

Final Environmental Assessment

US 60 (Grand Avenue)/ 35th Avenue/Indian School Road Traffic Intersection Improvements

Federal Aid No. 060-B(227)T
ADOT Project No. F0272 01L

May 2024

ADOT



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

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**Arizona Department of Transportation
FINDING OF NO SIGNIFICANT IMPACTS**

for

**US 60 (Grand Avenue)/35th Avenue/Indian School Road
Traffic Intersection Improvements
Maricopa County, Arizona**

ADOT Project No. F0272 01L
Federal Aid No. 060-B(227)T

Lead Agency: Arizona Department of Transportation

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

Approved by:



Paul O'Brien, P.E.
Environmental Planning Administrator
Arizona Department of Transportation

Date:

5/21/2024

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

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Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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Acronyms and Abbreviations

ADOT	Arizona Department of Administration
BNSF	Burlington Northern Santa Fe
BRT	Bus Rapid Transit
CFR	Code of Federal Regulations
DCR	Design Concept Report
EA	Environmental Assessment
FHWA	Federal Highway Administration
LEP	Limited English Proficiency
MAG	Maricopa Association of Governments
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
ROW	Right-of-Way
SHPO	State Historic Preservation Office
SRP	Salt River Project
U.S.C.	United States Code

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1. INTRODUCTION

1.1 Project Background and Overview

A Draft Environmental Assessment (EA) for the reconstruction of the traffic interchange at the intersection of US 60 (Grand Avenue), 35th Avenue, and Indian School Road was prepared in accordance with the National Environmental Policy Act (NEPA), as amended (42 United States Code [U.S.C.] 4321 et seq.) and Council on Environmental Quality regulations that implement NEPA (40 Code of Federal Regulations [CFR] 1500 to 1508). The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Arizona Department of Transportation (ADOT) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019, and executed by the Federal Highway Administration (FHWA) and ADOT (FHWA/ADOT 2019).

The project is located within the City of Phoenix within the Maricopa Association of Governments (MAG) region. ADOT proposes to reconstruct the six-legged intersection of three major roads northeast of the downtown Phoenix area, within the City of Phoenix, Maricopa County, Arizona. The three major roads are US 60 (Grand Avenue), 35th Avenue, and Indian School Road, and the project limits extend roughly 0.5 mile from the intersection.

Without major improvements, congestion and delay at the intersection will continue to worsen and crash rates will likely increase, challenging mobility for moving goods, services, and people through the study area. The at-grade railway crossings at 35th Avenue will remain a conflict point between trains, vehicles, and pedestrians, presenting a safety risk for the traveling public. The Selected Alternative will address the needs in the study area by:

- Enhancing traffic operations at the US 60 (Grand Avenue), 35th Avenue, and Indian School Road intersection
- Reducing the number of conflict points between the train and the public
- Mitigating the high crash frequency at the US 60 (Grand Avenue), 35th Avenue, and Indian School Road intersection
- Maintaining regional mobility and access
- Accommodating current and planned system linkages for bus service using US 60 (Grand Avenue), 35th Avenue, and Indian School Road.

The Arizona State Transportation Board has approved funding for this project in the current ADOT 5-year Transportation Facilities Construction Program (2024-2028) to design and construct this project (ADOT 2019b).

1.2 Summary of the Draft Environmental Assessment

The Draft EA was completed and approved by ADOT in October 2023 with a public review and comment period from October 10, 2023, to November 27, 2023. The Draft EA was available online on the project website (<https://www.adotgrand35study.com/>), and hard copies of the document were available for public review during normal business hours through November 27, 2023, at the following locations:

- Yucca Library: 5648 North 15th Avenue, Phoenix, AZ 85015 (602-262-4636)

- Palo Verde Library: 404 North 51st Avenue, Phoenix, AZ 85031 (602-262-4636)

A public hearing was held during the Draft EA review period on October 25, 2023, from 5:30 p.m. to 7:00 p.m. at Heard Elementary School located at 2301 West Thomas Road Phoenix, Arizona, to provide opportunity for review and comment. The public hearing was an open house format. An informational video played in English and Spanish. Vietnamese and Spanish interpreters were also available for attendees with Limited English Proficiency (LEP). A formal presentation was provided and an opportunity to provide oral remarks before a formal study panel or in private. Comment forms were also available to record written and oral comments for the study record from members of the public. Project team members were available to address questions and concerns. Printed and visual materials were available in English, Spanish, and Vietnamese, and Spanish and Vietnamese interpreters were available. To ensure proper engagement from LEP populations, English, Spanish, and Vietnamese language posters with information on the Draft EA and public hearing were hand-delivered to businesses with potential right-of-way (ROW) impacts in the study area at the beginning of the comment period. Both Spanish-speaking staff members and Vietnamese interpreters joined the canvassing efforts. The same translated materials were also available on the study website in all three languages. These included direct mailers, newspapers, and digital and radio advertisements.

The public review period and the public hearing were advertised through various media outlets to reach different sectors of the public. These included direct mailers and newspaper, digital, and radio advertisements. All printed material, including the direct mailers, newspaper advertisements, posters, and project website, provided information on ADOT's Title VI policy and instructions for how to request a reasonable accommodation based on language or disability.

- **Direct Mailers:** A direct mailer was sent by mail to every address within a one-mile radius of the project area, as well as property owners, to provide information on the Draft EA and Design Concept Report (DCR), the public hearing, and how to provide comments. The mailer was in both English and Spanish, with a QR code link to Vietnamese.
- **Newspaper Advertisements:** The team prepared and placed print, online, and radio advertisements that provided information on the study and Selected Alternative. The advertisements were published in the *Arizona Republic* and *Contacto Total*.
- **Digital Advertisements:** Digital ads ran on AZCentral.com.
- **Radio Advertisements:** Radio ads aired in Spanish on Contacto Total Radio.
- **Social Media:** ADOT placed several posts on its social media accounts (Facebook, Twitter/X, and Nextdoor) spread throughout the comment period to provide notice of the public hearing, availability of the Draft EA/DCR, and information on how to comment.
- **Canvassing:** A poster was created to provide information about the Draft EA and DCR, public hearing, and how to provide comments. The posters were developed in English, Spanish, and Vietnamese and hand delivered to businesses with potential ROW impacts in the study area. A Vietnamese interpreter joined the canvassing efforts for the businesses that were identified as having LEP. There were also two Spanish speaking staff members available during the efforts to communicate with Spanish speaking business representatives. The posters were also available on the study website in all three languages.
- **GovDelivery:** Information on the public hearing and comment period was distributed via a GovDelivery notice to approximately 12,500 email addresses on the study and US 60 Grand Avenue corridor topic subscription lists. GovDelivery notices were distributed during the

comment period to remind the public of the hearing, to take the survey, and to comment on the proposed alternatives before the November 27, 2023, deadline.

- **Project Website:** The study website and online public hearing tool provided information on the date, time, and location of the public hearing and how the public can provide comments. All materials for the public hearing were posted on the website in English, Spanish, and Vietnamese.
- **News Release:** ADOT Public Information staff distributed a news release about the public hearing to media outlets.
- **Key Stakeholder Outreach:** ADOT created a contact list that included stakeholders in the study area, such as businesses, apartment complexes, community organizations, school districts and local churches, and sent emails to them to send information about the Draft EA/DCR, public hearing and comment period to share with their respective staff, members, and residents.
- **Direct Calls:** ADOT made direct calls to businesses and stakeholders in the study area to share information about the release of the Draft EA/DCR, hearing date, and commenting options.

