State Route 30 (State Route 303L to State Route 202L) schedule and funding (as of September 25, 2019)

Work	Work Year^a	Funding (\$ millions)
<i>Right-of-way and utilities</i>	<i>2020</i>	<i>66.9</i>
<i>Right-of-way and utilities</i>	<i>2021</i>	<i>66.9</i>
<i>Right-of-way and utilities</i>	<i>2022</i>	<i>51.5</i>
<i>Right-of-way and utilities</i>	<i>2023</i>	<i>133.9</i>
<i>Right-of-way and utilities</i>	<i>2024</i>	<i>155.0</i>
<i>Design fencing for new freeway corridor</i>	<i>2024</i>	<i>1.0</i>
<i>Construct fencing for new freeway corridor</i>	<i>2024</i>	<i>4.1</i>
Total	—	\$479.3

^a fiscal year

Affected Environment, Environmental Consequences, and Mitigation

The following updates were made to Part IV, *Affected Environment, Environmental Consequences, and Mitigation*, of the Draft EA.

G. Air Quality

Page 138 in the Draft EA:

Conclusion

The federal CAA amendments of 1977 and 1990 require federal agencies and metropolitan planning organizations to demonstrate that all transportation projects conform to the approved air quality State Implementation Plans, which is defined as “conformity to a [State Implementation Plan’s] purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards (NAAQS).” The proposed SR 30 has demonstrated regional conformity by being included in MAG’s current RTP, and it would include construction of full system TIs at SR 202L and SR 303L. In addition, this project would not cause or contribute to any new violation of any standard in any area, increase the frequency or severity of any existing violation of any standard in any area, or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

On July 22, 2019, ADOT requested an air quality determination from FHWA for the SR 30 project. On October 1, 2019, a Finding of Conformity in accordance with the CAA Amendments of 1990 was made by FHWA with respect to the amended fiscal years 2018 to 2022 MAG TIP and the 2040 RTP as approved by the MAG Regional Council on September 25, 2019. The amended MAG TIP included this project as a six-

lane freeway rather than a four-lane facility. With the updated regional air quality finding, amended TIP, and review of the ADOT air quality analysis, FHWA determined that the SR 30 project meets air quality conformity requirements and approved ADOT's request.

L. Sections 404 and 401 of the Clean Water Act and National Pollutant Discharge Elimination System

Pages 185 to 199 in the Draft EA:

This section has been prepared to identify the potential effects the ~~proposed~~ SR 30 project may have on waters of the United States (Waters), which are regulated by ~~USACE~~ under Sections 401 and 404 of the CWA.

Existing Conditions

The CWA is the primary federal statute governing *the* discharge of pollutants into Waters, which, in Arizona, include perennial and ephemeral watercourses and their tributaries and adjacent wetlands. The principal goal of the CWA is to establish water quality standards to restore and maintain the chemical, physical, and biological integrity of the nation's Waters by preventing point (~~concentrated output~~ *single, identifiable*) and nonpoint (*diffuse*, widely scattered ~~output~~) pollution sources.

Section 404 of the CWA *authorizes USACE to issue Department of the Army permits* ~~regulates for~~ the discharge of ~~earthen~~ *dredged material*, fill, ~~concrete, and~~ *or* other construction materials into Waters. ~~and~~ ~~authorizes USACE to issue permits regulating the discharge of dredge or fill material into Waters.~~ The limits of Waters are defined through a preliminary or approved jurisdictional ~~delineation~~ *determination* (JD) accepted by USACE. A preliminary JD *is generally prepared for the purpose of determining whether Waters are present and the extent to which they occur. The preliminary JD* assumes all ~~drainages~~ *water bodies* in a given area are ~~subject to USACE's jurisdiction.~~ *Waters. Preliminary JDs are non-binding indications of the presence of Waters and are advisory in nature.* An approved JD ~~requires that all ephemeral drainages display a significant nexus to the downstream traditional navigable water, which for this project is the Gila River~~ *is an official determination from USACE that Waters, navigable Waters, or both, are either present or absent on a particular site.* ~~ADOT has prepared a preliminary JD for the proposed SR 30, based on the determination that it is the best course of action at this stage in the project.~~

The most common types of Section 404 permits for transportation projects *in Arizona* are (1) Nationwide Permit 14 (Linear Transportation Projects), which authorizes projects with less than 0.5 acre of permanent loss of Waters with no impacts on special aquatic areas such as wetlands; (2) *Regional General Permit 96 (Routine Transportation Activities)*, which applies to Arizona Waters occurring within ADOT ROW or easement through non-tribal lands and local public agency projects federally funded by FHWA that are bid and administered by ADOT; and (23) ~~individual permits~~ *Individual (Standard) Permits*, which are required for projects that ~~affect more than 0.5 acre of Waters or that affect jurisdictional wetlands~~ *do not meet the requirements of a nationwide or general permit or Letter of Permission. A Letter of Permission is a form of individual permit issued through an abbreviated process where USACE has approved similar activities and the proposed activities are minor without substantial potential impacts on Waters.* An individual permit requires mitigation to minimize or offset the impacts on Waters with no net loss of functions and values of the water resource.

CWA Section 404 permitting addresses the potential loss of Waters. Loss of Waters includes any area that is permanently and adversely affected by the placement of fill material, flooding, excavation, or drainage because of a regulated activity. Permanent adverse effects include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a water body, or change the use of a water body. Waters that are temporarily filled, flooded, excavated, or drained, but are restored to preconstruction contours and elevations after construction, are usually not included in the calculated amount of loss of Waters. Section 404 permitting occurs after issuance of the FONSI or ROD, during the design of the project (typically after 60 percent design) when the anticipated type (permanent or temporary) and quantity of impacts on Waters that will result from the project are reasonably known.

Prior to more firmly establishing the SR 30 roadway alignment and ~~beginning~~ *advancing to a* more detailed *level of design*, the specific type of permit needed from USACE is not known *because impacts on Waters cannot be quantified with the required level of detail* at this preliminary phase of design. Based on current regulatory guidance and analysis completed by ADOT at this ~~preliminary design phase~~ *point*, the proposed SR 30 would likely require an individual permit. When an individual permit is required, *Section 404(b)(1) of the CWA requires the permittee to conduct an alternatives analysis that identifies a “least environmentally damaging practicable alternative”* ~~is required in accordance with Section 404(b)(1) of the CWA.~~ *Under In addition, Section 404(b)(1), USACE is obligated to select the least environmentally damaging practicable*

~~alternative requires USACE to review and approve the least environmentally damaging practicable alternative prior to issuing a permit,~~ after considering cost, existing technology, and logistics, in light of overall project purposes (40 CFR § 230).

~~None of the build alternatives evaluated for the SR 30 project would provide the opportunity to completely avoid jurisdictional Waters because each would affect the Salt River in a similar manner at the system TI with SR 202L (South Mountain Freeway) at the eastern terminus of the proposed SR 30. Additionally, each build alternative would cross the Agua Fria River and Bullard Wash. Crossing jurisdictional Waters was, however, one of the screening criteria used during the alternatives analysis (see Part III, *Alternatives*). ADOT has and would continue to avoid Waters as practicable and, when avoidance of Waters would not be practicable, minimization of impacts would be achieved and unavoidable impacts would be mitigated to the extent reasonable and practicable, as described in *Mitigation Measures* at the end of this section.~~

Issuance of a Department of the Army Section 404 permits requires Water Quality Certification as set forth in Section 401 of the CWA prior to discharging fill material into Waters. Section 401 of the CWA requires any applicant requesting a federal permit ~~or license~~ for activities that may result in discharge into Waters to ~~first~~ obtain a Section 401 certification from the state in which the discharge originates. The Section 401 certification verifies that prospective permits ~~comply with~~ *will not violate* the state's ~~applicable effluent limitations and water quality standards~~ *surface water quality standards or adversely affect impaired waters, and will comply with water quality improvement plans, as applicable.* Federal permits ~~or licenses~~ are not issued until the *state has certified, conditionally certified, or waived the* Section 401 certification ~~is obtained~~. For the ~~proposed SR 30 project,~~ ADEQ ~~would~~ *will* be responsible for the *issuance of the* Section 401 certification. If a project's ~~meets criteria for conditional Section 401 certification,~~ *USACE permit is a Nationwide Permit or Regional General Permit and certified activities discharge within the ordinary high water mark (OHWM) of Waters that are (1) an Outstanding Arizona Water, (2) an Impaired Water, (3) a Non-Attaining Water, or (4) a Lake,* notification to ADEQ is not required. ~~However, if a project does not meet criteria for conditional certification, such as projects occurring within 0.25 mile of unique or impaired waters, an individual Section 401 certification application to ADEQ is required.~~ *However, a Section 401 Water Quality Certification application submission to ADEQ is not required for projects that do not meet those conditions. A Section 401 Water Quality Certification application submission to ADEQ is required for*

individual permits. Nationwide Permit 14 is conditionally certified by ADEQ for water quality on nontribal lands. ~~An individual permit requires a separate application for certification.~~

Section 402 of the CWA formed the National Pollutant Discharge Elimination System (NPDES), which regulates pollutant discharges, including stormwater, into Waters. A NPDES permit sets specific discharge limits for point-source pollutants into Waters and outlines special conditions and requirements for a particular project to reduce impacts on water quality. In 2002, EPA authorized ADEQ to administer the NPDES program at the state level, through *the establishment* of the AZPDES. AZPDES permits require that the project be designed to protect Waters, that erosion control best management practices be implemented, and that a Stormwater Pollution Prevention Plan be prepared for construction activities exceeding 1 acre of ground disturbance.

Municipal separate storm sewer systems (MS4s) convey stormwater runoff through drains, streets, and open channels, directly discharging untreated stormwater into retention basins, washes, rivers, or lakes.

Municipalities operating MS4s within local urbanized areas designated by ADEQ are required to obtain individual discharge permits under AZPDES authority. Large MS4s in the Study Area are operated by ADOT and Phoenix, which implement individual permits in the Study Area. Small MS4s in the Study Area are operated by Avondale and Goodyear.

Arizona's Integrated 305(b) Water Quality Assessment and 303(d) Listing Report (published biennially) describes the status of surface and groundwater resources in Arizona in relation to State water quality standards. The report is so named because it fulfills requirements of Section 305(b) *and Section 303(d)* of the CWA. ~~Accompanying the report is a list of Arizona's impaired waters, as required by Section 303(d) of the CWA (ADEQ 2014).~~

Water quality limited waters are water bodies assessed by ADEQ as having impaired quality that would require more than existing technology and permit controls to achieve or maintain water quality standards for intended uses in accordance with CWA Section 303(d). The CWA Section 303(d) list identifies those waters that are impaired and indicates the pollutant(s) causing impairment (ADEQ 2007).

Regulatory Setting

According to federal regulations, the general definition of Waters is:

(1) All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; (2) All interstate waters including interstate wetlands; (3) All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters: (i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or (ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or (iii) Which are used or could be used for industrial purpose by industries in interstate commerce; (4) All impoundments of waters otherwise defined as waters of the United States under the definition; (5) Tributaries of waters identified in paragraphs (a) (1) through (4) of this section; (6) The territorial seas; (7) Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (a) (1) through (6) of this section. (33 CFR § 328.3)

Waters under the jurisdiction of USACE in the Study Area have been interpreted to include natural channels, ephemeral washes, earthen-banked canals, concrete-lined canals, and human-induced wetlands. The following guidance and activities were used to identify Waters in the Study Area:

- *USACE Wetlands Delineation Manual* (USACE 1987)
- 33 CFR §§ 328 and 329, Definition of Waters of the United States and Navigable Waters
- field investigation of Waters in the Study Area during July 2006 and December 2011
- review of U.S. Geological Survey 7.5' topographic quadrangles for the Study Area
- USACE regulatory guidance letter (No. 08-02) for jurisdictional delineations, dated June 26, 2008 (USACE 2008a)
- *Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in Rapanos v. United States & Carabell v. United States* (EPA and USACE 2008), memorandum and guidance
- *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (USACE 2008b)

Ephemeral Washes

Ephemeral washes are drainage features that typically convey stormwater during or after storms. Ephemeral washes are determined to be Waters based on an established “ordinary high water mark” (OHWM) and a connection to known Waters. The OHWM for washes is defined as:

... the line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of the soil, destruction of terrestrial vegetation or the presence of litter and debris. (USACE 2001)

An OHWM is delineated through field investigation for evidence of those physical characteristics.

Canals

For the purpose of this analysis, irrigation canals are proposed as Waters if they are earthen- or concrete-lined and (1) they collect tailwater drainage and have a downstream connection to a known Water or (2) they have an upstream and downstream connection to a known Water. Canals in the Study Area generally are not intended to convey stormwater flows.

The Recommended Build Alternative would traverse land that is primarily agricultural at this point in time. Multiple irrigation districts in the Study Area use groundwater as the water supply for irrigated agriculture, some of which use canals for irrigation and water conveyance. These include the SJID conveyance canal (St. Johns Canal), Salt River Project Buckeye Feeder Canal, and BWCDD conveyance canal (Buckeye Canal).

Natural and Human-induced Wetlands

USACE uses three parameters to define a natural wetland: vegetation, soils, and hydrology. Wetlands are lands transitional between terrestrial and deepwater habitats where the water table usually is at or near the land surface or the land is covered by shallow water (Cowardin et al. 1979). Extreme aridity and seasonally varying precipitation are the climatic characteristics that most significantly affect wetland formation and distribution in Arizona. The state’s few perennial streams arise mainly at higher altitudes, where there is more moisture and lower evaporation rates. As these streams descend to the desert plains, evaporative losses and seepage to the groundwater system greatly reduce or eliminate surface flows.

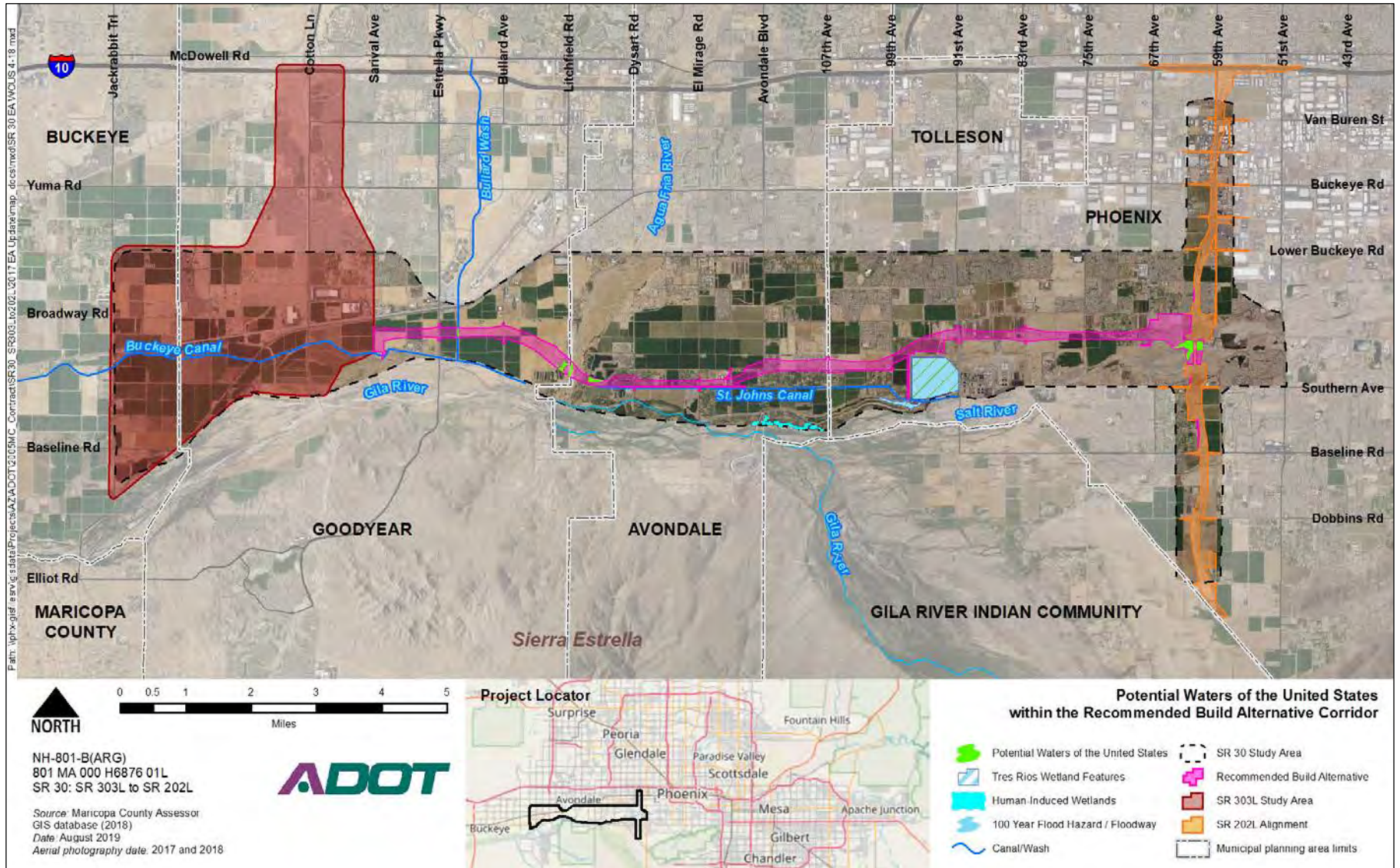
A human-induced wetland is an area that has developed some characteristics of a natural wetland through intentional or incidental human activity. Typically, human-induced wetlands display vegetative and hydrologic similarities to natural wetlands. Natural wetland soils typically take hundreds of years to materialize, so jurisdictional determination is often limited to reviewing the vegetation and hydrology. For human-induced wetlands, there must also be evidence that the wetland is a product of human activity.

Wetlands in the Study Area are generally riverine in the south-central Arizona physiographic district, associated with the Salt, Agua Fria, and Gila River systems. Riverine wetlands in this area occur in perennial, ephemeral, and intermittent flows. Perennial streams contain flowing water throughout the entire year. Intermittent streams flow only seasonally. Ephemeral streams, called washes, flow occasionally and only as a result of surface runoff from precipitation. Most of the wetlands in this region disappeared during the twentieth century because of large-scale surface water diversions and extensive groundwater pumping conducted to support municipal and agricultural development.

Human-induced wetlands in the Study Area have occurred as a result of treated wastewater effluent and irrigation-induced overflow discharges. This type of wetland system in the Study Area is the Tres Rios Ecosystem Restoration and Flood Control Project, located on the western side of 91st Avenue next to the 91st Avenue WWTP operated by the City of Phoenix (Figure 4-13).

Figure 4-18 identifies potential Waters and wetlands in the Study Area, which are further discussed below.

Figure 4-18. Potential waters of the United States (revised)



Methodology

Waters in the Study Area were identified by reviewing aerial photographs, floodplain maps, and topographic maps and by conducting field investigations. Aerial photographs and topographic maps were analyzed to determine the overall presence of Waters and possible downstream connections to other Waters. **Possible Potential** Waters were determined by the presence of an OHWM and potential downstream connection to other Waters or traditional navigable waters. During the 2006 and 2011 field investigations, the overall physical characteristics of potential Waters and other drainages in the Study Area were evaluated for the presence of an OHWM, presence of a bed and bank, and overall site conditions.

A search for previous USACE JDs and preparation of a JD was completed during the preliminary design stage for the four proposed SR 30 build alternatives. With the identification of the Recommended Build Alternative, a field investigation was conducted in November 2017 as part of the *preliminary* JD process to determine the extent of Waters in the footprint of the Recommended Build Alternative.

Environmental Consequences

~~Recommended Build Alternative~~

Existing Conditions

The Gila, Salt, and Agua Fria Rivers are the major natural water bodies in the Study Area. The Agua Fria River flows from north to south in the Study Area, converging with the Gila River near Litchfield Road *where the Salt River ends near the municipal border between Avondale and Goodyear. The Salt River flows from east to west from the eastern terminus of the SR 30 project at the proposed TI with SR 202L to the western part of the Study Area where it meets the Gila River.*

The Gila River flows from east to west *in Goodyear* along the southern boundary of the Study Area. Flow in the Salt and Gila Rivers is generally intermittent in the Study Area, influenced by storm flows, groundwater withdrawals, effluent discharges, diversions for irrigation, return flows from irrigated areas, and seasonal floodwater releases from upstream dams. Water remains in much of the Salt River year round because of wastewater discharges. Thus, portions of the Salt River are considered perennial. Treated discharges have created wetlands in the Gila and Salt Rivers; however, these are outside the Recommended Build Alternative limits *and would not be affected by the SR 30 project.*

Bullard Wash is a channelized ephemeral wash that flows *north to south* into the Gila River between Bullard Avenue and Estrella Parkway *in the western part of the Study Area*. ~~Representative washes and rivers~~ *Potential Waters* are illustrated in Figures 4-19 to ~~4-21~~ *4-24*. Based on the November 2017 JD field investigation, *the Bullard Wash, the Agua Fria River, and the Salt River, selected sections of the Buckeye Canal, Vulcan Gravel Pit, and Buckeye Irrigation District Pits 1 and 2* are ~~the only~~ potential Waters *identified within* the Recommended Build Alternative (Figure 4-18).

~~Bullard Wash flows north to south through the western portion of the Study Area between Estrella Parkway and Bullard Avenue.~~

Figure 4-19. Views of Bullard Wash in the Study Area



Bullard Wash – view to the south from Broadway Road



Bullard Wash – view to the north from Broadway Road

Figure 4-20. Views of the Agua Fria River in the Study Area



Agua Fria River – view to the north from middle of channel



Agua Fria River – view to the south along eastern bank

Figure 4-21. Buckeye Irrigation Pits



Buckeye Irrigation District mining pits (above and below) on the west side of the Agua Fria River



Figure 4-22. Vulcan Gravel Pit



Vulcan Materials gravel mining pit (above and below) on the east side of the Agua Fria River



Figure 4-23. Buckeye Canal



Buckeye Canal on the east side of the Agua Fria River near the Vulcan Gravel pit



Buckeye Canal just east of Avondale Boulevard

Figure 4-21 4-24. Views of the Salt River in the Study Area



Salt River – view to the west along northern bank from 67th Avenue



Salt River – view to the east from 67th Avenue

Environmental Consequences

Recommended Build Alternative

The types of potential impacts on Waters from the SR 30 project may include facility structures such as piers, culverts, or other bridge substructures. ADOT submitted a preliminary JD that was accepted and signed by USACE on August 9, 2019 (see Appendix C). USACE determined that potential Waters may be present from the information provided as discussed in this section.

Bullard Wash collects and conveys stormwater to the Gila River and has both earthen-banked and gabion-lined sections, with a width of approximately 90 feet in the footprint of the Recommended Build Alternative (Figure 4-18). Based on the November 2017 field investigation *and the preliminary JD*, approximately ~~4.53~~ *1.54* acres of Bullard Wash in the Recommended Build Alternative are potential Waters. Johnson grass (*Sorghum halepense*) and other vegetation has completely filled the channel of Bullard Wash within the Recommended Build Alternative.

