

# SR 85 at Gila Bend



## *Final Environmental Assessment and Section 4(f) Evaluation*

NH-085-B(AOM)

085 MA 123 H6407 01C




February 2010

Federal Highway Administration  
FINDING OF NO SIGNIFICANT IMPACT  
FOR

Project: NH-085-B(AOM)  
085 MA 123 H6407 01C  
State Route 85 at Gila Bend

The Federal Highway Administration 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 *Final Environmental Assessment and Section 4(f) Evaluation* which has been independently evaluated by the Federal Highway Administration and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope and content of the attached Environmental Assessment and Section 4(f) Evaluation.

February 18, 2010  
Date

  
for Division Administrator



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

**ARIZONA DIVISION**

February 19, 2010

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In Reply Refer To:  
NH-085-B(AOM)  
HOP-AZ

NH-085-B(AOM)  
TRACS No. 085 MA 123 H6407 01C  
SR 85 at Gila Bend

Final Environmental Assessment

Mr. Thor Anderson  
Manager, Environmental Planning Group  
Arizona Department of Transportation  
Phoenix, Arizona 85007

*Thor*  
Dear Mr. Anderson

We have reviewed the Final Environmental Documentation submitted with your letter of February 10, 2010 for the above-referenced project, and concur with your recommendation for a Finding of No Significant Impact (FONSI).

The original signed copy of the "FONSI" determination and a copy of the final Environmental Documentation are enclosed for your use.

The adoption of this document constitutes FHWA's location approval.

Sincerely Yours,

*Mary E. Frye*

Mary E. Frye  
Environmental Program Specialist

Enclosure




**Final Environmental Assessment**  
*and*  
*Section 4(f) Evaluation*  
for

**SR 85 at Gila Bend**

Maricopa County, Arizona  
NH-085-B(AOM)  
085 MA 123 H6407 01C

Approved by:   
THOR ANDERSON  
Manager, Environmental Planning Group  
Arizona Department of Transportation

On: 2-10-10

Approved by:   
ROBERT E. MOLLIS  
Division Administrator  
Federal Highway Administration

On: 2-18-2010

*This environmental assessment has been prepared in accordance with provisions and requirements of Chapter 1, Title 23 USC, 23 CFR Part 771, and 23 CFR Part 774 relating to the implementation of the National Environmental Policy Act of 1969.*

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## **LIST OF ACRONYMS AND ABBREVIATIONS**

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ADOT	Arizona Department of Transportation
ASLD	Arizona State Land Department
B-8	Business Route 8
CFR	Code of Federal Regulations
DCR	Design Concept Report
DEA	Draft Environmental Assessment
EPG	Environmental Planning Group
FEA	Final Environmental Assessment
FWHA	Federal Highway Administration
FONSI	Finding of No Significant Impact
HPT	Historic Preservation Team
I-8	Interstate 8
MOA	Memorandum of Agreement
NEPA	National Environmental Policy Act
SHPO	State Historic Preservation Office
SR 85	State Route 85
TI	traffic interchange
US	United States

## I. INTRODUCTION

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The Draft Environmental Assessment (DEA) for the State Route 85 (SR 85) project was completed and approved by the Federal Highway Administration (FHWA) on September 4, 2009. The DEA evaluated the social, economic, and environmental impacts associated with the implementation of this project proposed by the Arizona Department of Transportation (ADOT). A public hearing was held on October 28, 2009, to obtain comments from the public on the proposed project and on the contents of the DEA.

The public comment period for the DEA began on October 1, 2009, and ended on November 6, 2009. Comments on the DEA were received by letter, on written comment sheets at the public hearing, and through comments taken and transcribed by the court reporter in attendance at the hearing.

The purpose of this Final Environmental Assessment (FEA) is to respond to any comments received during the 30-day comment period and to provide additions and changes to the DEA where necessary. This FEA, which should be used in conjunction with the DEA, includes

- A list of mitigation measures to be included in the final design specifications,
- Additions/corrections from the DEA
- Transcript of the public hearing
- ADOT responses to public and agency comments received during the comment period.

With the completion of this FEA and with the issuance of the Finding of No Significant Impact (FONSI) by FHWA, the National Environmental Policy Act (NEPA) requirements have been met.

## II. MITIGATION MEASURES

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The following mitigation measures were presented in the Draft Environmental Assessment and are listed here in their final version. Any mitigation measures that have been added since the Draft Environmental Assessment are *italicized* for easier reference. These mitigation measures will be implemented by the Arizona Department of Transportation by incorporating them into the project construction documents. These mitigation measures supercede any of those identified in the Draft Environmental Assessment. The following mitigation measures and commitments are not subject to modification without the prior written approval of the Federal Highway Administration.

### **Arizona Department of Transportation Design Responsibilities**

1. During final design, the Arizona Department of Transportation will coordinate the access road relocation with Arizona State Land Department for the residential area north of State Route 85.
2. During final design, the Arizona Department of Transportation will confirm that the roadway design will meet the Federal Aviation Regulation 49 Code of Federal Regulations Part 77 surfaces requirements for the Gila Bend Municipal Airport, Runway 04.
3. A Notice of Construction or Alteration (Federal Aviation Administration Form 7460) will be filed if any of the improvements will penetrate the Notice Surface or any of the Federal Aviation Regulation 49 Code of Federal Regulations Part 77 Surfaces.
4. During final design, the Arizona Department of Transportation will coordinate with the Federal Aviation Administration and the manager of Airport Development Services (602-553-8817) at Gila Bend Municipal Airport and provide the office with an opportunity to review and comment on the design plans.
5. During final design, appropriate mitigation measures, including testing and data recovery plans, will be developed and implemented by the Arizona Department of Transportation Environmental Planning Group Historic Preservation Team, in consultation with the State Historic Preservation Office and other consulting parties, for those National Register of Historic Places-eligible properties and cultural resources that require testing to determine eligibility that cannot be avoided. The Memorandum of Agreement has been executed for this project and stipulates a process for review of all cultural resources documentation generated from any future archeological investigations. Construction activities will not occur in areas requiring testing and data recovery until cultural resources investigations are complete.
6. During final design, the Project Manager will contact the Department Noise Coordinator (602-712-7767) to arrange for qualified personnel to review and update the noise analysis.
7. During final design, if noise abatement measures are recommended, the Arizona Department of Transportation will meet with each property owner whose site meets the criteria for abatement by the



Arizona Department of Transportation Noise Abatement Policy, to reach an agreement on appropriate noise abatement.

8. The Arizona Department of Transportation will continue coordination with the Union Pacific Railroad Company during design to confirm the design meets the required vertical and horizontal clearances.
9. The Department will prepare and submit an application to the US Army Corps of Engineers for a Clean Water Act Section 404 permit for the project. No work will occur within jurisdictional Waters of the United States until the appropriate Clean Water Act Section 401 and 404 permit is obtained.
10. The Town of Gila Bend floodplain administrator (928-683-2255) and the Maricopa County floodplain administrator (602-506-0538) will be provided an opportunity to review and comment on the design plans.
11. All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction will be seeded using species native to the project vicinity.
12. During final design, the Arizona Department of Transportation Environmental Planning Group will reevaluate the listing status of the cactus ferruginous pygmy-owl and initiate consultation with the US Fish and Wildlife Service, if necessary.
13. The Arizona Department of Transportation will complete testing for asbestos and lead-based paints and, if necessary, recommend remediation measures during final design.
14. The Department project manager will contact the Department Hazardous Materials Coordinator (602-712-7767) thirty days prior to bid advertisement to determine the need for additional site assessment.
15. *Access for driveways not permitted will be evaluated during final design.*
16. *The need for signs along SR 85 referencing the services located in Gila Bend and distance to the next services will be evaluated during final design.*

#### **Arizona Department of Transportation Roadside Development Section Responsibilities**

1. 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 the 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 calendar days prior to the start of construction.

#### **Arizona Department of Transportation Yuma District Responsibilities**

1. No work will occur within jurisdictional Waters of the United States until the appropriate Clean Water Act Section 401 and 404 permits are obtained.
2. The Engineer will submit the Contractors' Arizona Pollutant Discharge Elimination System Notice of Intent and the Notice of Termination to the Environmental Coordinator.

3. The Engineer will review the National Emissions Standards for Hazardous Air Pollutants notification received from the Contractor. The Contractor can not start work associated with Arizona Department of Transportation Bridge Number 618 until 10 working days have passed since the submittal of the notification to the regulatory agencies.

### **Contractor's Responsibilities**

1. The Contractor shall coordinate with the Superintendent of the Gila Bend Unified School District (602-258-1445) a minimum of 14 calendar days prior to traffic-disrupting activities to allow for coordination of school bus routes during construction.
2. The Contractor shall coordinate with the Town of Gila Bend Fire Department (928-683-2265) and the Maricopa County Sheriff's Department (602-876-1000) a minimum of 14 calendar days prior to construction activities to inform them of the construction schedule.
3. At least 14 calendar days prior to construction, the Contractor shall place advance-warning signs at locations designated by the Engineer to notify motorists, pedestrians and bicyclists of construction-related delays.
4. Access to adjacent properties, residential areas along Main Street, and community services shall be maintained throughout construction.
5. The Contractor, after coordination with the Engineer, shall communicate traffic control measures with the public, local officials, and the media prior to and during construction activities. Communication may include, but is not limited to, media alerts, direct mailings to area businesses and property owners, information on freeway variable message signs, and paid newspaper notices.
6. The Contractor, after coordination with the Engineer, shall provide a construction notice to residents and businesses in the general project area at least 2 weeks prior to construction.
7. The Contractor shall contact the Arizona Department of Transportation Environmental Planning Group Historic Preservation Team (602-712-7767) at least 10 business days prior to the start of ground disturbing activities to arrange for a qualified archeologist to flag avoidance areas.
8. The Contractor shall avoid all flagged and/or otherwise designated sensitive resource areas within or adjacent to the project area.
9. No work shall occur within jurisdictional Waters of the United States until the appropriate Clean Water Act Section 401 and 404 permit is obtained.
10. The Contractor, in association with the District shall submit the Arizona Pollutant Discharge Elimination System Notice of Intent and the Notice of Termination to the Arizona Department of Environmental Quality only after the District has reviewed and approved the Stormwater Pollution Prevention Plan.
11. To prevent the introduction of invasive species, all earth-moving and hauling equipment shall be washed at the Contractor's storage facility prior to entering the construction site.

12. 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.
13. All disturbed soils that shall not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity.
14. The Contractor shall employ a biologist to complete a pre-construction survey for burrowing owls 96 hours prior to construction in all suitable habitat that shall 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 Group at (602-712-7767) to provide survey results.
15. If any burrowing owls are located during preconstruction surveys or construction, the Contractor shall employ a biologist holding a permit from the US Fish and Wildlife Service to relocate burrowing owls from the project area, as appropriate.
16. If burrowing owls or active burrows are identified during the pre-construction surveys or during construction, no construction activities shall take place within 100 feet of any active burrow until the owls are relocated.
17. The Contractor shall complete a National Emissions Standards for Hazardous Air Pollutants notification for work associated with the Arizona Department of Transportation Bridge Number 618 and submit to the Engineer for review. After Engineer approval, the notification shall be submitted to the Arizona Department of Transportation Hazardous Materials Coordinator (602-712-7767) for a 5 working day review and approval. Upon approval by the Arizona Department of Transportation Hazardous Materials Coordinator the Contractor shall file the notification with the Arizona Department of Environmental Quality and the Maricopa County Air Quality Department at least 10 working days prior to demolition/rehabilitation associated with the Arizona Department of Transportation Bridge Number 618. (see Arizona Department of Transportation policy – SAF – 6.01, February 23, 2004).
18. The Contractor shall not start work associated with the bridge removals until 10 working days have passed since the submittal of the notification to the regulatory agencies.

### **Standard Specifications included as Mitigation Measures**

1. Traffic control would be in accordance with the most current *Manual on Uniform Traffic Control Devices for Streets and Highways*, published by the United States Department of Transportation, Federal Highway Administration (2003a), and the *Arizona Supplement to the Manual on Uniform Traffic Control Devices* (Arizona Department of Transportation 2004), including any revisions or additions, and/or associated provisions in the project plans, as determined by the Arizona Department of Transportation Traffic Design Section during design.

2. According to the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public, Subsection 05 Archaeological Features (2008 edition), "When archaeological, historical, or paleontological features are encountered or discovered during any activity related to the construction of the project, the contractor shall stop work immediately at that location and shall take all reasonable steps to secure the preservation of those resources and notify the Engineer. The Engineer will direct how to protect the features. The contractor shall not resume work until it is so directed by the Engineer."
3. According to the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction*, Section 104 Scope of Work, Subsection 08 Prevention of Air and Noise Pollution (2008 edition), "The contractor shall control, reduce, remove or prevent air pollution in all its forms, including air contaminants, in the performance of the contractor's work. The contractor shall comply with applicable requirements of Arizona Revised Statutes Section 49-401 et seq. (Air Quality) and with the Arizona Administrative Code, Title 18, Chapter 2 (Air Pollution Control)."
4. Fugitive dust generated from construction activities would be controlled in accordance with the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction*, Section 104.08 (2008 edition), special provisions, and local rules or ordinances, including Maricopa County Air Pollution Control Regulation Rule 310 (Fugitive Dust) and Arizona Administrative Code, Title 18, Chapter 2 (Air Pollution Control).
5. According to the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction*, Section 104 Scope of Work, Subsection 08 Prevention of Air and Noise Pollution (2008 edition), "The contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the work or related to the work shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the work without its muffler being in good working condition."
6. According to the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction*, Section 104 Scope of Work, Subsection 09 Prevention of Landscape Defacement; Protection of Streams, Lakes, and Reservoirs (2008 edition), "The contractor shall give special attention to the effect of its operations upon the landscape and shall take special care to maintain natural surroundings undamaged."
7. According to the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction*, Section 104 Scope of Work, Subsection 09 Prevention of Landscape Defacement; Protection of Streams, Lakes, and Reservoirs (2008 edition), "The contractor shall take sufficient precautions, considering various conditions, to prevent pollution of streams, lakes, and reservoirs with fuels, oils, bitumens, calcium chloride, fresh Portland cement, fresh Portland cement concrete, raw

sewage, muddy water, chemicals or other harmful materials. None of these materials shall be discharged into any channels leading to such streams, lakes or reservoirs.”

8. According to Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public, Subsection 07 Sanitary, Health, and Safety Provisions (2008 edition), “During construction operations, should material be encountered which the contractor believes to be hazardous or contaminated, the contractor shall immediately do the following: (1) stop work and remove workers within the contaminated areas . . . (2) barricade the area and provide traffic controls . . . and (3) notify the Engineer.” The Arizona Department of Transportation Engineer would arrange for proper assessment, treatment, or disposal of those materials. Such locations would be investigated and proper action implemented prior to the continuation of work in that location.
9. According to the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 1001 Material Sources, Subsection 2 General (2008 edition), any material sources required for this project outside of the project area shall be examined for environmental effects, by the contractor, prior to use, through a separate environmental analysis.
10. According to Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 810, Erosion Control and Pollution Prevention, Subsection 1.02, Other-Pollutants Controls (2008 edition), “The work shall include implementing controls to eliminate the discharge of pollutants, such as fuels, lubricants, bitumens, dust palliatives, raw sewage, wash water, and other harmful materials; into storm and other off-site waters. The work shall include the implementation of spill prevention and material management controls and practices to prevent the release or washoff of pollutants. These controls and practices shall be specified in the Stormwater Pollution Prevention Plan and shall include storage procedures for chemicals and construction materials, disposal and cleanup procedures, the contractor’s plan for handling of potential pollutants, and other pollution prevention measures as required.”
11. According to the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 107, Legal Relations and Responsibility to Public, Subsection 11, Protection and Restoration of Property and Landscape (2008 edition), “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 would not be required, however, when materials are disposed of at an operating, public dumping ground.” The Contractor would dispose of excess waste material and construction debris at a municipal landfill approved under Title D of the Resource Conservation and Recovery Act, construction debris landfill approved under Article 3 of the Arizona Revised Statutes

49-241 (Aquifer Protection Permit) administered by the Arizona Department of Environmental Quality, an inert landfill, or at another approved site.

### III. ERRATA FROM THE DRAFT ENVIRONMENTAL ASSESSMENT

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The following pages of errata include additions or alterations to the DEA to clarify, further discuss, or make text corrections. These changes are a result of public and agency comments and are provided below with reference to their pages from the DEA. DEA text to be deleted is shown as ~~strikeout text~~ (~~strikeout~~), and additions to the DEA text are *italicized*.