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

- List of environmental commitments and mitigation measures to be undertaken by ADOT and the designated construction contractor (Chapters 2 and 3)
- Revisions to the Draft EA (errata in Chapter 4) and a full-length summary of the impact analysis for social and economic considerations, including environmental justice (Chapter 5)
- Summary of public comments (Chapter 6)
- Public comments and ADOT's responses (**Appendix A**)
- Public Involvement and Public Hearing Summary (**Appendix B**), containing:
 - public hearing summary
 - meeting notifications
 - hearing materials and presentation
 - comment forms received
 - public hearing transcripts
 - other public hearing information
- Supporting technical documentation for the air quality analysis (**Appendix C**)
- A technical memorandum documenting the analysis of social and economic considerations, including environmental justice, and the *Grand-35 Mitigation Plan* (**Appendix D**)
- Supporting agency coordination documentation (**Appendix E**)
- Supporting technical documentation for the Section 4(f) *de minimis* finding (**Appendix F**)

- A list of properties to be acquired for new right-of-way (ROW) (**Appendix G**)

With the completion of this Final EA and the issuance of a Finding of No Significant Impacts by ADOT, the NEPA requirements for this project have been met.

1.3 Selected Alternative

ADOT has taken the alternatives that were developed and screened in prior transportation studies, conducted technical evaluations, incorporated input from the public and stakeholder outreach undertaken in those studies as well as the public and agency comments from the current study, and built on these findings to arrive at a Selected Alternative for this project. Construction of the Selected Alternative will raise 35th Avenue and Indian School Road to create a new raised intersection over Grand Avenue and the Burlington Northern Santa Fe (BNSF) railroad, eliminating the existing at-grade railroad crossings. Access for some properties along 35th Avenue closest to the intersection will change as a result of new elevated roadways and bridges. New connecting roadways will be needed to restore access to some of these properties. The Selected Alternative consists of the following major elements:

- Removing the existing Indian School Road bridge structure over Grand Avenue and BNSF Railway
- Constructing new bridges for 35th Avenue and Indian School Road to pass over the railroad and Grand Avenue, shifting 35th Avenue to the west and Indian School Road to the north
- Along both Indian School Road and 35th Avenue:
 - Removing portions of the existing 35th Avenue and Indian School Road roadways
 - Constructing a new ramp connecting westbound Indian School Road and northwest-bound US 60 (Grand Avenue), and a ramp connecting US 60 (Grand Avenue) to eastbound Indian School Road
 - Reconstructing intersecting public roadways and driveways along 35th Avenue and Indian School Road to match the new alignment and roadway elevation
 - Widening shoulders on 35th Avenue and Indian School Road to better accommodate bicycles
 - Reconstructing widened sidewalks along 35th Avenue and Indian School Road to maintain pedestrian connectivity
- Along Indian School Road:
 - Widening Indian School Road along its new alignment to meet current City of Phoenix standards and accommodate potential future transit projects
 - Extending 33rd Avenue north of Indian School Road to restore access to properties north of Indian School Road
 - Adding turn lanes at the 33rd Avenue intersection to address re-routing of traffic between US 60 (Grand Avenue) and Indian School Road
- Along 35th Avenue:
 - Realigning portions of Clarendon Avenue and reconstructing the 35th Avenue/Clarendon Avenue intersection to create a single, signalized intersection that serves areas located east and west of 35th Avenue by eliminating the offset intersections

- Striping 35th Avenue to match the existing lane configuration, consisting of 2 southbound and 3 northbound lanes
- Relocating an existing Salt River Project (SRP) irrigation pipeline to the west side of the realigned 35th Avenue, to be done by others
- Along Grand Avenue:
 - Restriping Grand Avenue to provide three through lanes in each direction and only one turn-only lane in the southbound direction to improve traffic flow at the new intersection
 - Adding turn lanes at 33rd Avenue to address re-routing of traffic between US 60 (Grand Avenue) and Indian School Road
- Extending Glenrosa Avenue to the west to connect 35th Avenue and US 60 (Grand Avenue), creating a new intersection on US 60 (Grand Avenue) to restore traffic movements between 35th Avenue and US 60 (Grand Avenue)
- Constructing a cul-de-sac on 37th Avenue north of US 60 (Grand Avenue), eliminating the intersection of 37th Avenue and US 60 (Grand Avenue), which has been identified by ADOT as a high crash location
- Relocating utilities, as needed
- Regrading two existing drainage detention basins where new roadway fill encroaches into the basin
- Constructing six new drainage detention basins to provide lost storage volume at the existing basins and capture increased onsite runoff
- Conducting the following field investigations prior to construction to inform detailed design:
 - Drilling geotechnical test drilling to inform design of new bridge structural elements
 - Excavating small potholes to locate utilities within the existing roadway

Without construction of the Selected Alternative, congestion and delay at the intersection will continue to worsen and crash rates will likely increase, challenging mobility for moving goods, services, and people through the study area. The at-grade railway crossings at 35th Avenue will remain a conflict point between trains, vehicles, and pedestrians, presenting a safety risk for the traveling public.

Based on feedback from review of the Draft EA, the Selected Alternative has been revised to provide three lanes in the northbound direction within the limits of the project prior to the implementation of the Bus Rapid Transit (BRT). The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road. The Selected Alternative will address the needs in the study area by:

- Enhancing traffic operations at the US 60 (Grand Avenue), 35th Avenue, and Indian School Road intersection
- Reducing the number of conflict points between the train and the public
- Mitigating the high crash frequency at the US 60 (Grand Avenue), 35th Avenue, and Indian School Road intersection

- Maintaining regional mobility and access
- Accommodating current and planned system linkages for bus service using US 60 (Grand Avenue), 35th Avenue, and Indian School Road

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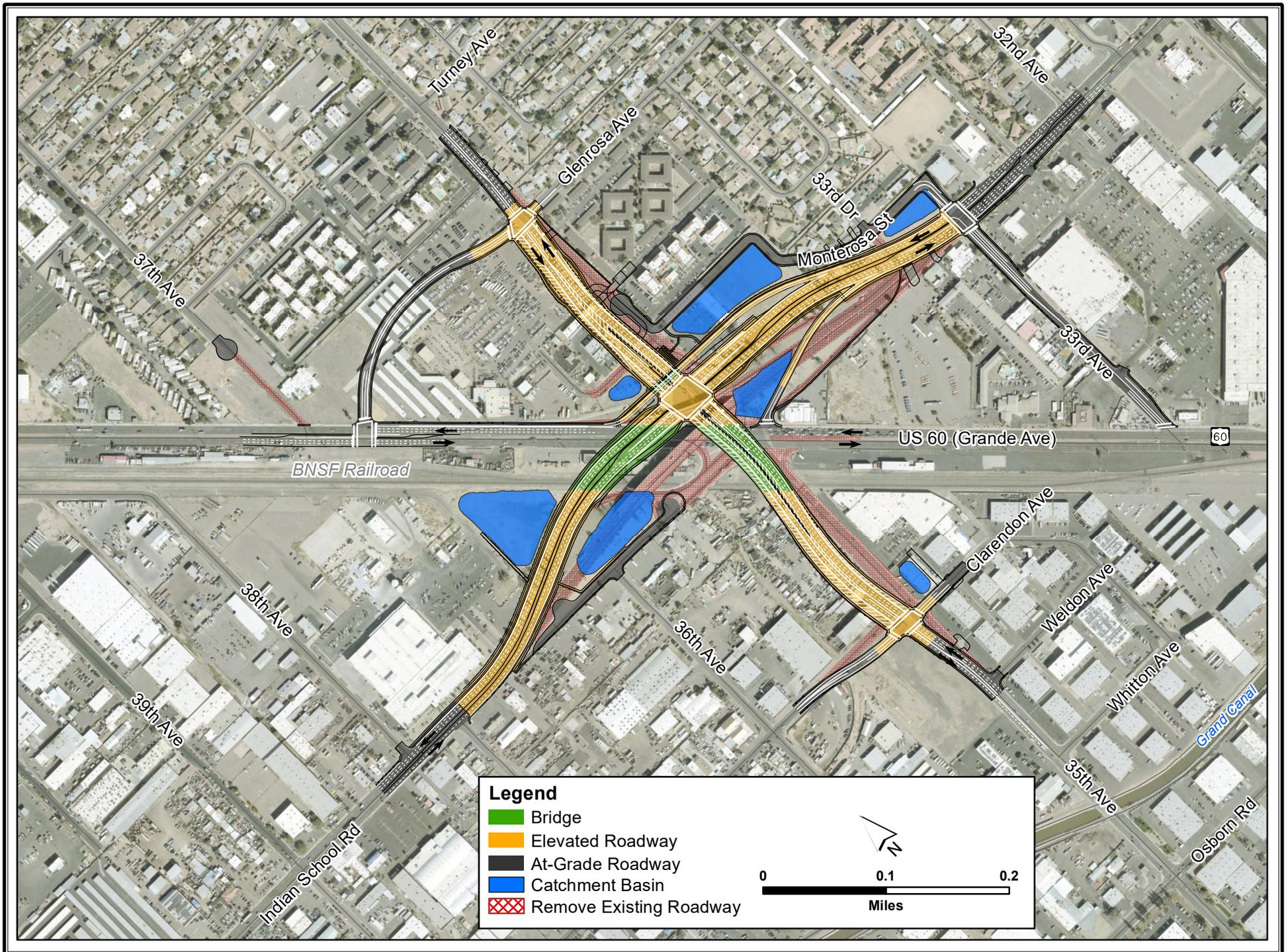