The Agua Fria River flows north to south through the Study Area just east of Litchfield Road and is crossed by the Recommended Build Alternative. The channel width varies from 100 to 640 feet in the Study Area. The channel width in the footprint of the Recommended Build Alternative ranges from approximately ~~185~~ *170* feet to approximately ~~245~~ *270* feet near the southern boundary of the Recommended Build Alternative footprint (Figure 4-18). The jurisdictional limits were calculated based on the presence of an OHWM. Vegetation along the Agua Fria River is typical of the Sonoran creosotebush scrub (*Larrea tridentata*) community, but riparian vegetation exists at the confluence with the Gila River. *Based on the November 2017 field investigation and preliminary JD, approximately 5.12 acres of the Agua Fria River in the Recommended Build Alternative are potential Waters.* In addition, several ~~mining ponds~~ *inactive gravel pits created from aggregate extraction operations* ~~are located on either side of~~ *adjacent to each side of* the Agua Fria River *floodway have filled with water within the Recommended Build Alternative. Two of the gravel pits adjacent to the western side of the Agua Fria River have been identified in the preliminary JD as potential Waters. They are known as Buckeye Irrigation District Pits 1 and 2. Pit 1 includes 0.89 acre of potential Waters, while Pit 2 includes 6.28 acres. One gravel pit adjacent to the eastern side of the Agua Fria River—known as the Vulcan Gravel Pit—includes 7.68 acres of potential Waters.*

Four irrigation districts in the Study Area use groundwater as the water supply for irrigated agriculture. The BWCDD owns and operates a large unlined canal called the Buckeye Canal that diverts water from the Gila River near the confluence with the Agua Fria River (Figure 4-18). The canal is located between Litchfield Road and 107th Avenue in the central part of the Study Area. It delivers approximately 130,000 acre-feet of irrigation annually to over 16,000 acres. The Buckeye Canal also collects irrigation return flows, conveys groundwater pumped from wells, and ultimately discharges back to the Gila River south of the Study Area. Irrigation canals may be considered as Waters if they are earthen- or concrete-lined and (1) they collect tailwater drainage and have a downstream connection to a known Water or (2) they have an upstream and downstream connection to a known Water. Canals in the Study Area generally are not intended to convey stormwater flows. Based on the November 2017 field investigation and additional OHWM analysis in the preliminary JD, it was determined that four sections of the Buckeye Canal are considered potential Waters, totaling 1.44 acres, because they meet criterion (1), above, as a tailwater canal.

In the eastern portion of the Study Area, the Salt River flows northeast to southwest and crosses the eastern area of the current Recommended Build Alternative footprint. The river has been channelized with reinforced banks, and the channel width varies from approximately 1,580 to 3,170 feet, bank to bank, in the Study Area. In the unimproved sections, the jurisdictional limits were calculated based on the presence of an OHWM. Vegetation along the river is typical of the Sonoran creosotebush scrub community. The channel functions primarily as a stormwater conveyance, but water from other sources flows within its channel. Within the Recommended Build Alternative footprint, the jurisdictional limits of the Salt River vary from ~~140~~ 200 to ~~535~~ 1,025 feet in width. Based on the November 2017 field investigation and additional OHWM analysis *in the preliminary JD*, approximately ~~28.6~~ 28.3 acres of the Salt River in the Recommended Build Alternative are potential Waters. ~~Of that, approximately 8.5 acres in the Recommended Build Alternative were previously delineated for the SR 202L project.~~

The section of the Gila River that borders the southern boundary of the Study Area flows from the southeast and then curves to the southwest (Figure 4-18). It receives flows from the Salt and Agua Fria Rivers, numerous irrigation ditches, and from effluent discharges associated with the Tres Rios wetland sites, which have resulted in wetlands in the Gila River floodway. The Recommended Build Alternative would not cross or affect the Gila River or its wetlands, ~~so it was not surveyed during~~ *and this area was omitted from* the November 2017 JD field investigation.

The ~~proposed~~ SR 30 97th Avenue drainage channel along the western side of the Tres Rios flow-regulating wetlands would need to outfall to the Salt River and would need to cross under the Tres Rios wetlands complex along the northern bank of the Salt River. It is anticipated that a jack-and-bore pipe could be installed (that would not directly affect the wetlands) to meet this drainage need. This detail would be closely coordinated with the City of Phoenix, FCDMC, and USACE during the final design phase of the project.

The Arizona List of Outstanding Waters [Arizona Administrative Code R18-11-112(E)] and Arizona's 2012/2014 Impaired Waters and 2012/2014 Not Attaining Waters lists were reviewed to determine whether any outstanding or impaired waters are present in and near the Study Area. Impaired waters will remain on Arizona's list of impaired waters until EPA changes their designation (ADEQ 2014). No impaired waters and no outstanding or not attaining Waters are located within 1 mile of the Recommended Build Alternative footprint.

~~CWA Section 404 permitting addresses the potential loss of Waters. Loss of Waters includes any area that is permanently and adversely affected by the placement of fill material, flooding, excavation, or drainage because of a regulated activity. Permanent adverse effects include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a water body, or change the use of a water body. Waters that are temporarily filled, flooded, excavated, or drained, but are restored to preconstruction contours and elevations after construction, are not included in the calculated amount of loss of Waters. Section 404 permitting occurs after issuance of the FONSI or ROD, during the design of the project (typically after 60 percent design) when the anticipated type (permanent or temporary) and quantity of impacts on Waters that will result from the project are reasonably known.~~

~~Given the preliminary design stage for the Recommended Build Alternative, only the approximate area of Waters that could be affected was estimated.~~

~~The acreage figures included do not represent the final limits of construction. Rather, these acreage amounts demonstrate the extent of Waters that occur in the footprint of the proposed freeway, bridges, and transit corridor in the Recommended Build Alternative alignment based on preliminary design.~~

Table 4-28 provides the approximate acreage of potential Waters ~~that could be affected by~~ *located in* the Recommended Build Alternative *footprint* based on the current level of preliminary design.

Table 4-28. Approximate acreage of potential Waters in Recommended Build Alternative and potential impacts

River/wash	Total extent of potential Waters in Recommended Build Alternative (acres)	Potential impacts resulting from roadway (acres)	Potential impacts resulting from future transit facility (acres)	Total combined potential impacts on Waters (acres)
Bullard Wash	1.53 1.54	0.52	0.11	0.63
Agua Fria River	5.12	1.00	0.26	1.26
Salt River	28.64 28.30	2.13	0.00	2.13
<i>Buckeye Irrigation District Pit 1</i>	0.89			
<i>Buckeye Irrigation District Pit 2</i>	6.28			
<i>Vulcan Gravel Pit</i>	7.68			
<i>Buckeye Canal</i>	1.44			
Total	35.29 51.25	3.65	0.37	4.02

The acreage amounts in the table represent the potential area where impacts on Waters could result from the SR 30 freeway and future transit corridor Recommended Build Alternative. The acreage figures included do not represent the final limits of construction (including bridge substructures [pier] locations) or impacts on these Waters. Rather, these acreage amounts demonstrate the extent of Waters that occur in the footprint of the proposed freeway, bridges, and transit corridor in the Recommended Build Alternative alignment based on preliminary design. At this point in the preliminary design process, it is not possible to quantify temporary or permanent direct impacts on these Waters since they are preliminary in nature and will not be determined until ADOT prepares the Section 404 permit application and the application is reviewed and approved by USACE. Additionally, the exact locations of structures such as piers and culverts will not be known until the completion of final design.

~~The acreage amounts in the table represent the potential area where impacts on Waters could occur based on the current SR 30 and proposed future transit corridor footprints. The acreages do not represent the exact limits of construction at this point in the design process, including pier locations. The proposed future transit corridor would likely be on a structure over the Agua Fria River and Bullard Wash, which would substantially reduce the impact area from the proposed transit facility.~~

The proposed SR 30 freeway would cross over the Salt River, Agua Fria River, and Bullard Wash, *Buckeye Irrigation District Pits 1 and 2, Vulcan Gravel Pit, and four sections of the Buckeye Canal* on structures, and the affected acreage *that would be evaluated for direct impacts on these Waters* under the proposed structures would be only *primarily include* the area disturbed by the piers. Within the Salt River *and Agua Fria Rivers*, the current preliminary design proposes approximately 13 piers *and 6 piers*, each *6 7* feet in diameter, *respectively*. ~~within the proposed jurisdictional limits of the Salt River. Within the Agua Fria River, the preliminary design proposes approximately 6 piers within the proposed jurisdictional limits of the river.~~ *ADOT will conduct geotechnical studies as part of the continuing design and engineering process to determine the final locations and placement of bridge substructures for SR 30 within the current preliminary jurisdictional limits of the Salt or Agua Fria Rivers.* No piers are proposed in Bullard Wash.

~~The largest area of potential impacts from the freeway could occur east of 67th Avenue, where the Recommended Build Alternative would cross the Salt River at the proposed system TI connecting SR 30 with SR 202L. The system TI would connect traffic in three directions upon initial construction, but a future fourth direction could be added to connect SR 30 with I 17 at the Durango Curve to the east. The core of the system TI would lie between Southern Avenue on the south, Broadway Road on the north, 67th Avenue on the west, and 59th Avenue on the east. Most of the system TI would be located over the Salt River floodplain and would have to extend the existing embankments/dikes designed to handle the 100-year flood being built with the SR 202L project for its bridges over the Salt River. The northbound to westbound, southbound to westbound, eastbound to northbound, and eastbound to southbound ramps would be two lanes, with most of these ramps occurring on bridges because of the Salt River floodplain and the system TI stacking. Similarly, the collector-distributor/access road system developed to provide access along SR 202L adjacent to and within the system TI would be built on bridges in the river environment.~~

~~In addition to the water resources discussed above, Table 4-29 shows the linear feet of canals that potentially could be affected by the Recommended Build Alternative, some of which could be potential Waters, pending the determination of the preliminary JD by USACE. The preliminary JD will be incorporated into the Waters analysis and final EA.~~

Table 4-29. Linear feet of potential Waters (canals) in the Recommended Build Alternative

Affected resource	Western area (Sarival Avenue to Bullard Avenue)	Central area (Bullard Avenue to 91st Avenue)	Eastern area (91st Avenue to 59th Avenue)	Total linear feet of canals
Canal length	5,776	9,313	10,475	25,564

Source: analysis by HDR

No-Build Alternative

Under the No-Build Alternative, there would be no direct impacts on potential Waters ~~as a result of the~~ *because the* proposed SR 30 *would not be constructed*. However, continued development *in the Study Area* may create the need for additional roadway crossings over the Agua Fria and Salt Rivers *in the future*.

Mitigation Measures

See Part II, *Mitigation Measures*, of this Final EA.

Conclusion

~~Impacts on potential Waters may include channel realignment, placement of culverts, placement of facility structures such as piers, or filling.~~ *The types of potential impacts on Waters from the SR 30 project may include facility structures such as piers, scour protection, bank protection, and placement of culverts. ADOT submitted a preliminary JD that was accepted and signed by USACE on August 9, 2019. USACE determined that potential Waters may be present from the information provided.* As the design process progresses, through final design, the Recommended Build Alternative would *continue to* be evaluated for actual and specific impacts on Waters *based the preparation of a Section 404 permit by ADOT and review and approval by USACE*. A JD will be conducted and submitted to USACE to determine the extent of Waters in the Recommended Build Alternative and to address the appropriate level of Section 404 permitting and mitigation. Based on the current preliminary design *of the Recommended Build Alternative*, the project would likely be permitted under an individual permit.

Public Involvement/Project Coordination

The following updates were made to Part V, *Public Involvement/Project Coordination*, of the Draft EA.

C. Public Hearing and Comment Period

Pages 274 to 275 of the Draft EA:

Agencies, tribes, and members of the public ~~are~~ *were* invited to review and comment on ~~this~~ *the* Draft EA and the Initial Location/Design Concept Report. The comment period ~~will begin~~ *began* on April 17, 2019, and ~~will end~~ *ended* on June 3, 2019. During the comment period, a public hearing ~~will be~~ *was* held on May 11, 2019, at the La Joya Community High School in Avondale between 11 a.m. and 5 p.m. to provide an opportunity for further public review and comment. Interested parties ~~can~~ *had the opportunity to* review and make comments on the Draft EA and the Initial Location/Design Concept Report in a variety of ways:

- Accessing, reviewing, and providing comments on the Draft EA and the Initial Location/Design Concept Report on the SR 30 website identified below,
- Visiting one of the locations where a hard-copy version of the Draft EA and Initial Location/Design Concept Report ~~is~~ *was* provided, as indicated below, and mailing in comments to ADOT at the addresses given below or by email to SR30@azdot.gov, and
- Providing written or verbal comments at the public hearing. ADOT ~~will provide~~ *provided* comment forms at the public hearing for written comments. ADOT ~~will have~~ *had* court reporters available to transcribe verbal comments in English and Spanish. Interested parties ~~may~~ *were* also *able to* make verbal comments ~~during the public comment period that will be provided during~~ *at* the public hearing, which ~~will be~~ *were* transcribed by a court reporter.

All agency, tribal, and public comments received by ADOT during the public comment period ~~will be~~ *have been* incorporated and considered in the SR 30 Final Location/Design Concept Report and in the Final EA and FONSI (*Appendix B*), if applicable, along with ADOT responses to each comment. For more information, please contact:

ADOT Communications

1655 West Jackson Street, Mail Drop 126F

Phoenix, AZ 85007

Telephone: (602) 712-8530

Email: SR30@azdot.gov

The Draft EA and Initial Location/Design Concept Report ~~are~~ *were* available for review *during the public comment period* at the following four locations and at the SR 30 website: <https://azdot.gov/node/14387>

- City of Avondale Sam Garcia Western Avenue Library, 495 East Western Avenue, Avondale, telephone (623) 333-2601
- Buckeye Public Library – Downtown, 310 North 6th Street, Buckeye, telephone (623) 349-6300
- Buckeye Fire Department Administration, 100 North Apache Road, Buckeye, telephone (623) 349-6700
- Goodyear Fire Department Station #184, 16161 West Yuma Road, Goodyear, telephone (623) 932-2300

During the SR 30 Draft EA comment period, a public hearing was held on May 11, 2019, at La Joya Community High School, 11650 West Whyman Avenue, in Avondale between 11 a.m. and 5 p.m. to provide an opportunity for further public review and comment. The public hearing was conducted by ADOT in an open house format in the high school cafeteria and included the following features:

- *computer stations for detailed Google Earth review of specific properties, along with a printer to provide property owners copies of specific properties*
- *visualization videos of a future SR 30 running in loop on TVs (in English and Spanish)*
- *roll plot stations for the public to review the alignment for the SR 30 Selected Alternative*
- *display boards about the SR 30 project, with SR 30 study team members available to discuss various topics about the project (design, engineering, environmental, project schedule) and to address questions and concerns of the public*
- *public comment stations with comment boxes, comment forms, laptop computers to submit online comments, and court reporters to transcribe oral comments in both English and Spanish*

- *stations with ADOT Right-of-Way staff to discuss the property valuation process, acquisition process, and relocation process*

Presentations were given by ADOT during the public hearing at 11 a.m. and 2 p.m. in the high school performing arts center to brief members of the public on the SR 30 Selected Alternative, the next steps in the project process, the study timeline, and other applicable information. After each presentation, members of the public were able to make a 3-minute oral statement to the SR 30 Study Team panel that was transcribed by a court reporter. This was followed by an open house until 5 p.m.

Ongoing Activities

As ADOT continues the process of design, engineering, and construction of the SR 30 Selected Alternative, the public will have additional opportunities to provide input and comments on the project, such as during final design. As the SR 30 project proceeds, ADOT will continue to update the project website, <https://azdot.gov/node/14387>, to provide information about the project and to obtain additional feedback from the public.

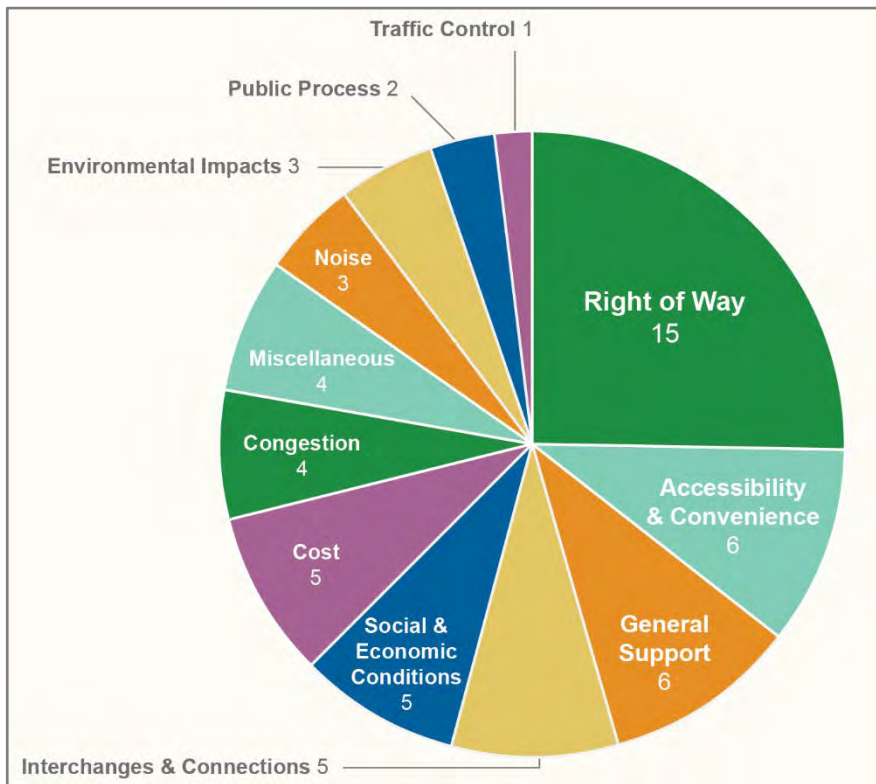
IV. Public Comments

Public comments received on the Draft EA throughout the public comment period from April 17 to June 3, 2019, and at the public hearing on May 11, 2019, may be reviewed individually in Appendix B. A total of 40 comments was received that addressed a number of topics, including:

- ROW
- accessibility and convenience
- general support
- interchanges and connections
- social and economic conditions
- cost
- congestion
- miscellaneous
- noise
- environmental impacts
- public process
- traffic control

Figure 1 shows the distribution of comments among the above-listed categories.

Figure 1. Comment categories



The primary topic of interest to the public was how the SR 30 Selected Alternative will affect individual property owners in terms of property acquisition for new highway ROW and whether homes and businesses will be displaced. Other topics included those that were in favor of the project and those that were not, and comments about the SR 30 alignment location or its preliminary design. See Section 3, *Public Comment Summary*, in the *SR 30 Public Involvement Summary* in Appendix A for additional information. Refer to Appendix B for ADOT's responses to the public comments received.

V. References

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Appendix A

Public Hearing Summary Report and Other Materials

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State Route 30

State Route 303L to State Route 202L
Federal-Aid No. NH-801-B(ARG)
ADOT TRACS No. 801 MA 000 H6876 01L

Draft Environmental Assessment and Initial Location/Design Concept Report
Public Involvement Summary for May 2019 Public Hearing

June 2019

Prepared by:
HDR
20 E. Thomas Road
Phoenix, AZ 85012

In cooperation with:
Arizona Department of Transportation

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Appendices

- Appendix A: Meeting Notification
- Appendix B: Meeting Materials
- Appendix C: Public Comments

1. Introduction

The Arizona Department of Transportation (ADOT) is studying State Route 30 (SR 30), a potential new transportation corridor that would extend between State Route 303L (SR 303L) and State Route 202L (SR 202L) and would serve as an alternate route to Interstate 10. The study area extends from Sarival Avenue on the west to 59th Avenue on the east, and from Lower Buckeye Road on the north to the Gila and Salt Rivers on the south (Figure 1). The proposed project spans about 13 miles and passes through the cities of Goodyear, Avondale, and Phoenix and portions of unincorporated Maricopa County. In early 2015, after several years of study, ADOT presented the public with four build alternatives (North, Center, Hybrid, and South). All four alternatives were evaluated through a comprehensive screening process using 24 technical (environmental and engineering) criteria, 8 cost and right-of-way criteria, and 7 agency and public support criteria. Also considered was a no-build option, which explored the impacts of not building a new transportation corridor in the study area.

In November 2017, ADOT held a public meeting that provided information on the four build alternatives and the No-Build Alternative, concluding with an announcement that the No-Build Alternative and the Hybrid Alternative (the Recommended Build Alternative, or RBA) would be carried forward for detailed analysis and additional public input in the Draft Environmental Assessment (EA) and Initial Location/Design Concept Report (L/DCR). The Draft EA and Initial L/DCR are now complete and, after carefully considering the results of that analysis, along with public input received throughout the study process, ADOT’s Recommended Alternative is the RBA.

This summary report provides information about the SR 30: SR 303L to SR 202L Draft EA and Initial L/DCR public hearing process where the results of the Draft EA and Initial L/DCR were made available for public comment.

Figure 1: Study Area



2. Public Hearing

ADOT held a formal public hearing and open house on Saturday, May 11, 2019, to provide information about the Draft EA and Initial L/DCR, and to give the community an opportunity to learn more about and provide comments on the study. The hearing was held from 11 a.m. to 5 p.m. at La Joya Community High School, 11650 W. Whyman Ave., Avondale, AZ 85323. A total of 199 people attended the public hearing.

The Draft EA and Initial L/DCR were published online on April 17, 2019, and hard copies were made available for the public to view at the following repository locations:

- Sam Garcia Western Avenue Library (Avondale Library), 495 E. Western Ave., Avondale, AZ 85323
- Buckeye Public Library – Downtown, 310 N. 6th St., Buckeye, AZ 85326
- Buckeye Police Department – Communications, 100 N. Apache Road, Buckeye, AZ 85326
- Goodyear Fire Department Station #184, 16161 W. Yuma Rd., Goodyear, AZ 85338

2.1 Public Hearing Notification

2.1.1 Newspaper Advertisements

The team prepared and arranged for paid print advertisements that provided an overview of the study and information on how to provide comments and invited the public to attend the public hearing. The advertisements—which also included the date and location of the hearing, a listing of repository locations where the Draft EA and Initial L/DCR could be reviewed, and the dates of the public comment period (including the comment period closing date)—were published in the following publications:

- *West Valley View* – English language ad (April 24, 2019)
- *Arizona Republic* – English language ad (April 20, 2019)
- *La Voz* – Spanish language ad (April 19, 2019)

A copy of the newspaper advertisements can be found in Appendix A.

2.1.2 Direct Mailer

A direct mailer was sent to 22,903 addresses in the study area to inform them of the public hearing. The mailer (in English and Spanish) was sent on April 26, 2019. A copy of the direct mailer can be found in Appendix A.

2.1.3 Study Website

The study website, azdot.gov/SR30, was updated on April 17, 2019, to include the Draft EA and Initial L/DCR, date and location of the public hearing, and information about the study. All the materials from the public hearing were uploaded to the study website after the hearing. These materials included:

- direct mailer
- roll plot maps
- display boards
- PowerPoint presentation
- SR 30 flyover visualization (simulation video)

Copies of the public hearing materials are included in Appendix B.

2.1.4 GovDelivery/News Release

The date and location of the public hearing was distributed by ADOT via GovDelivery and a news release. The GovDelivery notification was distributed to 7,302 recipients on April 17, April 25, and May 7, 2019, and the news release was posted to the ADOT website on April 25 and May 7, 2019. A copy of the GovDelivery and news release can be found in Appendix A.

2.1.5 Social Media

Nine posts providing the public hearing details were advertised on ADOT’s Twitter page prior to the public hearing between April 25 and May 11, 2019. The public hearing was also advertised on ADOT’s Facebook page on April 26 and 28, 2019. A copy of the public posts can be found in Appendix A.