#### UNIVERSAL CHANGES TO THE DRAFT ENVIRONMENTAL ASSESSMENT

Some changes were made universally to the DEA text. References to “Preferred” Alternative have been changed to “Selected” Alternative, except in sections recounting the public involvement process. References to “would” in connection with the Selected Alternative have been changed to “will.” In addition, all references to “would” in connection with the Contractor’s responsibilities have been changed to “shall.” To provide the relevant context for each edit or change other than the universal edits, the entire original DEA paragraph has been included. At the beginning of each of these paragraphs, the original DEA Section titles are given for the readers’ orientation. Only original DEA paragraphs with nonuniversal edits or changes are reproduced here.

#### IV. B. Land Ownership, Jurisdiction, and Land Use

[DEA page 43, third paragraph] The *Selected* ~~Preferred~~ Alternative *will* ~~would~~ convert approximately 14.5 acres of existing commercial and industrial uses ~~and incorporate those land uses~~ into a permanent transportation facility. *Five* ~~Three~~ residential structures *will* ~~would~~ also be acquired, requiring *five* ~~three~~ relocations. Private-property owners *will* ~~would~~ be compensated at *fair-market* value for acquired property, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended in 1987. The amount of land required for the ~~proposed~~ improvements *will* ~~would~~ be a relatively small percentage of the total private land within or adjacent to the project area. The predominant land uses adjacent to the project area—residential, commercial, public, and vacant or undeveloped—*will* ~~would~~ not be altered by the implementation of this project.

#### IV. C. 5. Relocations or Displacements

[DEA page 51, first paragraph] Construction of the *Selected* ~~Preferred~~ Alternative *will* ~~would~~ impact approximately 31 privately owned parcels of land, including 21 separate property owners. Of the 31 privately owned properties, a total of 3 permanent structures (2 barns and 1 shed) and 3 manufactured-home units *will* ~~would~~ be affected. *Land leased from ASLD will also be acquired, impacting four additional permanent structures (2 vacant residential buildings and 2 sheds).* *Five* ~~Three~~ relocations *will* ~~would~~ be required for the manufactured-home units *on private property and the*

*residential buildings on ASLD leased property.* No business ~~will~~ *would* be relocated, displaced, or closed, although there may be temporary and short-term disruptions to business access during construction.

#### **IV. E. 1. Survey Data**

[DEA page 59, third paragraph] The footprint of the ~~Selected Preferred~~ Alternative has been surveyed for cultural resources. Approximately 10 percent of the project area south of I-8 was previously surveyed. ~~Six Five~~ archaeological surveys and one data recovery project have been completed within the project area *and for the area* south of I-8 for road improvement and pipeline construction projects. A new survey would be required if a future alignment or project that would connect the ~~proposed~~ SR 85 alignment south of I-8 is identified.

#### **IV. E. 1. Survey Data**

[DEA page 59, fourth paragraph, new bullet added and associated consultation in Appendix A] A Cultural Resources Survey of 2.45 Acres of Proposed New Right-of-Way for the State Route 85 and Interstate-8 Traffic Interchange (SR 85 Mileposts 120.51 to 122.96), Gila Bend, Maricopa County, Arizona (*ADOT 2010*)

#### **IV. E. 3. Agency and State Historic Preservation Office Consultation**

[DEA page 61, first paragraph] Consulting parties for this project include SHPO, ASLD, the Hopi Tribe, the Ak-Chin Indian Community, the Tohono O'odham Nation, the Gila River Indian Community, the Colorado River Indian Tribe-Mohave, the Yavapai-Prescott Tribe, and the San Carlos Apache Nation. FHWA and ADOT have determined that the ~~Selected Preferred~~ Alternative ~~will~~ *would* impact eight NRHP-eligible properties. The Arizona Department of Transportation consulted with SHPO in a letter dated September 21, 2007; on September 28, 2007, SHPO concurred that the project ~~will~~ *would* have an adverse effect on eight NRHP-eligible sites or require testing to determine their eligibility and that a Memorandum of Agreement (MOA) should be prepared and implemented to mitigate the effects of this project on historic properties that cannot be avoided. FHWA and ADOT ~~have prepared~~ *are in the process of preparing* a final MOA. During final design, appropriate mitigation measures, including road documentation and testing and data recovery plans, ~~will~~ *would* be developed and implemented by the ADOT Environmental Planning Group (EPG) Historic Preservation Team (HPT), in consultation with SHPO and other consulting parties, for those NRHP-eligible properties and cultural resources that require testing to determine eligibility that cannot be avoided. The Memorandum of Agreement has been executed for this project and stipulates a process for review of all cultural resources documentation generated from any future archeological investigations. Construction activities ~~will~~ *would* not occur in areas requiring testing and data recovery until cultural resources investigations are complete. The



Contractor ~~shall would~~ contact the ADOT EPG HPT (602-712-7767) at least 10 business days prior to the start of ground disturbing activities to arrange for a qualified archeologist to flag avoidance areas. The Contractor ~~shall would~~ avoid all flagged and/or otherwise designated sensitive resource areas within or adjacent to the project area.

#### **IV. H Noise Analysis**

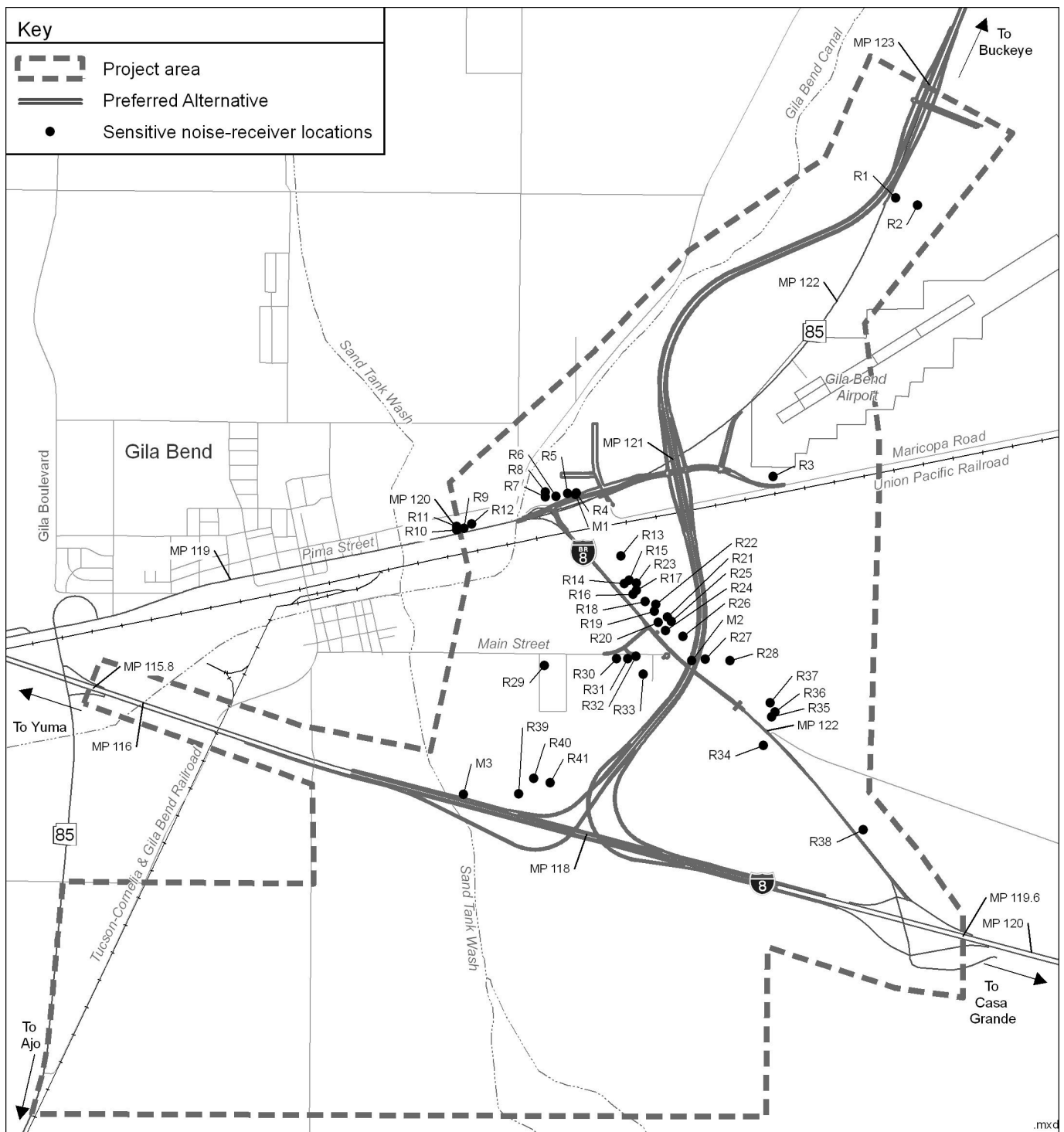
[DEA page 78, Figure 20. Sensitive noise-receiver locations, revised receiver numbers]

#### **IV. J. Visual Resources**

[DEA page 86, last paragraph] The magnitude of the change in visual character from existing to post project conditions within the project area ~~will would~~ range from minor to major depending on the specific ~~project proposed~~ roadway improvement and its location within the corridor. The new six-lane divided highway and the 10 new elevated structures along SR 85 ~~will would~~ spatially dominate the landscape from both a highway traveler's perspective and a nearby resident's perspective. However, the six-lane divided roadway ~~will would~~ not require substantial regrading of the landscape because of the relatively flat terrain. The 10 elevated structures (2 for I-8/SR 85 ramps, 6 for SR 85/Maricopa Road/Pima Street TIs, and 2 for B-8) ~~will would~~ range from 22 to 66 ~~46 to 34~~ feet in height above the natural grade and ~~will would~~ create a pattern in the landscape that ~~will would~~ be uncharacteristic of a rural community. The addition of ~~recommended a proposed~~ noise barriers along SR 85 at the B-8 overpass structure ~~will would~~ also create a change in visual character and may impede views from the residential area north (east) to the south, although this wall has been considered in conjunction with the overpass structure at this location. The new intersection at B-8 and Pima Street and the realigned Maricopa Road ~~will would~~ create only a minor change in visual character because these improvements ~~will would~~ reflect a scale characteristic of the existing rural setting.

#### **IV. L. Vegetation and Invasive Species**

[DEA page 91, third paragraph] Preliminary field visits indicate that Arizona listed invasive species do occur within the project boundaries (e.g., red brome [*Bromus rubens*]). ~~The contractor would develop a Noxious and Invasive Plant Species Treatment and Control Plan in accordance with contract documents, Arizona State Law, Arizona Revised Statutes and Executive Orders. The Plan and associated treatments would exclude areas that are not designated for earth disturbance as shown on the project plans. A list of species for control would be obtained from the Department Roadside Development Section. The treatment and control plan would be submitted by the Contractor to the Engineer at least 15 working days prior to ground disturbing activities. The Engineer would submit the Plan to the Department~~



Source: Arizona Transportation Information Systems Coverage (2006)

Figure 20. Sensitive noise-receiver locations

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~~Roadside Development Section for a 10-day review. The Roadside Development Section would develop a list of Noxious and Invasive plant species requiring treatment and control within the project limits for use by the contractor. The Roadside Development Section would review and approve or reject the Noxious and Invasive Plant Species Treatment and Control Plan developed by the contractor within 10 working days of receipt. Once approved the Department Roadside Development Section would return the plan to the Engineer.~~

## **V. B. Public Coordination**

[DEA page 106, last paragraph] ~~A public hearing will be held on the Draft EA; a copy of the notice is included in Appendix G.~~

[DEA page 106, new text replaces last paragraph] *The agency and public comment period for the DEA began on October 1, 2009, and ended on November 6, 2009. Copies of the DEA were available for review at the Gila Bend Public Library/Community Center, 202 North Euclid Avenue, Gila Bend; the Gila Bend Town Hall, 644 West Pima Street, Gila Bend; the Gila Bend High School, 308 North Martin Avenue, Gila Bend; and on-line at: [www.adotenvironmental.com](http://www.adotenvironmental.com). A public hearing was held on October 28, 2009, at the Gila Bend High School at 308 North Martin Avenue in Gila Bend to obtain comments from the public on the project and on the contents of the DEA. An advertisement announcing the availability of the DEA and the public hearing was placed in the Arizona Republic on September 30, October 2, 3, 7, 9, and 10, 2009, and the Gila Bend Sun on October 1 and 8, 2009.*

*Thirty-eight people signed in at the public hearing. The hearing began with an open-house format followed by a brief presentation on the Preferred Alternative. In addition, the potential environmental impacts, as described in the DEA, were summarized. The presentation was given by ADOT staff and project consultant representatives (Appendix B. Public Hearing Presentation). Immediately following the presentation, the hearing was opened to the public for a question-and-answer session. At the conclusion of the question-and-answer session, the hearing returned to an open-house format where project representatives were available to explain the Preferred Alternative and answer questions in a one-on-one setting. A copy of the hearing transcript is provided in Appendix C. Questions asked and the responses made during the question-and-answer session of the public hearing are included in the hearing transcript and will not be restated in this section. Comments received during the 30-day review period and those made individually to the court reporter are addressed below and included in Appendix D.*

*Eleven people submitted written comments to ADOT on the project and the Preferred Alternative. Two individuals expressed concern specifically for the businesses along Pima Street, and three individuals*

*expressed concern for the overall economy of the town. Of the three commentors, one also expressed preference for using the project money for improvements to the existing infrastructure and improving the historical bridge to link up Maricopa Road, Butterfield, and SR 85 instead of a new road. Two of the three expressed preference for the No Build Alternative. The need for the extension of SR 85 will be for future conditions when the expected traffic forecast on Pima Street will necessitate six-lanes through Gila Bend. The project will not be built until such time the traffic on the existing four-lanes on Pima Street reaches minimum acceptable levels of delay. When this level of congestion is reached, it will be prudent to have SR 85 extended directly to I-8 via the new system interchange. Furthermore, the 2030 traffic forecast shows the traffic demand on Pima Street will nearly double even with the SR 85 extension directly to I-8. The improvements and approach will not satisfy traffic demand; therefore, it will not meet the needs of the overall mix of the traveling public.*

*A representative from the US Army Corps of Engineers expressed concern regarding project drainage and washes. Specifically, the individual requested avoidance of jurisdictional washes where possible and spanning the washes when they cannot be avoided and where practicable. Drainage alterations and impacts to jurisdictional washes will be determined during final design and minimized to the maximum extent practicable.*

*One individual conveyed concern about the number of lanes for traffic on Butterfield Trail, stating that once the SR 85 interchange with I-8 is functional, five lanes along Butterfield Trail would not be necessary. The individual expressed preference for the No Build Alternative and also noted that the plans show no driveway for the Gila Bend Sun or several private residences located nearby. The Design Concept Report (DCR) traffic analysis validates the opinion that five-lanes along Butterfield Trail is not necessary when the SR 85 extension is connected to I-8 with a full system interchange. The widening of Butterfield Trail to five-lanes will be a low cost interim improvement to provide two lanes of traffic in each direction from I-10 to I-8 and may be in place for many years. By the time SR 85 is extended to I-8, it is envisioned the entire area around Butterfield Road will be urbanized. In regards to the driveways, the DCR shows access to permitted driveways. Access for driveways not permitted will be evaluated during final design.*

*One person expressed concern regarding the impact of the project on private property. This commentor requested an overlay of the proposed route over their specific property to see how the project will affect their area both pre- and post-construction. ADOT has provided a website showing the roadway and right-of-way overlaid on an aerial exhibit that also shows land parcels.*

*A representative from the Maricopa County Department of Transportation (MCDOT) requested that the proposed interchange at Watermelon Road should be considered in the assessment of this project. The DCR study did not include the future Watermelon Road traffic interchange. This DCR begins approximately a quarter mile south of the future Watermelon Road traffic interchange (TI) alignment. The current alignment for Watermelon Road TI was approved by FHWA, ADOT, Arizona State Land, and the Maricopa Association of Governments with the approval of the Final Environmental Assessment for State Route 85 – Gila Bend to I-10 in May 2002. Proposals to modify the planned location for the Watermelon TI would need to be addressed during the development of the MCDOT study and any associated environmental evaluation.*

*One individual submitted general comments expressing gratitude for having the meeting and one individual submitted a comment form although provided no comments or questions.*