Figure 1. Selected Alternative

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2. STANDARDS

ADOT and the contractor shall follow the federal laws, regulations, and guidelines and the ADOT standards and specifications listed below to avoid, minimize, and mitigate impacts for relevant environmental resources:

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Uniform Relocation Act Amendments of 1987
- Title VI of the Civil Rights Act of 1964
- ADOT's *Public Involvement Plan*
- ADOT's *NEPA EA and EIS Guidance*
- ADOT's *Right-of-Way Procedures Manual*
- ADOT's *Clean Water Act Section 404/401 Guidance Manual*
- ADOT's *Temporary Traffic Control Design Guidelines*
- ADOT's *Erosion and Pollution Control Manual*
- ADOT's *2017 Noise Abatement Requirements*
- ADOT's *Standard Specifications for Road and Bridge Construction*
- ADOT's *SAF-6.01 Asbestos Management Policy*
- ADOT's *Roadside Vegetation Management Guideline*

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3. ENVIRONMENTAL COMMITMENTS AND MITIGATION MEASURES

The following mitigation measures are not subject to change without prior written approval from ADOT Environmental Planning. These mitigation measures will be updated as required in the final design stages of the project. Global changes made to the mitigation measures from the Draft EA for the Selected Alternative include changing “would” to “will” for ADOT responsibilities. In addition, all references to “should” in connection with the contractor’s responsibilities have been changed to “shall.”

Arizona Department of Transportation Design Responsibility

- The Arizona Department of Transportation will continue to facilitate opportunities for public engagement in accordance with the attached *Grand-35 Project Mitigation Plan* (Appendix D of the Final Environmental Assessment) (page 5-19).
- The Arizona Department of Transportation in coordination with the contractor will develop and implement a Business Assistance Program during construction that will support businesses within the project vicinity, provide assistance with messaging and marketing for businesses, and evaluate traffic control measures on a routine basis (page 5-19).
- During final design, the Arizona Department of Transportation will develop traffic control specifications that will outline traffic control measures and construction sequencing. Before the traffic control specifications are finalized, the Arizona Department of Transportation will share the details with the public and provide an opportunity for input (page 5-19).
- As part of final design and construction phases, the Arizona Department of Transportation will implement and follow the requirements outlined in the *Grand-35 Project Mitigation Plan* (Appendix D of the Final Environmental Assessment) (page 5-19 and 5-19).
- During final design the Arizona Department of Transportation will continue coordination with BNSF Railway Company and the Arizona Corporation Commission regarding final crossing design requirements, permitting, and approval processes.
- The Maricopa County Floodplain Manager will be provided an opportunity to review and comment on the design plans.
- The Department project manager will contact the Arizona Department of Transportation, Environmental Planning, Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) during final design or prior to any demolition activities to determine the need for additional site assessment or asbestos sampling.

Arizona Department of Transportation Central District Responsibilities

- During final design, the Arizona Department of Transportation will develop traffic control specifications that will outline traffic control measures and construction sequencing. Before the traffic control specifications are finalized, the Arizona Department of Transportation will share the details with the public and provide an opportunity for input (page 5-19).
- The Arizona Department of Transportation will coordinate with the City of Phoenix to keep transit stops open and accessible during construction (page 5-20).

Arizona Department of Transportation Right-of-Way Responsibilities

- As part of final design and construction phases, the Arizona Department of Transportation will implement and follow the requirements outlined in the *Grand-35 Project Mitigation Plan* (Appendix D of the Final Environmental Assessment) (page 5-19).

Contractor Responsibilities

- With the exception of temporary, short-term closures (less than 3 hours), the contractor shall maintain driveway access to all businesses and residences throughout the construction. If a property has multiple driveways, at least one shall remain open at all times (page 5-20).
- The contractor shall provide the Arizona Department of Transportation resident engineer and Arizona Department of Transportation Communications with advance notification of roadway restrictions and closures. The advance notification shall be provided with adequate time for the Arizona Department of Transportation to approve the contractor's traffic control plans and for ADOT to coordinate notification to the public prior to the roadway restrictions and closures. Public notification methods may include, but are not limited to, email alerts, media alerts, social media, direct mailings and canvassing to area businesses and residents, and newspaper notices (page 5-20).
- The contractor shall be responsible for placing variable message signs to provide advance driver notification of restrictions and closures/detours, and providing construction notices to affected properties in advance of any driveway restrictions/closures, or other construction activities within an easement across their property or that will affect their property access or utility service (page 5-20).
- The contractor shall be responsible for implementing a Construction Advisory Board to evaluate traffic control measures, signage, and advance notifications on a routine basis, in accordance with the requirements outlined in the *Grand-35 Project Mitigation Plan* (Final Environmental Assessment Appendix D) (page 5-20).
- The contractor shall follow the traffic control specifications provided by the Arizona Department of Transportation, and will communicate any changes to the public prior to construction (page 5-20).
- The contractor, in coordination with the Arizona Department of Transportation, will work to implement and oversee a Business Assistance Program during construction (page 5-20).

4. ERRATA FROM DRAFT ENVIRONMENTAL ASSESSMENT

This section contains additions or changes to the text presented in the Draft EA to revise, clarify, further discuss, or make corrections based on public and agency comments. This document should be used in conjunction with the Draft EA, and the changes as stated below add to or supersede what was included in the published Draft EA.

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

The following global changes apply to all text in the Draft EA and are not presented in the errata:

- “Preferred Alternative” is changed to “Selected Alternative.”
- References to “would” regarding the project and/or Selected Alternative are changed to “will.”
- Revised mitigation measures are provided in Chapter 3 of this document.
- No revisions, clarifications, or corrections were required for the following chapters and sections of the Draft EA, other than the global changes noted above:
 - Chapter 1. Introduction
 - Chapter 2. Purpose and Need
 - Section 4.1 Environmental Issues Eliminated from Detailed Study
 - Section 4.11 Visual Resources
 - Section 4.12 Drainage and Floodplain Considerations
 - Section 4.13 Section 404, 401 of the Clean Water Act and National Pollutant Discharge Elimination System
 - Section 4.14 Biological Resources
 - Section 4.15 Hazardous Materials
 - Chapter 6. Bibliography

3 Alternatives Analysis

The following has been updated in Section 3.3.1, Build Alternative, on page 24 of the Draft EA.