2.1.6 Agency Outreach

An agency packet, including a letter providing the public hearing details, a summary of key information to be presented at the hearing, and a copy of the direct mailer, was sent via email on April 22, 2019, to the following agencies:

- City of Phoenix
- City of Avondale
- City of Goodyear
- Maricopa County
- Maricopa Association of Governments
- City of Buckeye
- City of Tolleson

A copy of the agency packet can be found in Appendix A.

2.2 Public Hearing Format

The public hearing began with registration at the door, where attendees were asked to sign in. At 11 a.m. and 2 p.m., the study team gave a 30-minute presentation, followed by a 15-minute explanation of the panel hearing process, how questions could be answered, and the plan for the remainder of the meeting. Following the presentations, attendees could attend the public hearing portion of the meeting or the open house portion. In the public hearing portion, attendees could speak in front of a listening panel for up to 3 minutes (documented by a court reporter) and listen to other meeting attendees speak. In the open house portion, attendees were encouraged to view the display boards, the SR 30 flyover visualization, and roll plot maps. A station was available where meeting attendees could request and receive a printout of their property and its geographic relation to the RBA. Study team members were available to answer questions one-on-one. Another area was available for attendees to submit written comments on a comment form or online, and an additional court reporter was available for verbal comments.

2.3 Public Hearing Materials

A variety of materials were made available to the public at the public hearing. These materials are available in Appendix B and include:

- comment form (English and Spanish)
- Title VI/Civil Rights information
- self-identification card
- direct mailer

2.3.1 Display Boards

Display boards were created for several topics considered to be of interest to the public. The boards provided at the public hearing covered the following:

- SR 30 Study Timeline
- November 2017: Recommended Build Alternative vs. No Build
- What is a Recommended Alternative (RA)?
- Recommended Alternative Justification
- Next Steps
- Implementation Plan
- ADOT's Right-of-Way Acquisition Process
- ADOT's Property Acquisition and Relocation Frequently Asked Questions
- What is NEPA?
- How to Comment

A copy of the display boards can be found in Appendix B.

2.3.2 Roll Plot Maps

Printed roll plot maps of the proposed alternatives were set up and staffed with project team members to help guide discussion and allow attendees to ask questions. Copies of the roll plot maps can be found in Appendix B.

2.3.3 Presentation

Identical 30-minute presentations were given to attendees at 11 a.m. and at 2 p.m. The presentation can be found in Appendix B and covered the following:

- Public Hearing Agenda and Presentation Overview
- Explanation of Meeting Format
- Guidelines for Speaking in Front of the Panel
- National Environmental Policy Act Information (NEPA) overview
- SR 30 Study Timeline
- November 2017: Recommended Build Alternative vs. No-Build Alternative
- What is the Recommended Alternative (RA)?
- Recommended Alternative Justification
- Next Steps
- Implementation Plan
- How to Comment

The presentation was followed by an explanation of the panel hearing process, how questions could be answered, and the plan for the remainder of the meeting.

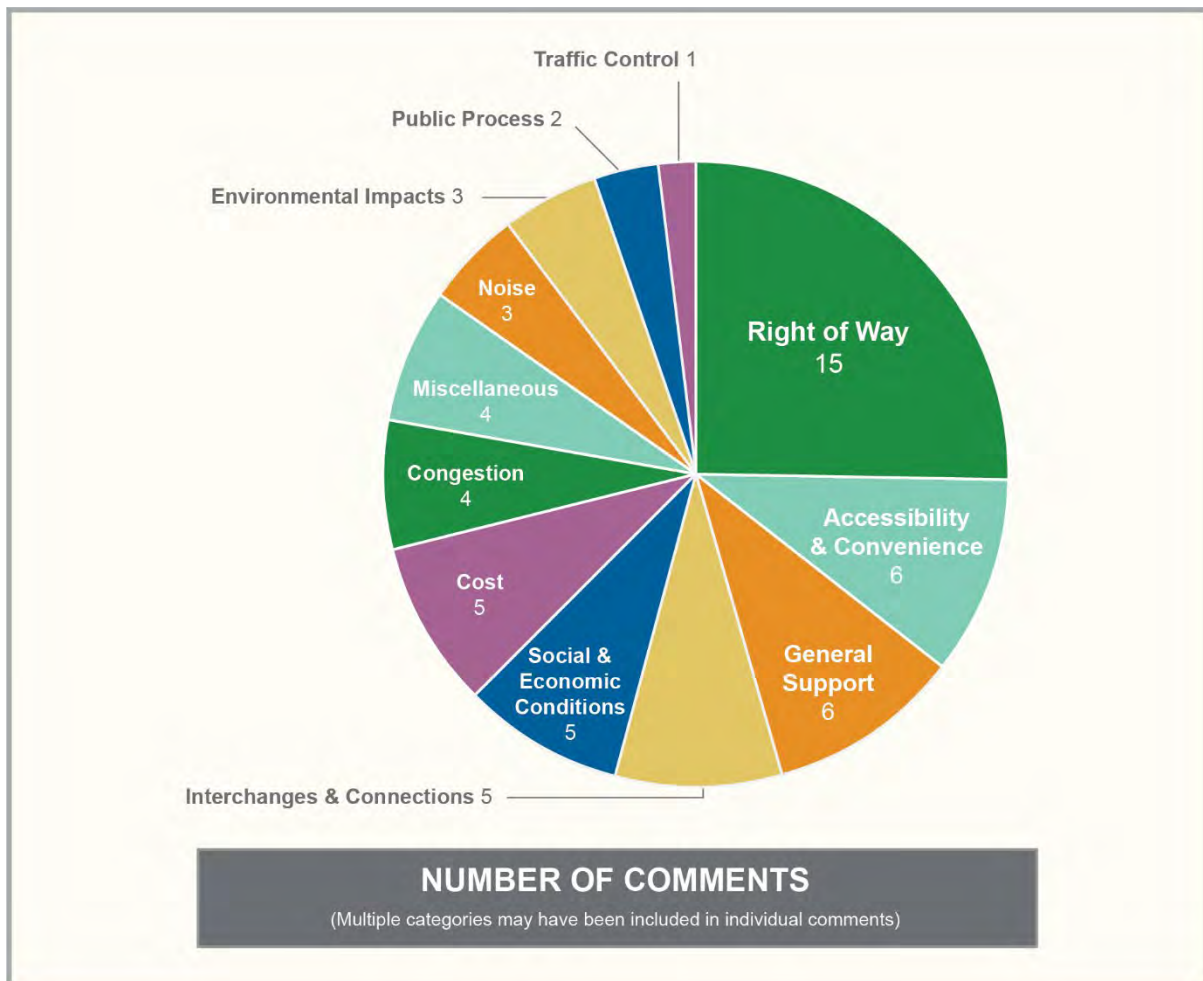
3. Public Comment Summary

This section presents a summary of the comments received during the public comment period that ran through June 3, 2019. The comments received ranged from issues associated with right of way and the cost of the project to anticipation of less congestion and more accessibility and convenience during daily commutes. Many similar comments were received from multiple commenters. Comments were classified into the following categories:

- right of way
- accessibility and convenience
- general support
- interchanges and connections
- social and economic conditions
- cost
- congestion
- miscellaneous
- noise
- environmental impacts
- public process
- traffic control

Figure 2 shows the distribution of comments among the above-listed categories.

Figure 2: Comment Categories



All comments received were reviewed for the specific issues or recommendations raised by the commenter. During the comment period, a total of 40 comments were received by June 3, 2019, the last day of the comment period, through the following methods:

Telephone: ADOT bilingual project information line at 855.712.8530

Email: SR30@azdot.gov

Online: azdot.gov/SR30

Mail: ADOT Community Relations, Attn: SR 30 Study,
1655 W. Jackson Street, MD 126F
Phoenix, AZ 85007

Comment form: Provided at meeting

Public hearing: Verbal comments presented to hearing panel recorded by a court reporter.

HDR staff was responsible for replying to all the comments received. Comments requesting additional information about the study were forwarded to the SR 30 study team. The study team was responsible for formulating a reply and forwarding all notes back to HDR to reply and include in the comment log. The comment log is included in Appendix C.

3.1 Summary of Comments

The comments received primarily focused on right of way, accessibility and convenience, interchanges and connections, and expressions of general support for the project. A sample of comments from each category is provided below, and all comments received during the public comment period are included in Appendix C.

Right of Way

- I am requesting to be one of the first properties considered for acquisitions and appraisals for the SR30. If we are going to be relocated, we would like to do it while we are able. We both have health issues and if we have to be relocated the sooner the better.
- I do not want to leave my home and move somewhere unfamiliar. In my own home I don't have to be able to see to know where everything is. It has always been in the same place. Moving somewhere else, anywhere else . . . I will be lost.

Accessibility and Convenience

- Flyover video shows that traffic entering the widened L202 north at Baseline would route to Collector-Distributor roads, which appear to not allow traffic to access route 30 West. Baseline is a densely populated corridor of Laveen so seems odd this traffic would not have access to the convenience of route 30 West.
- I fully support the initiative and look forward to having more adequate transportation routes to the West Valley.

General Support

- I am in support of the proposed SR30 route.
- I believe this is a fantastic idea. Especially, with new builds coming up.

Interchanges and Connections

- From what I understand, the interchange is not a full interchange and the remainder property will have no access from the south impacting access/circulation to our property.
- You could have saved a lot of grief and expense if you had 202 meet 303 head-on. Or even meeting 101.

Social and Economic Conditions

- It would be great for economic development in the Buckeye, Goodyear and Surprise area and would act as a bypass for I-10 and Yuma traffic going to the East valley or Tucson.
- We need this for our growing west side and growing community!

Cost

- Why is there such a huge, sweeping, elevated curve to the west from 303L to the 30? Seems unnecessary/over-built/expensive.
- You could have saved a lot of grief and expense if you had 202 meet 303 head-on.

Congestion

- I think that the I10 can stand to benefit in having an alternate route considering how congested the fwy is already.
- I'm in Laveen, and we get heavy traffic now, in the morning commute and the drive home from work.

Miscellaneous

- We would like to know if the irrigation canal that runs parallel to Southern Ave will be impacted by SR30 route?
- The RA will necessitate modification to the transmission structures including raising the height and relocating the structures which will likely require outages of these critical lines during the construction process.

Noise

- 303 please don't bring it close to CantaMia this is a retirement community and we appreciate the quiet this is what I worked my entire life for.
- The freeway and sound wall would be directly in front of our home and block the view of the mountains we have enjoyed over 23+ years.

Environmental Impacts

- Further and more importantly it will affect one of the last places in this area that is still teeming with wildlife.
- This is a beautiful habitat for the burying owl, whom is already a bird being threatened of extinction. The riparian environment of the Tres Rios river provides life and wellness to numerous animals and with a highway cutting off their natural migration it would be the end for most of these animals.

Public Process

- The notice for the DEIS should have been sent to residents at the time the document was made available to allow sufficient time for people to view and read it prior to the public hearing.
- It is nice that you are having public meetings about the proposed route. It would be nicer if you would include a proposed map so one could see if it were to affect their property.

Traffic Control

- There has to be an intersection with traffic lights or we will never get out of the neighborhood alive.

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Appendix B

Public Comments

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**SR 30; SR 303L TO SR 202L
PUBLIC HEARING AND COMMENT PERIOD
COMMENT LOG AND RESPONSES**

Date	Constituent Name	Affiliation/ Company	Parcel Number	Constituent Comment/Question	Category	ADOT Response	Attachments
4/24/19	Andrea Meza			Hi, I'm a Goodyear resident and unable to attend the public hearing on 5-11-19 in Avondale. I fully support the initiative and look forward to having more adequate transportation routes to the West Valley. I think that the I10 can stand to benefit in having an alternate route considering how congested the fwy is already. Arizona is growing and infrastructure is key for a viable future.	Congestion, accessibility, and convenience	Thank you for taking the time to submit your input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record.	
4/27/19	Joseph Kissel			The center segement is best. It doesn't ruin Southern or Broadway's potential. Done't build this unless you connect it to I-17 at the Durango Curve! We want cohesion!! We want a center city to boonies freeway, not a boonies to boonies freeway.	Interchanges and connections	Thank you for taking the time to submit your input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record. While the center alignment was considered in detail, it was ultimately not selected due to technical and cost risk factors. With regards to the extension to I-17, the Regional Transportation Plan developed by the Maricopa Association of Governments (MAG) does include an extension of SR 30 over to I-17 in the vicinity of the Durango Curve. That segment of SR 30 between Loop 202 and I-17 is the topic of another ongoing study being performed by MAG. That study began in early 2019 and is expected to be completed in 2021. Refer to MAG's website for information as it becomes available: https://www.azmag.gov/ .	
5/2/19	Matt			Hello! I wanted to say that I LOVE the ADOT website and the incredible service you provide for the citizens. More specifically regarding the State Route 30 project, I am a HUGE supporter of this project. I work downtown and will be commuting back and forth daily from Buckeye. Please, please, please build this freeway. Thank you SO much for all of your hard work and dedication to building State Route 30!	General support, accessibility, and convenience	Thank you for taking the time to submit your input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record.	
5/2/19	John Nicholas			I have been following the I-11, Loop 303 and the State Route 30 studies for a number of years and now that you have preferred alternative routes on each I have a few comments. I attended your public hearing on the I-11 in Wickenburg and had a number of questions answered. But, I had one question that most of the your staff could not answer and the one that could said that the proposed route East of State Route 85 at Buckeye and then turning south before crossing the Gila River could be looked at as an extension of Stare Route 30 and Loop 303 going south over the Gila. If this is so I am for it. It would be great for economic development in the Buckeye, Goodyear and Surprise area and would act as a bypass for I-10 and Yuma traffic going to the East valley or Tucson. I would like to see this part of the I-11 given a higher priority and try to have it completed within the next eight years and then work on State Route 85 to Wickenburg and then down to Casa Grande.	Social and economic conditions, accessibility, and convenience	Thank you for taking the time to submit your input. Your participation in the State Route 30 and Interstate 11 study process is important, and your comments will be included in the public record for SR 30.	
5/4/19	Victor Lucio			What are the improvements for public access if any to: 1.Salt River? 2. ISM Raceway? 3.Goodyear Public Golf Course/ Regional Park? 4.Estrella Parkway to Newland Land Development and established Communities? Otherwise planned route is a welcome connection between the 303L and 202L.	Accessibility and convenience, general support	Thank you for taking the time to submit your input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record. As a proposed limited access freeway, access to all of the locations noted will be via interchanges spaced every one or two miles at most of the major north-south arterials. Specifically, the Salt River will be accessed from the freeway at both 67th Avenue and 91st Avenue. The Gila River would be accessible at Avondale Boulevard, Dysart Road, Bullard Avenue, Estrella Parkway, and Cotton Lane. ISM Raceway would be directly accessible via Avondale Boulevard, and indirectly accessible via El Mirage Road, Dysart Road, Bullard Avenue, and Estrella Parkway. The Goodyear Public Golf Course and Regional Park would both maintain access just as they do today, with freeway access at both Estrella Parkway and Bullard Avenue. All established and planned communities south of the Gila River would have direct access to SR 30 at interchanges with all roads that currently cross the river with bridges. Therefore, interchanges along SR 30 would be included at Cotton Lane, Estrella Parkway, Bullard Avenue, and Avondale Boulevard.	
5/5/19	Barry Schroeder			I am in support of the proposed SR30 route.	General support	Thank you for taking the time to submit your input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record.	
5/6/19	Douglas Smith			I just received the notice in the mail regarding the upcoming public hearing which I plan to attend. However I want to state that I do not believe that five days notice for a hearing being held on a weekend when many people might have plans to be out of town is adequate notice. I am also a bit surprised that the DEIS has be out since April 17 but I have not heard about it and I should be on your e-mail list. Regardless, the notice for the DEIS should have been sent to residents at the time the document was made available to allow sufficient time for people to view and read it prior to the public hearing.	Public process	You are indeed on our e-mail list. We sent an email notice out on April 17, 2019 and according to our report, it was delivered to your account. Please check your Junk or Spam files to see if it was delivered there. We hope you will attend the meeting at La Joya Community High School, 11650 W. Whyman Ave., Avondale, AZ 85323. Your participation in the State Route 30 study process is important, and your comments will be included in the public record.	
5/6/19	Mark Bauman			He loves the plan for SR30 and welcomes it. <i>[NOTE: this was received as a VM message]</i>	General support	Thank you for taking the time to voice your input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record.	

**SR 30; SR 303L TO SR 202L
PUBLIC HEARING AND COMMENT PERIOD
COMMENT LOG AND RESPONSES**

Date	Constituent Name	Affiliation/ Company	Parcel Number	Constituent Comment/Question	Category	ADOT Response	Attachments
5/7/19	Sherry and David Newman			Just one question. Are we going to learn anything about when we will be offered on our homes. Is it still years. Tired of being in limbo. We've been wanting to move but can't because of this uncertainty.	ROW	<p>There was a Right of Way representation at the public hearing on May 11 to discuss acquisition plans. The meeting was held at La Joya Community High School, 11650 W. Whyman Ave., Avondale, AZ 85323.</p> <p>Even though the public comment period for the Draft EA ended on June 3, 2019, you are always welcome to contact ADOT to request a conversation or meeting to discuss potential impacts to your specific property. You would just need to supply an address or a parcel number for this inquiry.</p> <p>There has only been unofficial contact with potentially impacted property owners through the public meetings and hearings. Official notification begins after the Final Environmental Assessment and Design Concept Report has been finalized and approved. At that time, ADOT will begin developing appraisals as part of the acquisition process. The appraisal process will likely take place throughout 2020.</p> <p>Your participation in the State Route 30 study process is important, and your comments will be included in the public record.</p>	
5/7/19	Sophia Flores			Have the homeowners that will be affected by this been notified? I live in the area but have received no information as to what will be gone or how far it will be from our home. Can someone inform us on this.	ROW	<p>Thank you for the input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record.</p> <p>Even though the public comment period for the Draft EA ended on June 3, 2019, you are always welcome to contact ADOT to request a conversation or meeting to discuss potential impacts to your specific property. You would just need to supply an address or a parcel number for this inquiry.</p>	
5/7/19	Nic Bryan			Why is there such a huge, sweeping, elevated curve to the west from 303L to the 30? Seems unnecessary/over-built/expensive. What is the reason for the lack of directional efficiency?	Interchanges and connections, cost	<p>Thank you for the input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record.</p> <p>The layout of the SR 303L and SR 30 interchange appears as it does because it only represents one-quarter of a full four-legged freeway-to-freeway interchange envisioned for this site. SR 30 is anticipated to extend west into Buckeye, and SR 303L is anticipated to extend south of the Gila River in the future. The current configuration accounts for those extensions so that nothing would have to be reconstructed if they occur. The proposed connection is elevated so that the freeway can cross over the Union Pacific Railroad, MC 85, and several irrigation canals in the area.</p>	
5/7/19	Jim Sweenie			<p>It is nice that you are having public meetings about the proposed route. It would be nicer if you would include a proposed map so one could see if it were to affect their property. Now the proposed route is wide open guess and could affect anyone...</p> <p>You could have saved a lot of grief and expense if you had 202 meet 303 head-on. Or even meeting 101. This Rt-30 is just a band aid and a waste of time and money but necessary since you chose 59th Ave as a junction point for 202.</p> <p>Bottom line here... send a map with the proposed RT-30 route.... I made this suggestion a month or so ago... does anyone read these e-mails??</p>	Public process, interchanges and connections, cost	<p>I have attached a map as requested. Additionally, there are detailed project maps available on the project website.</p> <p>Thank you for the input. Your participation in the State Route 30 and Interstate 11 study process is important, and your comments will be included in the public record.</p>	
5/10/19	Rodolfo Ortiz	Commuter		I believe this is a fantastic idea. Especially, with new builds coming up. I'm in Laveen, and we get heavy traffic now, in the morning commute and the drive home from work. I also, work in Buckeye. I take Lower Buckeye Rd to MC85 to Rainbow Rd to Southern Ave in Buckeye. I've seen more traffic coming in from Buckeye and surrounding areas, off of the MC85 towards Goodyear and the surrounding areas. It's a great plan!	Congestion, general support	Thank you for taking the time to submit your input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record.	

**SR 30; SR 303L TO SR 202L
PUBLIC HEARING AND COMMENT PERIOD
COMMENT LOG AND RESPONSES**

Date	Constituent Name	Affiliation/ Company	Parcel Number	Constituent Comment/Question	Category	ADOT Response	Attachments
5/10/19	Jim Zeiter	Insight Asset Services		<p>Arizona Department of Transportation Via Email: SR30@azdot.gov RE: SR30 Proposed Alignment Concerns This letter is being written to express my concern regarding the proposed alignment of SR 30. My firm currently owns the property at the SEC of MC85 and Sarival Road under the name of Goodyear 142, LLC et al. Attached is a plan site that shows where our property is located (outlined in red) and the recently proposed alignment of SR30. My concern is the marketability of the remainder parcel to the south of the proposed alignment and the significant financial burden the ownership group will face if the alignment remains as proposed. The proposed alignment cuts off any reasonably available utility access for all wet and dry utilities. From what I understand, the interchange is not a full interchange and the remainder property will have no access from the south impacting access/circulation to our property. The property will be bound by a channel, a sewer treatment plant, ADOT Right of Way and a street to nowhere. The ownership group has spent considerable money and time on engineering and entitlements for this site, including subdividing the property and land based on a previously presented alignment. These efforts are lost if the proposed alignment is approved. Again, we want to express our concern regarding the impact to our investment made in the City of Goodyear. If there can be any modification to move the alignment to the south, we are in favor of this change. Please contact me if you have any questions or want to discuss this item further. Best Regards, Jim Zeiter Managing Partner Goodyear 142, LLC et al</p>	Social and economic conditions, accessibility and convenience, interchanges and connections,	<p>Thank you for the input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record.</p> <p>In response to this letter, ADOT has been in contact with the owners and is engaged in an ongoing coordination effort discussing the impacts to this parcel.</p>	 
5/10/2019	Victor Chavez			Please build this as soon as possible! Traffic is a nightmare on the i10 and the side streets are not any better. We need this for our growing west side and growing community!	Congestion, social and economic conditions	Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30 .	
5/11/19				We live at 7148 West Wier Ave. The freeway and sound wall would be directly in front of our home and block the view of the mountains we have enjoyed over 23+ years. Not to speak of maybe it will devalue our property. It seems there should be some compensation for destroying our view, and adding constant noise to our quiet neighborhood. We also hate the thought of getting up in the morning and looking out and not seeing our neighbors homes but instead seeing a wall. We have worked hard to hold on to this place in this beautiful area for over 20 years to no avail?? We moved out here to get away from block walls. I know this doesn't really matter to who ever sees this since it is not changing your life. But you should think about how you would feel if it happened to you. There is no where we can go to get the land as well as house & inground pool and little guest house like we have for what we are paying for it. We are in our 70's and both of us still work to hold onto this place. This is extremely discouraging.	Noise, miscellaneous	Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30 .	