*Three people provided individual comments to the court reporter. One commentator noted that the residents of Gila Bend are relieved that the project does not have the funding for construction, as they think the project will hurt the economy of Gila Bend. Further, the commentator noted that the current traffic count data for Gila Bend was collected in 2003, and that such data should be updated. However, the project is being built for future predictions, not current traffic counts. The second commentator expressed concern for the entrance into the Gila Bend Sun office property. The DCR shows access to permitted driveways. During the final design, the resolution of access for driveways not permitted will be finalized. The third commentator expressed preference that the money for the project be used for improvements to existing roads and bridges in order to allow traffic to continue to flow through the town. This commentator also noted that other small towns in similar situations, such as Ajo and Dateland, were not mentioned at the meeting. The purpose of the extension of SR 85 is, among other factors, to satisfy a future traffic demand, not the current traffic demand. The future traffic demand is projected to be sufficiently high that even after the extension of SR 85 directly to I-8, the volume of traffic along Pima Street will nearly double as compared to today's volumes. Implementing the Selected Alternative is not anticipated to have a long-term negative impact on Gila Bend's economy. Ajo and Dateland do not provide comparable services to the Town of Gila Bend and were therefore not mentioned. Two of the commentators also expressed the need for a sign informing motorists of the services offered in Gila Bend and the distance to the next services on the route. The need for signs along SR 85 referencing the services located in Gila Bend and distance to the next services will be evaluated during final design.*

## VIII. References

[DEA page 111, new ADOT report reference] ——. 2010. A Cultural Resources Survey of 2.45 Acres of Proposed New Right-of-Way for the State Route 85 and Interstate-8 Traffic Interchange (SR 85 Mileposts 120.51 to 122.96), Gila Bend, Maricopa County, Arizona. *Prepared by Logan Simpson Design, Tempe, Arizona.*

## **Appendix A. Cultural Consultation**



**Arizona Department of Transportation**  
**Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer  
Governor

John S. Halikowski  
Director

Floyd Roehrich Jr.  
State Engineer

January 6, 2010

Dr. David Jacobs, Compliance Specialist  
State Historic Preservation Office  
Arizona State Parks  
1300 West Washington Street  
Phoenix, Arizona 85007

RE: TRACS No. 085 MA 123 H6407 01C  
SR 85 at Gila Bend  
Initial Section 106 Consultation  
Geotechnical Investigations  
"no adverse effect"

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are planning to reconstruct the State Route 85 (SR 85) and Interstate 8 traffic interchange at Gila Bend in Maricopa County. At this time, pre-construction geotechnical investigations are necessary for the project to proceed. As this project is qualified for federal funding, it is considered an undertaking subject to Section 106 review. The geotechnical investigations would occur on Arizona Department of Transportation (ADOT)-owned land and easements across State Trust land administered by the Arizona State Land Department (ASLD), and private land. Consulting parties for the geotechnical aspect of this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), and ASLD. Due to the limited scope and nature of the geotechnical investigations, Tribal consultation will not be conducted.

The geotechnical component for this project would involve excavating 49 bore holes. The area of potential effects (APE) for these geotechnical investigations consists of the existing and proposed new ADOT right-of-way along SR 85 between milepost (MP) 120.51 and MP 122.96, along I-8 between MP 117.60 and MP 118.19, and a 375 foot (ft.) long (east-west) by 150 ft. parcel and adjacent parcel measuring 100 ft. long (east-west) by 225 ft. The APE is located within the southeast quarter (SE ¼) of the SE ¼ of Section 29 and the north half of Section 32, Township 5 South, Range 4 West, Gila and Salt River Baseline and Meridian (Gila Bend [1983] USGS 7.5 map). Geotechnical testing plans are enclosed to assist you in your review.



Jacobs  
085 MA 123 H6407 01C  
January 6, 2010  
Page 2 of 3

Most of the APE was previously surveyed for cultural resources by Archaeological Research Services, Inc., the results of which are reported in "*Cultural Resources Survey of Approximately 40 Miles of Proposed State Route 85 Right-of-Way (and Associated Alternative Routes) Between Gila Bend and Buckeye, Southwestern Maricopa County, Arizona*" (Harmon and Beyer 1994). ADOT previously consulted on the eligibility recommendations and the adequacy of the report (Rosenberg [ADOT] to Garrison [SHPO] March 22, 1995) and based on comments, a revised report was submitted (Gasser [ADOT] to Heathington [SHPO] December 18, 1995). One historic property, AZ FF:9:17 (ASM), the historic alignment of US 80, was identified within the current APE a result of the survey. Site AZ FF:9:17 (ASM) is part of the Historic State Highway System (HSHS) and, in accordance with the Interim Procedures for Treatment of Historic Roads (November 15, 2002), is considered eligible for inclusion in the NRHP under Criterion D. The geotechnical investigations proposed for this project would alter the historic fabric of the roadway. Such alteration is a normal and ongoing aspect of road maintenance and one that is consistent with the Secretary of the Interior's standards for the treatment of historic properties (36 CFR §68). Thus, this component of the HSHS would not be adversely affected by this project.

Logan Simpson Design Inc. recently surveyed the 375 foot (ft.) long (east-west) by 150 ft. parcel and adjacent parcel measuring 100 ft. long (east-west) by 225 ft. of proposed new right-of-way north of SR 85 within the APE between MP 120.0 and MP 124.5. The results of the survey are reported in "*A Cultural Resources Survey of 2.45 Acres of Proposed New Right-of-Way for the State Route 85 and Interstate-8 Traffic Interchange (SR 85 Mileposts 120.51 to 122.96), Gila Bend, Maricopa County, Arizona*" (Rowe 2009). No historic properties were identified as a result of the survey. A copy of the report is enclosed for your review and comment.

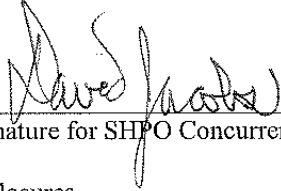
Based on the above, ADOT has determined that a finding of "no adverse effect" is appropriate for the geotechnical investigations. Please review the enclosed geotechnical testing plans, survey report, and the information provided in this letter. If you find the report adequate and agree with ADOT's determination of project effect for the geotechnical component of this undertaking, please indicate your concurrence by signing below. If you have any questions or comments, please feel free to contact me (602) 712-8636 or by e-mail at [ldavis2@azdot.gov](mailto:ldavis2@azdot.gov).

Sincerely,



Linda Davis  
Historic Preservation Specialist  
Environmental Planning Group  
1611 W. Jackson Street, MD EM02  
Phoenix, Arizona 85007-3213

Jacobs  
085 MA 123 H6407 01C  
January 6, 2010  
Page 3 of 3



Signature for SHPO Concurrence

7 JAN 10

Date

Enclosures

cc: MFrye  
LDavis (EM02)



## Arizona Department of Transportation

### Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer  
*Governor*

John S. Halikowski  
*Director*

Floyd Roehrich Jr.  
*State Engineer*

January 6, 2010

Steve Ross, Cultural Resources Manager  
Arizona State Land Department  
1616 West Adams  
Phoenix, Arizona 85007

RE: TRACS No. 085 MA 123 H6407 01C  
SR 85 at Gila Bend  
Initial Section 106 Consultation  
Geotechnical Investigations  
"no adverse effect"

Dear Mr. Ross:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are planning to reconstruct the State Route 85 (SR 85) and Interstate 8 traffic interchange at Gila Bend in Maricopa County. At this time, pre-construction geotechnical investigations are necessary for the project to proceed. As this project is qualified for federal funding, it is considered an undertaking subject to Section 106 review. The geotechnical investigations would occur on Arizona Department of Transportation (ADOT)-owned land and easements across State Trust land administered by the Arizona State Land Department (ASLD), and private land. Consulting parties for the geotechnical aspect of this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), and ASLD. Due to the limited scope and nature of the geotechnical investigations, Tribal consultation will not be conducted.

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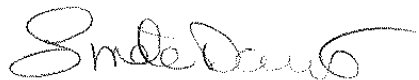
Ross  
085 MA 123 H6407 01C  
January 6, 2010  
Page 2 of 3

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Sincerely,



Linda Davis  
Historic Preservation Specialist  
Environmental Planning Group  
1611 W. Jackson Street, MD EM02  
Phoenix, Arizona 85007-3213

Ross  
085 MA 123 H6407 01C  
January 6, 2010  
Page 3 of 3



Signature for ASLD Concurrence



Date

Enclosures

cc: Ruben Ojeda, R/W Section Manager, ASLD, 1616 W. Adams, Phoenix, AZ, 85007  
MFrye  
LDavis (EM02)

## **Appendix B.** Public Hearing Presentation

# SR 85 at Gila Bend Public Hearing

October 28, 2009

Draft Design Concept Report  
Draft Environmental Assessment and  
Section 4(f) Evaluation  
Federal Project No. NH-085-B(AOM)  
ADOT Project No. 085 MA 123 H6407 01L



## Welcome!

### Goals for today's hearing:

- Project Background
- Preferred Alternative
- Draft Environmental Assessment
- Next Steps
- Obtain Your Input
- Corridor Update



## Your Input is Important to Us!

Questions and comments may be submitted at today's hearing in the following ways:

- **Speak in front of the audience during the question answer session which follows this presentation**
  - Comments limited to three minutes to allow ample opportunity for all wishing to speak
- **Speak one-on-one with the court reporter**
- **Fill out a yellow comment form and return it to the registration table**



## Questions and Comments

Comments may also be submitted to:

Michael Daehler  
ADOT Environmental Planning Group  
c/o Patricia McCabe  
Logan Simpson Design Inc.  
51 West Third Street, Suite 450  
Tempe, Arizona 85281  
Fax: (480) 966-9232  
E-mail: pmccabe@lsdaz.com

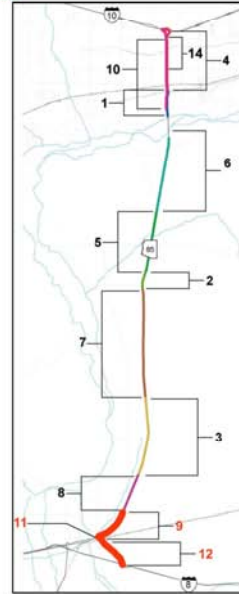
Please submit comments no later than **November 6, 2009**





## Project Background

- SR 85 (I-10 to I-8) Environmental Assessment Finding of No Significant Impact issued June 3, 2002
- SR 85 from I-10 to Watermelon Road Construction Schedule

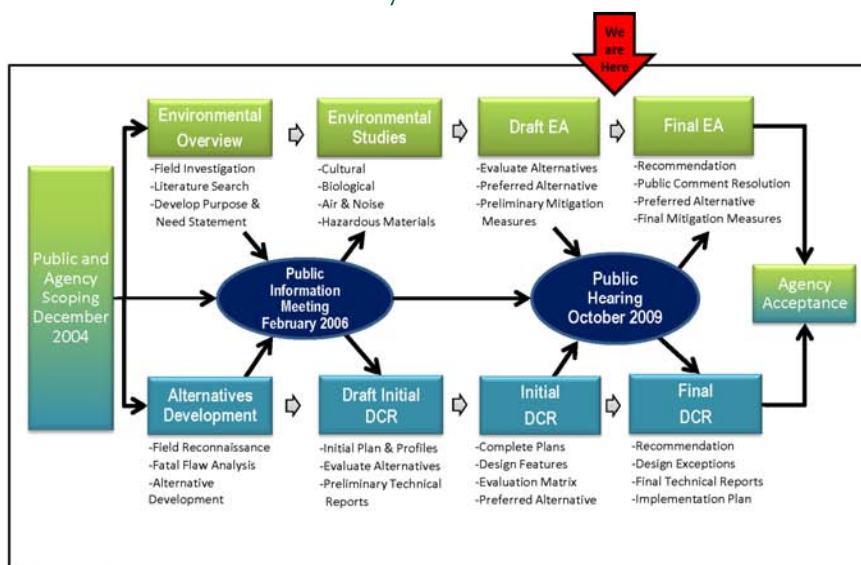


## Project Purpose and Need

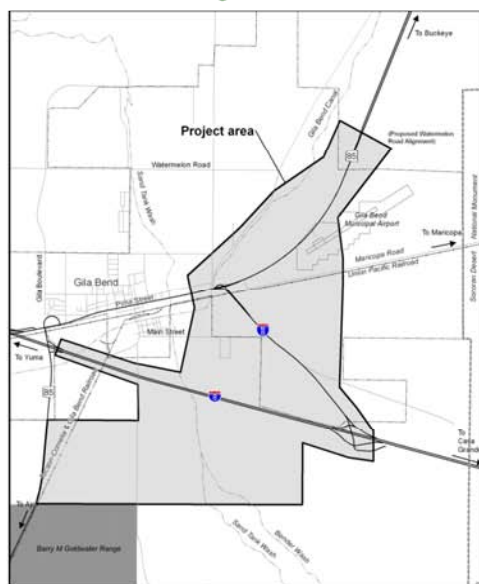
- Provide a 6-lane fully access-controlled divided highway with traffic service interchanges from MP 123 to a system interchange at I-8.
- Improve roadway operations and geometry at the existing SR 85/B-8 traffic service interchange.
- Improve the intersection of Maricopa Road and SR 85 to provide for truck turn movements.
- Accommodate free-flowing traffic according to the goal of the proposed CANAMEX route.



# Study Process



# Study Area

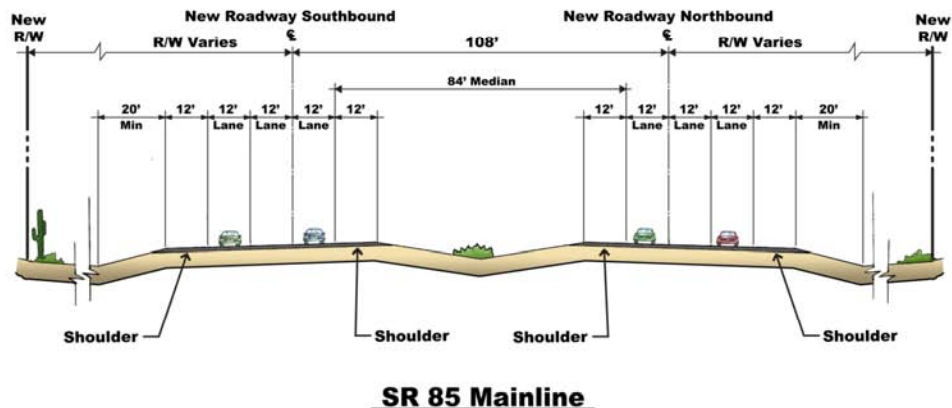


## Preferred Alternative

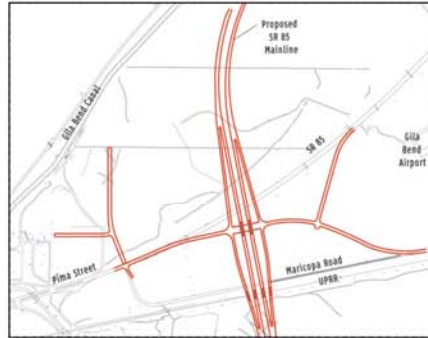
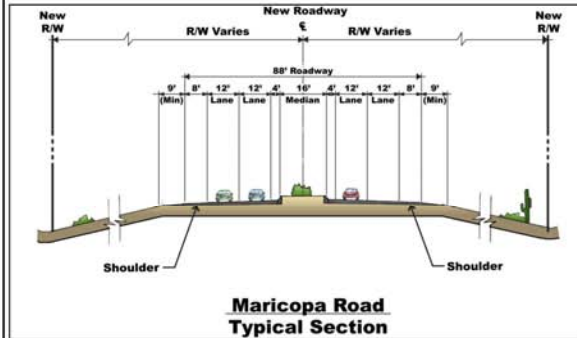
- Future Watermelon Road TI (by others)
- New SR 85/Maricopa Road traffic service interchange
- Maricopa Road and airport frontage road connection
- B-8 overpass over SR 85 mainline
- Widen B-8
- Main Street realignment
- Cul-de-sac
- New SR 85/I-8 system interchange
- Auxiliary lanes
- Widen/reconstruct Sand Tank Wash bridge
- New SR 85/B-8 intersection
- New access to Elks Lodge, ADOT maintenance yard, residential area, and rodeo grounds