The ~~Build~~ *Selected* Alternative consists of the following major elements:

- Removing the existing Indian School Road bridge structure over Grand Avenue and BNSF Railway
- Constructing new bridges for 35th Avenue and Indian School Road to pass over the railroad and Grand Avenue, shifting 35th Avenue to the west and Indian School Road to the north
- Along both Indian School Road and 35th Avenue:
 - Removing portions of the existing 35th Avenue and Indian School Road roadways
 - Constructing a new ramp connecting westbound Indian School Road and northwest-bound US 60 (Grand Avenue), and a ramp connecting US 60 (Grand Avenue) to eastbound Indian School Road
 - Reconstructing intersecting public roadways and driveways along 35th Avenue and Indian School Road to match the new alignment and roadway elevation
 - Widening shoulders on 35th Avenue and Indian School Road to better accommodate bicycles
 - Reconstructing widened sidewalks along 35th Avenue and Indian School Road to maintain pedestrian connectivity
- Along Indian School Road:
 - Widening Indian School Road along its new alignment to meet current City of Phoenix standards and accommodate potential future transit projects
 - Extending 33rd Avenue north of Indian School Road to restore access to properties north of Indian School Road
 - Adding turn lanes at the 33rd Avenue intersection to address re-routing of traffic between US 60 (Grand Avenue) and Indian School Road
- Along 35th Avenue:
 - Realigning portions of Clarendon Avenue and reconstructing the 35th Avenue/Clarendon Avenue intersection to create a single, signalized intersection that serves areas located east and west of 35th Avenue by eliminating the offset intersections
 - Striping 35th Avenue to match the existing lane configuration, consisting of two southbound and three northbound lanes
 - Relocating an existing SRP irrigation pipeline to the west side of the realigned 35th Avenue, to be done by others
- Along Grand Avenue:
 - Restriping Grand Avenue to provide three through lanes in each direction and only one turn-only lane in the southbound direction to improve traffic flow at the new intersection

- Adding turn lanes at 33rd Avenue to address re-routing of traffic between US 60 (Grand Avenue) and Indian School Road
- Extending Glenrosa Avenue to the west to connect 35th Avenue and US 60 (Grand Avenue), creating a new intersection on US 60 (Grand Avenue) to restore traffic movements between 35th Avenue and US 60 (Grand Avenue)
- Constructing a cul-de-sac on 37th Avenue north of US 60 (Grand Avenue), eliminating the intersection of 37th Avenue and US 60 (Grand Avenue), which has been identified by ADOT as a high crash location
- Relocating utilities, as needed
- Regrading two existing drainage detention basins where new roadway fill encroaches into the basin
- Constructing six new drainage detention basins to provide lost storage volume at the existing basins and capture increased onsite runoff
- Conducting the following field investigations prior to construction to inform detailed design:
 - Drilling geotechnical test drilling to inform design of new bridge structural elements
 - Excavating small potholes to locate utilities within the existing roadway

4.2 Land Ownership, Jurisdiction, and Land Use

The following has been updated in Section 4.2.2.1, Selected Alternative, on pages 31 and 32 of the Draft EA.

A summary of the land use of the affected parcels is provided in **Table 7**, and parcels that will be affected by ROW impacts is shown on **Figure 12**. *The acreage estimate has been updated as a result of design refinements, which includes additional detail on a utility corridor needed to relocate an SRP water and power line along the west side of 35th Avenue. These estimates are subject to change through final design. The change in acreage estimates affects only parcels where partial acquisitions were already anticipated, and there is no change to Figure 12.* Impacts from new ROW will result in approximately 60 business displacements and five residential displacements. A more detailed list of ROW acquisitions can be found in **Appendix G**.

Table 7. Parcels Affected by Right-of-Way Acquisitions Based on 15% Design Plans

Land Use	Parcels	Acreage
Business	24	9.5 12.0 ^a
Business, Parking Lot (partial acquisition only)	18 19	1.5 1.3 ^b
Multifamily Residential, Roadside landscaping (sliver acquisition only)	3	0.1
Residential	5	1.0
Railroad	7	1.2 1.3 ^c
Advertising / Billboard	3	<0.1
Stormwater Basin	7	5.0
Vacant	11 6	2.9 2.0
Total Parcels Affected	78 74	21.2 22.7

Notes

^a The size of several partial acquisitions on business land use has increased due to the SRP utility corridor.

^b Vacant parcels with construction initiated following the publication of the Draft EA have been reclassified as business land use.

^c The size of a partial acquisition on a railroad parcel has increased due to the SRP utility corridor.

ADOT is in the process of using **used** State funds to purchase right-of-way in advance of the completion of the environmental review. One parcel ~~is being~~ **was** acquired, which contains one business. The acquisition ~~will be~~ **was** carried out in compliance with 23 CFR 710.501(c)(1) through (6). The acquisition **is** ~~does~~ **did** not involve residential displacements, no impactful access changes and/or impactful detours and no potential Environmental Justice impacts. The acquisitions involved no Section 4(f) properties and ~~were~~ **was** acquired in accordance with provisions of the Uniform Act. The acquisitions ~~will not~~ **did not** influence the consideration of alternatives in this Draft EA, or **the** decision to construct the project.

4.5 Cultural Resources

The following has been updated in Section 4.5.4, Conclusion, on page 63 of the Draft EA.

The assessment concluded the ~~Preferred~~ *Selected* Alternative and the No-Build Alternative will result in no adverse effect to NRHP-eligible properties. On July 27, 2023, the SHPO concurred with ADOT's Finding of No Adverse Effect. Five tribes with traditional cultural affiliations with the Salt River Valley (Hopi Tribe, Pascua-Yaqui Tribe, Salt River Pima Maricopa Indian Community, Tohono O'odham Nation, and White Mountain Apache Tribe) and ~~two~~ *three* consulting agencies (BNSF, ~~and~~ the City of Phoenix Archaeology Office, *and Salt River Project*) also concurred with ADOT's finding (*see Appendix E*).

4.6 Section 4(f) Resources

The following has been updated in Section 4.6.1, Coordination and Consultation, on page 65 of the Draft EA.

On March 7, 2023, the SHPO concurred with the eligibility recommendations under Section 106. *Original design was adjusted to offset impact to Mr. Lucky's property by avoiding the eligible historic structures; only a small sliver of ROW would be needed from a parking lot.* SHPO concurred with a finding of no adverse effect for Mr. Lucky's on July 27, 2023 (**Appendix E of the Draft EA**). ADOT has notified SHPO of its intent to make a *de minimis* impact finding (*attached in Appendix E of the Final EA*). ~~Based on the scope of the undertaking; the fact that the undertaking does not adversely affect the function/qualities of the Section 4(f) property on a permanent or temporary basis,~~ *ADOT determined the action constitutes a de minimis impact (see form in Appendix F of the Final EA).*

The following has been updated in Section 4.6.5, Conclusion, on page 70 of the Draft EA.

Six Section 4(f) properties are located in the Study Area. One historic railroad property, BNSF Railway, has no impact. One historic Section 4(f) property, the former Mr. Lucky's, would be impacted by small sliver of ROW acquisition within the parking lot. SHPO concurred with a finding of no adverse effect for Mr. Lucky's on July 27, 2023 (attached in **Appendix H of the Draft EA**). ~~Two~~ *One* historic Section 4(f) ~~properties~~ *property* (Grand Canal and Mr. Lucky's) would have no use, as they are *it is* avoided by the project.