**SR 30; SR 303L TO SR 202L
PUBLIC HEARING AND COMMENT PERIOD
COMMENT LOG AND RESPONSES**

Date	Constituent Name	Affiliation/ Company	Parcel Number	Constituent Comment/Question	Category	ADOT Response	Attachments
5/11/19	Ronald G. Young			<p>My name is Ronald G. Young. I live at 6820 W Roeser Rd, Phoenix, AZ 85043. Today I attended the Meeting and Open House for SR30 which was held in Avondale. I learned that plans call for the purchase of the right-of-way to leave a single strip of houses to be left between the freeway and the Salt River. This includes my property. I have concerns and questions regarding this situation.</p> <ol style="list-style-type: none"> 1. I strongly suspect a certain sand and gravel operator has been awarded a concrete contract for this freeway and may be purchasing the land between Roeser Rd and the riverbed to mine gravel. A drilling company has already drilled test holes to sample the substrate. This would place me between a freeway and a gravel pit. Has consideration been given to buying out this line of houses? 2. If this decision stands I would like to be assured that there will be a sound barrier along the south right-of-way behind our houses. Will there be one? 3. This line of houses has water rights with SRP irrigation. Will irrigation water be passed under the freeway to our lots? 4. Our access to the outside world is by 71st Ave. I see that you plan to extend Roeser Rd to 67th Ave. There has to be an intersection with traffic lights or we will never get out of the neighborhood alive. Will there be lights? 5. Is there a chance of commercial zoning for these properties? <p>I would appreciate it if you would answer my questions and concerns as best as you can.</p>	ROW, interchanges and connections, noise, traffic control, miscellaneous	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>In regards to your specific questions, here is some additional information.</p> <ol style="list-style-type: none"> 1. ADOT does not regulate the sand and gravel industry along the rivers and therefore would have no knowledge of future/potential mining south of your property. 2. At this time, no sound barrier is planned for this row of homes along Roeser based on the ADOT noise barrier policy. 3. Generally, it is ADOT's policy to perpetuate all property water rights, and that is what would be assumed in your particular situation. If, for some reason, ADOT is not able to perpetuate those water rights, then those water rights would need to be purchased from you. 4. A signal warrant analysis will be performed for the new Roeser Road/67th Avenue intersection as design progresses. If 67th Avenue traffic volumes are significant, then a signal may be warranted. 5. ADOT does not control municipal zoning ordinances. You will need to contact your local municipality about zoning questions. 	
5/11/19	Steve Jiles			Please speed up the construction of these arteries (303 extension south of the 10 & SR 30 respectively), so that the traffic from the West Valley will improve heading east on the I-10. Thank you so very much for all that you do!	Congestion	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p>	
5/11/19	Mike Sargent			My name is Mike Sargent. I would like to be one of the first properties to be appraised for acquisition. My address is 7029 W. Wire Ave Phoenix, AZ 85043. Please keep me updated on all time frame or project changes. Phone is 623 692-9503 and email is s7ms_500@yahoo.com.	ROW	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>The ADOT Right of Way group will be contacting property owners as part of the appraisal process, which will likely take place throughout 2020.</p>	
5/11/19	Todd Seashore			My name is Todd Seashore. I want to be one of the first appraised for acquisition. My address is 4847 S. 71st Ave Phoenix, AZ 85043. We have medical conditions and if going to be forced to move sooner the better. Please call and email me of any and all updates or SR30 project changes. Phone 602 578-9363 email tc@topcatglobal.com	ROW	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>The ADOT Right of Way group will be contacting property owners as part of the appraisal process, which will likely take place throughout 2020.</p>	
5/11/19	Todd and Brenda Seashore			My name is Todd Seashore and Brenda Seashore. We own 4847 S. 71st Ave Phoenix, Az 85043, a 2 1/2 acre property. My Cell phone is 602 578-9363 and Brenda's cell is 602 297-3017. Our email addresses are TC@topcatglobal.com and N2hrss@yahoo.com. I am requesting to be one of the first properties considered for Aquisitions and appraisals for the SR30. If we are going to be relocated we would like to do it while we are able. We both have health issues and if we have to be relocated the sooner the better. Please keep us informed and up to date on new time frames for acquisition by phone and email.	ROW	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>The ADOT Right of Way group will be contacting property owners as part of the appraisal process, which will likely take place throughout 2020.</p>	
5/11/19	Frank Dever			Flyover video shows that traffic entering the widened L202 north at Baseline would route to Collector-Distributor roads, which appear to not allow traffic to access route 30 West. Baseline is a densely populated corridor of Laveen so seems odd this traffic would not have access to the convenience of route 30 West.	Accessibility and convenience	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>Your observation is correct. The collector-distributor roadway will not provide access between SR 30 and the SR 202L/Baseline Road interchange. The close proximity of these access points coupled with the heavy traffic volumes makes this movement unsafe as it would severely deteriorate traffic flow. For those drivers who wish to travel between Baseline Road and SR 30, they will need to use 67th Avenue interchange. This routing will provide access while preserving the operational integrity of this complex freeway-to-freeway interchange area.</p>	

**SR 30; SR 303L TO SR 202L
PUBLIC HEARING AND COMMENT PERIOD
COMMENT LOG AND RESPONSES**

Date	Constituent Name	Affiliation/ Company	Parcel Number	Constituent Comment/Question	Category	ADOT Response	Attachments
5/13/19	Ted Wojtas			303 please don't bring it close to CantaMia this is a retirement community and we appreciate the quiet this is what i worked my entire life for	Noise	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>Please note that the CantaMia community is far south of the SR 30 project area and is not impacted by the SR 30 project.</p>	
5/13/19	Edith Salgado			<p>Hi Deborah, Im the owner of 7241 W wier phx az we recently build a home in our property and Im concern about State Route 30 and I just notice their was a meeting which I was never notify about it and wanted to know if the route will affect my property? Please let me know.</p> <p>Thank you Edith Salgado</p>	ROW	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>Your property will be impacted by the current proposed SR30 route. At this time, it looks like the route would need to acquire at least 1.25 acres of the southern part of this property.</p> <p>The federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 is the governing law that ensures fair compensation and relocation assistance for those whose property is to be acquired for public use under eminent domain laws. ADOT is required by statute to comply with all aspects of this law, and will work with each and every property owner, within the context of this law, to pay fair market value for the property and to find suitable options for relocations and to compensate the property owner for the relocation, if applicable. Throughout this process, the property owner always has the right to seek independent legal counsel, at the property owner's expense, if they feel they need additional assistance.</p>	
5/13/19	Jose Ortiz			Hi my name is Jose Ortiz I was just emailing you guys to see if this going to affect my house.my address is 11057 W 110th Place ct tolleson. 4802945613 cell phone	ROW	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>The property located at 11057 W. 110th Place Court in Tolleson will not be impacted by the SR 30 freeway. However, be aware that your south property line will become the north freeway right of way line. Relative to your house, the edge of the freeway will be located approximately 250 feet south. A noise barrier wall along the edge of the freeway is anticipated in this location.</p>	
5/14/19	Miya and Ernest Linsenmeyer	Spend Rocks LLC	500-77-003A/F/G	<p>We attended the public meeting on May 11. We wanted to obtain a visual of the recommended route relative to our land, but the line was long and my Dad couldn't wait. Could you please prepare an exhibit for us? Our parcel numbers are below: 500-77-003A/F/G</p> <p>Thanks very much, Miya and Ernest Linsenmeyer Spend Rocks LLC</p>	ROW	<p>Of these three parcels, the proposed SR30 route is expected to impact only 500-77-003G, the 148 acre parcel. Of the 148 acres, construction of SR30 would mean the acquisition of the southwest corner of that parcel. As requested, an exhibit was also transmitted.</p>	
5/15/19	Vince and Rosa Cortez			We would like to know if the irrigation canal that runs parallel to Southern Ave will be impacted by SR30 route?	Miscellaneous	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>In response to your question, no, the St. John's irrigation canal is not expected to be impacted by the project.</p>	
5/17/19	Judy Cuttita			I received a call from Judy Cuttita. She would like to learn how her property will be impacted.	ROW	<p>The property located at 6003 S. 122 Ave. Avondale/Tolleson 85353 will not be directly impacted by the proposed SR 30 freeway improvements.</p> <p>However, this parcel's access will be modified slightly from its current condition. This property is located on the south side of Southern Avenue. In this area, Southern Avenue will be converted to a pair of one-way frontage roads on either side of the freeway. Across this parcel, the existing two-way Southern Avenue would become an eastbound only frontage road and the proposed freeway would be north of that. The edge of the freeway would be over 200 feet from the residence. Westbound access would be accomplished by circling back through the one-way frontage road system.</p>	

**SR 30; SR 303L TO SR 202L
PUBLIC HEARING AND COMMENT PERIOD
COMMENT LOG AND RESPONSES**

Date	Constituent Name	Affiliation/ Company	Parcel Number	Constituent Comment/Question	Category	ADOT Response	Attachments
5/17/19	Lymon White			<p>Dear Sir, My thinking, "I'm 80 years old a retired pipefitter." My land is in the path of SR-30 so this area someday will be river front with hotels and fancy restaurants and what with looking forward with future insight, would havign a beautiful <u>overhead freeway</u> would not be as unsightly as a freeway that goes over river and drops down into the river for 1 or so miles "makes no sense to me." I think it would cost less and be smarter for the future of west Phoenix. I hope you can understand my writing. Lymn White Overhead anything is beautiful? ((hand written letter))</p>	Cost, social and economic conditions	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>In response to your specific comment, the alignment and profile (elevation) of the proposed freeway was studied in great detail to minimize cost, minimize environmental impact, and to minimize engineering and construction risks. As the design advances in the future, these design elements may be refined further to achieve greater efficiency, but we would not expect it to change significantly given the cost, environmental, and engineering factors noted.</p>	
5/23/19	Sevino Valencia			He agrees with the SR30 alignment decision. ((was a VM))	General support	Thank you for taking the time to voice your input. Your participation in the State Route 30 study process is important, and your comments will be included in the public record.	
6/1/19	Jason Keele			<p>Of all available options for the SR-30 no build is the right one.</p> <p>In my three years living in this house (I grew up near here) I've witnessed wildlife not seen throughout most of the valley. In my own front yard I have borrowing owls, prairie dogs, I've chased off Javelina and Coyote, helped a wounded Kestrel falcon, countless number of finches and humming birds, caught two wild Lutino Cockatiels (yes the tropical bird), found king snakes, gopher snakes, rattle snakes, kangaroo mice, gophers, a Gila Monster, and more animals then I remember.</p> <p>My point is that our proximity to Tres Rios, and specifically the Agua Fria and Gila River intersection is a bad place for a freeway. I've been told by ADOT reps that .7 miles is far away and this proposed freeway will not effect me. I respond that in my old house I lived exactly .8 miles from the freeway and that did effect me. Further and more importantly it will effect one of the last places in this area that is still teaming with wildlife. Your studies are wrong. Do not build SR30.</p> <p>Leave this little part of Avondale alone. Don't listen to the local politicians who want to cram as many homes into every field as possible. More freeways means more homes and more strip malls. Let them build closer to town where all of the wildlife has already been chased away. Soon the valley will have to teach kids in history class about the things that 'used' to live here.</p> <p>NO BUILD.</p>	Environmental impacts	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>Your concerns related to wildlife are noted and have been assessed in detail in the Environmental Assessment and its supporting documentation. Through that analysis, some impacts to biological resources, such as the wildlife, are anticipated, but were found to not be substantial with the Build Alternative. It is also important to note that the south alignment alternative that was considered earlier in the study was dropped from consideration for several reasons, with one of those being the higher likelihood of impacts to wildlife in the Gila River corridor. Additionally, ADOT policies and procedures require that applicable federal, state, and local laws and regulations be followed to ensure that adverse environmental impacts would be avoided, minimized, or otherwise mitigated.</p>	
6/1/19	Renee Keele			<p>To whom it may concern,</p> <p>The best option is the NO build option for the SR 30 highway.</p> <p>This will destroy valuable farmland and financial futures for those farmers and the future of farming.</p> <p>In addition, home values in the area will decrease or be destroyed.</p> <p>However the most valuable assets, the wildlife will be forced to move or die off. This is a beautiful habitat for the burying owl, whom is already a bird being threatened of extinction. The riparian environment of the Tres Rios river provides life and wellness to numerous animals and with a highway cutting off their natural migration it would be the end for most of these animals.</p> <p>We cannot keep building and building and not think of how this will affect the environment or lack of one, for our future generations. Without farming, without wildlife we are doomed to a concrete jungle without resources to grow and thrive. Yes, we can get to work faster but at what cost? A cost I certainly don't want to pay or have my children pay.</p>	Social and economic conditions, environmental impacts	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>Your concerns related to wildlife are noted and have been assessed in detail in the Environmental Assessment and its supporting documentation. Through that analysis, some impacts to biological resources, such as the wildlife, are anticipated, but were found to not be substantial with the Build Alternative. It is also important to note that the south alignment alternative that was considered earlier in the study was dropped from consideration for several reasons, with one of those being the higher likelihood of impacts to wildlife in the Gila River corridor. Additionally, ADOT policies and procedures require that applicable federal, state, and local laws and regulations be followed to ensure that adverse environmental impacts would be avoided, minimized, or otherwise mitigated.</p> <p>Finally, with regards to impacts to the farmlands, growth and land use projections indicate that the majority of the farmland in the study area will disappear even with the No-Build Alternative. As a result, the impacts to farmlands resulting from the Build Alternative is negligible compared to the No-Build Alternative.</p>	

**SR 30; SR 303L TO SR 202L
PUBLIC HEARING AND COMMENT PERIOD
COMMENT LOG AND RESPONSES**

Date	Constituent Name	Affiliation/ Company	Parcel Number	Constituent Comment/Question	Category	ADOT Response	Attachments
6/2/19	Ruth Burdell			My name is Ruth Burdell. I live at 11312 W. Sunland Ave., in Tolleson. I have lived in my home since 1972. My husband, Willard, worked many long hours all his life, at hard, physical jobs - milking cows, farming, driving hay and cotton trucks - to buy a home that we could raise our family in, retire in, grow old, and die in. Willard passed away in 2005, here in our home, thinking that he had provided me a place to live out my life. I feel that there were options for this freeway that would not have disrupted so many lives. One of those routes should have been chosen. One of the "unchosen routes" was ruled out because it was in a flood plain. Why did we have to pay flood insurance for all those years? Now this property isn't considered "flood-able"? How convenient. Peoples homes and the quality of their lives is worth more than any money saved by choosing the current route. I have lived here 47 years. I am 88 years old. I have trouble getting around due to my arthritic knees. My eyesight is very limited due to wet macular degeneration. I do not want to leave my home and move somewhere unfamiliar. In my own home I don't have to be able to see to know where everything is. It has always been in the same place. Moving somewhere else, anywhere else . . . I will be lost.	ROW	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>The federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 is the governing law that ensures fair compensation and relocation assistance for those whose property is to be acquired for public use under eminent domain laws. ADOT is required by statute to comply with all aspects of this law, and will work with each and every property owner, within the context of this law, to pay fair market value for the property and to find suitable options for relocations and to compensate the property owner for the relocation. Throughout this process, the property owner always has the right to seek independent legal counsel, at the property owner's expense, if they feel they need additional assistance.</p>	
6/3/19	Merrill Lewis			Save some money and shorten route. ((The note was written on the newspaper ad and mailed in)).	Cost	Four routes through Avondale were evaluated in detail, and while two of those alternatives were slightly shorter than the recommended Build Alternative, one of those alternatives (Center Alternative) was actually more expensive to build due to other engineering challenges at the Agua Fria River crossing. Additionally, the other shorter alternatives (North Alternative) would have required the complete relocation of the Tres Rios Elementary School and would have rendered the future high school site unusable, making the North Alternative unacceptable despite having a slightly lower cost.	
6/3/19	D. Brad Larsen	Arizona Public Service		APS is providing the following written comments regarding the State Route (SR) 30, SR 303L to SR 202L Draft Environmental Assessment (SR30 DEA) in addition to those comments provided in the discussion held with SR30 EA Team Members Brian Bombardier and Troy Sigelitz on May 2, 2019. The recommended alternative (RA) crosses a major electrical transmission corridor in the area between Bullard Avenue and Litchfield Road south of the City of Phoenix Goodyear Airport. These high voltage and extra high voltage transmission lines are critical to bringing adequate and reliable power into Phoenix, Tucson, and other areas of the State. These lines are owned by the major energy providers in Arizona and include Arizona Public Service (APS), Salt River Project (SRP), Tucson Electric Power (TEP) and Western Area Power Administration (WAPA). The RA will necessitate modification to the transmission structures including raising the height and relocating the structures which will likely require outages of these critical lines during the construction process. There is also a major water pipeline that is critical to the operation of the Palo Verde Generating Station. This pipeline will be crossed and modifications will need to be made to ensure that the use of the pipeline is not impeded. The cost to modify and relocate these critical utility assets will likely cost taxpayers tens of millions of dollars that could be better spent if another route is chosen. In addition to the impacts to existing utility infrastructure mentioned above, APS is proceeding with plans to build new high voltage transmission lines connecting into the transmission corridor and going north between Bullard Avenue and Litchfield Road to serve new data center customers.	Miscellaneous, cost	<p>ADOT has held coordination meetings with APS on their proposed project (called the Cyclone and Wildcat 230 kV Transmission Line Projects), and will continue to do so as both projects advance through their respective processes.</p> <p>In response to the specific concerns related to the crossing of the overhead power corridor west of the Agua Fria River, ADOT is very aware of these crossings, and purposefully designed the proposed freeway to pass under the overhead powerlines without relocations or adjustments being needed. This occurred nearly 15 years ago in close coordination with all the utility owners in that corridor.</p> <p>ADOT is also aware of the APS pipeline crossing in this same area as well as other points in the corridor and has accounted for them accordingly in the impacts discussion in the Environmental Assessment and the Location/Design Concept Report.</p>	

**SR 30; SR 303L TO SR 202L
PUBLIC HEARING AND COMMENT PERIOD
COMMENT LOG AND RESPONSES**

Date	Constituent Name	Affiliation/ Company	Parcel Number	Constituent Comment/Question	Category	ADOT Response	Attachments
				<p>APS is currently acquiring necessary easements to construct new 230 kV transmission lines to serve these new customers that have located south of the Goodyear Airport. These new transmission facilities will be built and energized in 2020-2021 which may be prior to ADOT's land acquisition. APS believes that ADOT has not adequately studied the impact of the RA on these new transmission facilities or the cost impacts that will arise from the need to accommodate all of the existing and planned high voltage transmission lines and other infrastructure that will be impacted by the RA. With so many critical utility assets being negatively impacted by the SR30 RA, we urge ADOT to further study the impact of the RA and route alternatives that would not disrupt or cause a major impact to the electrical grid critical to powering metro Phoenix and other areas of the State. If however, ADOT decides to proceed with the RA despite these major impacts, APS urges ADOT to evaluate again the possibility of constructing the project with a depressed roadway through this area. Depressing the road would at least allow for adequate safety clearance of the various high voltage and extra high voltage transmission lines that will be crossing overhead. Lastly, APS requests to be notified of any future design and coordination meetings so that APS may continue to provide comment and input concerning the project or at least an opportunity to review and comment on any preliminary design concepts.</p>			
5/11/19	Marcos Valdez			<p>I speak on behalf of my parents, Juan and Lupe Valdez, who are going to be directly impacted on the actual build line. I have very been fortunate, right? My parents taught me a lot about integrity and working hard, wanting to go out and get an education. So, I was able to end up graduating from ASU and going out to the East Coast for just under a decade and getting grad school training. I have ended up working across education, nonprofit healthcare, and government, and different sectors. And I got to start to appreciate what it is that this type of build is supposed to do, to help before Phoenix, if necessary, infrastructure to be opened to help traffic from here, especially in a time of growth. What concerns me, though, is that folks, especially that are in here and, like my parents, don't come from very significant means. Very humble type of background. Living on fixed income. My dad was a construction worker and is in retirement after 40-something years. And they have been in their house for upwards of 40, 50 years, and they actually just celebrated their 50-plus years of their vows. And having also worked in different sectors, where there are folks from lower income or lower to middle or blue-collar backgrounds, the government processes can be very intimidating to try and navigate. There's a lot of paperwork, a lot of process, and a lot of those folks that are going to end up being most impacted are going to be disproportionately impacted relative to someone who else who might have an understanding of how this process works.</p> <p>And so my concern, especially for folks like my parents and everyone on that street, is that the government is going to come in there, they are not going to have the same type of understanding to be able to navigate the laws and hurdles, whether that's regulatory, whether it's institutional, whether it's within the means of the law, and they could be very easily be taken advantage of. I think whenever you look at many of the folks here, they had no intent to sell. They basically wanted to end up living out the rest of their lives, being able to pass their home or whatever type of means that they might have on to the next generation. But, again, no intent to ever vacate. And so for folks that are going to be displaced here, they are not someone who's going to hit the market with the intent of being motivated to sell or to try and have the best conditions for their house or their property or any of the type of emotional ties to the assets they might have accumulated. And we are talking about assets that maybe are a \$500 hotrod that is 35 or 60 years old. Doesn't really have a ton of value because it needs some work, but there is emotional value tied to that from folks like my dad. And so my hope is that as you're -- many of these folks are going to be impacted here, that they get the type of justice and fairness in this process to be afforded the right level of education and hand-holding to make sure that the ends justify the means for all of them. Thank you.</p>	ROW	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>The federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 is the governing law that ensures fair compensation and relocation assistance for those whose property is to be acquired for public use under eminent domain laws. ADOT is required by statute to comply with all aspects of this law, and will work with each and every property owner, within the context of this law, to pay fair market value for the property and to find suitable options for relocations and to compensate the property owner for the relocation. Throughout this process, the property owner always has the right to seek independent legal counsel, at the property owner's expense, if they feel they need additional assistance.</p>	