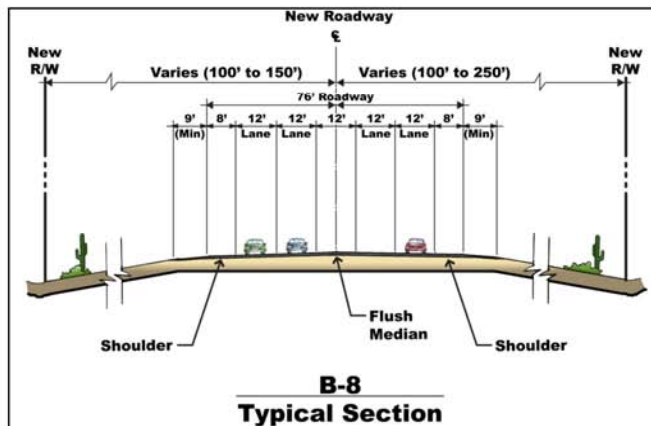
## Typical Section



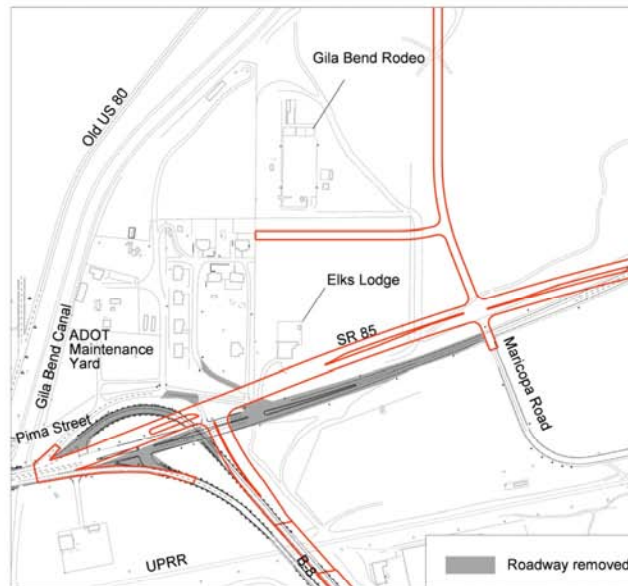
## Maricopa Road Intersection



## B-8 Grade Separation

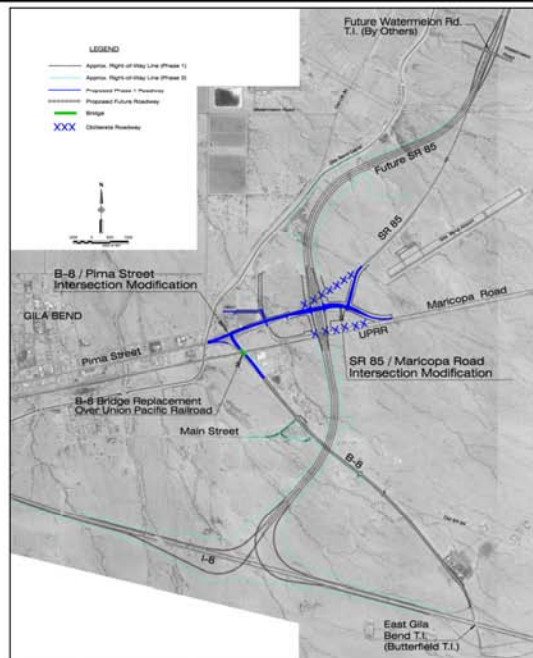


# SR 85/B-8 Intersection



## Phase 1

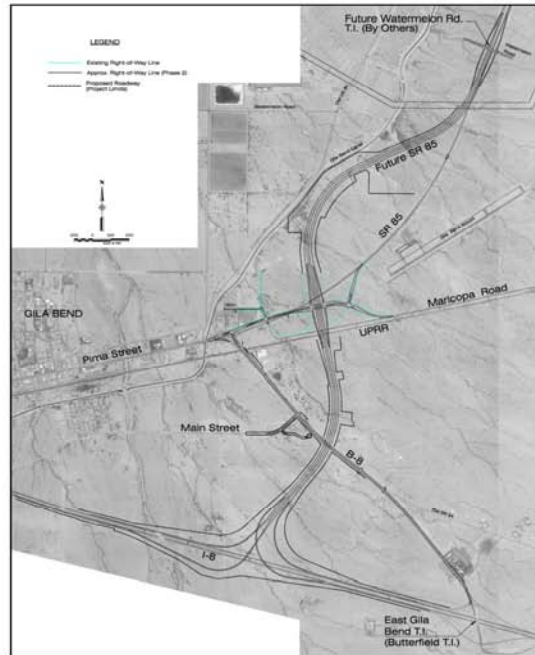
Anticipated Cost:  
\$20,220,000





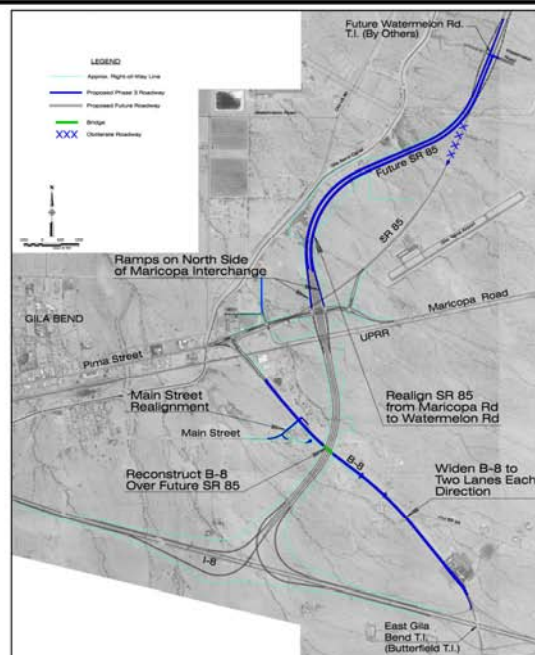
## Phase 2

Anticipated Cost:  
\$9,300,000



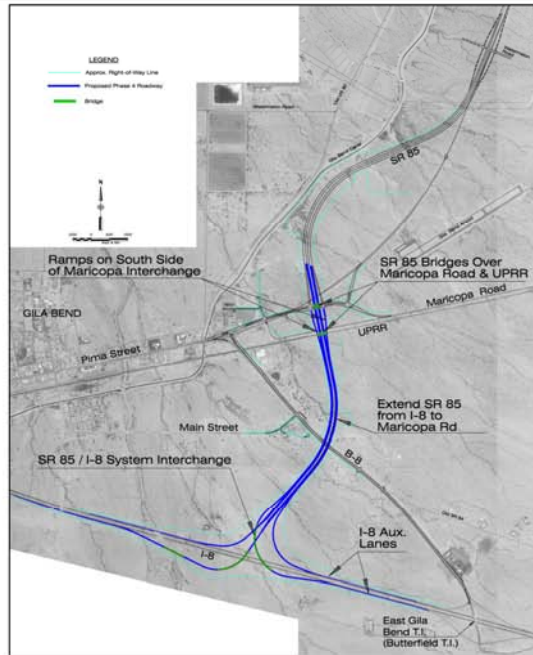
## Phase 3

Anticipated Cost:  
\$73,400,000



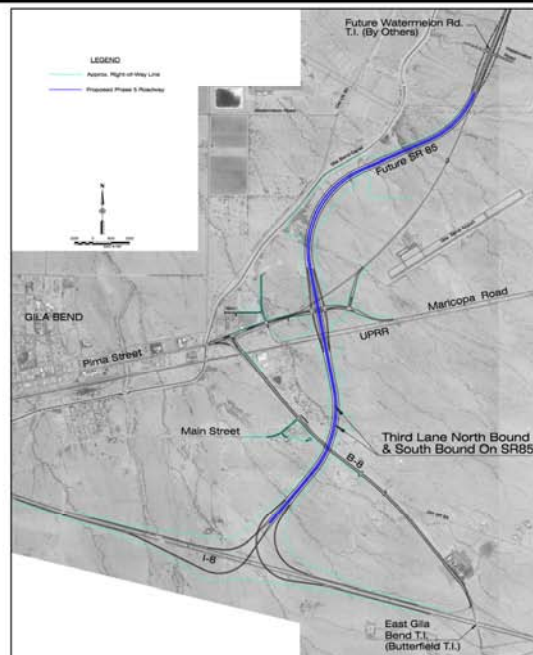
## Phase 4

Anticipated Cost:  
\$171,400,000



## Phase 5

Anticipated Cost:  
\$8,500,000



## No Action Alternative

- SR 85, B-8, I-8, and Maricopa Road would remain in their present conditions
- Roadways alignment and design remains the same
- No improvements other than routine maintenance activities, minor improvements, and pavement resurfacing



## Draft Environmental Assessment

- Prepared in accordance with the National Environmental Policy Act (NEPA)
- Federal Highway Administration is the lead federal agency
- Copies of the Draft EA are available at:
  - Gila Bend Public Library
  - Gila Bend Community Center
  - Town of Gila Bend – Town Hall
  - Gila Bend High School
  - [www.adotenvironmental.com](http://www.adotenvironmental.com)





## National Environmental Policy Act Environmental Process

- Evaluates the level of potential environmental impacts of a proposed action
- Provides an opportunity for the public and agencies to provide input and/or comment
- Assists in the decision-making process



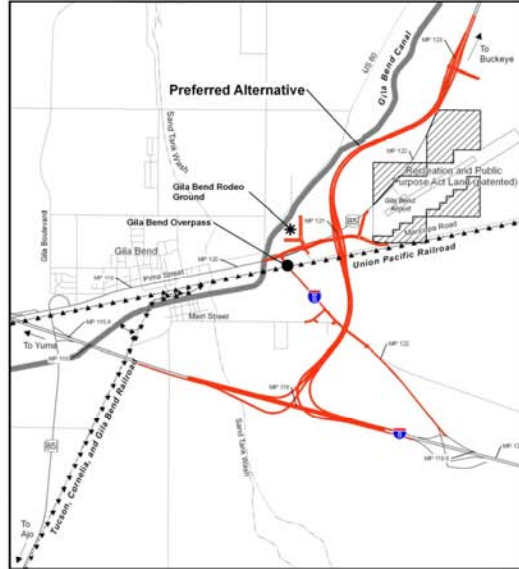
## Environmental Resources Evaluated

- Land ownership, jurisdiction, land use
- Social and economic resources
- Title VI/Environmental Justice
- Public involvement
- Water resources
- Cultural resources
- Air quality analysis
- Hazardous materials
- Utilities and railroad
- Vegetation and invasive species
- Threatened/endangered species, designated critical habitat, and sensitive species
- Material sources and waste materials
- Section 4(f) resources
- Secondary and cumulative impacts
- Noise analysis
- Visual resources



## Section 4(f) Resources

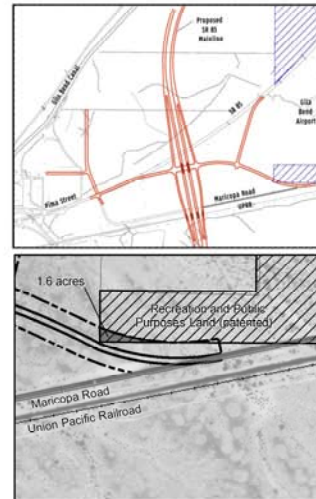
- **Gila Bend Canal**
- **Tucson, Cornelia, and Gila Bend Railroad**
- **UPRR (Gila Bend to Maricopa line)**
- **1934 historic (eastbound) bridge over the UPRR in Gila Bend (Gila Bend Overpass)**
- **Gila Bend Rodeo Ground**
- **Recreation & Public Purposes (R&PP) patented land adjacent to the Gila Bend Municipal Airport**



## Section 4(f) Resources (cont'd)

**R&PP patented land adjacent to the Gila Bend Municipal Airport**

- 1.6 acres, or 0.25 percent, of the 631-acre R&PP Act patented land - new right-of-way
- Impact was determined de minimis
- Town of Gila Bend and Bureau of Land Management concurred with the findings



## Noise

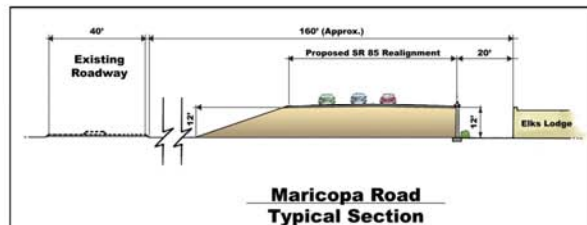
- Receivers identified
- Receivers considered for noise abatement
- Receivers would achieve reduction in noise levels with abatement measures



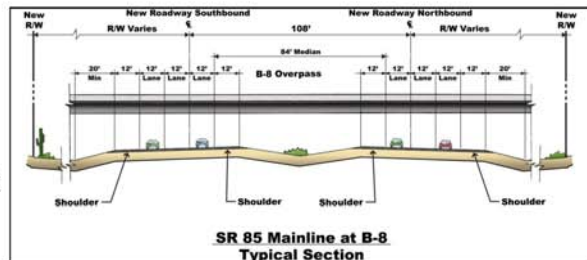
## Visual

### Elevated structures

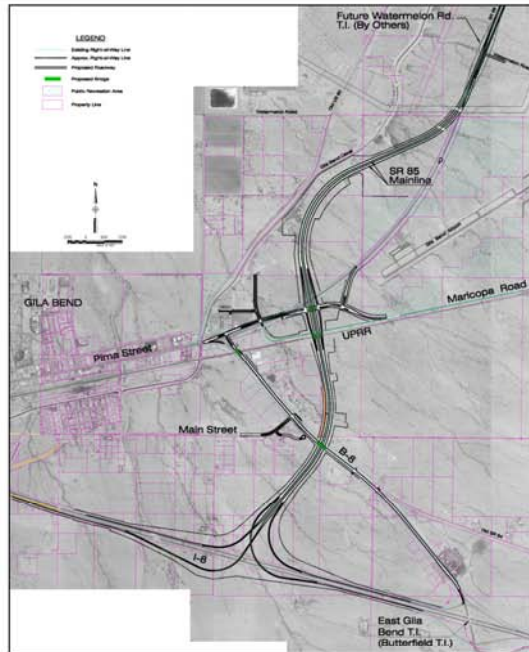
- System Interchange I-8/SR 85 ramps
- Service Interchange SR 85/Maricopa Road/Pima Street TI
- B-8 Grade Separation



Structures vary  
between 22 and 66 feet  
high



## Visual (cont'd)



## Project Schedule – Next Steps

- Incorporate all public and agency comments on the Draft Environmental Assessment
- Prepare Final Environmental Assessment
- Federal Highway Administration will render a decision



## Questions?

Questions will be recorded by  
the court reporter and  
become part of the project  
record.



## Questions and Comments

Comments may also be submitted to:

Michael Daehler  
ADOT Environmental Planning Group  
c/o Patricia McCabe  
Logan Simpson Design Inc.  
51 West Third Street, Suite 450  
Tempe, Arizona 85281  
Fax: (480) 966-9232  
E-mail: [pmccabe@lsdaz.com](mailto:pmccabe@lsdaz.com)

Please submit comments no later than **November 6, 2009**



## **Appendix C. Public Hearing Transcript**

## I N D E X

SPEAKER	PAGE
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MR. TIM WILSON. ....	6
MR. CLARK CLATANOFF.....	10, 23
MR. MICHAEL DAEHLER.....	17, 24

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MR. FRED HULL.....	28

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MS. DAYLE BIRCHFIELD.....	33
MR. BRYAN DAVIS.....	33

Driver and Nix Court Reporters (602) 266-6525  
www.drivernix.com

## ARIZONA STATE DEPARTMENT OF TRANSPORTATION

Gila Bend High School Cafeteria  
308 North Martin Avenue  
Gila Bend, Arizona  
October 21, 2009  
6:00 p.m.

## REPORTER'S TRANSCRIPT OF PROCEEDINGS

PREPARED FOR:  
LOGAN SIMPSON DESIGN  
(Copy)

DRIVER AND NIX  
COURT REPORTERS  
3131 East Clarendon  
Suite 108  
Phoenix, Arizona 85016  
(602) 266-6525

PREPARED BY:  
MS. TANIS EASTRIDGE  
Court Reporter

Driver and Nix Court Reporters (602) 266-6525  
www.drivernix.com

Page 3

Gila Bend, Arizona  
 October 21, 2009  
 6:00 p.m.

## P R O C E E D I N G S

MR. PAUL PATANE : Well, first, I want to thank everybody for coming out here tonight. My name is Paul Patanè , with the Arizona Department of Transportation. I'm the Yuma District Engineer, and Gila Bend is a part of Yuma District.

But we have on behalf of the Federal Highway Administration, Arizona Department of Administration, along with the Maricopa County Association of Governments. And we welcome you to tonight's public hearing regarding the State Route 85 and Gila Bend Project.