4.7 Traffic and Transportation

The following has been updated in Section 4.7.3.1, **Selected Alternative**, on page 72 of the Draft EA.

Permanent Impacts

The ~~Preferred~~ **Selected** Alternative will increase capacity and operational efficiency of the intersections and roadways within the project area. The existing six-legged intersection will be removed from US 60 (Grand Avenue), thus reducing congestion along US 60 (Grand Avenue). The ~~Preferred~~ **Selected** Alternative will also eliminate vehicle and pedestrian conflict points with the BNSF Railway and will improve emergency response times by eliminating delays caused by the railroad crossing.

Public feedback on the Draft EA indicated a concern about the number of lanes provided in the northbound direction on 35th Avenue. The Selected Alternative in the Draft EA included two southbound and two northbound lanes. Based upon a technical analysis and coordination with the City of Phoenix, the Selected Alternative has been revised to match existing conditions and will provide three northbound lanes and two southbound lanes within the project limits. This has resulted in no changes to the operational analysis or projected traffic volumes.

The Selected Alternative in the Draft EA included two northbound lanes, and additional space where the City of Phoenix BRT project could implement a dedicated lane in the future. The Selected Alternative will provide three lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix, and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.

4.8 Air Quality

The following has been inserted at the end of Section 4.8.2, Transportation Conformity, Interagency Consultation, on page 77 of the Draft EA.

*In November 2023, EPA provided review comments on the Draft Air Quality Report, and FHWA provided feedback that they had no further comments on the documentation provided. The comments and responses are attached to the Final EA in **Appendix C**. FHWA determined the project meets the air quality conformity requirements listed in 40 CFR Part 93 on February 7, 2024. The Final Air Quality report is attached to this Final EA and includes minor revisions to address EPA comments and FHWA's transportation conformity determination.*

The following has been inserted in Section 4.8.4.1, Environmental Consequences – Build Alternative, on page 81 of the Draft EA.

The change in lane striping and the number of northbound lanes on 35th Avenue will not result in the project being considered a project of air quality concern for particulate matter or change the potential for carbon monoxide impacts. These changes of lane striping and the number of northbound lanes on 35th Avenue maintain the existing configuration and travel lanes observed today.

4.9 Noise

The following has been inserted at the end of Section 4.9, Environmental Consequences – Selected Alternative, on page 88 of the Draft EA.

The change in lane striping and the number of northbound lanes on 35th Avenue will have no effect on the noise model or noise analysis results because there is no change in traffic volumes. These changes of lane striping and the number of northbound lanes on 35th Avenue maintain the existing configuration and travel lanes observed today.

4.10 Utilities and Railroads

The following has been inserted at the end of Section 4.10.2.1, Environmental Consequences – Selected Alternative, on page 94 of the Draft EA.

Based on coordination with utility owners to date, it is anticipated that a majority of the utilities will be relocated within the project ROW. ~~Evaluation of the relocation plan for the SRP irrigation line is underway, and could require a new utility corridor for use by that facility only.~~ *ADOT and SRP have additional detail on the utility corridor for the SRP water and power, which will be located along the west side of 35th Avenue. The new utility corridor will be dedicated for use by SRP only.*

5. Public Involvement and Agency Coordination

The following has been corrected in Section 5.1.1, Public Information Meetings, on page 123 of the Draft EA.

Two virtual public information meetings were held from 5:30 to 6:30 p.m. in Spanish, and 7 to 8 p.m. in English on Thursday, October 22, ~~2022~~ 2020, to inform the public about the study and obtain their input on any issues, concerns, and opportunities.

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5. SOCIAL AND ECONOMIC CONSIDERATIONS, INCLUDING ENVIRONMENTAL JUSTICE

This section does not follow the Errata format used for other sections in Chapter 4 and is a republication of the impact analysis summary presented in the Draft EA. As there has not been any change in the existing conditions data or information, those sections have not been republished. This section focuses on environmental consequences, environmental commitments, mitigation measures, and conclusions. Some subsections have been reorganized to improve document clarity.

Additionally, certain analyses and discussions have been updated to include additional information.

Major changes from the Draft EA include:

- Additional information and analysis of employment conditions and impacts
- Additional mitigation strategies to address construction and ROW impacts

This section contains a summary of the analysis of social and economic considerations, including environmental justice. **Appendix D** attached to this Final EA contains more detailed information on direct and indirect effects, cumulative effects, and project benefits.

5.1 Environmental Consequences

5.1.1 No Build Alternative

The No Build Alternative provides a baseline scenario where the Selected Alternative will not be constructed. The No Build Alternative includes all existing transportation facilities and any projects funded in the MAG Regional Transportation Plan through design year 2050 in the Analysis Area (MAG 2021c).

The planned City of Phoenix 35th Avenue Safety Corridor Improvements included in the No Build Alternative will install crosswalks, lighting, and repave the roadway, enhancing pedestrian safety and amenities along 35th Avenue. While the proposed City of Phoenix BRT project is still in early planning phases, the project will ultimately provide faster and more frequent transit service and reduced travel delays for transit riders. However, under the No Build Alternative the traffic operations issues at the existing six-legged intersection will remain. As traffic volumes at the intersection steadily increase over time, the congestion and delay will make the intersection increasingly difficult and inconvenient to navigate for all users of the intersection, including transit vehicles and pedestrians. The existing at-grade railroad crossings will remain in place, as will the potential for train-vehicle and train-pedestrian conflicts.

5.1.2 Selected Alternative

The Selected Alternative will result in access changes or ROW impacts for the properties in the immediate vicinity of the reconstructed intersection: along 35th Avenue between Clarendon Avenue and Glenrosa Avenue, and along Indian School between 38th Avenue and 33rd Avenue. Within those limits, access to properties that are currently connected directly to Indian School Road and 35th Avenue will be eliminated or reconfigured. ROW impacts will affect 74 parcels, and include full property acquisitions resulting in business and residential displacements and partial property acquisitions to accommodate new connector roads or narrow slivers of new ROW. Approximately 60 businesses and five single family homes will be displaced. In total, the Selected Alternative will result in approximately 23 acres of acquisitions. The Selected Alternative and the ROW impacts are shown on Figure 2.