**SR 30; SR 303L TO SR 202L
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Date	Constituent Name	Affiliation/ Company	Parcel Number	Constituent Comment/Question	Category	ADOT Response	Attachments
5/11/19	William Scoggins			<p>First of all, Marcos Valdez there, he's my next-door neighbor. We have lived next to him for over 30 years. He expressed a lot of the same concerns that I have. We don't know how all this process works. I have been trying to go online to see how this thing -- I have been trying to follow it. But there's a lot of questions, and hopefully we can get a lot of questions answered today. Our history, my family history goes way, way back here. My family basically pioneered a lot of this area in farm country. I have raised my family -- my family raised me. I have raised my family. You know, we have had -- we have a lot of history. I have mixed emotions about this freeway. I know it needs to come through. I have got 40 years of construction myself. As an ironworker I have built most of the I-10 freeway, built most of the high rises, built most of the stadiums, and things like that. So I knew that one day it was going to come to our area. Okay. The only thing is, is we know we can't win. You know it's coming through. Okay. Our big questions are, you know, how are we going to -- what are we going to do? Where do we go? You know, how do we pay for wherever we are going? As Marcos said, this is our retirement. My wife and I decided, you know, years ago when we bought this place that we was going to stay there forever. Okay. So we don't know what we're going to do. Our hope is that when you people come in and buy us out that you give us enough money that we can go and live the rest of our lives out in a comfortable manner. We don't want to be -- with the housing market and the construction and the growth of Phoenix today, the housing market is just skyrocketing. We have our homes. We owe very little on our homes, if at all.</p> <p>Most of our homes may be paid for already. You know, we need to get some money that -- where we can get and move to a comfortable place where we retire and not go into an additional debt and die with a debt to leave our family behind. And I guess to sum all this up -- and I'm not much of a speaker and all that. I'm not an educated man, but I'm not a stupid man either. Okay. But I am a hard working man, and I have contributed to this Valley most of my life. The only thing I can say is I'm too young to retire and too old to start over again. Okay? Thank you.</p>	ROW	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>The federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 is the governing law that ensures fair compensation and relocation assistance for those whose property is to be acquired for public use under eminent domain laws. ADOT is required by statute to comply with all aspects of this law, and will work with each and every property owner, within the context of this law, to pay fair market value for the property and to find suitable options for relocations and to compensate the property owner for the relocation. Throughout this process, the property owner always has the right to seek independent legal counsel, at the property owner's expense, if they feel they need additional assistance.</p>	
5/11/19	David Hughes			<p>I'm a long-time property owner of a tract of land northeast corner of 99th and Southern Avenue. I do not live in Arizona currently, although I have. And this property at one time was an 80-acre site, and the City of Phoenix decided they needed it and took half of it. And I have -- that was the most unpleasant experience of my life dealing with the City of Phoenix. It hurt us financially and give me some gray hair that I have today. But they took it. I am only here to ask -- I don't have an opinion. The freeway is probably necessary. Certainly, the traffic never seems to get better when I come down here. But I do ask ADOT, and I think I can say this for most of the people in this room -- and it would appear on this form that there's going to be another takings or parcel takings of this property I own. If that be the case and we deal with ADOT, again, we would like to be treated with transparency. We would like to be treated with respect. And we would like to be treated fairly. And that's all we can ask for, but we certainly expect you to do that. Thank you.</p>	ROW	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>The federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 is the governing law that ensures fair compensation and relocation assistance for those whose property is to be acquired for public use under eminent domain laws. ADOT is required by statute to comply with all aspects of this law, and will work with each and every property owner, within the context of this law, to pay fair market value for the property and to find suitable options for relocations and to compensate the property owner for the relocation. Throughout this process, the property owner always has the right to seek independent legal counsel, at the property owner's expense, if they feel they need additional assistance.</p>	

**SR 30; SR 303L TO SR 202L
PUBLIC HEARING AND COMMENT PERIOD
COMMENT LOG AND RESPONSES**

Date	Constituent Name	Affiliation/ Company	Parcel Number	Constituent Comment/Question	Category	ADOT Response	Attachments
5/11/19	Sheila Newman			<p>As you look around this room today, you will see most of these people in here are of elderly age. You are talking 60s, 70s, and 80s that have lived here their entire life and no nothing but where they are living. My father-in-law has been here since 1946, in the same house. He cordoned off and gave each one of his 13 kids property that all live in the same area. Once you build this freeway, you will disband that entire family. So it's very hard for me to see that, that all of these people that have lived here their entire life are going to be displaced. They don't even know where to begin or where to even go. There is probably going to be information in the cafeteria that talks about that, but this is all they have ever known. And now they will have to go somewhere else, and at the age of 70 or 80 they can't start life over again at all. So I wish you would take that into consideration. I know you are not going to because you guys have already put it in your minds that the freeway is coming through, and we get that. But you need to have a heart when it comes to all of these other people here that don't even know what they are going to do. have figured it out. We already have a plan. We made a plan three years ago when we knew this was coming, and the reason we knew this was coming because when you took and they revamped the flood zone areas, everything that was taken out of the flood zone, we knew what was coming through. You left all of us in the flood zone. We knew what was coming on. We knew you were going to choose the hybrid route because Avondale patted your hands so you could build over there when you sold to Lincoln. You weren't going to build on the south side of the freeway because that's going to affect PIR and that's going to affect the 100-year lease to (unintelligible).</p> <p>So we knew it was coming our way. It's unfair to the rest of us the way you have done it. And it's going to be so unfair to all these other people that are losing their property that that is all they continuously know. I think the way you have done it is very unfair to a lot of people, and I think going forward it's going to be very unfair. That is my personal opinion on this whole issue. Thanks.</p>	ROW	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>The federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 is the governing law that ensures fair compensation and relocation assistance for those whose property is to be acquired for public use under eminent domain laws. ADOT is required by statute to comply with all aspects of this law, and will work with each and every property owner, within the context of this law, to pay fair market value for the property and to find suitable options for relocations and to compensate the property owner for the relocation. Throughout this process, the property owner always has the right to seek independent legal counsel, at the property owner's expense, if they feel they need additional assistance.</p>	
5/11/19	Eileen Ramirez			<p>Some I also share the same concerns that everyone has come up here and commented on. Everything that they have said is true, not just for them but for a lot of my neighbors but for my family as well, that we live in that area. But also a big concern that I take very seriously is the environmental aspects of this, and I hope that you guys have taken into account that, you know, it is a big problem and it needs to be addressed. And I hope that when you guys are -- as you guys have already performed these environmental tests, that you guys have taken in the best choices that will not only help our community and the traffic and everything else that comes into play, but also the environment. Because it does need to be taken into account and does need to be taken seriously, just like everyone else's issues. That's just the comment I have. Thank you.</p>	Environmental	<p>Thank you for your inquiry or comment on the proposed SR 30; SR 303L to SR 202L study. The official public comment period ended on June 3, 2019. All comments and inquiries received have been compiled, along with responses by ADOT. They have been formally documented in the SR 30 Final Environmental Assessment that has been posted to the SR 30 project website: https://www.azdot.gov/planning/transportation-studies/state-route-30.</p> <p>Considering the environmental impacts is a critical piece of the Environmental Assessment process. ADOT has invested many years into this assessment, considering every environmental aspect required by Federal law. ADOT acknowledges that every alternative considered, including the No-Build Alternative, does have impacts, and that these impacts have been considered throughout the decision making process. Additionally, ADOT policies and procedures require that applicable federal, state, and local laws and regulations be followed to ensure that adverse environmental impacts would be avoided, minimized, or otherwise mitigated.</p>	

Appendix C

Preliminary Jurisdictional Determination

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DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT
3636 NORTH CENTRAL AVENUE SUITE 900
PHOENIX, AZ 85012-1939

August 9, 2019

SUBJECT: Preliminary Jurisdictional Determination

Audrey Navarro
Arizona Department of Transportation
Environmental Planning Group
1611 W. Jackson St.
Phoenix, Arizona 85007

Dear Ms. Navarro:

I am responding to your request (File No. SPL-2006-01972) dated July 8, 2019 for a preliminary Department of the Army jurisdictional determination (JD) for the proposed SR30: 202L to 303L (801 MA 000 H6876 01L) project site (33.403691°, -112.305697°) located within the cities of Goodyear, Avondale, and Phoenix, Maricopa County, Arizona.

The Corps' evaluation process for determining whether a Department of the Army permit is needed involves two tests. If both tests are met, a permit would likely be required. The first test determines whether the proposed project is located within the Corps' geographic jurisdiction (i.e., it is within a water of the United States). The second test determines whether as proposed, the project involves a regulated activity under Corps' authority, i.e., Section 10 of the Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, or Section 103 of the Marine Protection Research and Sanctuaries Act. The determination in this letter pertains only to the question of geographic jurisdiction.

Based on available information, I have preliminarily determined waters of the U.S. may be present on the proposed SR30: 202L to 303L (801 MA 000 H6876 01L) project site in the approximate locations noted on the enclosed map. The basis for this finding may be found on the enclosed Preliminary Jurisdictional Determination (JD) form. Preliminary JDs are non-binding indications of the presence of waters of the U.S., including wetlands, on a parcel. Preliminary JDs are advisory in nature and may not be appealed.

This determination was conducted to identify the extent of the Corps' Clean Water Act jurisdiction on the proposed SR30: 202L to 303L (801 MA 000 H6876 01L) project site identified in your request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

Thank you for participating in the regulatory program. If you have any questions, please contact Jesse Rice at (602) 230-6854 or via e-mail at Jesse.M.Rice@usace.army.mil. Please help me to evaluate and improve the regulatory experience for others by completing the [customer survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey) form at http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey.

Sincerely,



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Bill Miller
Senior Project Manager
Regulatory Division

Enclosures

**NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND
REQUEST FOR APPEAL**

Applicant: Audrey Navarro, Arizona Department of Transportation		File Number: SPL-2006-01972	Date: AUGUST 9, 2019
Attached is:			See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)		A
	PROFFERED PERMIT (Standard Permit or Letter of permission)		B
	PERMIT DENIAL		C
	APPROVED JURISDICTIONAL DETERMINATION		D
X	PRELIMINARY JURISDICTIONAL DETERMINATION		E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/cecw/pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

- A: INITIAL PROFFERED PERMIT:** You may accept or object to the permit.
- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
 - **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.
- B: PROFFERED PERMIT:** You may accept or appeal the permit
- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
 - **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.
- C: PERMIT DENIAL:** You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.
- D: APPROVED JURISDICTIONAL DETERMINATION:** You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact: Jesse Rice
 Project Manager
 U.S. Army Corps of Engineers
 Los Angeles District
 3636 North Central Avenue Suite 900
 Phoenix, AZ 85012-1939
 Phone: (602) 230-6854
 Email: Jesse.M.Rice@usace.army.mil

If you only have questions regarding the appeal process you may also contact: Thomas J. Cavanaugh
 Administrative Appeal Review Officer
 U.S. Army Corps of Engineers
 South Pacific Division
 450 Golden Gate Ave.
 San Francisco, California 94102
 Phone: (415) 503-6574
 Fax: (415) 503-6646
 Email: thomas.j.cavanaugh@usace.army.mil

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

<p>_____</p> <p>Signature of appellant or agent.</p>	<p>Date:</p>	<p>Telephone number:</p>
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BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: August 8, 2019

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Audrey Navarro,

Biologist, Arizona Department of Transportation, 1611 W. Jackson Street, Phoenix, AZ 85007

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: Los Angeles District, Arizona Branch, Regulatory

Division RE: NH-801-B (ARG), 801 MA 000 H6876 01L, SR 30: SR 303L to SR 202L

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: Arizona County/parish/borough: Maricopa City: portions of the cities of

Goodyear, Avondale, Phoenix, and unincorporated areas of Maricopa County

Center coordinates of site (lat/long in degree decimal format):

Latitude: ~~33.4004~~ Longitude: ~~-112.29450~~

Universal Transverse Mercator: Zone 12N, Northing 3,696,385.527 / Easting 379,617.799

Name of nearest waterbody: Gila River

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date: August 8, 2019

Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Bullard Wash	33.40360	-112.38700	1.54 acres	Non-wetland, non-RPW water	Section 404
Agua Fria River	33.39550	-112.35700	5.118 acres	Non-wetland, non-RPW water	Section 404

Salt River	33.40080	-112.19400	28.299 acres	Non-wetland, non-RPW water	Section 404
Buckeye Canal	33.39240	-112.34900	1.44 acres	Non-wetland water	Section 404
Vulcan Gravel Pit	33.39320	-112.35100	7.676 acres	Non-wetland water	Section 404
Buckeye Irrigation Pit 1	33.3963	-112.36100	0.892 acres	Non-wetland water	Section 404
Buckeye Irrigation Pit 2	33.39610	-112.35900	6.277 acres	Non-wetland water	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will

provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "may be" waters of the U.S. and/or that there "may be" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
 - Map: Figure 1 State Location, Figure 2 Project Vicinity, Figure 3 Topographic and Floodplain Map, Figure 7 Potential Waters of the United States
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale:
- Data sheets prepared by the Corps:
- Corps navigable waters' study:
- U.S. Geological Survey Hydrologic Atlas:
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: Arizona 7.5 USGS Quads: Perryville, Tolleson, Fowler
- Natural Resources Conservation Service Soil Survey. Citation: Soil Survey Geographic database (SSURGO) ArcView layer
- National wetlands inventory map(s). Cite name: USFWS NWI Version 2, Surface Waters and Wetlands Inventory ArcView layer
- State/local wetland inventory map(s):
- FEMA/FIRM maps: 04013C2145L, 4013C2165M
04013C2170M, 04013C2190M
- 100-year Floodplain Elevation is: 996.418 feet for Salt River where it traverses Study Area (National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): 8/24/2017, DigitalGlobe
or Other (Name & Date): Ground Photographs – November 2017
- Previous determination(s). File no. and date of response letter:
- Other information (please specify): Delineation report and request for Approved Jurisdictional Determination from the Arizona Department of Transportation that was submitted to USACE Los Angeles District on December 18, 2018.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.



Digitally signed by
RICE.JESSE.M.1458366051
Date: 2019.08.08 15:23:06 -07'00'



07/09/2019

Signature and date of Regulatory staff member
completing PJD

Signature and date of person requesting PJD
(REQUIRED, unless obtaining the signature is
impracticable)¹

¹Districts may establish timeframes for requester to return signed PJD forms. If the requester does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

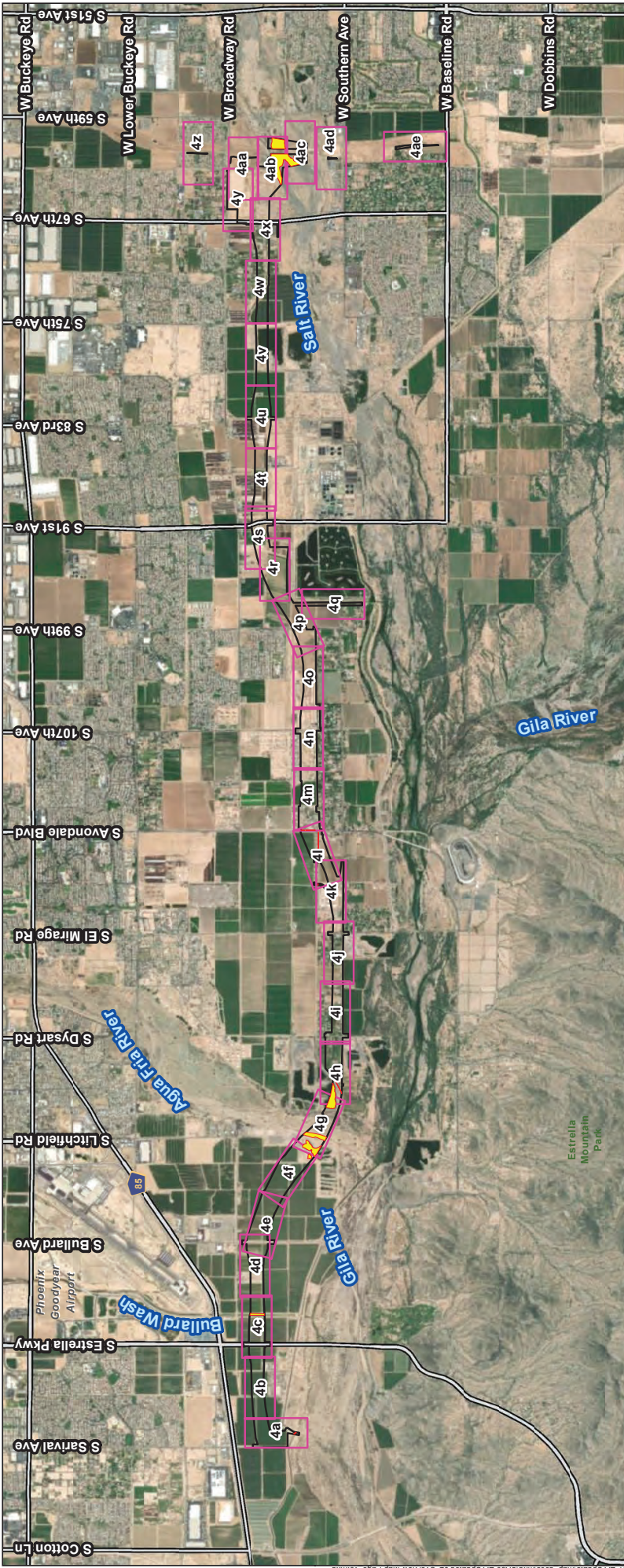
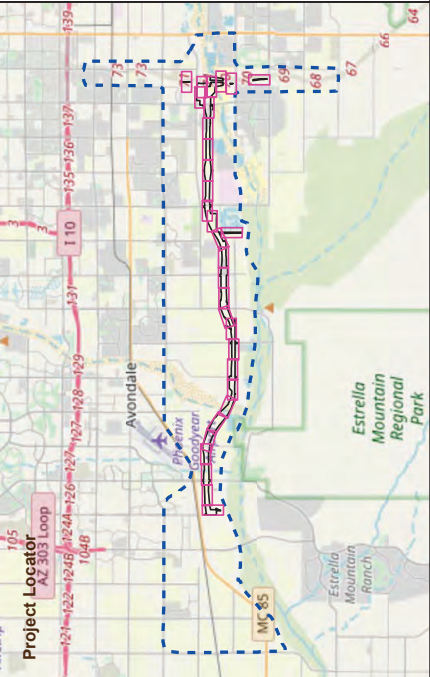


Figure 7
Potential Waters of the United States within the Recommended Build Alternative Corridor Overview



***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -20 06 - 01972

- Boundary of area surveyed for jurisdictional waters of the United States
- Approximate Ordinary High Water Mark
- Potential Waters of the United States
- Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 5,000' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J.Rice Sheet 1 of 32

0 0.5 1 2
Miles

NORTH

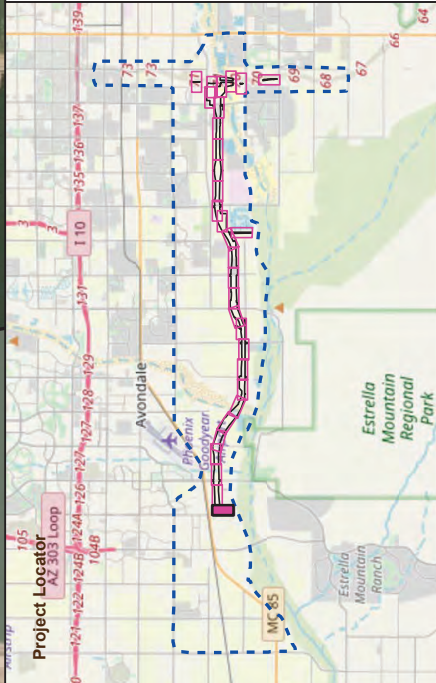
NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Santal Ave to SR 202L

Date: July 17, 2019
 Prepared by: Maslyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Perryville, Tolleson, Fowler, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)



Figure 7a
Aerial of area surveyed for jurisdictional delineation

Arrow indicates flow direction
 XX' Wash width (feet)
 Ground photo # and direction



***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States
 Approximate Ordinary High Water Mark
 Potential Wetlands of the United States
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 2 of 32

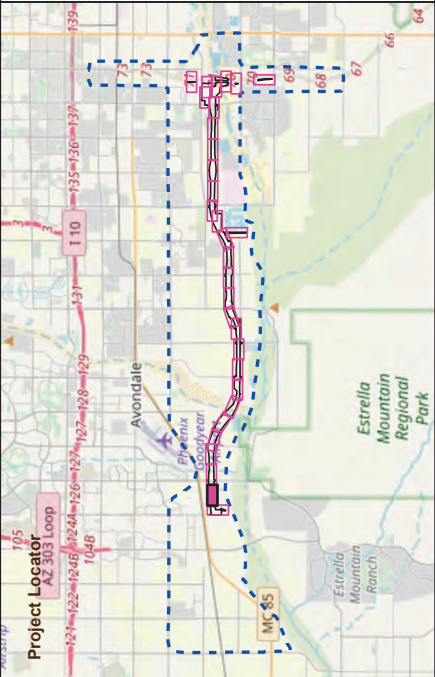
Date: July 31, 2019
 Preparer: M. Maslyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Perryville, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