Before we get started, our interpreter, Alicia Jacobs, would like to say a couple things.

(Alicia Jacobs, the interpreter, addresses the audience.)

MR. PAUL PATANE : Before we get started, I want to introduce a couple of the local dignitaries first. I would like to begin with the Town of Gila Bend, Fred Hull, who is the vice mayor.

Also, I would like to introduce the former mayor, Mr. Julius Fox. He is here today, too. So thank you for coming.

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 www.drivernix.com

Page 4

The purpose of the hearing is to provide information about the preferred alternatives and the potential impacts, to receive public input on the environmental document. Tonight is about hearing the public concerns and the questions that you may have.

Before we get started, I would like to introduce a few more of the team members that are here today. First, I would like to begin with, from the Federal Highway Administration, Mary Frye. And some folks from ADOT, from the Roadway Predesign, we have Tim Wilson; and Dave Morrison, who is also here tonight. He is in the back there.

And I would also like to introduce from Yuma District, Bruce Fenske, who is our development engineer out of Yuma. I would also like to introduce, as most of you may know, David Miller, who is our maintenance supervisor in the Gila Bend area.

Also, from our ADOT Environmental Planning Group, we have Michael Daehler. Barney Remington is also from our environmental group. And from our ADOT Communications Community Partnerships, we have Lucy Shipp. Brock Barnhardt is also here. And we have Timothy Tate.

And some of our consultants are here tonight, that could make it; Dave Marcus, Clark Clatanoff, Kim Carroll and Patricia McCabe.

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 www.drivernix.com



Page 5

1 And also, we have some representatives from  
 2 Maricopa County Association of Governments; we have Tim  
 3 Strow. And from MCDOT, we have Lisa Leighton. Lisa is  
 4 here tonight. And I know there are probably going to be a  
 5 few right-of-way questions, so we have folks from ADOT  
 6 right-of-way. We have Pete Mayne, Jim Walcott. And they  
 7 are hiding in the back, if you want to find them there.

8 So the goals for tonight's meeting, we will have  
 9 some folks come up and give presentations and project  
 10 backgrounds. We will get into some of the preferred  
 11 alternatives, and then Patricia will talk a little bit  
 12 more in detail about the Draft of Environmental  
 13 Assessment. And we will get into the next steps of the  
 14 process where we look to choose the preferred alternative.  
 15 But tonight is really about input from the public, then we  
 16 will also give you and provide you with an update on the  
 17 old corridor on State Route 85.

18 So questions and comments can be done a couple of  
 19 ways. There is always the written format. I think we  
 20 have some forms there available for you to write in  
 21 comments. But you are also more than welcome to come up  
 22 and speak in front of the audience today. We would like  
 23 you to try to keep your comments to three minutes or so.

24 And keep in mind, we do have a court reporter  
 25 here tonight; Tanis Eastridge is here to join us. We also

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1 have comment cards at the front desk.

2 You can also submit your comments directly in  
 3 writing, or by e-mail, to Patricia McCabe, and also,  
 4 Michael Daehler with ADOT.

5 At this time, I want to introduce Tim Wilson, who  
 6 can give us a background of the project and give us a  
 7 little history of where we are today.

8 MR. TIM WILSON: Thank you, Paul.

9 There was a study that was completed that was  
 10 already done quite a while back, and that started back in  
 11 1999. But the Finding of No Significant Impact for the  
 12 Environmental Assessment for the study of I-10 to I-8 was  
 13 completed back in 2002. And because of that, you see a  
 14 lot of freeway that has been constructed.

15 From I-10 south, currently, there are 14 priority  
 16 segments of construction that you can see on the map in  
 17 front of you. Most of those have been constructed or are  
 18 under construction. Two more segments are still  
 19 remaining.

20 Number 14, which is Southern Avenue to I-10, that  
 21 project is supposed to begin construction in late 2009,  
 22 this year, and should be completed within about one year.

23 The other segment, Segment Number 10, is Hazen  
 24 Road to Broadway Road. The design is currently about  
 25 30 percent complete, and the construction on that project

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1 will not be scheduled until funding is available.

2 So that's somewhat of the projects currently  
3 under way. And today, we are talking tonight on this map,  
4 as indicated by Sections 9, 11 and 12. That's what we  
5 have been working on for the last four to five years.

6 Purpose and need: I think any of you that have  
7 lived in this area using 85 for a number of years probably  
8 have it pretty engrained your mind what the need of the  
9 project is. Back in 1999, many of the mayors in adjoining  
10 towns were pleading with the Transportation Board to  
11 improve State Route 85 from a two-lane roadway to make it  
12 a four-lane divided roadway, to provide passing  
13 opportunities and to eliminate the high number of  
14 fatalities that were taking place on a monthly basis.  
15 There was strong support at that time, and the project was  
16 accelerated. And that is why you have seen a lot of  
17 construction in the area.

18 Also, as you know, State Route 85 is a truck  
19 bypass for the Phoenix area, and it typically has  
20 27 percent trucks. So there's a lot of trucks and a lot  
21 of traffic coming down through this area.

22 And the other need within the study are our  
23 primary two locations. You are familiar with where BA  
24 comes in on Pima Street, it's an old 50's style trumpet  
25 interchange. You can see the trucks using that

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1 interchange. They have a hard time turning left, and it's  
2 an operational problem that needs addressed as soon as  
3 possible.

4 The other concern is the intersection at Maricopa  
5 Road and State Route 85. There's a lot of traffic on  
6 weekends, Rocky Point traffic. It doesn't handle the  
7 traffic correctly and is a high-accident area. In fact,  
8 in our study area, that location was notified as having 80  
9 percent crashes within our study.

10 So the purpose of our project is to accommodate  
11 free-flowing traffic, and according to the goal for the  
12 future proposed CANAMEX corridor, which comes down State  
13 Route 85, Interstate 8.

14 Our study process is identified in front of you.  
15 The top of it is the engineering document and the bottom  
16 is the environmental. We had a public scoping meeting  
17 back in December of 2004 to look at alternative corridors.  
18 And based on those alternative corridors, we went through  
19 and did some more alternative evaluations, had a public  
20 information meeting in February of 2006, in which we  
21 provided alternatives and were discussing various ways to  
22 move the traffic from 85 down to Interstate 8.

23 The red area is where we are currently located  
24 and having the public hearing tonight. After we have the  
25 hearing to incorporate your comments, we will be

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1 finalizing the environmental documents and the  
 2 environmental assessment. We will be completing the  
 3 engineering document, which is a design concept report,  
 4 and then providing the environmental document to Federal  
 5 Highways. What we would look for is obtaining a Finding  
 6 of No Significant Impact, to complete the environmental  
 7 process. And we hope to do that by February of 2010.

8 As you can see, the study area to the north is  
 9 pretty much bounded by where the future Watermelon Traffic  
 10 Interchange would be located, by Mile Post 123. That  
 11 location, that interchange, was studied in the earlier  
 12 environmental document, and right-of-way was purchased for  
 13 that. So that's where it's located, and that where it's  
 14 shown, also, as a proposed future Watermelon Interchange.

15 As you go to the left, you pretty much have a  
 16 boundary of the Gila Bend Canal. Also, to the east is the  
 17 Gila Bend Airport. Also, we have some adjoining at the  
 18 Gila Bend Airport, it's called Recreation and Public  
 19 Purpose Act patented land for park area purposes. That  
 20 pretty much is a limit of our trying to minimize our  
 21 involvement in that location.

22 As you go further south, to the east, it would be  
 23 the Butterfield Trail Interchange, also known as, we call  
 24 it the East Gila Bend Traffic Interchange. That's on  
 25 Interstate 8.

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1 To the west would be the West Gila Bend TI,  
 2 traffic interchange. Then, as we would go south, by the  
 3 Barry M. Goldwater Range, the Department of Defense.

4 And you might wonder why the study area goes so  
 5 far south. Part of the implementation of this project is  
 6 to make sure that whatever we are designing now can be  
 7 accommodated with whatever might happen into the future.  
 8 So with our project, to move the connectivity of State  
 9 Route 85 as a free-flowing access-controlled facility,  
 10 right down Interstate 8, which would create a partial  
 11 post-system interchange to the north.

12 However, with traffic and the growth in Arizona,  
 13 typically, we want to make sure there's no fatal flaws  
 14 with the way we would design that interchange, with not  
 15 accommodating extending that interchange to the south to  
 16 the full system TI, or a full system interchange that's  
 17 needed in the future.

18 So that's why the study went down to Barry  
 19 Goldwater, to make sure we don't have any fatal flaws with  
 20 creating any problems with that new system interchange,  
 21 once we built as it was needed. Thank you.

22 MR. PAUL PATANE : Clark Clatanoff is going to  
 23 talk to you about our preferred alternatives, give you  
 24 some of the design details. Thank you.

25 MR. CLARK CLATANOFF: Also, I wanted to introduce

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1 one more member of the ADOT team from this part of the MAG  
2 Region, we have Larry Langer. Larry Langer, from the  
3 Valley, is with us tonight.

4 All right. Moving on to the preferred  
5 alternatives. This is where we have landed to-date with  
6 the preferred alternative for state relocations and  
7 extensions of State Route 85 to I-8.

8 Starting to the north, you can see as it moves to  
9 the west of existing 85. It then crosses existing 85 and  
10 the UP Railroad, south and west of the airport. Then, it  
11 curves to the southwest, crosses existing B-8, and then  
12 has the spaghetti-like ramp tying into I-8, that we call  
13 system interchange; that has free-flowing ramps.

14 There would be one interchange between the  
15 beginning of the facility and the end. And that is with  
16 the realignment of the road to Maricopa and Pima Streets  
17 from downtown. That is in this area. The rest of it will  
18 be an access-controlled facility. So Pima Street and  
19 Maricopa Road will be realigned. We will continue to  
20 provide access to the airport at an intersection about a  
21 quarter of a mile to the east. And you can see that on  
22 the screen.

23 The interchange that now has the ramps at B-8  
24 will be redesigned. It is going to be a standard at-grade  
25 intersection. But when I say at grade, that means two

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1 roadways will connect on embankment or filling that will  
2 be roughly 10 to 12 feet further in the air than the  
3 existing roadway is. We need to do that in order to get a  
4 new railroad bridge over the UP on Business 8, and still  
5 come down and reach the low grade to meet the realigned  
6 Pima-Maricopa Road.

7 As you look, there will be a reconstruction of  
8 B-8. It is going to cross over the new realigned State  
9 Route 85. With that new overpass structure, that is in  
10 the vicinity of where Mayne Street intersects B-8 today.  
11 That is why you see a realignment of Mayne Street in this  
12 area, is to get down at the tie-in on the vertical grade  
13 to where it starts to go up and over, future 85 Mayne  
14 line.

15 You can see that we are roughly a mile and a half  
16 to the west of Butterfield Road here. In order to  
17 accommodate the conflicting on- and off-ramp maneuvers, we  
18 use an additional lane between an on-ramp and an off-ramp.  
19 The term we use is a recovery lane, but it's an additional  
20 lane parallel to the Mayne lines of the freeway or  
21 interstate. That is to accommodate the successive on-ramp  
22 and off-ramp. It just allows for us to provide for safer  
23 and freer flowing movements along an access-controlled  
24 facility. I believe those are the Mayne features of the  
25 new facility.

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1 The plan also addresses a center left-turn lane  
2 and one additional lane in each direction of travel along  
3 B-8. And that's an option that may need to be  
4 implemented. So we added that in the planning process.

5 This is the typical section for State Route 85.  
6 In brief, it provides nice wide medians, similar to what  
7 you would experience if you were on I-8 today. It will  
8 accommodate three lanes in each direction of travel with  
9 nice wide shoulders on both the median and outside of the  
10 road.

11 Here is the typical section for Maricopa-Pima  
12 Road. This is your roadway that is going to connect the  
13 downtown street, Pima Street, to the road of Maricopa  
14 there, this alignment. It is going to provide a raised  
15 median. A short segment of it close to the Gila Bend  
16 Canal will have curb on the outside, also.

17 If you proceed further to the east, it is going  
18 to go into this shoulder section that you see there.  
19 There will be no curb better on the outside.

20 This is the section of B-8; you can see it's  
21 similar to the previous section, but instead of a raised  
22 median, it is going to have a continuous center left-turn  
23 lane. That's because there's quite a bit of access to the  
24 facility today, and we want to allow that to be managed,  
25 but we want to allow that movement where necessary.

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1 This is a little bit more detailed look at the  
2 B-8 Intersection. We called it, as I said, it was going  
3 to be more of a standard T-intersection. That's what you  
4 see in the graphic there. The ramps will be removed. B-8  
5 will come to a T-Intersection with the future realigned  
6 Pima Maricopa Road.

7 This is Phase 1 construction. One of the things  
8 to point out is that it will also provide -- there are a  
9 couple of properties that when State Route 85 is built, it  
10 is going to sever their access. One of those properties  
11 is in this area, so you will see some lines going up  
12 there; that is right-of-way corridor. Whenever the  
13 Department severs right-of-way, we will be responsible for  
14 returning access to that parcel. So that's what that  
15 piece of right-of-way and future roadway will be, will  
16 provide access to this piece of private property in the  
17 future. Phasing is done in order to meet the physical  
18 restraints and traffic demands in the future.

19 Phase 1 is going to, as Tim was pointing out,  
20 have some areas that are in need of operational  
21 improvements. Phase 1 does a very nice job of addressing  
22 those operational improvements. It's going to go ahead  
23 and provide for the rebuild construction of the  
24 Pima-Maricopa link. It is going to provide for the  
25 replacement of the existing B-8 Interchange meeting

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1 intersection. It is going to provide for a new bridge  
 2 over the UP Railroad in order to accommodate the  
 3 additional number of lanes for B-8. It is going to  
 4 provide for new access to the State facilities.

5 Because in this area, Pima-Maricopa Road is going  
 6 to have to be, as I indicated before, some 10 feet in the  
 7 air. It's going to not be possible to provide access at  
 8 its existing location here, to the State facilities. It  
 9 is going to come from this location.

10 And on an interim basis, we are going to continue  
 11 to utilize existing State Route 85 in this area and  
 12 connect it at this location to the rerouted Pima-Maricopa  
 13 Road.

14 Phase Two is a right-of-way acquisition phase.  
 15 It looks at acquiring a right-of-way south of the railroad  
 16 tracks, including the directional ramps, the sister ramps  
 17 at I-8. It also includes everything north of the first  
 18 projects in this area.

19 Phase 3 then brings the realigned State Route 85,  
 20 a new facility from its current location -- or, in this  
 21 particular case, you don't see it today, but in the  
 22 future, this study assumes that the four lanes are already  
 23 built to a future Watermelon Road Interchange. This  
 24 project then begins by extending the four lanes down to  
 25 existing State Route 85, which is actually, at that point

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1 in time, the existing Pima-Maricopa Road. And we will  
 2 provide the ramps.

3 By doing so, State Route 85 will be taken off the  
 4 existing State Route 85. It will be a new alignment, and  
 5 the ramp will serve as access to and from Pima-Maricopa.

6 Phase 3 also includes the option to wind B-8 to  
 7 five lanes; two lanes in each direction, plus the center.

8 Phase 4 continues the extension of State Route 85  
 9 between Pima-Maricopa and I-8. This is the big one. This  
 10 is the longest extension of State Route 85, and it also  
 11 includes all the directional ramps.

12 I hadn't mentioned it, but if you noted, all the  
 13 costs were on the bottom. All of these slides that you  
 14 are seeing now are boards in the back. We can look at and  
 15 talk about them in more detail. If you don't want to  
 16 stand up after we get done with our presentation and talk  
 17 to the public about your questions, if there are more  
 18 individuals, there are a number of us here that would be  
 19 more than happy to talk to you individually and take your  
 20 questions and answer any questions you might have about  
 21 the cost, if you didn't doesn't catch them on the previous  
 22 slides.

23 The Phase 4 facility will be complete and in  
 24 place, fully open to traffic. Phase 5 is the addition of  
 25 one more lane in each direction of travel. So what it is

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1 doing is, in the median, from the location about here,  
 2 just to the north of I-8, all the way to the north end of  
 3 the project, is adding a third lane in each direction of  
 4 travel, in the median. And that's just to accommodate  
 5 traffic as traffic volumes occur in the future.