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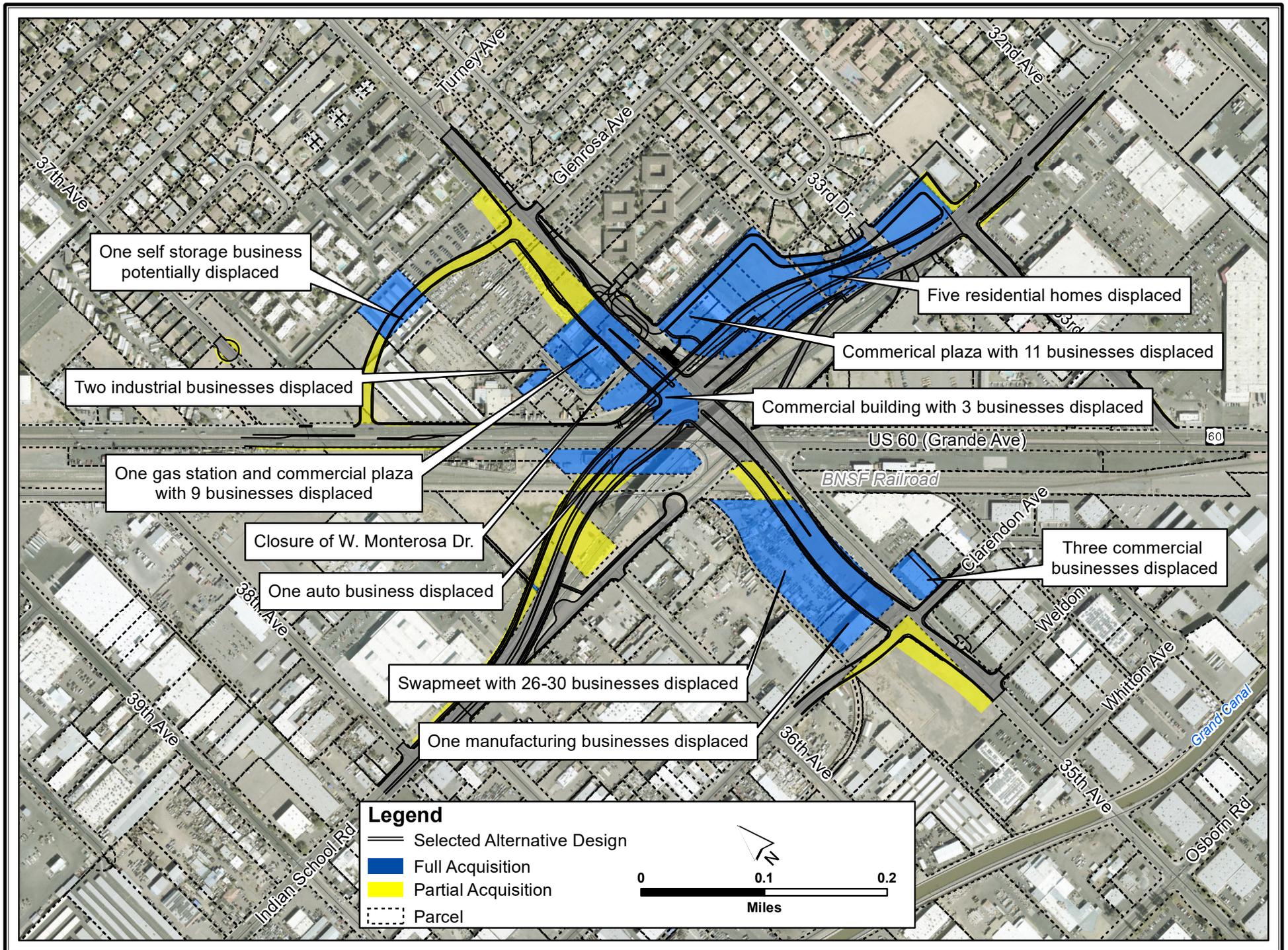


Figure 2. Selected Alternative with Full and Partial Acquisitions

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5.1.2.1 Overview of Right-of-Way Impacts

The Selected Alternative proposes to reconstruct the currently at-grade 35th Avenue on an elevated roadway that goes up and over Grand Avenue and the BNSF railway, and there will be a 30-foot difference in the elevation of 35th Avenue at its new intersection with Indian School Road. As a result, many of the properties along 35th Avenue between approximately West Glenrosa Avenue and West Clarendon Avenue will lose direct access to 35th Avenue. The Selected Alternative will shift 35th Avenue to the west, utilizing areas east of the realigned road to restore access to properties on that side of the road. ROW and access impacts along 35th Avenue include:

- Closure of West Monterosa Street west of 35th Avenue, eliminating access to properties along Monterosa Street and resulting in the full acquisition of those parcels and displacement of two businesses (an auto repair shop and industrial equipment yard).
- Eliminating direct access to properties west of 35th Avenue and accommodating the new footprint of the realigned 35th Avenue, requiring a number of full or partial property acquisitions and resulting in business displacements (a gas station and convenience store, a retail shopping plaza, an industrial swap meet with tenant businesses, and an industrial manufacturing business).
- Changing direct access to two apartment complexes east of 35th Avenue between Indian School Road and Glenrosa Avenue: Tamarak Garden Apartments and the Franciscan Apartments. Access to Tamarak Garden Apartments will be restored through the reconfigured Monterosa Avenue connector from 33rd Avenue, avoiding the need for acquisition or displacement in this location.
- Eliminating direct access to properties east of 35th Avenue and accommodating the new footprint of realigned Indian School Road and the Monterosa Avenue connector, requiring full acquisition of several properties and resulting in the displacement of 11 businesses in the Tamarak Plaza retail shopping plaza (liquor and convenience stores, restaurants, income tax services, jewelry store, hair salon, and an express water refill station).
- Eliminating direct access to a property east of 35th Avenue near Clarendon Avenue, requiring full acquisition of one property and resulting in the displacement of three businesses.
- Extending Glenrosa Avenue west to create a new connection between 35th Avenue and US 60 (Grand Avenue), requiring full or partial acquisition of several properties along the new roadway's alignment. The partial property acquisitions in this area impact a self-storage business, and it is anticipated this business could potentially be displaced.

The Selected Alternative will shift the alignment of Indian School Road to the north, creating a new intersection with 35th Avenue. As a result, new ROW will require full or partial acquisition from properties north of Indian School Road between approximately 33rd Avenue and 38th Drive. ROW and access impacts along Indian School Road include:

- Extending 33rd Avenue north of Indian School Road to connect to the reconstructed Monterosa Street and accommodating the new footprint of realigned Indian School Road, requiring full or partial acquisition of several properties and resulting in the displacement of five single-family residences.

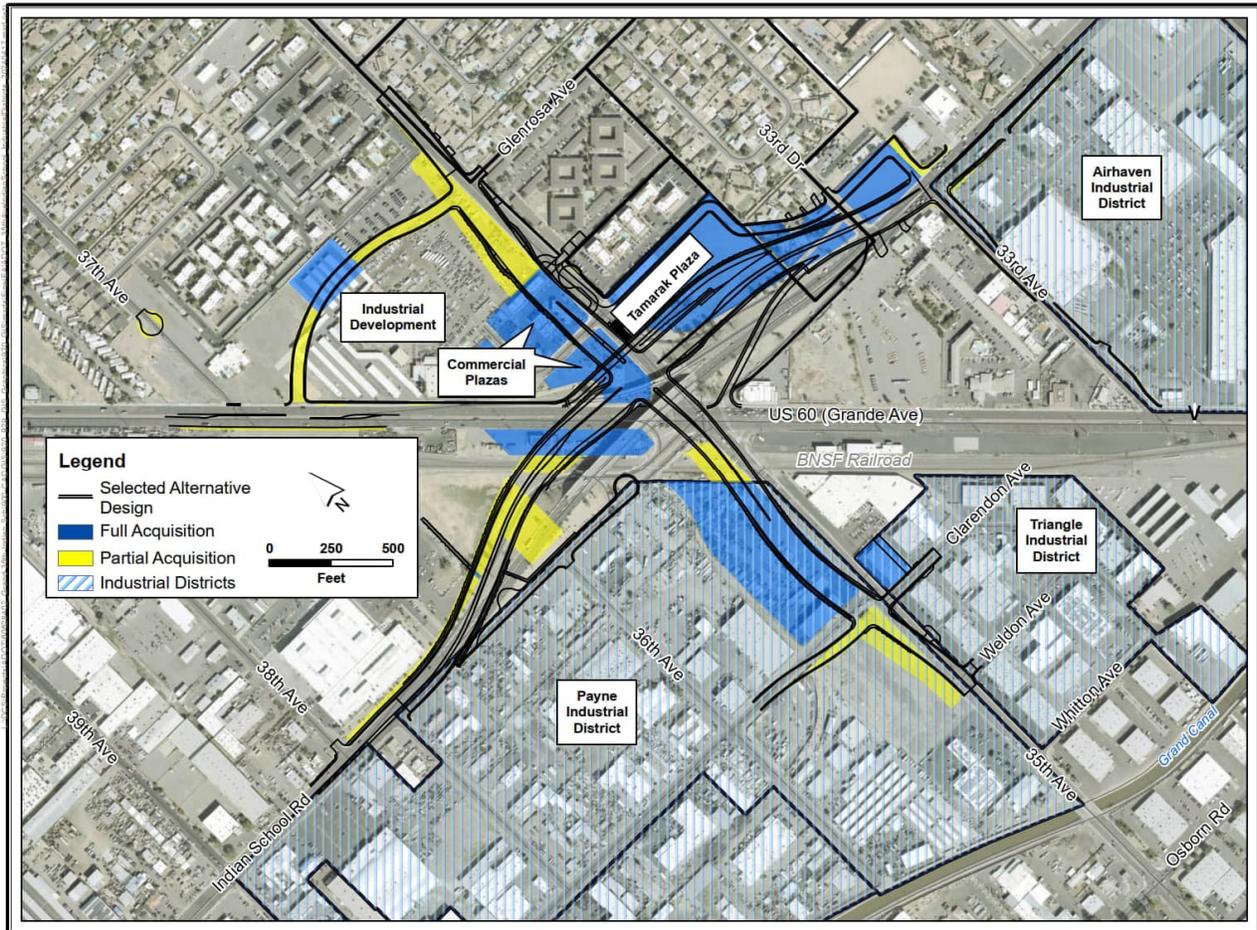
- Realigning Indian School Road to the north and constructing a new elevated roadway, requiring full or partial acquisition of several properties that are currently undeveloped or in use as drainage basins, resulting in the displacement of three billboards.
- Removing the existing Indian School Road bridge and constructing new bridges over Grand Avenue and the BNSF Railway, requiring full or partial acquisition from several properties owned by BNSF.