U.S. Department of Transportation
Federal Highway Administration



Figure 7b
Aerial of area surveyed for jurisdictional delineation



******* PRELIMINARY (RGL 16-01) *******
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 - 01972

— Boundary of area surveyed for jurisdictional waters of the United States
 ~~~~~ Approximate Ordinary High Water Mark  
 Potential Waters of the United States  
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017  
 Site Visit by Corps (Y/N) N Date:  
 Determination Issued: 8 AUG 2019  
 Corps Project Manager: J. Rice Sheet 3 of 32

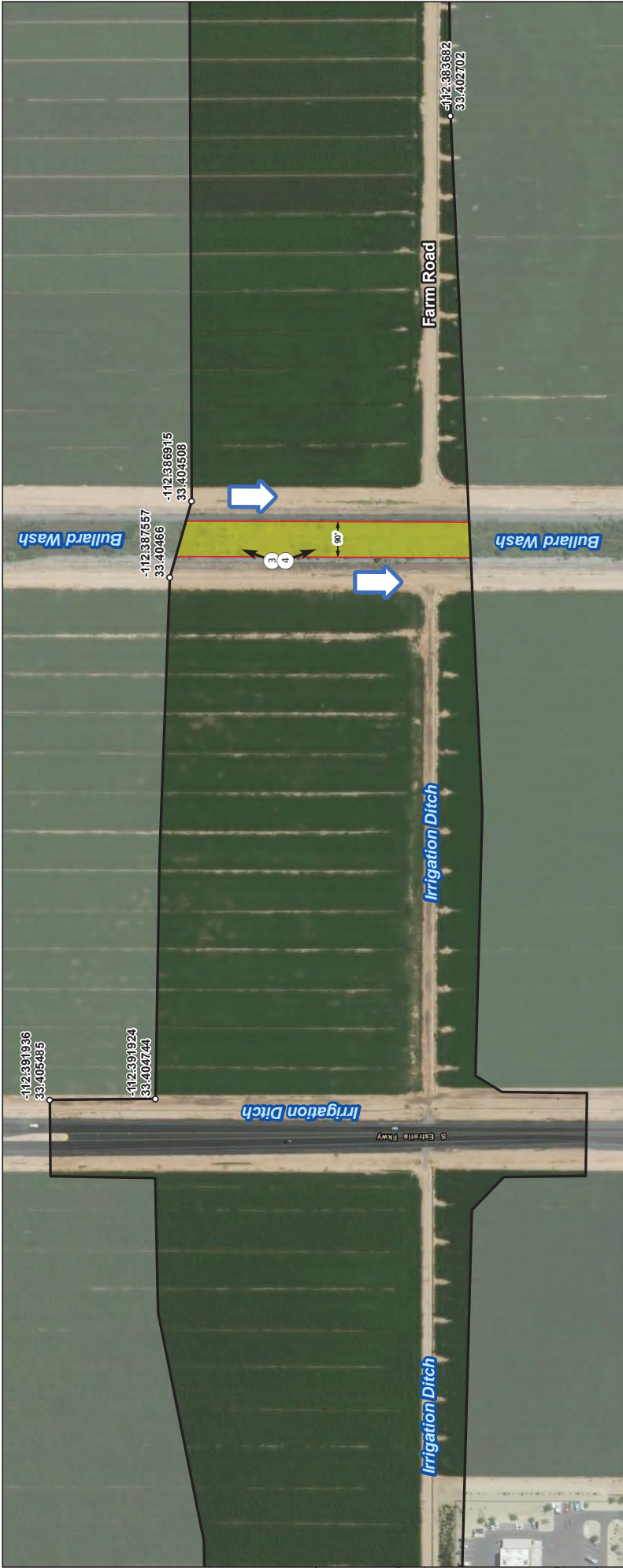
0 50 100 200 300 400 500  
 Feet

**NORTH**

NH-801-B(ARG)  
 TRACS No. 801 MA 000 H6876 01L  
 SR 30: Sarival Ave to SR 202L

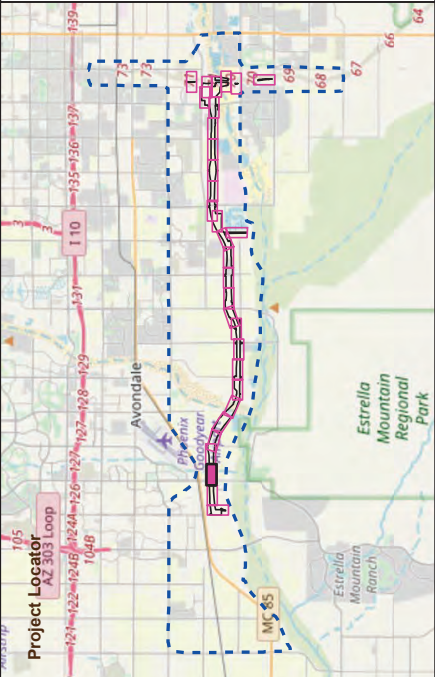
Date: July 17, 2019  
 Preparer: Maslyk, HDR, Inc.  
 Aerial photography source and date: DigitalGlobe, 2017  
 USGS Quad Map(s): Perryville, 1972  
 Source: Soil Survey Geographic database (SSURGO);  
 USFWS NWI Version 2: Surface Waters and Wetlands Inventory;  
 USGS National Hydrologic Database (NHD)

- Arrow indicates flow direction
- XX'** Wash width (feet)
- Ground photo # and direction



**Figure 7c**  
Aerial of area surveyed for jurisdictional delineation

Arrow indicates flow direction  
 XX' Wash width (feet)  
 Ground photo # and direction



**\*\*\* PRELIMINARY (RGL 16-01) \*\*\***  
**SECTION 404 JURISDICTIONAL DELINEATION**  
 U.S. Army Corps of Engineers, Los Angeles District  
 Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States  
 Approximate Ordinary High Water Mark  
 Potential Wetlands of the United States  
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250'      Photograph Date: Nov 17, 2017  
 Site Visit by Corps (Y/N) N      Date:  
 Determination Issued: 8 AUG 2019  
 Corps Project Manager: J. Rice      Sheet 4 of 32

Date: July 17, 2019  
 Preparer: Maslyk, HDR, Inc.  
 Aerial photography source and date: DigitalGlobe, 2017  
 USGS Quad Map(s): Perryville, 1972  
 Source: Soil Survey Geographic database (SSURGO);  
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;  
 USGS National Hydrologic Database (NHD)

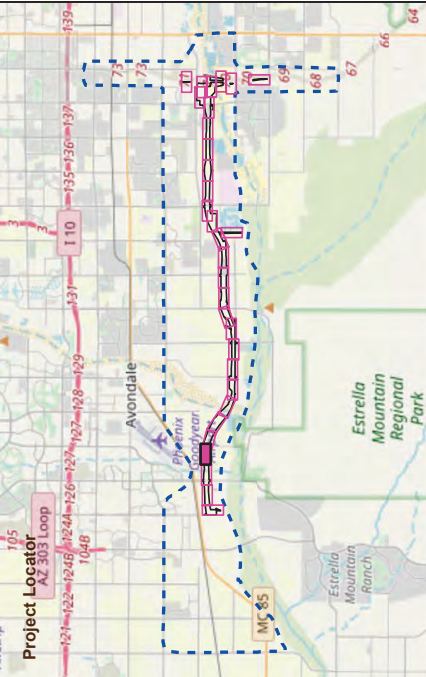
NH-801-B(ARG)  
 TRACS No. 801 MA 000 H6876 01L  
 SR 30: Sarival Ave to SR 202L

NORTH  
 0 50 100 200 300 400 500 Feet

ADOT  
 U.S. Department of Transportation  
**Federal Highway Administration**



**Figure 7d**  
Aerial of area surveyed for jurisdictional delineation



**\*\*\* PRELIMINARY (RGL 16-01) \*\*\***  
SECTION 404 JURISDICTIONAL DELINEATION  
U.S. Army Corps of Engineers, Los Angeles District  
Application No. SPL -2006 - 01972

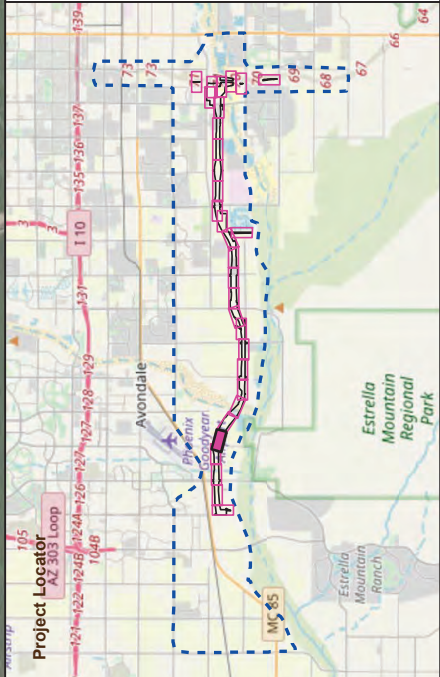
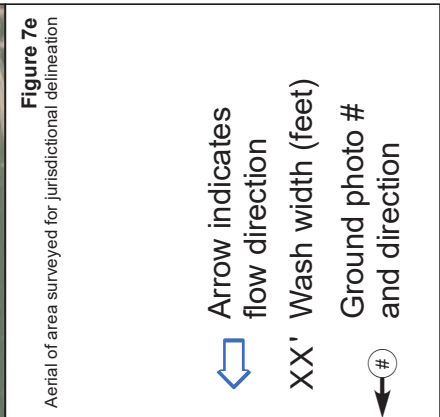
- Boundary of area surveyed for jurisdictional waters of the United States
- ~ Approximate Ordinary High Water Mark
- Potential Waters of the United States
- Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250'      Photograph Date: Nov 17, 2017  
Site Visit by Corps (Y/N) N      Date:  
Determination Issued: 8 AUG 2019  
Corps Project Manager: J. Rice      Sheet 5 of 32

NH-801-B(ARG)  
 TRACS No. 801 MA 000 H6876 01L  
 SR 30: Sarival Ave to SR 202L

Date: July 17, 2019  
 Preparer: Maslyk, HDR, Inc.  
 Aerial photography source and date: DigitalGlobe, 2017  
 USGS Quad Map(s): Perryville, Tolleson, 1972  
 Source: Soil Survey Geographic database (SSURGO);  
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;  
 USGS National Hydrologic Database (NHD)

- Arrow indicates flow direction
- XX' Wash width (feet)
- Ground photo # and direction



**\*\*\* PRELIMINARY (RGL 16-01) \*\*\***  
**SECTION 404 JURISDICTIONAL DELINEATION**  
 U.S. Army Corps of Engineers, Los Angeles District  
 Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States  
 Approximate Ordinary High Water Mark  
 Potential Waters of the United States  
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250'      Photograph Date: Nov 17, 2017  
 Site Visit by Corps (Y/N) N      Date:  
 Determination Issued: 8 AUG 2019  
 Corps Project Manager: J. Rice      Sheet 6 of 32

NORTH  
 0 50 100 200 300 400 500  
 Feet

NH-801-B(ARG)  
 TRACS No. 801 MA 000 H6876 01L  
 SR 30: Sarival Ave to SR 202L

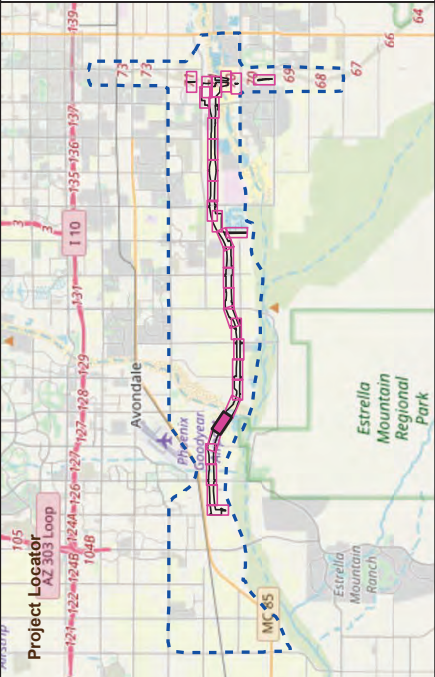
Date: July 17, 2019  
 Prepared by: Maslyk, HDR, Inc.  
 Aerial photography source and date: DigitalGlobe, 2017  
 USGS Quad Map(s): Perryville, Tolleson, 1972  
 Source: Soil Survey Geographic database (SSURGO);  
 USFWS NWI Version 2: Surface Waters and Wetlands Inventory;  
 USGS National Hydrologic Database (NHD)

U.S. Department of Transportation  
**Federal Highway Administration**



**Figure 7f**  
Aerial of area surveyed for jurisdictional delineation

Arrow indicates flow direction  
 XX' Wash width (feet)  
 Ground photo # and direction



**\*\*\* PRELIMINARY (RGL 16-01) \*\*\***  
**SECTION 404 JURISDICTIONAL DELINEATION**  
 U.S. Army Corps of Engineers, Los Angeles District  
 Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States  
 Approximate Ordinary High Water Mark  
 Potential Waters of the United States  
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

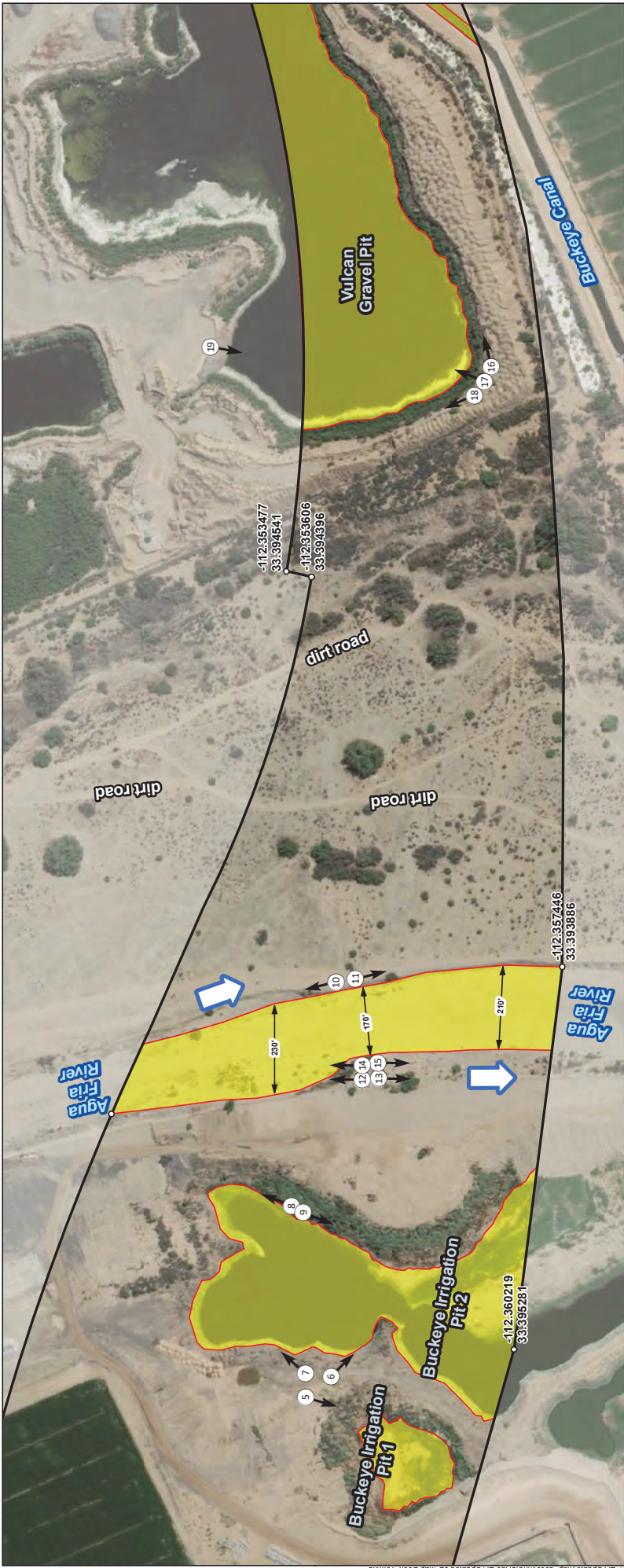
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 Site Visit by Corps (Y/N) N      Date:  
 Determination Issued: 8 AUG 2019  
 Corps Project Manager: J. Rice      Sheet 7 of 32

Date: July 17, 2019  
 Preparer: Maslyk, HDR, Inc.  
 Aerial photography source and date: DigitalGlobe, 2017  
 USGS Quad Map(s): Tolleson, 1972  
 Source: Soil Survey Geographic database (SSURGO);  
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;  
 USGS National Hydrologic Database (NHD)

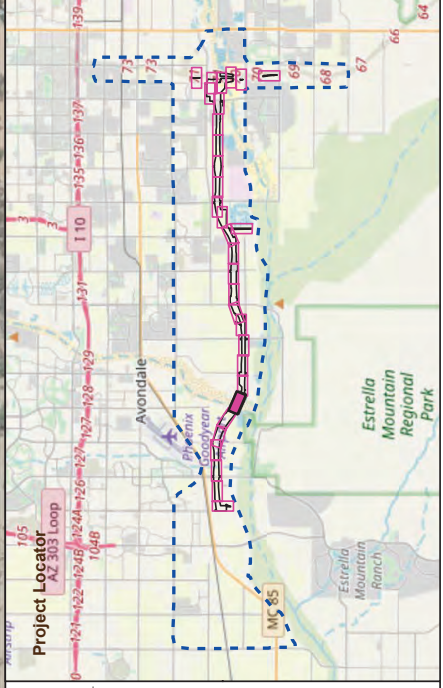
NH-801-B(ARG)  
 TRACS No. 801 MA 000 H6876 01L  
 SR 30: Sarival Ave to SR 202L

NORTH  
 0 50 100 200 300 400 500 Feet

U.S. Department of Transportation  
**Federal Highway Administration**



**Figure 7g**  
Aerial of area surveyed for jurisdictional delineation



**Project Locator**  
AZ 303 Loop  
1048  
121-125-126-124-126-127-128-129-131-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200

**\*\*\* PRELIMINARY (RGL 16-01) \*\*\***  
**SECTION 404 JURISDICTIONAL DELINEATION**  
U.S. Army Corps of Engineers, Los Angeles District  
Application No. SPL -2006 - 01972

- Boundary of area surveyed for jurisdictional waters of the United States
- Approximate Ordinary High Water Mark
- Potential Wetlands of the United States
- Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250'  
Photograph Date: Nov 17, 2017  
Site Visit by Corps (Y/N) N  
Date:  
Determination Issued: 8 AUG 2019  
Corps Project Manager: J. Rice

Date: July 17, 2019  
Prepared by: Maslyk, HDR, Inc.  
Aerial photography source and date: DigitalGlobe, 2017  
USGS Quad Map(s): Tolleson, 1972  
Source: Soil Survey Geographic database (SSURGO);  
USFWS NWI Version 2, Surface Waters and Wetlands Inventory;  
USGS National Hydrologic Database (NHD)

NH-801-B(ARG)  
TRACS No. 801 MA 000 H6876 01L  
SR 30: Sarival Ave to SR 202L

0 50 100 200 300 400 500  
Feet

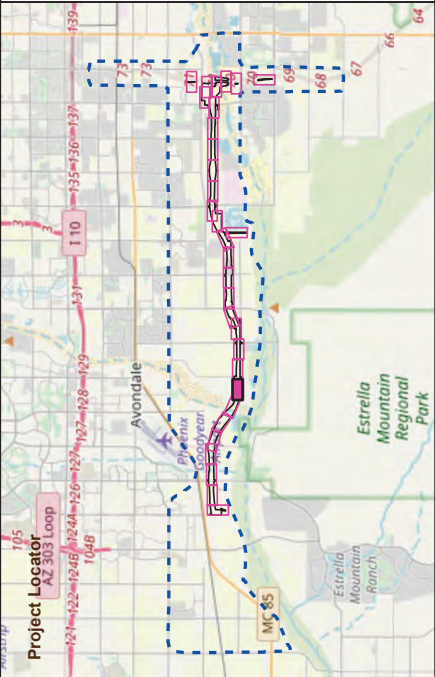
U.S. Department of Transportation  
**Federal Highway Administration**

Sheet 8 of 32

- ↔ Arrow indicates flow direction
- XX' Wash width (feet)
- ⊕ Ground photo # and direction



**Figure 7h**  
Aerial of area surveyed for jurisdictional delineation



**\*\*\* PRELIMINARY (RGL 16-01) \*\*\***  
SECTION 404 JURISDICTIONAL DELINEATION  
U.S. Army Corps of Engineers, Los Angeles District  
Application No. SPL -2006 - 01972

— Boundary of area surveyed for jurisdictional waters of the United States  
 Approximate Ordinary High Water Mark  
 Potential Wetlands of the United States  
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017  
 Site Visit by Corps (Y/N) N Date:  
 Determination Issued: 8 AUG 2019  
 Corps Project Manager: J. Rice Sheet 9 of 32

North Arrow

0 50 100 200 300 400 500 Feet

NH-801-B(ARG)  
 TRACS No. 801 MA 000 H6876 01L  
 SR 30: Sarval Ave to SR 202L

Date: July 17, 2019  
 Prepared by: Maslyk, HDR, Inc.  
 Aerial photography source and date: DigitalGlobe, 2017  
 USGS Quad Map(s): Tolleson, 1972  
 Source: Soil Survey Geographic database (SSURGO);  
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;  
 USGS National Hydrologic Database (NHD)

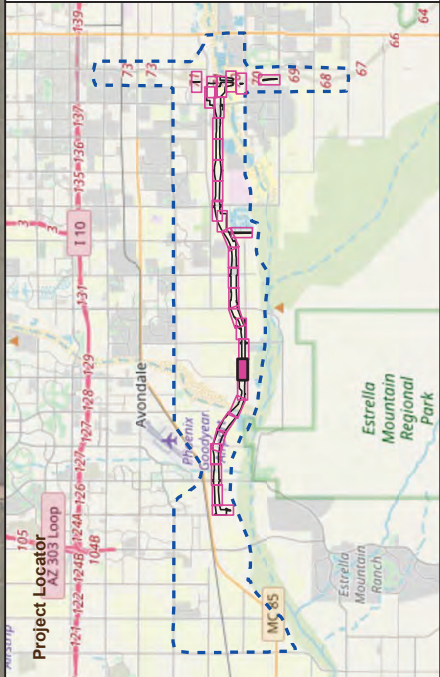
U.S. Department of Transportation  
**Federal Highway Administration**

- Arrow indicates flow direction
- XX' Wash width (feet)
- Ground photo # and direction



**Figure 7i**  
Aerial of area surveyed for jurisdictional delineation

Arrow indicates flow direction  
 XX' Wash width (feet)  
 Ground photo # and direction



**\*\*\* PRELIMINARY (RGL 16-01) \*\*\***  
**SECTION 404 JURISDICTIONAL DELINEATION**  
 U.S. Army Corps of Engineers, Los Angeles District  
 Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States  
 Approximate Ordinary High Water Mark  
 Potential Wetlands of the United States  
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250'      Photograph Date: Nov 17, 2017  
 Site Visit by Corps (Y/N)      Date:  
 Determination Issued: 8 AUG 2019  
 Corps Project Manager: J. Rice      Sheet 10 of 32

Date: July 17, 2019  
 Preparer: M. Maslyk, HDR, Inc.  
 Aerial Photography source and date: DigitalGlobe, 2017  
 USGS Quad Map(s): Tolleson, 1972  
 Source: Soil Survey Geographic database (SSURGO);  
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;  
 USGS National Hydrologic Database (NHD)

NH-801-B(ARG)  
 TRACS No. 801 MA 000 H6876 01L  
 SR 30: Sarival Ave to SR 202L

NORTH  
 0 50 100 200 300 400 500 Feet

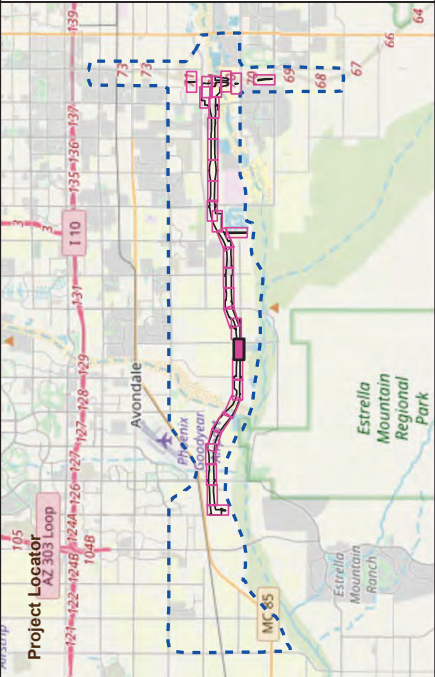
**ADOT**  
 U.S. Department of Transportation  
**Federal Highway Administration**





**Figure 7j**  
Aerial of area surveyed for jurisdictional delineation

Arrow indicates flow direction  
 XX' Wash width (feet)  
 Ground photo # and direction



**\*\*\*\*\* PRELIMINARY (RGL 16-01) \*\*\*\*\***  
**SECTION 404 JURISDICTIONAL DELINEATION**  
 U.S. Army Corps of Engineers, Los Angeles District  
 Application No. SPL -2006 - 01972

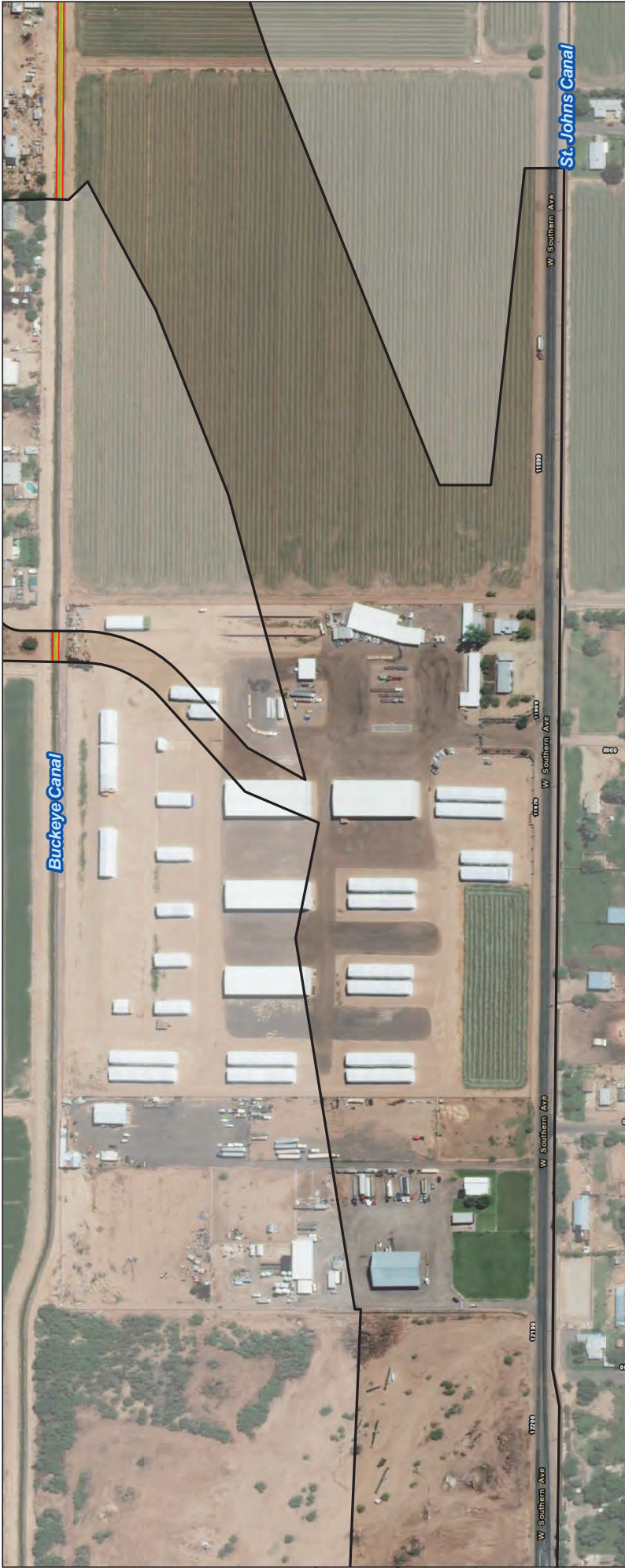
Boundary of area surveyed for jurisdictional waters of the United States  
 Approximate Ordinary High Water Mark  
 Potential Waters of the United States  
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250'      Photograph Date: Nov 17, 2017  
 Site Visit by Corps (Y/N) N      Date:  
 Determination Issued: 8 AUG 2019  
 Corps Project Manager: J. Rice      Sheet 11 of 32



Date: July 17, 2019  
 Preparer: Maslyk HDR, Inc.  
 Aerial Photography source and date: DigitalGlobe, 2017  
 USGS Quad Map(s): Tolleson, 1972  
 Source: Soil Survey Geographic database (SSURGO);  
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;  
 USGS National Hydrologic Database (NHD)

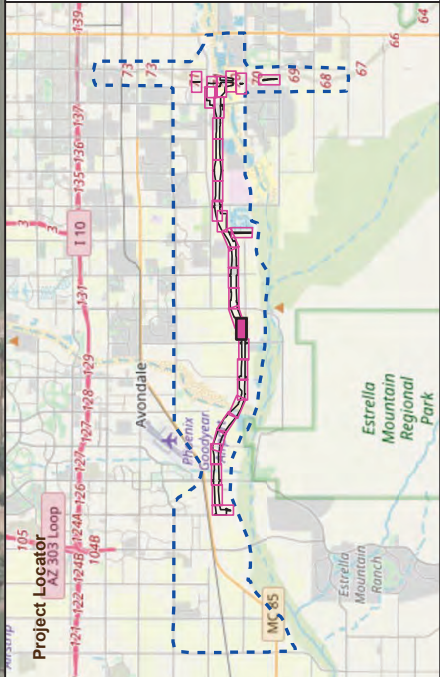
NH-801-B(ARG)  
 TRACS No. 801 MA 000 H6876 01L  
 SR 30: Sarival Ave to SR 202L

U.S. Department of Transportation  
**Federal Highway Administration**






**Figure 7k**  
Aerial of area surveyed for jurisdictional delineation

 Arrow indicates flow direction  
 XX' Wash width (feet)  
 Ground photo # and direction




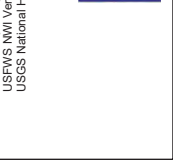
**\*\*\*\*\* PRELIMINARY (RGL 16-01) \*\*\*\*\***  
**SECTION 404 JURISDICTIONAL DELINEATION**  
 U.S. Army Corps of Engineers, Los Angeles District  
 Application No. SPL -2006 - 01972

 Boundary of area surveyed for jurisdictional waters of the United States  
 Approximate Ordinary High Water Mark  
 Potential Wetlands of the United States  
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250'      Photograph Date: Nov 17, 2017  
 Site Visit by Corps (Y/N) N      Date:  
 Determination Issued: 8 AUG 2019  
 Corps Project Manager: J. Rice      Sheet 12 of 32

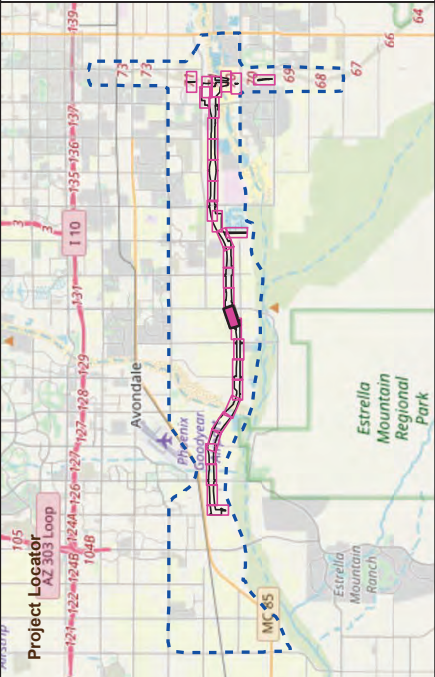
Date: July 17, 2019  
 Project: NH-801-B(ARG)  
 TRACS No. 801 MA 000 H6876 01L  
 SR 30: Sarival Ave to SR 202L

Aerial photography source and date: DigitalGlobe, 2017  
 USGS Quad Map(s): Tolleson, 1972  
 Source: Soil Survey Geographic database (SSURGO);  
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;  
 USGS National Hydrologic Database (NHD)



**Figure 71**  
Aerial of area surveyed for jurisdictional delineation



**\*\*\*\*\* PRELIMINARY (RGL 16-01)\*\*\*\*\***  
**SECTION 404 JURISDICTIONAL DELINEATION**  
 U.S. Army Corps of Engineers, Los Angeles District  
 Application No. SPL -2006 - 01972

— Boundary of area surveyed for jurisdictional waters of the United States  
 ~~~~~ Approximate Ordinary High Water Mark  
 Potential Waters of the United States
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 13 of 32