6 And again, the price on the lower hand, and those  
 7 are the current dollars.

8 The No Action Alternative, that is an alternative  
 9 that is also a consideration through the end of the  
 10 process. Current action alternative basically suggests  
 11 that we will utilize the existing facility, provide  
 12 routine maintenance and improvements as warranted, as the  
 13 facility pavement wears out and what have you. But it's a  
 14 No Action Alternative in terms of capacity, improving  
 15 operations.

16 At this point, Michael Daehler will be addressing  
 17 the environmental aspects of the project.

18 MR. MICHAEL DAEHLER: My name is Michael Daehler.  
 19 I am with the Arizona Department of Transportation,  
 20 Environmental Planning Group. I wanted to go over the  
 21 Draft Environmental Assessment and the impacts discussed  
 22 in the EA.

23 The EA was prepared in accordance with the  
 24 National Environmental Policy Act of 1969. The purpose of  
 25 the National Environmental Policy Act was to make federal

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1 agencies take environmental considerations into the  
 2 decision-making process and look at reasonable  
 3 alternatives.

4 The Federal Highway Administration is a situation  
 5 and a lead federal agency. And copies of the Draft EA are  
 6 available at the Gila Bend Public Library, the Gila Bend  
 7 Community Center, the Town of Gila Bend Town Hall, Gila  
 8 Bend High School, and also can be viewed online at  
 9 adotenvironmental.com.

10 The purpose of an EA is to evaluate impacts  
 11 associated with an action and to determine how significant  
 12 those impacts are. It provides the public and agency an  
 13 opportunity to comment, and that's what we are doing here  
 14 this evening. And, it will assist Federal Highways in  
 15 making a final decision.

16 The environmental resources evaluated: All the  
 17 areas we looked at are listed here. The areas where we  
 18 have a potential affect, either beneficial or negative,  
 19 are highlighted in blue, and I will go through each of  
 20 them. It will take a little bit of time.

21 Starting off with land ownership, jurisdiction  
 22 and land use: The preferred alternative would impact  
 23 approximately 318 acres of ground disturbance. The  
 24 existing land use in the area, includes: Residential,  
 25 commercial, industrial, transportation, including railroad

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1 and highway facilities. There's publicly-owned land,  
 2 recreation. And south of the project area, we have  
 3 military with the Barry Goldwater Range. The preferred  
 4 alternative would require a new right-of-way, and private  
 5 property owners would be compensated at fair market value  
 6 for their land.

7 The next thing is the economic effects: ADOT has  
 8 studied the impacts of small towns when we relocate a  
 9 major transportation facility away from a downtown area.  
 10 A community could be negatively impacted by relocation of  
 11 a major transportation facility if the community is less  
 12 than 20 miles from another major population center.

13 In this situation, the next closest communities  
 14 are Buckeye at 37 miles, Maricopa at 41 miles, Casa Grande  
 15 at 60 miles, and the City of Yuma at 115 miles. So after  
 16 construction, motorists are believed that they will  
 17 continue to stop at Gila Bend because the surrounding  
 18 communities with comparable services are too far away.

19 Neighborhood continuity, social services, access  
 20 to schools and recreational facilities: Goods and  
 21 services would continue to move throughout the project,  
 22 including construction; although, during construction, we  
 23 might see slight delays. But after construction, there  
 24 will be a benefit seen due to improved traffic flow  
 25 throughout project area.

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1 Emergency services would be coordinated with to  
 2 alleviate any potential impacts during construction. And,  
 3 of course, once the project is completed, they would  
 4 benefit from improved traffic conditions.

5 Relocation and displacements: No business would  
 6 be affected or relocated or closed; although, three  
 7 permitted structures, including two barns and one shed and  
 8 three manufactured homes would be affected.

9 In addition, to the west of the Elk's Lodge and  
 10 the rodeo grounds, there is some State-owned land,  
 11 including the ADOT Maintenance Facility. There are two  
 12 structures in that area that would have to be relocated,  
 13 but they would be relocated within the State-owned  
 14 facility there.

15 The next thing is water resources. There are  
 16 many washes throughout the project area that would be  
 17 impacted. We would need to acquire Clean Water Act  
 18 permits from the Corps. of Engineers to put some in those  
 19 washes.

20 Cultural resources: We have performed five  
 21 archaeological surveys of the project area, and we have  
 22 performed data recovery at one of those sites. There are  
 23 a total of 20 prehistoric and historic sites in the area,  
 24 which I will discuss a little bit more when I discuss  
 25 Section 4(f). And there are eight sites that are eligible

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1 for listing on the National Register of Historic Places.

2 Air quality: There might be a short-term minor  
3 impact to air quality as a result of construction. But  
4 after construction, there should be a benefit to air  
5 quality due to reduced congestion in the area.

6 Vegetation and invasive species: There are  
7 protected native plants within the project area. The  
8 Arizona Department of Transportation would coordinate with  
9 the Arizona Department of Agriculture in regards to the  
10 salvage of those plants. There are no noxious weeds in  
11 the area, although there is one species of concern for  
12 ADOT, a grass called red brome, which would be addressed  
13 accordingly.

14 Threatened/endangered species, designated  
15 critical habitat, and sensitive species: There are no  
16 threaten/endangered species in the area that would be  
17 impacted: There is no critical habitat in the area.  
18 There is one State and BLM sensitive species that could  
19 potentially be impacted, and that is the western burrowing  
20 owl. If any western burrowing owls are found in the  
21 protect vicinity prior to construction, they would be  
22 relocated.

23 Section 4(f): Section 4(f) refers to Section  
24 4(f) of the 1966 Department of Transportation Act. And  
25 the purpose of Section 4(f) was to protect publicly-owned

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1 parks, recreation areas, wildlife refuges, and historic  
2 properties. Before the Department of Transportation can  
3 incorporate any of these properties into a transportation  
4 facility, they must make sure that there is no feasible  
5 and prudent alternative, and they must take all steps to  
6 reduce impacts to those properties.

7 These are the Section 4(f) properties in the  
8 area. They include: Gila Bend Canal, the railroads in  
9 the area, a bridge that was constructed over the Union  
10 Pacific Railroad in 1934, the Gila Bend Rodeo Grounds, and  
11 some Recreation and Public Purpose patent land adjacent to  
12 the Gila Bend Municipal Airport. The Recreation and  
13 Public Purposes patent land is land that was given to the  
14 Town by the BLM for the sole purpose of recreation or a  
15 park facility.

16 As you can see here, the preferred alternative  
17 would impact about 1.6 acres, or a quarter of a percent of  
18 the 631 acres of the patent land. This take is considered  
19 to be minimis. And minimis, meaning the minimum; a legal  
20 term that means that it is so small that it's not  
21 considered by the law.

22 The Federal Highway Administration did consult  
23 with the Town of Gila Bend and the Bureau of Land  
24 Management, and they did concur that it was a minimis  
25 take.

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1 Noise: We do have noise receivers in the area,  
 2 and a noise receiver would be considered a home, a  
 3 library, a hospital, something that would be noise  
 4 sensitive. At this location over here, the preferred  
 5 noise model was done for the area, and looking at ADOT's  
 6 Noise Abatement Policy, there were some homes in this area  
 7 where the noise levels could potentially go passed our  
 8 noise criteria of 64 decibels. So a noise wall is  
 9 recommended at this location. The height of the structure  
 10 will be determined during final design.

11 Visual: There will be some visual changes. We  
 12 would be constructing a system interchange, a service  
 13 interchange, and some grade separation. The structure  
 14 will vary in height, between 22 and 66 feet. Of course, a  
 15 6-lane roadway would also be constructed.

16 And I think Clark wanted to discuss some of the  
 17 aspects of the visual a little bit more.

18 MR. CLARK CLATANOFF: Thank you.

19 As I discussed the preferred alternative, I  
 20 indicated there was going to be a couple of bridges or  
 21 grade separations. So I wanted to take a moment to give  
 22 you a little better idea of how that would look if you  
 23 were standing at ground level, if you were driving by, or,  
 24 owned a property that was going to be close to one of  
 25 these bridges or grade separations.

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1 For example, if you are a property owner or you  
 2 are driving on B-8, what you would be looking at is a  
 3 picture, like this, where you would see one bridge over  
 4 the roadway. It's a single-level grade separation. If,  
 5 however, you were driving on I-8, or you are a property  
 6 owner on the north or south side of Interstate 8, we want  
 7 you to recognize that, in order to build these ramps, that  
 8 you would be looking at this as your horizon. This would  
 9 be your visual.

10 If you are on ground level, you are driving here,  
 11 the first level is here, the second or the third level,  
 12 excuse me, would be here. So again, ground level, second  
 13 level, third level.

14 In terms of heights, if you are going up one  
 15 level above ground, you are 22 to 24 feet up in the air;  
 16 that's per level. So if you are going two levels up, you  
 17 are going 22 to 24 feet up in the air, twice. So it's  
 18 close to 50 feet of grade difference between ground level,  
 19 or off the road crossing at the bottom, and the highest  
 20 level, the second level.

21 If you have any questions and want to discuss  
 22 this in further detail, I will be glad to discuss this  
 23 with you afterwards.

24 MR. MICHAEL DAEHLER: Thank you, Clark.

25 So our next step, we will incorporate all of the

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1 public and agency comments on the Draft Environmental  
 2 Assessment, and prepare the Final Environmental  
 3 Assessment, and Federal Highway will render a final  
 4 decision.

5 And next, Lucy Shipp will take over the question  
 6 and answer period. She will discuss a few things with you  
 7 first.

8 MS. LUCY SHIPP: This being a formal public  
 9 hearing, it is being recorded, and, therefore, your  
 10 questions or comments, we do need to ask that you come to  
 11 the microphone so that they can be recorded.

12 If you have comments, please, we need your name,  
 13 if possible, your address. And if you could, limit your  
 14 comments to maybe three minutes. We want to hear you, but  
 15 we'd like you to be concise.

16 So who would like to come first? I know you have  
 17 got questions. Come on, we don't bite.

18 Would you like to make a comment for the record?  
 19 Or you can write your comment on the yellow form.

20 Yes, sir. Very good. Thank you.

21 UNIDENTIFIED SPEAKER: When is the first phase  
 22 going to start?

23 MS. LUCY SHIPP: Interesting question. When is  
 24 the first phase going to start?

25 MR. TIM WILSON: Currently, in the ADOT Five-Year

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## Response to Comment C1-1

Currently, in the Arizona Department of Transportation (ADOT) five-year program, the first phase is programmed for 2010. The Maricopa Association of Government (MAG) is having a meeting to determine, based on the priorities of the MAG system, whether that funding will still be available. There was some discussion that it might be postponed to a later date because of the large cost of all the construction we are considering. Phase 5 is anticipated to be some time out in the future, approximately 2025.

However, this section is very important to ADOT because of the poor traffic operation at the Maricopa Road Intersection and at the interchange of SR 85 with B8 Phase 1. ADOT is completing a contingency plan to look at available funding to maintain the 2010 project and will pursue that funding.

C1-1

Page 26

1 Program, first phase is programmed for 2010. MAG is  
2 having a meeting tonight to determine, based on the  
3 priorities of the MAG system, whether that funding will  
4 still be available. So we won't know until tomorrow how  
5 that is going to work out. There was some discussion that  
6 it might be postponed to a later date with all the  
7 construction of what we are talking about, what they call  
8 Phase 5, which would be some time out, 2025.

9 However, this section is very important to the  
10 Department because it operates or concerns Maricopa Road,  
11 and at that 50's trumpet interchange with the 8. So the  
12 Department is doing a contingency plan to look at  
13 available funding to maintain our 2010 project being  
14 implemented and will pursue that funding. Currently we  
15 don't have it, so we are pursuing it and believe that it  
16 is available.

17 MS. LUCY SHIPP: So what does that mean to these  
18 folks?

19 MR. TIM WILSON: It means that there's currently  
20 a money program, as we are speaking tonight, in the  
21 five-year program, Phase 1. And if tonight at MAG's  
22 meeting they pull that funding, the Department is working  
23 diligently to find a different funding source besides the  
24 MAG funding to implement Phase 1 and maintain the 2010  
25 Fiscal Year construction.

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C2

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C2-1

1 UNIDENTIFIED SPEAKER: So all of your  
2 environmental and everything, that's been done for Phase  
3 1, all you are waiting for now is money?

4 MR. TIM WILSON: Right. All the environmental  
5 work for the entire study has been completed and is our  
6 environmental document, and it's just a matter of the  
7 funding of Phase 1 and moving forward with that project.

8 MR. MICHAEL DAEHLER: Just to clarify, actually,  
9 this meeting right here this evening is part of the  
10 environmental process. We have a preferred alternative,  
11 but we do not have a selected alternative. All of you are  
12 free to come here and speak your opinion and tell us if  
13 you would like the no-build alternative if that's what you  
14 like.

15 Just to clarify that point, we are not going to  
16 force this on you if this isn't what you want. But  
17 apparently this is a preferred alternative. And if this  
18 continues on to become the selected alternative, and then  
19 they subsequently approve it, then ADOT would like to have  
20 this go to bid in Fiscal Year '27.

C2-2

21 UNIDENTIFIED SPEAKER: So what you are showing us  
22 this evening is not, say, written in stone? There could  
23 be changes made to it?

24 MR. MICHAEL DAEHLER: There would be no changes  
25 to the alternative. At this point, it would either be

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**Response to Comment C2-1**

The initial environmental studies have been completed and are being presented at this public hearing as a part of the ongoing environmental process. The studies thus far have provided the information leading to the selection of the Preferred Alternative. Once we have received public and stakeholder input on the environmental studies and Preferred Alternative, the Study Team will address the comments received and prepare the final environmental assessment. The final environmental assessment will be reviewed by the Federal Highway Administration. After approval of the final environmental assessment, the Federal Highway Administration will issue a determination on the proposed project, at which point the environmental process would be concluded. Funding would not be procured until after a determination is made.

**Response to Comment C2-2**

All comments received on the proposed project will be considered and addressed in the final environmental assessment. Minor changes to the engineering details of the Preferred Alternative may result from this process; however, the basic concept and alignment of the Preferred Alternative would remain the same.

## C3

Page 28

1 this alternative or the No Action Alternative.

2 UNIDENTIFIED SPEAKER: Okay. Thank you.

3 MS. LUCY SHIPP: Thank you.

C3-1

4 MR. CURTIS FOX: My name is Curtis Fox, and my  
5 question is: Aren't we killing butterflies with sledge  
6 hammers? We are spending 283 plus-or-minus million  
7 dollars to fix two intersections. The Maricopa Road and  
8 the B-8 intersection are basically what you are fixing.

9 Instead of fixing two intersections, you are building an  
10 entire new road. And in reality, instead of just fixing,  
11 taking the safety factor of moving the left-hand turn on  
12 Maricopa Road, you now moved it to B-8. Now B-8 is a  
13 left-hand turn, so you haven't erased a left-hand turn,  
14 you just moved it to a different road.

C3-2

15 If you guys are going to continue on with this  
16 plan, I would really like to see a next services sign to  
17 let people know that Buckeye or Yuma or wherever is so  
18 many miles out, so that it at least gives them the idea to  
19 stop at Gila Bend.

C3-3

20 Michael, you went very carefully through all of  
21 your list of what your plan -- what your service study  
22 covers, except you skipped over both things called  
23 hazardous materials. What about the hazardous materials  
24 impact to Gila Bend?

25 MR. MICHAEL DAEHLER: There would be no hazardous

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**Response to Comment C3-1**

Phase 1 would consider the operational problems that are the most hazardous, where 80 percent of the accidents occur within the town of Gila Bend.

As far as trying to officially move traffic and make it as operationally efficient as possible, it would be beneficial to build though Phase 3, which would bring SR 85 traffic down to Maricopa Road and would widen B-8 to a five lane section. As provided in the purpose of this project, ADOT is completing this study with a goal to provide two lanes in each direction of travel from I-10 to I-8 until money would be available to complete the system interchange with I-8.

**Response to Comment C3-2**

This issue will be addressed during final design.

**Response to C3-3**

Hazardous materials were evaluated in the Draft Environmental Assessment. The presentation focused on resources that would be either negatively or beneficially impacted by the Preferred Alternative and did not discuss hazardous materials because there were no identified long-term impacts.

Page 29

1 materials impact, and I only discussed what items we felt  
2 were either beneficial or a negative impact. We had our  
3 hazardous materials looked at on the proposed corridor  
4 closely, and there are no hazardous materials.

5 MR. CURTIS FOX: Okay. Thank you.

6 \$283 million to save three minutes of travel  
7 time.

8 MR. TIM WILSON: Phase 1 pretty much takes care  
9 of the operational problems that are the most hazardous,  
10 where 80 percent of the accidents occur within the city;  
11 that is Phase 1.