5.1.2.2 Social and Economic Considerations

The Selected Alternative will result in the displacement of approximately 60 businesses, many of which are tenant businesses located within commercial plazas. Approximately 30 businesses are located on a single parcel, which acts as a swap meet style open-air market. However, there are several stand-alone businesses and heavy commercial/industrial businesses located on larger parcels of land. The inventory of businesses impacted by the project was supported by ongoing outreach and field efforts, including canvassing, direct contact through phone and email, public meetings, and field reviews. **Figure 3** shows the business districts overlaid with the Selected Alternative and ROW acquisitions. Impacts to businesses consist of:

- **Airhaven Industrial District:** The Airhaven industrial district includes a large shopping complex at Indian School Road and 33rd Avenue, which contains Los Altos Ranch Market and Costco (two of the largest employers in the area) as well as several restaurants. The Selected Alternative will require shifting Indian School Road slightly south in this area, resulting in narrow strips of partial ROW acquisition along Indian School Road in the shopping complex. 33rd Avenue will be widened to accommodate an additional turn lane, also requiring a narrow strip of partial ROW acquisition along 33rd Avenue. The narrow strip acquisitions will affect landscaped areas adjacent to the existing roadway, and no business displacements are anticipated in the Airhaven Industrial District. Temporary lane closures or narrowing during construction along 33rd Avenue are anticipated, but access to adjacent properties will be maintained throughout construction.
- **Payne Industrial District:** There will be two full business acquisitions within this industrial district west of 35th Avenue. The first parcel contains a single business, a metal fabricator. The second property is a large industrial swap meet with 26 to 30 business tenants that rent on a month-to-month basis. These include a small commercial building with a mattress store, an auto repair shop, several food trucks with permanent open-air sitting areas, and multiple vehicle service businesses under open-air garages. Signs and markings for the businesses are mostly in Spanish. There are mattress stores, auto repair shops, and food truck parking areas located within one mile of the property. Impacts in this district also include a roadway reconfiguration on its northern edge near Indian School Road. The connection to Indian School Road will be eliminated and roadway reconfigured to terminate in a cul-de-sac. Access from Clarendon Avenue and 36th Avenue will remain.
- **Triangle Industrial District:** The Selected Alternative will require one property acquisition on the northeast corner of Clarendon Avenue and 35th Avenue. The commercial warehousing building contains two suites occupied by an auto parts store and an ignition interlock installation facility. The Triangle Industrial District is primarily commercial warehousing buildings and is unlikely to be affected by the loss of one property. There are several auto parts stores and interlock installation facilities located within one mile of the property.

Figure 3. Industrial Districts and Business Impacts



Impacts to other industrial and commercial businesses outside the Industrial Districts consist of:

- **Tamarak Plaza:** The Selected Alternative will result in the acquisition of the Tamarak Plaza commercial plaza, resulting in the displacement of 11 local businesses. The businesses in this plaza include a convenience and liquor store that provides cash checking services, two restaurants, a halal specialty store, a Vietnamese coffee and billiards club, a tax and immigration business, a gift shop, a jewelry store, a hair salon, and a seafood market. The Watermill Express water vending machine located in the parking lot will also be displaced. During the field survey conducted in March 2023, the seafood market and the Vietnamese billiards club had several customers and appeared to serve as a community gathering place. While the exact amount of time those businesses have been in operation at their current location is currently unknown, a review of google earth imagery indicates many of the businesses in this Tamarak Plaza have been there since 2011. There are numerous similar small commercial plazas within the Analysis Area, and other shops and businesses in the area offering the same services as some of the displaced businesses. Pho Binh Minh, Cristela's, Los Amigos Liquor, El Rey De Los Oistiones, KN income tax, Kim-Hoan Oriental Jewelry, Myhanh's Hair Designs, and Watermill Express all have numerous alternatives within two to three miles. Some of the businesses provide

specialty services and those services may no longer be easily accessible in the vicinity. For example, Family Halal Store is a specialty market and community members would have to travel up to five miles for an alternative. Thanh Long and Cong Thanh Video Rental/Alteration and Gift Shop are specialty shops which serve a local minority population and do not have any local alternatives. Community members may need to travel farther to seek out replacement services for some of these businesses.

- **Gas Station/Convenience Store and Commercial Plaza:** The Selected Alternative will require the acquisition of two parcels on the west side of 35th Avenue near Monterosa Street, resulting in the displacement of a convenience store and gas station, as well as an unnamed commercial plaza. The gas station and convenience store also provide storefronts for a moving van rental business. The commercial plaza has eight tenant businesses, including a cell phone store, exercise studio, ice cream shop, money transfer service, smoke shop, barber shop, yerbaria, and restaurant. There are numerous gas stations and convenience stores located within one mile of the intersection, and several other U-Haul providers. Similar small commercial plazas are found throughout the vicinity and offer similar services.
- **Industrial Properties along 35th Avenue and Glenrosa Avenue:** The Selected Alternative will require the partial acquisition of several large properties northwest of 35th Avenue and Indian School Road, that will be displaced, including a self-storage business, a heavy equipment rental and sales business, and an auto repair business. There are multiple self-storage facilities located off 35th Avenue and Indian School Road. A heavy equipment facility is located approximately one mile south.
- **Commercial Shopping Plaza at 3552 Grand Avenue:** A small unnamed commercial plaza with three businesses will be displaced. The businesses include a meat processor, a flooring wholesaler, and a smoke shop. During canvassing efforts for public outreach in January 2023, signs at the meat processing business were posted stating this business is not open to the public. Numerous similar commercial plazas are in the area with similar services. There are multiple flooring stores and smoke shops located in the vicinity.
- **Advertising Billboards:** A total of eight advertising billboards affected by the project will be displaced and moved.

5.1.2.3 *Impacts to Employment*

Property acquisitions and business displacements for the project will generally involve small businesses. While the approximately 60 businesses are not considered the top employers in the area or larger region, some of them likely provide neighborhood jobs proximate to residential areas, and jobs could be lost at the displaced businesses.