North

0 50 100 200 300 400 500
Feet

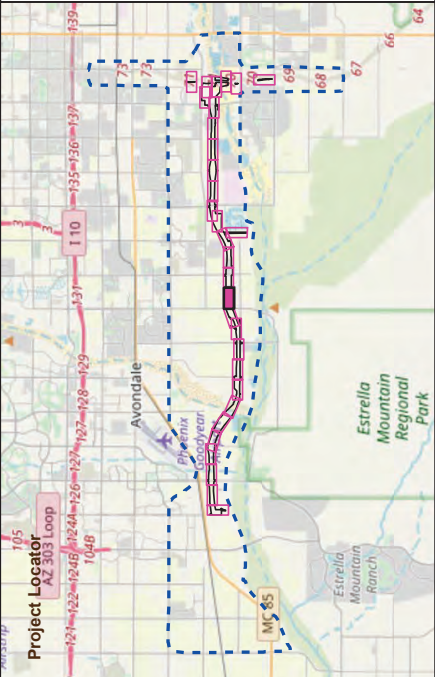
NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

Date: July 31, 2019
 Prepared by: Maslyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Tolleson, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

- Arrow indicates flow direction
- XX' Wash width (feet)
- Ground photo # and direction



Figure 7m
Aerial of area surveyed for jurisdictional delineation



******* PRELIMINARY (RGL 16-01) *******
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 - 01972

- Boundary of area surveyed for jurisdictional waters of the United States
- ~ Approximate Ordinary High Water Mark
- ☀ Potential Wetlands of the United States
- ☀ Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J.Rice Sheet 14 of 32

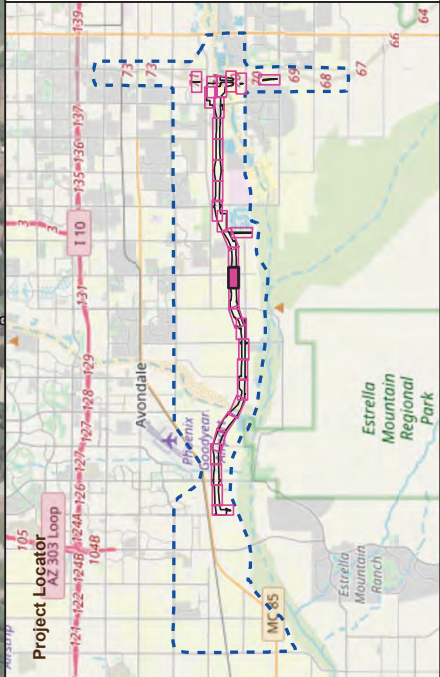
NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: SanVal Ave to SR 202L

Date: July 17, 2019
 Prepared by: Maslyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Tolleson, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)



Figure 7n
Aerial of area surveyed for jurisdictional delineation

Arrow indicates flow direction
 XX' Wash width (feet)
 Ground photo # and direction



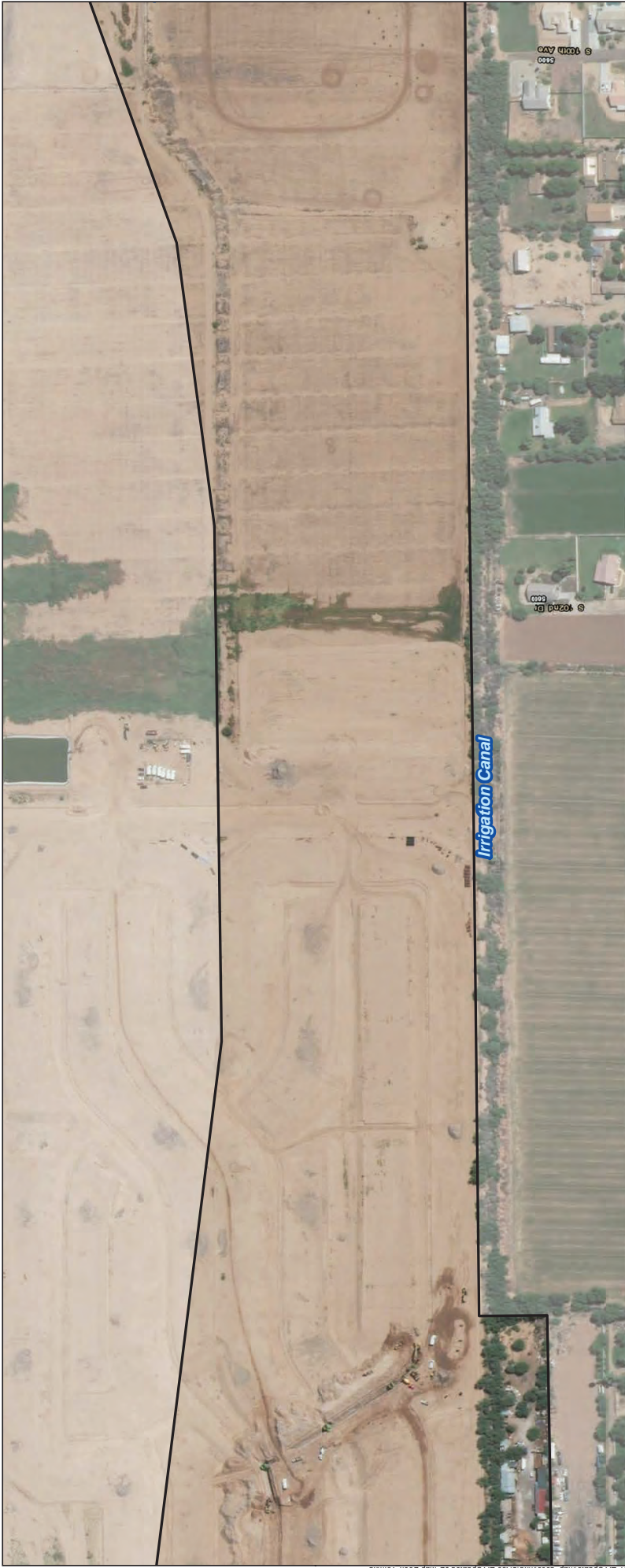
***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States
 Approximate Ordinary High Water Mark
 Potential Wetlands of the United States
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250'
 Site Visit by Corps (Y/N) N
 Photograph Date: Nov 17, 2017
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice

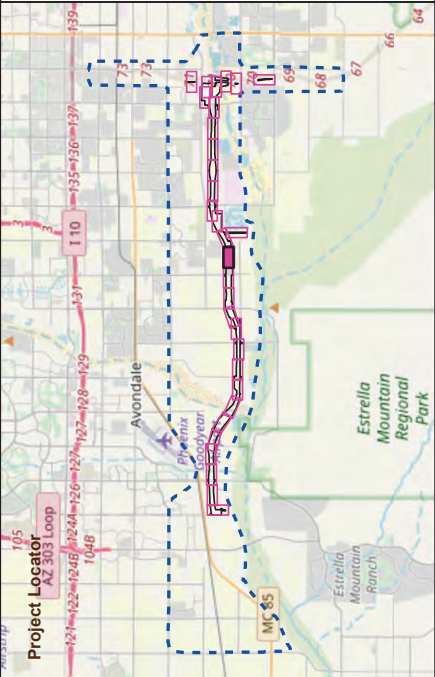
NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

Date: July 17, 2019
 Prepared by: Maslyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Tolleson, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)





Irrigation Canal

Figure 7o
Aerial of area surveyed for jurisdictional delineation



***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
U.S. Army Corps of Engineers, Los Angeles District
Application No. SPL -2006 - 01972

— Boundary of area surveyed for jurisdictional waters of the United States
 Approximate Ordinary High Water Mark
 Potential Waters of the United States
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)


Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 16 of 32

0 50 100 200 300 400 500
Feet

NORTH

NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

Date: July 17, 2019
 Prepared by: Maslyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Tolleson, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)



U.S. Department of Transportation
Federal Highway Administration



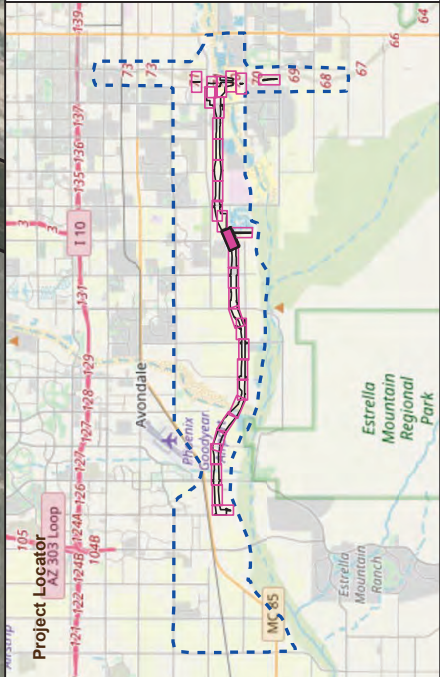
-  Arrow indicates flow direction
- XX' Wash width (feet)
-  Ground photo # and direction



Figure 7p
Aerial of area surveyed for jurisdictional delineation

Arrow indicates flow direction
 XX' Wash width (feet)
 Ground photo # and direction



***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
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Boundary of area surveyed for jurisdictional waters of the United States
 Approximate Ordinary High Water Mark
 Potential Waters of the United States
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 17 of 32

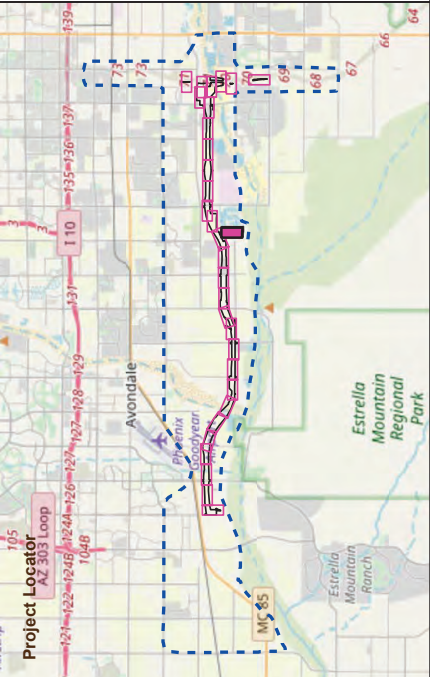
Date: July 17, 2019
 Preparer: Maslyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Tolleson, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

U.S. Department of Transportation
Federal Highway Administration



Figure 7q
Aerial of area surveyed for jurisdictional delineation



***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
U.S. Army Corps of Engineers, Los Angeles District
Application No. SPL-2006-01972

Boundary of area surveyed for jurisdictional waters of the United States
Approximate Ordinary High Water Mark
Potential Waters of the United States
Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
Site Visit by Corps (Y/N) N Date:
Determination Issued: 8 AUG 2019
Corps Project Manager: J. Rice Sheet 18 of 32

North arrow pointing up.

Scale bar: 0, 50, 100, 200, 300, 400, 500 Feet.

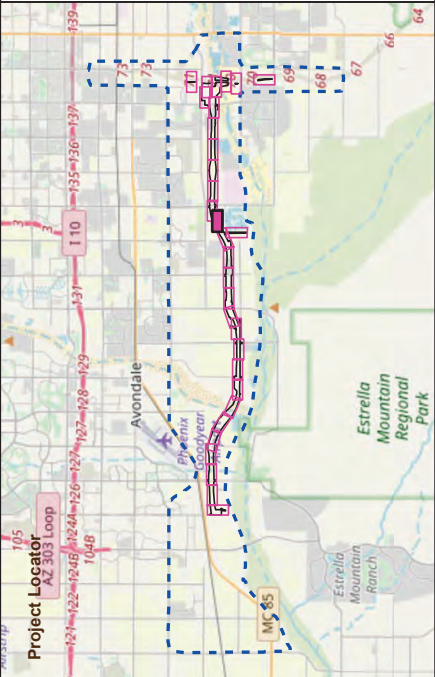
NH-801-B(ARG)
TRACS No. 801 MA 000 H6876 01L
SR 30: Sarival Ave to SR 202L

Date: July 31, 2019
Prepared by: M. Maslyk, HDR, Inc.
Aerial photography source and date: DigitalGlobe, 2017
USGS Quad Map(s): Tolleason, 1972
Source: Soil Survey Geographic database (SSURGO);
USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
USGS National Hydrologic Database (NHD)

- Arrow indicates flow direction
- XX' Wash width (feet)
- Ground photo # and direction



Figure 7r
Aerial of area surveyed for jurisdictional delineation



***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
U.S. Army Corps of Engineers, Los Angeles District
Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States
Approximate Ordinary High Water Mark
Potential Waters of the United States
Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
Site Visit by Corps (Y/N) N Date:
Determination Issued: 8 AUG 2019
Corps Project Manager: J. Rice Sheet 19 of 32

0 50 100 200 300 400 500
Feet

NORTH



NH-801-B(ARG)
TRACS No. 801 MA 000 H6876 01L
SR 30: Sarival Ave to SR 202L

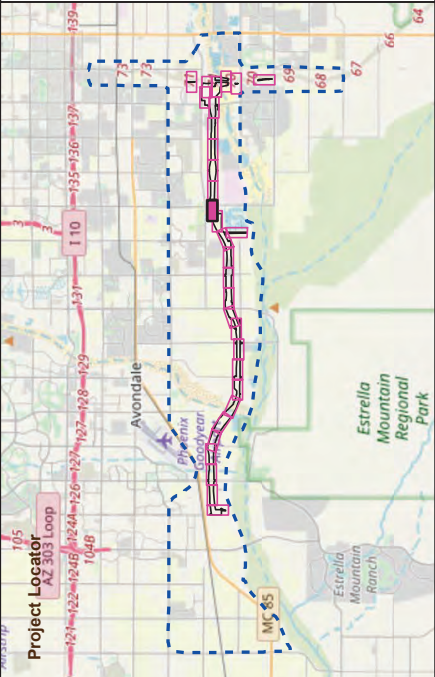
Date: July 17, 2019
Prepared by: Maslyk HDR, Inc.
Aerial photography source and date: DigitalGlobe, 2017
USGS Quad Map(s): Tolleson, 1972
Source: Soil Survey Geographic database (SSURGO);
USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
USGS National Hydrologic Database (NHD)

- Arrow indicates flow direction
- XX' Wash width (feet)
- Ground photo # and direction






Figure 7s
Aerial of area surveyed for jurisdictional delineation

 Arrow indicates flow direction
 XX' Wash width (feet)
 Ground photo # and direction




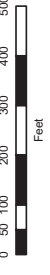

***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
U.S. Army Corps of Engineers, Los Angeles District
Application No. SPL -2006 - 01972

 Boundary of area surveyed for jurisdictional waters of the United States
 Approximate Ordinary High Water Mark
 Potential Wetlands of the United States
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 20 of 32

Date: July 17, 2019
 Project: NH-801-B(ARG)
 Aerial Photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Tolleson, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Water and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

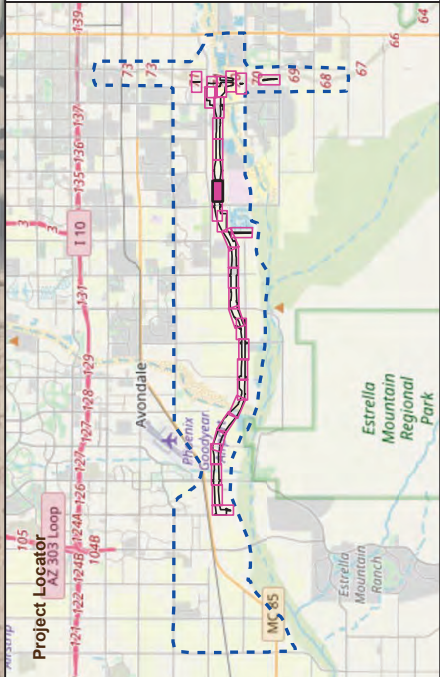




U.S. Department of Transportation
Federal Highway Administration



Figure 7t
Aerial of area surveyed for jurisdictional delineation

Arrow indicates flow direction
 XX' Wash width (feet)
 Ground photo # and direction



***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States
 Approximate Ordinary High Water Mark
 Potential Waters of the United States
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
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0 50 100 200 300 400 500
 Feet

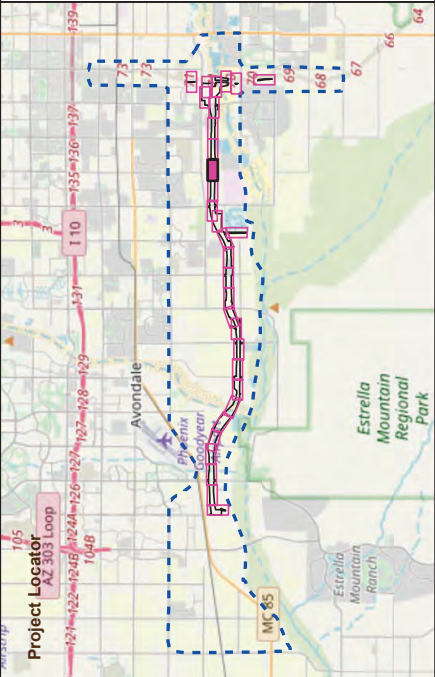
NORTH
 NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

Date: July 17, 2019
 Preparer: Masyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Tolleson, Fowler, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)



Figure 7u
Aerial of area surveyed for jurisdictional delineation

Arrow indicates flow direction
 XX' Wash width (feet)
 Ground photo # and direction



******* PRELIMINARY (RGL 16-01) *******
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States
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 Potential Waters of the United States
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 22 of 32