12 As far as trying to officially move traffic and  
13 make it as operationally efficient as possible, it would  
14 be beneficial for them to get through Phase 3, which would  
15 bring the 85 traffic down to Maricopa Road and would widen  
16 the 8 to a five-lane section. As provided in the goals  
17 the Department was given if we were doing this study, to  
18 provide two lanes in each direction of travel with I-10  
19 and I-8 until the money would be available for that Phase  
20 4, which is the 121 million or so.

21 We would hope the funding, sometime in the  
22 future, would become available to build that Phase 3,  
23 because that's the one that pretty much officially  
24 provides service to Gila Bend, brings the 85 traffic down  
25 from I-10 into Gila Bend, and then provide operational

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## C4

Page 30

1 capacity to move problem Maricopa Road down to B-8, to the  
2 built in traffic interchange until the systems can be  
3 funded and built.

4 MS. LUCY SHIPP: Who would like to be next;  
5 either a question or a comment? Anyone else?

6 Yes, sir.

C4-1

7 UNIDENTIFIED SPEAKER: The EM traffic lights.  
8 The EM traffic volume through Gila Bend, the volumes are  
9 showing on 8 through this area, what, 20, 30, up to 46,000  
10 thousand cars a day. So with that type of volume, the  
11 freeway tech facility was justified to do this area.

12 MS. LUCY SHIPP: Yes, sir.

C4-2

13 MR. FRED HULL: My name is Fred Hull. I want to  
14 thank you for coming down to put on this public hearing.  
15 When this first started, the first thing that we have  
16 always talked about was no cars bypassing the Bend, every  
17 car goes down Pima Street, until they told us how many  
18 cars they expected in 30 years, that it would turn Pima  
19 into a parking lot. So we have been involved with this  
20 from day one almost. And we thank you for that  
21 opportunity to take part and work on getting to where we  
22 are at now. So thank you ADOT and staff.

23 MS. LUCY SHIPP: Thank you. Thank you, very  
24 much.

25 UNIDENTIFIED SPEAKER: We can't hardly hear very

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**Response to Comment C4-1**

Comment is noted in the project record.

**Response to Comment C4-2**

Comment is noted in the project record.



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1 well. I'm pretty old, I guess, but I don't think the  
2 other people are hearing very well.

3 MS. LUCY SHIPP: We will try to do better.

4 UNIDENTIFIED SPEAKER: Don't you have a volume  
5 that you can turn? Not there, but on your equipment?

6 MS. LUCY SHIPP: That, I don't know. Maybe we  
7 just need to speak louder into the microphone. Is that  
8 better?

9 UNIDENTIFIED SPEAKER: That's better. But any  
10 way, just things go in and out.

11 MS. LUCY SHIPP: Who else would like to ask a  
12 question? Would anyone else like to address the ADOT  
13 group that's here tonight?

14 Then you do have a way to contact us. You have  
15 the yellow sheets. You can walk around the room. You can  
16 come up and talk directly to the court reporter and give  
17 her your comments directly, and she will record them  
18 directly this evening.

19 So that concludes our presentation and we invite  
20 you to stay and look at the story board, have our  
21 refreshments. There are an awful lot of cookies back  
22 there for us to take home. And we thank you very much for  
23 coming this evening.

24 MR. MICHAEL DAEHLER: And just one last reminder,  
25 please have any comments on this to us by November 6th.

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C5

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1 Of course, you can make your comments here this evening,  
2 or you can mail them, or e-mail them to the address listed  
3 up here. But if you can have them all by November 6th, we  
4 would really appreciate it. Thank you.

5 MS. LUCY SHIPP: Thank you very much.

6 (Public comments on the record.)

7 MS. HEATHER GOEBEL: I am Heather Goebel, and I  
8 am the town librarian at the Maricopa County Library.

9 What most these people, that I hear, are grateful  
10 that they don't have the money to do this. They think it  
11 will kill the town and all the businesses here. This  
12 here, particularly with the economy, we are having an  
13 upcoming shrimp festival, and we are worried just about  
14 the shrimp festival because the normal businesses, the  
15 hotels, one hotel person who is in rotary, says it is the  
16 worse year that he's seen in about 20 years, since he's  
17 been here.

18 So I think that what I hear -- although, I'm  
19 surprised that people didn't get up and say it, that they  
20 don't want this preferred alternative, that they want --  
21 just that they are glad there are not funds to do it. And  
22 I think they are afraid that the town will die.

23 I'm wondering what other small towns would have  
24 something like that done and still continue to live. One  
25 gentleman there said that Camp Verde was a little bit like

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**Response to Comment C5-1**

Comment is noted in the project record.

**Response to Comment C5-2**

Comment is noted in the project record.

**Response to Comment C5-3**

Comment is noted in the project record.

State Route 260 was rerouted around downtown Camp Verde several years ago. According to Camp Verde personnel, the realignment was a benefit to the downtown area of Camp Verde. A downtown enhancement project which created a pedestrian friendly environment, including street lighting and parking; enhancing the overall appearance of the town and stimulating revitalization of existing structures along Main Street was constructed at the same time as the realignment of State Route 260. Signage was also added during construction to aid in identifying the downtown area.

C6

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C6-1

1 that. I'm not sure.

2 Anyway. I guess that's all I can think of.

3 I don't think we have had a current traffic count  
4 of all the cars going by since, I think 2003. That's a  
5 long time ago. So that might help, too, to know where we  
6 are right now.

C6-2

7 MS. DAYLE BIRCHFIELD: I live on Butterfield  
8 Trail, and according to your drawing, you have no entrance  
9 into the property that has the Gila Bend Sun Office. And  
10 it's been there for 40 years, this entrance. We need that  
11 entrance. We've asked about it before and sent e-mails  
12 that they don't respond to. And I would like to get an  
13 entrance into that property. If you are having a  
14 left-turn lane all the way down this street, there's no  
15 reason not to have an entrance into that property.

C6-3

16 MR. BRYAN DAVIS: I just had a concern with the  
17 road getting moved outside of town. I don't understand  
18 how that's going to fix the problem on getting people or  
19 commuters in. There was a plan in 2000 when this was  
20 whispered, not maybe the same exact one, but they were  
21 talking about a bypass. And they were talking about  
22 correcting that loop over the historical bridge and  
23 building another bridge in front of that, kind of leaving  
24 the historical one as it is, still using it as a ramp into  
25 town. So it's still access road, still used, but building

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**Response to Comment C6-1**

The proposed extension of SR 85 is planned to address future traffic demand in the year 2030, among other goals. It is not planned or needed to address existing/current traffic demand.

Traffic counts will be collected in 2010 in the vicinity of the B-8 and Maricopa Rd intersections along SR 85 in conjunction with the design for the Phase 1 construction project. In addition, ADOT has collected traffic counts along various mainline segments in the area of this project. The data shows the volumes are relatively the same as in 2003.

**Response to Comment C6-2**

The Design Concept Report shows access to permitted driveways. During final design the resolution of access for driveways not permitted will be finalized.

**Response to Comment C6-3**

The need for the proposed extension of SR 85 occurs in the future when the expected traffic forecast on Pima Street would necessitate 6-lanes through Gila Bend. Multiple traffic signals would be required to allow access to and from the side streets. The resultant travel time for through traffic would not meet the needs of the Arizona Department of Transportation (ADOT).

This proposed project will not be built until such time the traffic on the existing 4-lanes on Pima Street reaches minimum acceptable levels of delay. When this level of congestion is reached, it will be prudent for both the Town of Gila Bend and ADOT to have SR 85 extended directly to I-8 via the proposed system interchange.

Further, the 2030 traffic forecast shows the traffic demand on Pima Street will nearly double even with the SR 85 extension directly to I-8.

## C7

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C7-1

1 another one to go north on 85.

2 And they had an 85 coming south, just access  
3 straight into town instead of going around it. And I  
4 still think that it would be smarter -- maybe not smarter  
5 but more well-used money to spend maybe 150 million  
6 improving the access roads through town, improving the  
7 community, schools, families have grown up here, instead  
8 of spending 280 going around it and possibly killing it.

C7-2

9 I mean, coming through town is definitely not  
10 going to hurt our town. Besides having more people come  
11 through it, more people possibly spending money improving  
12 the town; going around it, there is a possibility of  
13 killing it. And do we want to take that risk when we can  
14 improve the community, instead of possibly killing it?

C7-3

15 MS. HEATHER GOEBEL: I wanted to second Curtis  
16 Fox. At least give us a sign that says next services are  
17 26 miles away. Could we at least have that?

C7-4

18 MR. BRYAN DAVIS: I noticed they didn't mention  
19 Ajo or Dateland, and Dateland put in a \$10 million  
20 facility. That is the next stop to San Diego, and they  
21 didn't talk anything about that. They didn't say anything  
22 about Ajo or Dateland, which, those are the next stops.  
23 Yuma is not the next stop. 150 miles apart, it's not even  
24 150 miles, but Dateland is only 40 out. It is on this  
25 side of the Yuma mark, the halfway mark. So you think you

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**Response to Comment C7-1**

The need for the proposed extension of SR 85 occurs in the future when the expected traffic forecast on Pima Street would necessitate 6-lanes through Gila Bend. Multiple traffic signals would be required to allow access to and from the side streets. The resultant travel time for through traffic would not meet the needs of the Arizona Department of Transportation (ADOT).

This proposed project will not be built until such time the traffic on the existing 4-lanes on Pima Street reaches minimum acceptable levels of delay. When this level of congestion is reached, it will be prudent for both the Town of Gila Bend and ADOT to have SR 85 extended directly to I-8 via the proposed system interchange.

Further, the 2030 traffic forecast shows the traffic demand on Pima Street will nearly double even with the SR 85 extension directly to I-8.

**Response to Comment C7-2**

The purpose of the proposed extension of SR 85 is among other factors, to satisfy a future (2030) traffic demand, not the current traffic demand. The future traffic demand is projected to be sufficiently high that even after the extension of SR 85 directly to I-8, the volume of traffic along Pima Street will nearly double as compared to today's volumes.

**Response to Comment C7-3**

This issue will be addressed during final design.

**Response to Comment C7-4**

According to an ADOT study, small towns have been economically affected by the routing of a major transportation facility away from the downtown area if the town is less than 20 miles from a major metropolitan center. Conversely, small

**Response to Comment C7-4 (*continued*)**

towns have not been economically affected if the town is more than 20 miles from a major urban area with similar amenities. The closest major urban area is Buckeye located approximately 37 miles north of Gila Bend. Motorists traveling along Maricopa Road would need to travel approximately 41 miles to the town of Maricopa, approximately 60 miles to Casa Grande on I-8 eastbound, or approximately 115 miles to the city of Yuma on I-8 westbound to access comparable services offered in Gila Bend.

Implementing the Preferred Alternative is not anticipated to have a long-term negative impact on Gila Bend's economy. After construction, motorists would continue to stop in Gila Bend because surrounding towns and cities offering comparable services would be too far away to attract motorists. Through traffic would be removed from the local street network, allowing local residents enhanced accessibility through Gila Bend and to local businesses. Ajo and Dateland do not provide comparable services to the Town of Gila Bend.

C8

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1 are going to go to Maricopa, or are you going to go to  
 2 Yuma, or are you going to go to Ajo?

3 MS. HEATHER GOEBEL: I do like the fact that we  
 4 tell them to have a sign out that says the next services  
 5 are wherever, and what is here. I guess the businesses  
 6 have to pay for that sign saying there is.

7 MR. BRYAN DAVIS: They have got to pay \$2,500 a  
 8 quarter.

9 MS. HEATHER GOEBEL: Wow, is it that much?

10 MR. BRYAN DAVIS: And how many small business are  
 11 going to be able to do that?

12 MS. HEATHER GOEBEL: Thank you again.

13 MR. CLARK CLATANOFF: If you have any last  
 14 questions, or you would like to talk to the court  
 15 reporter, we ask that you do that in the next five to  
 16 ten minutes. We will allow her to leave at that point.  
 17 Thank you.

18 (8:00 p.m.)  
 19  
 20  
 21  
 22  
 23  
 24  
 25

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**Response to Comment C8-1**

This issue will be addressed during final design.

**Response to Comment C8-2**

This issue will be addressed during final design.

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1 STATE OF ARIZONA. )  
2 ) ss.  
3 COUNTY OF MARICOPA )  
4  
5  
6

7 I HEREBY CERTIFY that the foregoing was  
8 taken before me, TANIS EASTRIDGE; that all proceedings had  
9 upon the taking of said hearing were recorded and taken  
10 down by me on a steno machine as backup and thereafter  
11 reduced to writing by me; and that the foregoing 36 pages  
12 contain a full, true, and correct transcript of said  
13 record, all done to the best of my skill and ability.  
14

15 WITNESS my hand this 10th day  
16 of November, 2009.  
17  
18

19   
20 TANIS EASTRIDGE  
21 Court Reporter  
22  
23  
24  
25

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## **Appendix D. Comments and Responses**



# SR 85 at Gila Bend

## Draft Location Design Concept Report

## Draft Environmental Assessment and Section 4(f) Evaluation

### PUBLIC HEARING

### Comment Sheet

D1



Trisha

Wednesday, October 28, 2009, 6:00 p.m. – 8:00 p.m.  
Gila Bend High School, Gila Bend, Arizona

Completion of this comment sheet is a voluntary activity. The project team will not be able to track responses. Therefore, we are asking you to provide your name, address, phone number, and e-mail address. We will use this information to contact you if we need more information or if we have questions about your comments.

Thank you for attending tonight's hearing. The Federal Highways Administration, Arizona Department of Transportation (ADOT), and Maricopa Association of Governments would like to obtain your input on the Draft Environmental Assessment and Section 4(f) Evaluation for SR 85. You may submit your comments here tonight or send them by November 6, 2009, to Michael Daehler, ADOT Environmental Planning Group, c/o Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, (phone: 480-967-1343; fax: 480-966-9232; or e-mail: pmccabe@lsdaz.com)

Name: Patricia McCabe

Address: 213 Zuni Ave

Phone: 217-807-3514 E-mail:

Comments: As a citizen of Gila Bend I am  
definitely against when you intend to put  
the highway. You are making the town a  
ghost town. Every small town needs all the  
business they can draw in. The proposed highway  
will take most of that away. Most of our  
business is on Pine Street. The proposed high-  
way will shut that down. The town of Gila  
Bend is a excellent example of a small  
western town. The Cotton Site is a fine example  
of the ancient citizens. There will be no way  
tourist can find them. Please reconsider!!!

### HEARING SURVEY

How did you hear about the hearing tonight?

Newspaper Notice    Flyer    Other

How would you rate the overall knowledge and helpfulness of staff members who assisted you?

Very Good    Good    Fair    Poor    Very Poor

How would you rate this facility for future hearings?

Very Good    Good    Fair    Poor    Very Poor

085 MA 123 H6407 01C

NH-085-B(AOM)

### Response to Comment D1-1

The need for the proposed extension of SR 85 occurs in the future when the expected traffic forecast on Pima Street would necessitate 6-lanes through Gila Bend. Multiple traffic signals would be required to allow access to and from the side streets. The resultant travel time for through traffic would not meet the needs of ADOT.

This proposed project will not be built until such time the traffic on the existing 4-lanes on Pima Street reaches minimum acceptable levels of delay. When this level of congestion is reached, it will be prudent for both the Town of Gila Bend and ADOT to have SR 85 extended directly to I-8 via the proposed system interchange.

Further, the 2030 traffic forecast shows the traffic demand on Pima Street will nearly double even with the SR 85 extension directly to I-8.

## NH-085-B(AOM)

Further, the 2030 traffic forecast shows the traffic demand on Pima Street will nearly double even with the SR 85 extension directly to I-8.

# SR 85 at Gila Bend



Draft Location Design Concept Report  
Draft Environmental Assessment and Section 4(f) Evaluation  
**PUBLIC HEARING**

## Comment Sheet

Wednesday, October 28, 2009, 6:00 p.m. – 8:00 p.m.  
Gila Bend High School, Gila Bend, Arizona

Completion of this comment sheet is completely voluntary and does not constitute an admission of guilt or a waiving of any rights. All identifying information provided below will become part of the public record and, as such, must be released to any individual upon request.

Thank you for attending tonight's hearing. The Federal Highways Administration, Arizona Department of Transportation (ADOT), and Maricopa Association of Governments would like to obtain your input on the Draft Environmental Assessment and Section 4(f) Evaluation for SR 85. You may submit your comments here tonight or send them by **November 6, 2009**, to Michael Daehler, ADOT Environmental Planning Group, c/o Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, (phone: 480-967-1343; fax: 480-966-9232; or e-mail: pmccabe@lsdaz.com).

E-mail:

WE NEED THE TRAFFIC THRU TOWN

D3-1

## HEARING SURVEY

How did you hear about the hearing tonight?

Newspaper Notice      Flyer      Other

How would you rate the overall knowledge and helpfulness of staff members who assisted you?

Very Good	Good	Fair	Poor	Very Poor
-----------	------	------	------	-----------

How would you rate this facility for future hearings?

Very Good	Good	Fair	Poor	Very Poor
-----------	------	------	------	-----------

085 MA 123 H6407 01C

NH-085-B(AOM)

## Response to Comment D3-1

The need for the proposed extension of SR 85 occurs in the future when the expected traffic forecast on Pima Street would necessitate 6-lanes through Gila Bend. Multiple traffic signals would be required to allow access to and from the side streets. The resultant travel time for through traffic would not meet the needs of ADOT.

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# SR 85 at Gila Bend

Draft Location Design Concept Report

Draft Environmental Assessment and Section 4(f) Evaluation

PUBLIC HEARING

## Comment Sheet

Wednesday, October 28, 2009, 6:00 p.m. – 8:00 p.m.  
Gila Bend High School, Gila Bend, Arizona

Completion of this comment sheet is completely voluntary. It is not a requirement of the project. The information provided here will be used to help the project team understand public input and concerns. It will not be used in any legal proceedings.

Thank you for attending tonight's hearing. The Federal Highways Administration, Arizona Department of Transportation (ADOT), and Maricopa Association of Governments would like to obtain your input on the Draft Environmental Assessment and Section 4(f) Evaluation for SR 85. You may submit your comments here tonight or send them by November 6, 2009, to Michael Daehler, ADOT Environmental Planning Group, c/o Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, (phone: 480-967-1343; fax: 480-966-9232; or e-mail: pmccabe@lsdaz.com).

Name: Clyde Kreeger  
Address: 403 Preston Gila Bend AZ 85337 Box 204  
Phone: 928-683-2746 E-mail: \_\_\_\_\_

Comments: You're going to kill the town with your preferred plan.

## HEARING SURVEY

How did you hear about the hearing tonight?

Newspaper Notice    Flyer    Other

How would you rate the overall knowledge and helpfulness of staff members who assisted you?

Very Good    Good    Fair    Poor    Very Poor

How would you rate this facility for future hearings?

Very Good    Good    Fair    Poor    Very Poor

085 MA 123 H6407 01C

NH-085-B(AOM)

## Response to Comment D4-1

Comment is noted in the project record.

The need for the proposed extension of SR 85 occurs in the future when the expected traffic forecast on Pima Street would necessitate 6-lanes through Gila Bend. Multiple traffic signals would be required to allow access to and from the side streets. The resultant travel time for through traffic would not meet the needs of ADOT.

This proposed project will not be built until such time the traffic on the existing 4-lanes on Pima Street reaches minimum acceptable levels of delay. When this level of congestion is reached, it will be prudent for both the Town of Gila Bend and ADOT to have SR 85 extended directly to I-8 via the proposed system interchange.

Further, the 2030 traffic forecast shows the traffic demand on Pima Street will nearly double even with the SR 85 extension directly to I-8.

**Patricia McCabe**

**D5**

**From:** BRYAN DAVIS [davis.bry@gmail.com]  
**Sent:** Thursday, October 29, 2009 10:30 AM  
**To:** Patricia McCabe  
**Subject:** SR 85 @ Gila Bend

Hi Michael & Patricia,

D5-1 My name is Bryan Davis and I attended the public hearing for SR 85 last night. I just wanted to voice my opinion once again. I truly feel that this is going to bypass the whole town and there is a strong possibility that this will kill Gila Bend. To me that is a very expensive risk a 280,000,000 dollar RISK that will destroy a town's source of cash flow! I personally think that we as a state could spend this money better fixing what we have and improving the current conditions making the roads wider and improving around the historical bridge. We can use the same type of set up that you have for I-8 system interchange at or around where the historical bridge is.

D5-2 I think it would save a lot of money as well as improve traffic through town instead of around or on to the next town.

Please don't destroy the town that all of us Gila Bend's Love. Thanks for your time.

D5-3 I am not sure what the name of this project is but if this is the only option I would rather have no improvements than this option.

Thanks again for your time please consider another option,

Bryan T. Davis

P.O. Box 2237

Gila Bend, Az 85337

(602) 740-1606

### Response to Comment D5-1

Comment is noted in the project record.

The need for the proposed extension of SR 85 occurs in the future when the expected traffic forecast on Pima Street would necessitate 6-lanes through Gila Bend. Multiple traffic signals would be required to allow access to and from the side streets. The resultant travel time for through traffic would not meet the needs of ADOT.

This proposed project will not be built until such time the traffic on the existing 4-lanes on Pima Street reaches minimum acceptable levels of delay. When this level of congestion is reached, it will be prudent for both the Town of Gila Bend and ADOT to have SR 85 extended directly to I-8 via the proposed system interchange.

Further, the 2030 traffic forecast shows the traffic demand on Pima Street will nearly double even with the SR 85 extension connected directly to I-8.

### Response to Comment D5-2

Refer to Response to Comment D1-1.

The stated approach would not satisfy traffic demand; therefore, it would not meet the needs of the overall mix of the traveling public.

### Response to Comment D5-3

Comment is noted in the project record.

Refer to Response to Comment D1-1.

D6

# SR 85 at Gila Bend



Draft Location Design Concept Report  
 Draft Environmental Assessment and Section 4(f) Evaluation  
 PUBLIC HEARING

## Comment Sheet

Wednesday, October 28, 2009, 6:00 p.m. – 8:00 p.m.  
 Gila Bend High School, Gila Bend, Arizona

Completion of this comment sheet is completely voluntary, and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record, and as such, must be released to any individual upon request.

Thank you for attending tonight's hearing. The Federal Highways Administration, Arizona Department of Transportation (ADOT), and Maricopa Association of Governments would like to obtain your input on the Draft Environmental Assessment and Section 4(f) Evaluation for SR 85. You may submit your comments here tonight or send them by **November 6, 2009**, to Michael Daehler, ADOT Environmental Planning Group, c/o Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, (phone: 480-967-1343; fax: 480-966-9232; or e-mail: pmccabe@lsdaz.com).

Name: Kathleen Tucker - Corps of Engineers Regulatory  
 Address: 3636 N Central Ave #900 PHX, AZ 85012  
 Phone: 602 640 6385 x254 E-mail: kathleen.a.tucker@usace.army.mil

D6-1 Comments: Would like to review how the drainage is going to be handled. It was not illustrated on the boards at this meeting.

D6-2 To avoid/minimize section 4(f) impacts to not cut off jurisdictional washes if at all possible.  
Also recommend spanning wash if practicable.

Thank you

## HEARING SURVEY

How did you hear about the hearing tonight?

Newspaper Notice ☐ Flyer ☐ Other ☒ letter invitation

How would you rate the overall knowledge and helpfulness of staff members who assisted you?

Very Good ☐ Good ☒ Fair ☐ Poor ☐ Very Poor

How would you rate this facility for future hearings?

Very Good ☐ Good ☐ Fair ☒ Poor ☐ Very Poor

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NH-085-B(AOM)

## Response to Comment D6-1

Drainage alterations will be determined during final design phase.

## Response to Comment D6-2

Impacts to jurisdictional washes will be determined during final design and minimized to the maximum extent practicable.

D7

**Patricia McCabe**

**From:** Gila Bend Sun [gilasun@earthlink.net]  
**Sent:** Wednesday, November 04, 2009 11:46 PM  
**To:** Patricia McCabe  
**Subject:** SR-85 at Gila Bend Pubic Hearing

Thanks for the hearing last Wednesday in Gila Bend.  
I have several points to make buy will make only one on each e-mail.

D7-1

First the Butterfield Trail 5 lanes issue. The traffic will be much ligher on Butterfield when the SR-85 interchanges with Interstate 8. Now all of the I-8 to Phoenix and into GB use it. Once the TI is complete, only the traffic that plan to stop at the Services along Butterfield. Probably less than half of what there is now. Five lanes would be a waste of money.

You could save a little and buy a good Microphone and Loud Speaker system!!!

The alternative that I reccomend is the "DO NOTHING!" Except for the overpass over SR-85 at Main Street.

Glen Birchfield,

Gila Bend Sun  
PO Box Z  
Gila Bend, AZ 85337  
(928) 683-2393 (phone & fax)  
(623) 386-7495 (phone & fax)

**Response to Comment D7-1**

The Design Concept Report (DCR) traffic analysis validates your opinion that a 5-lane Butterfield Trail is not necessary when the SR 85 Extension is connected to I-8 with a full system interchange. The option to 5-lane Butterfield Trail would be a low cost (relative to extending SR 85 from Pima Street to I-8) interim improvement to provide two lanes of traffic in each direction from I-10 to I-8 and may be in place for many years. By the time SR 85 is extended to I-8, it is envisioned the entire area around Butterfield Road would be urbanized.

D7

**Patricia McCabe**

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**From:** Gila Bend Sun [gilasun@earthlink.net]  
**Sent:** Wednesday, November 04, 2009 11:46 PM  
**To:** Patricia McCabe  
**Subject:** SR-85 Gila Bend Public Hearing

D7-2

Point No. 2.  
The plans show no driveway for the Gila Bend Sun and for several private residences located there.

Doing Nothing would fix this.

Glen Birchfield

Gila Bend Sun  
PO Box Z  
Gila Bend, AZ 85337  
(928) 683-2393 (phone & fax)  
(623) 386-7495 (phone & fax)

### Response to Comment D7-2

The DCR shows access to permitted driveways. During final design the resolution of access for driveways not permitted will be finalized.



11/2/09

D8

Michael Doehler  
ADOT  
C/O Logan Simpson Design, Inc  
51 W. 3<sup>RD</sup> St.  
Suite 450  
Tempe, AZ 85281

Mr. Doehler,

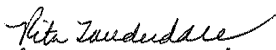

It appears the proposed alternative for Hwy 85 through Gila Bend which was printed in the Gila Bend Sun on October 22, 2009, will impact ours and many other property owners in the area.

D8-1

Our parcel #'s are as follows :402 17 002N, 402 17 002P, 402 17 002Q & 402 17 002 R Owned by Pat and Rita Lauderdale . Parcel #'s 402 17 002 L and 402 17 002M Owned by Irma Y. Garcia and Francisco Guerrero.

We would appreciate seeing an overlay of the proposed route over our property to see how this will effect our area in all aspects of building this route and traffic once it is completed

Thank You,

Rita Lauderdale   
Irma Garcia   
[rlauderdale@palomaesd.org](mailto:rlauderdale@palomaesd.org)  
623 512 3780 cell  
928 683 2588 work

PO Box 33  
Gila Bend , AZ  
85337

### Response to Comment D8-1

ADOT has provided a web site showing the proposed roadway and right-of-way overlaid on an aerial exhibit that also shows land parcels. Please refer to the Web Site link: [http://www.valleyfreeways.com/Highways/Valley\\_Freeways/SR85/meetings\\_notices.asp#previous](http://www.valleyfreeways.com/Highways/Valley_Freeways/SR85/meetings_notices.asp#previous)

## D9

**From:** Denise Lacey - MCDOTX [mailto:deniselacey@mail.maricopa.gov]  
**Sent:** Thursday, November 12, 2009 8:00 AM  
**To:** Patricia McCabe  
**Cc:** bryan.patterson@kimley-horn.com  
**Subject:** Draft Environmental Assessment for SR85



Patricia:

D9-1

Thanks for the opportunity to comment on the Draft Environmental Assessment for improvements t State Route 85 between Watermelon Road and Interstate 8. As you know Maricopa County Department of Transportation is currently working on a Corridor Feasibility Study indicated as Hidden Waters Parkway running from I-10 to Watermelon Road. While the Hidden Waters Study Area does not expand past Watermelon Road the following should be considered as you move forward with the design of SR85.

- o The realignment of Watermelon Road (to the north) will result in a disconnect from the current Watermelon Road alignment and thus a break in traffic flow for future development. Options on how to ultimately make this connection will require future consideration and analysis.

D9-2

- o The I-8/I-10 Hidden Valley Transportation Framework Study, performed by MAG, indicates Watermelon Road and Maricopa Road as Arizona Parkways requiring an interchange which can accommodate the Freeway to Parkway connection. ADOT is currently working on a template that will accommodate this design of interchange. Consideration of this design should be included in your Assessment.

MCDOT appreciates our continued working relationship and the opportunity to comment on this Environmental Assessment.

## Response to Comment D9-1

The Design Concept Report (DCR) study did not include the future Watermelon Road traffic interchange (TI). This DCR begins approximately ¼-mile south of the future Watermelon Road TI alignment. The current alignment for the Watermelon Road TI was approved by the Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), Arizona State Land and the Maricopa Association of Governments with the approval of the Final Environmental Assessment for State Route 85 – Gila Bend to I-10, TRACS 085 MA 120 H 322501L, Project No STP-02301C in May 2002. Proposals to modify the planned location for the Watermelon TI would need to be addressed during the development of the MCDOT study and any associated environmental evaluation.

## Response D9-2

See previous Response to Comment D1-1.

D10

# SR 85 at Gila Bend

## Draft Location Design Concept Report

## Draft Environmental Assessment and Section 4(f) Evaluation

### PUBLIC HEARING

### Comment Sheet



Wednesday, October 28, 2009, 6:00 p.m. – 8:00 p.m.  
Gila Bend High School, Gila Bend, Arizona

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Thank you for attending tonight's hearing. The Federal Highways Administration, Arizona Department of Transportation (ADOT), and Maricopa Association of Governments would like to obtain your input on the Draft Environmental Assessment and Section 4(f) Evaluation for SR 85. You may submit your comments here tonight or send them by **November 6, 2009**, to Michael Daehler, ADOT Environmental Planning Group, c/o Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, (phone: 480-967-1343; fax: 480-966-9232; or e-mail: pmccabe@lsdaz.com).

Name: EARL RUMBLE

Address: 17238 N. 66th LANE GLENDALE AZ 85308

Phone: 623-594-8227 E-mail: earlrumble@cox.net

Comments: Spent the day touring the area & photographing

at each MP. - Had to leave early to return  
to Glendale to prepare for trip tomorrow

Logan Simpson was kind enough to furnish  
the draft EA so I have a good idea of what  
is proposed

I look forward to seeing the progress  
on this project.  
Please keep me informed

### HEARING SURVEY

How did you hear about the hearing tonight?

☒ Newspaper Notice ☐ Flyer ☐ Other

How would you rate the overall knowledge and helpfulness of staff members who assisted you?

Very Good ☐ Good ☐ Fair ☐ Poor ☐ Very Poor

How would you rate this facility for future hearings?

Very Good ☐ Good ☐ Fair ☒ Poor ☐ Very Poor

085 MA 123 H6407 01C

NH-085-B(AOM)

### Response to Comment D10-1

Comment is noted in the project record.

D10-1

D11

# SR 85 at Gila Bend

Draft Location Design Concept Report

Draft Environmental Assessment and Section 4(f) Evaluation

PUBLIC HEARING

## Comment Sheet

Wednesday, October 28, 2009, 6:00 p.m. – 8:00 p.m.  
Gila Bend High School, Gila Bend, Arizona



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D11-1

Thank you for attending tonight's hearing. The Federal Highways Administration, Arizona Department of Transportation (ADOT), and Maricopa Association of Governments would like to obtain your input on the Draft Environmental Assessment and Section 4(f) Evaluation for SR 85. You may submit your comments here tonight or send them by **November 6, 2009**, to Michael Daehler, ADOT Environmental Planning Group, c/o Patricia McCabe, Logan Simpson Design Inc., 51 West Third Street, Suite 450, Tempe, AZ 85281, (phone: 480-967-1343; fax: 480-966-9232; or e-mail: pmccabe@lsdaz.com).

Name: Barbara Fellman

Address: 213 Hapi

Phone: 928-683-2169 E-mail: \_\_\_\_\_

Comments: \_\_\_\_\_

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How did you hear about the hearing tonight?

Newspaper Notice

Flyer

Other

How would you rate the overall knowledge and helpfulness of staff members who assisted you?

Very Good

Good

Fair

Poor

Very Poor

How would you rate this facility for future hearings?

Very Good

Good

Fair

Poor

Very Poor

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## Response to Comment D11-1

No Comment