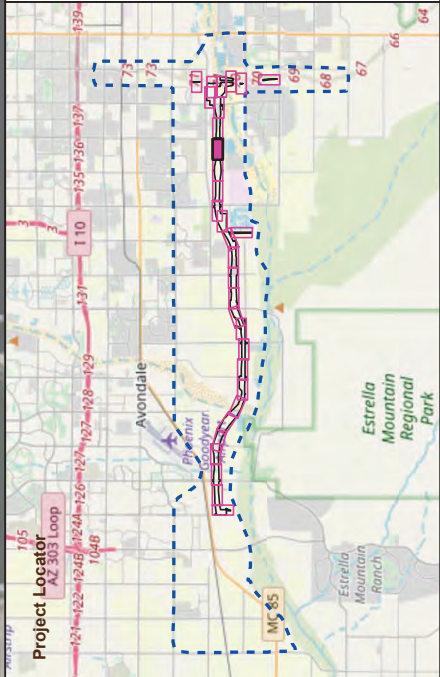
Date: July 17, 2019
 Project: NH-801-B(ARG)
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Fowler, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

U.S. Department of Transportation
Federal Highway Administration



Figure 7v
Aerial of area surveyed for jurisdictional delineation



******* PRELIMINARY (RGL 16-01) *******
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States
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Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 23 of 32

Date: July 17, 2019
 Preparer: Maslyk, HDR, Inc.
 Aerial Photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Fowler, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2: Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarval Ave to SR 202L

NORTH

U.S. Department of Transportation
Federal Highway Administration

- Arrow indicates flow direction
- XX' Wash width (feet)
- Ground photo # and direction

Gravel Pit

Buckeye Canal

S 70th Ave S 71st Ave

S 70th Ave S 71st Ave

S 70th Ave S 71st Ave

S 70th Ave S 71st Ave

S 70th Ave S 71st Ave

S 70th Ave S 71st Ave

S 70th Ave S 71st Ave

S 70th Ave S 71st Ave



S 70th Ave S 71st Ave

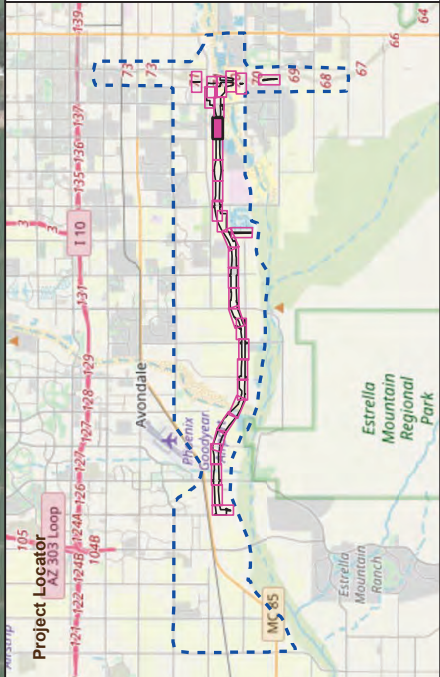
S 70th Ave S 71st Ave

S 70th Ave S 71st Ave







Figure 7w
Aerial of area surveyed for jurisdictional delineation

 Arrow indicates flow direction
 XX' Wash width (feet)
 Ground photo # and direction




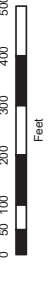
***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 -01972


-  Boundary of area surveyed for jurisdictional waters of the United States
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-  Potential Waters of the United States
-  Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J.Rice Sheet 24 of 32

Date: July 17, 2019
 Preparer: M. Maslyk, HDR, Inc.
 Aerial Photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Fowler, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

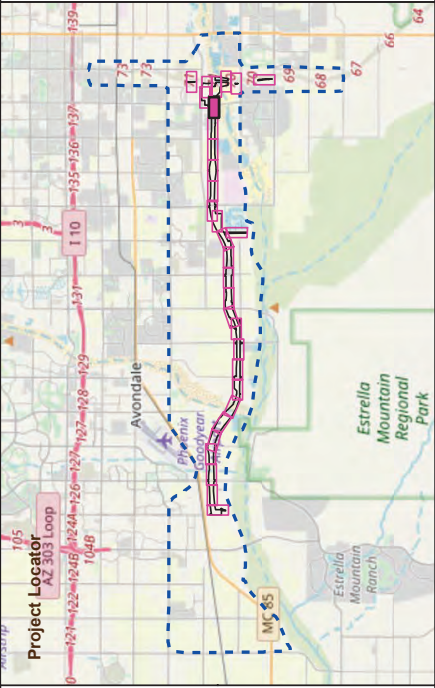
 NORTH
 0 50 100 200 300 400 500 Feet



 U.S. Department of Transportation
Federal Highway Administration



Figure 7x
Aerial of area surveyed for jurisdictional delineation



***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
U.S. Army Corps of Engineers, Los Angeles District
Application No. SPL -2006 - 01972

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- ☁ Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 25 of 32

0 50 100 200 300 400 500
Feet

NORTH

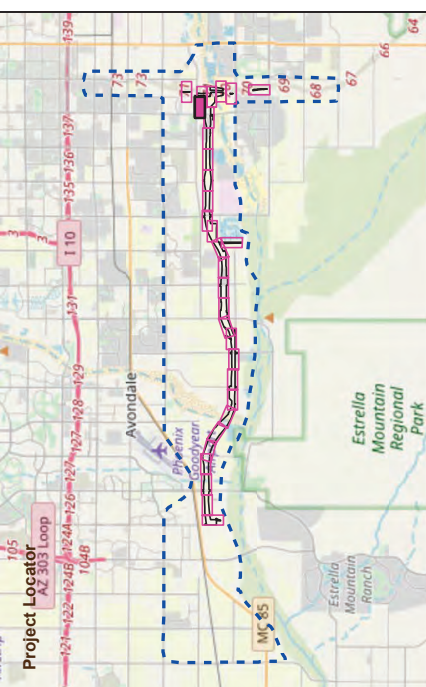
NH-801-B(ARG)
TRACS No. 801 MA 000 H6876 01L
SR 30: Sarival Ave to SR 202L

Date: July 17, 2019
 Prepared by: M. Maslyk, HDR, Inc.
 Aerial Photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Fowler, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

- Arrow indicates flow direction
- XX'** Wash width (feet)
- Ground photo # and direction



Figure 7y
Aerial of area surveyed for jurisdictional delineation



PRELIMINARY (RGL 16-01)*****
SECTION 404 JURISDICTIONAL DELINEATION
U.S. Army Corps of Engineers, Los Angeles District
Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States
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Scale: 1" = 250' Photograph Date: Nov 17, 2017
Site Visit by Corps (Y/N) N Date:
Determination Issued: 8 AUG 2019
Corps Project Manager: J. Rice Sheet 26 of 32

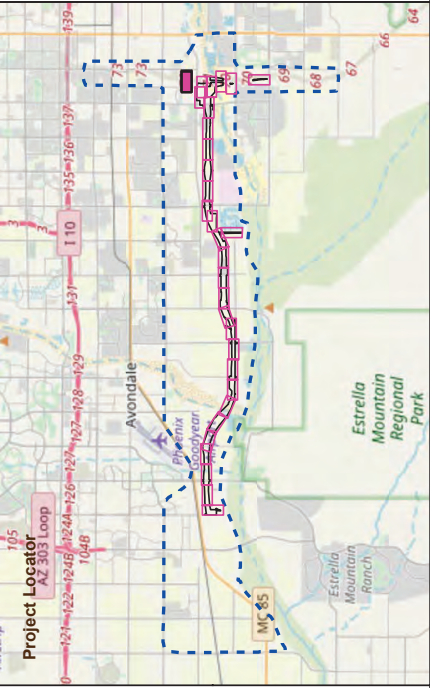
NH-801-B(ARG)
TRACS No. 801 MA 000 H6876 01L
SR 30: Sarival Ave to SR 202L

Date: July 17, 2019
Prepared by: Masyk, HDR, Inc.
Aerial photography source and date: DigitalGlobe, 2017
USGS Quad Map(s): Fowler, 1972
Source: Soil Survey Geographic database (SSURGO);
USFWS NWI Version 2: Surface Waters and Wetlands Inventory;
USGS National Hydrologic Database (NHD)

- Arrow indicates flow direction
- XX'** Wash width (feet)
- Ground photo # and direction



Figure 7z
Aerial of area surveyed for jurisdictional delineation



******* PRELIMINARY (RGL 16-01) *******
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 - 01972

- Boundary of area surveyed for jurisdictional waters of the United States
- ~ Approximate Ordinary High Water Mark
- ☀ Potential Wetlands of the United States
- ☁ Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 27 of 32

0 50 100 200 300 400 500
Feet

NORTH

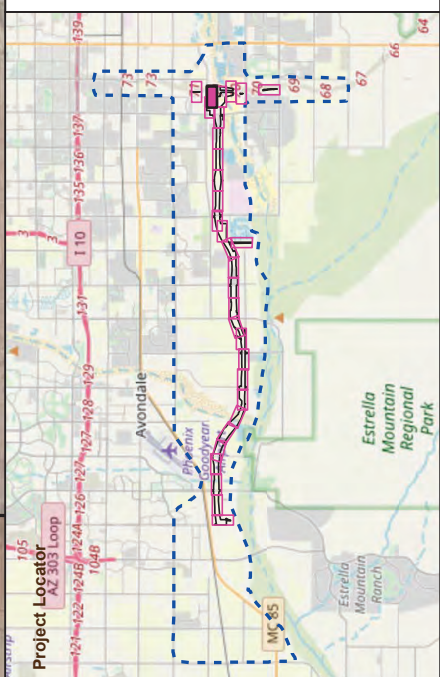
NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

Date: July 17, 2019
 Prepared by: Maslyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Fowler, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2: Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

- ↔ Arrow indicates flow direction
- XX' Wash width (feet)
- Ⓝ Ground photo # and direction



Figure 7aa
Aerial of area surveyed for jurisdictional delineation



***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
U.S. Army Corps of Engineers, Los Angeles District
Application No. SPL -2006 - 01972

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 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 28 of 32

Date: July 17, 2019
 Preparer: Maslyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Fowler, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

U.S. Department of Transportation
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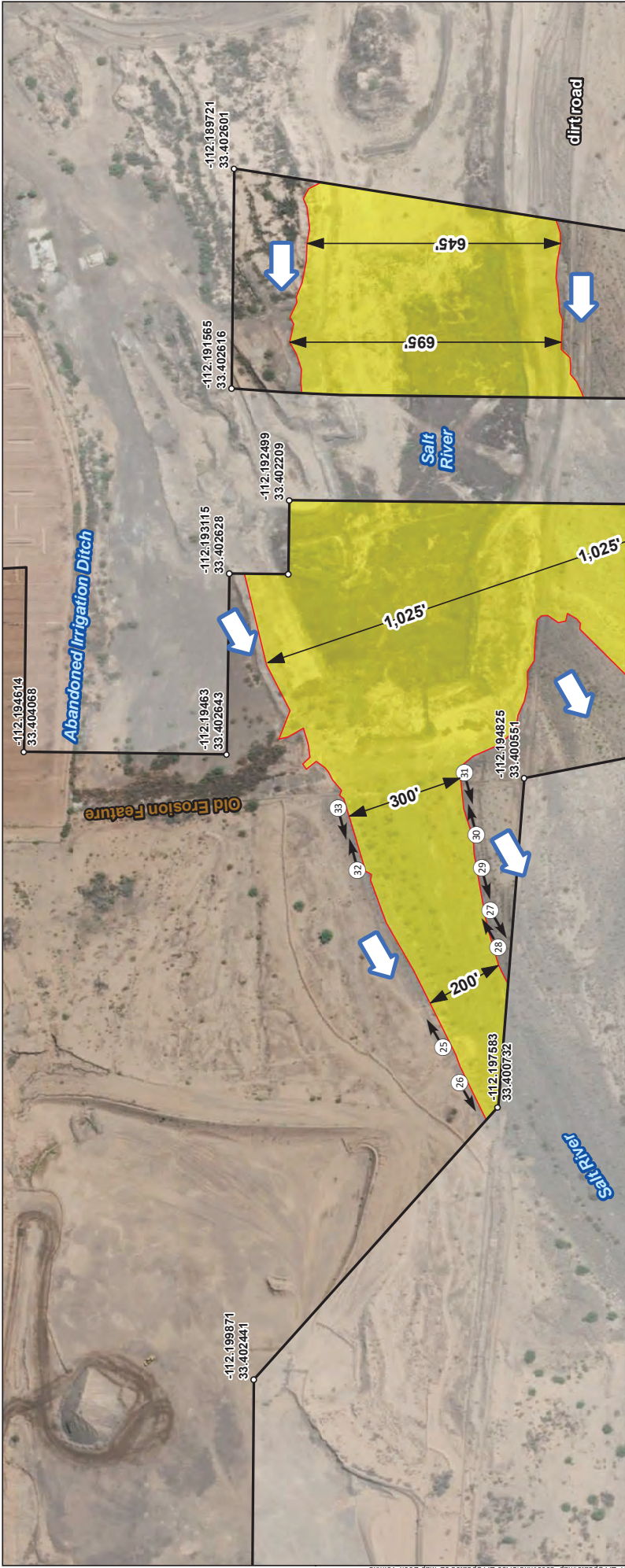
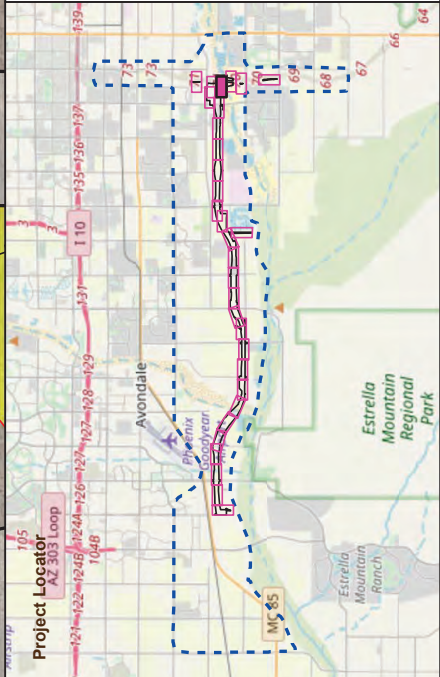


Figure 7ab
Aerial of area surveyed for jurisdictional delineation



PRELIMINARY (RGL 16-01) SECTION 404 JURISDICTIONAL DELINEATION
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Application No. SPL -2006 - 01972

Boundary of area surveyed for jurisdictional waters of the United States
Approximate Ordinary High Water Mark
Potential Wetlands of the United States
Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250'
Photograph Date: Nov 17, 2017
Site Visit by Corps (Y/N) N
Date:
Determination Issued: 8 AUG 2019
Corps Project Manager: J. Rice

Date: July 17, 2019
Prepared by: Maslyk, HDR, Inc.
Aerial photography source and date: DigitalGlobe, 2017
USGS Quad Map(s): Fowler, 1972
Source: Soil Survey Geographic database (SSURGO);
USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
USGS National Hydrologic Database (NHD)

NH-801-B(ARG)
TRACS No. 801 MA 000 H6876 01L
SR 30: Sarival Ave to SR 202L

0 50 100 200 300 400 500
Feet

ADOT
U.S. Department of Transportation
Federal Highway Administration

- Arrow indicates flow direction
- XX' Wash width (feet)
- Ground photo # and direction

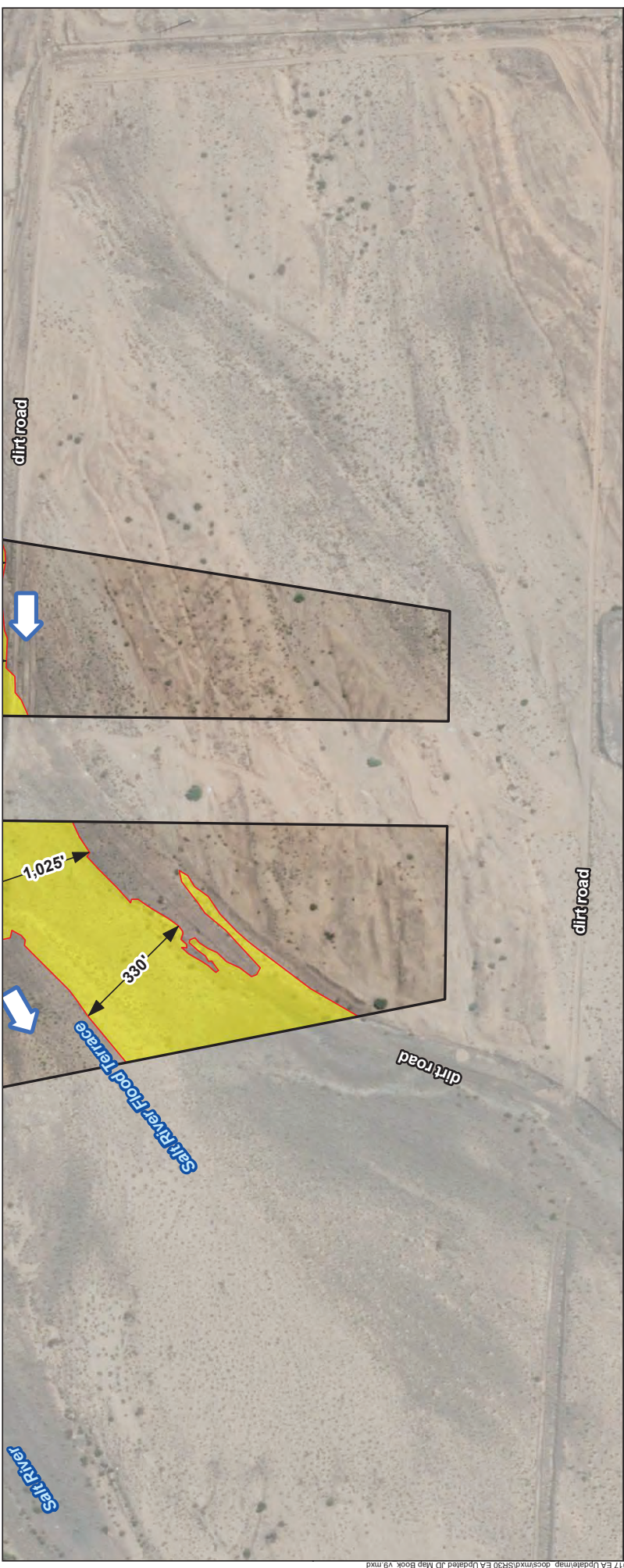

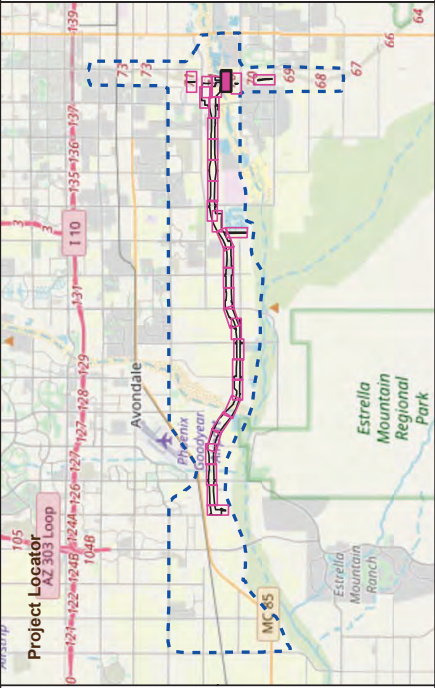





Figure 7ac
Aerial of area surveyed for jurisdictional delineation

 Arrow indicates flow direction
 XX' Wash width (feet)
 Ground photo # and direction




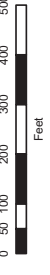
***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 - 01972

 Boundary of area surveyed for jurisdictional waters of the United States
 Approximate Ordinary High Water Mark
 Potential Wetlands of the United States
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 30 of 32

Date: July 17, 2019
 Preparer: Maslyk HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Fowler, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

 NORTH
 0 50 100 200 300 400 500 Feet





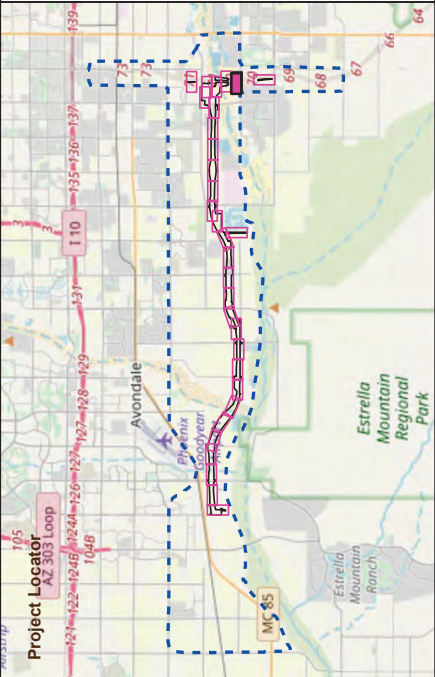

 U.S. Department of Transportation
Federal Highway Administration






Figure 7ad
Aerial of area surveyed for jurisdictional delineation

 Arrow indicates flow direction
 XX' Wash width (feet)
 Ground photo # and direction




******* PRELIMINARY (RGL 16-01) *******
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
 Application No. SPL -2006 - 01972

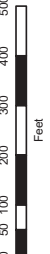
 Boundary of area surveyed for jurisdictional waters of the United States
 Approximate Ordinary High Water Mark
 Potential Wetlands of the United States
 Potential Wetlands (If legend is blank no wetlands occur with survey area.)

Scale: 1" = 250' Photograph Date: Nov 17, 2017
 Site Visit by Corps (Y/N) N Date:
 Determination Issued: 8 AUG 2019
 Corps Project Manager: J. Rice Sheet 31 of 32

Date: July 17, 2019
 Preparer: J. Maslyk, HDR, Inc.
 Aerial photography source and date: DigitalGlobe, 2017
 USGS Quad Map(s): Fowler, 1972
 Source: Soil Survey Geographic database (SSURGO);
 USFWS NWI Version 2, Surface Waters and Wetlands Inventory;
 USGS National Hydrologic Database (NHD)

NH-801-B(ARG)
 TRACS No. 801 MA 000 H6876 01L
 SR 30: Sarival Ave to SR 202L

 NORTH

 0 50 100 200 300 400 500 Feet




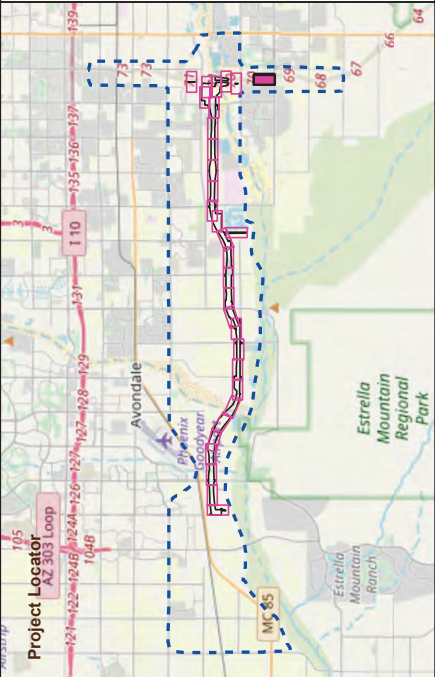

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Figure 7ae
Aerial of area surveyed for jurisdictional delineation

 Arrow indicates flow direction
 XX' Wash width (feet)
 Ground photo # and direction




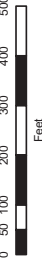
***** PRELIMINARY (RGL 16-01) *****
SECTION 404 JURISDICTIONAL DELINEATION
 U.S. Army Corps of Engineers, Los Angeles District
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