The potential 200 employees affected by the approximately 60 business displacements represent approximately 1.1 percent of the total workforce within the Census Tracts that intersect the study area. The total labor force within the Census Tracts that intersect the study area is 18,067 employees. The average unemployment rate within the study area is seven percent (ranges from three percent in the southeast quadrant of the intersection to 13 percent in the northwest quadrant of the intersection), compared with the city, county, and state average of five percent. While impacts to employment in the immediate project area will be noticeable, there will not be a significant net reduction in employment in the overall area.

Based on an evaluation by the ADOT Right-of-Way Group, there are currently numerous replacement properties for sale and lease available within the City of Phoenix, along with vacant land suitable for constructing replacement buildings. While the availability of replacement properties

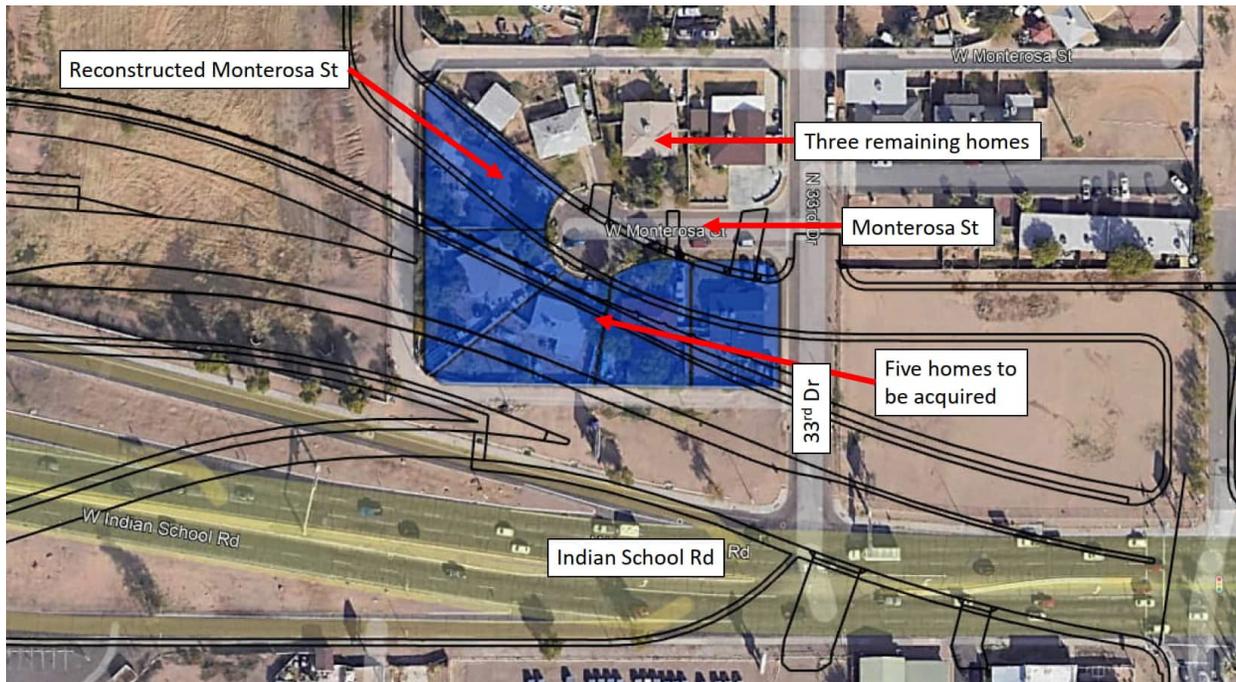
is time sensitive, there is the potential that businesses could relocate within the vicinity of the project and retain their employees. Relocation of businesses to another location in the project vicinity has the potential to avoid or minimize the number of displaced employees.

5.1.2.4 Impacts to Residences and Community Continuity

The Selected Alternative will require the displacement of five single-family homes along West Monterosa Street, in the Indian Gardens neighborhood (**Figure 4**). There are a total of eight homes on the existing West Monterosa Street cul-de-sac, and three single-family homes will remain following the acquisition of the five southernmost homes. Monterosa Street will be realigned and reconstructed south of its existing alignment to restore and maintain access to the Indian Gardens neighborhood, Tamarak Gardens Apartments, and the Franciscan Apartments. Driveways to the three remaining homes will be extended to the new Monterosa Street roadway. Extension of property boundaries will depend on communication with owners and occupants and final design of the project.

The Selected Alternative represents a change in setting for the three remaining homes on this segment of Monterosa Street, and further design, property appraisal information, and input from the tenants and/or homeowners is needed to determine whether the proximity impacts constitute the need for a full acquisition of these homes. While the current design of the Selected Alternative incorporates measures to restore their access and avoid acquisition of the homes, that could change based on further evaluation conducted in close coordination with the homeowners and occupants.

Figure 4. Residential Displacements on West Monterosa Street



The eight homes on the cul-de-sac of West Monterosa Street are on the southern edge of the Indian Gardens neighborhood, a neighborhood of approximately 58 homes. The property acquisitions will reduce the total number of homes in the neighborhood, but will not affect its continuity.

The Analysis Area is known as a high activity area for homeless encampments, due to the open and vacant land in the vicinity. Recent activity and cases have been identified under the Indian School

Road overpass as well as drainage basins north of Indian School Road at the intersection. As of August 2023, there were active homeless encampments in the study area (Ramirez 2023).

5.1.2.5 Impacts to Community Resources, Facilities, Organizations, and Schools

The Selected Alternative will not require the acquisitions of any community or recreation facilities. Impacts to community facilities and recreations will be limited to traffic congestion and detours during construction. Cielito Park and Lynnhaven Church are the nearest facilities, and are located on 35th Avenue north of West Campbell Avenue, approximately 800 feet north of the project limits. No permanent changes to access to these properties will occur as a result of the project. Construction on 35th Avenue and closures on 35th Avenue will affect access routes for people traveling to/from these facilities from areas south of Indian School Road. Traffic control measures during construction will likely extend along 35th Avenue in the vicinity of facilities, but their driveways will remain open.

Granada Elementary and Bourgade Catholic High School are the closest schools and are located on 31st Avenue and Campbell Road, adjacent to Cielito Park. There will be similar temporary impacts related to construction congestion, detours, and delay as described above.

5.1.2.6 Construction-Related Impacts

Full long-term closures of 35th Avenue will likely be required during construction of the new roadway alignment, embankment, and bridges. Closures will likely be limited to a small segment of 35th Avenue between roughly West Clarendon Avenue and West Glenrosa Avenue, and could last up to six months in duration. Lane restrictions and closures on US 60 (Grand Avenue) will be minimized to the extent possible, but short-term closures of US 60 (Grand Avenue) will likely be required when the segment of the existing Indian School Bridge over US 60 (Grand Avenue) is removed, and when the segment of the new bridges over US 60 (Grand Avenue) is constructed. Businesses along 35th Avenue between Camelback Road and Thomas Road will see a decrease in pass-by traffic, and their customers may incur some out-of-direction travel or delays in accessing those business locations. Business owners may be concerned about losing their employees or customers. The traffic control specifications developed during final design will be shared with the public, and community and business owners will have an opportunity to provide input on how to minimize or mitigate impacts to local access and circulation during construction. ADOT is committed to maintaining business access throughout construction. With the exception of temporary, short-term closures (less than three hours), driveway access to all businesses will be maintained throughout construction. If a property has multiple driveways, at least one will remain open at all times.

5.1.2.7 Environmental Justice

Based on the demographic data and types of services provided by businesses in the area, it is anticipated the community members, residential property owners and tenants, and customers of the affected businesses are potentially members of an EJ population. The types of services provided by some of the affected businesses indicate those business owners could also be members of an EJ population. To effectively address the traffic and safety issues of the intersection, the complete avoidance of protected populations will not be feasible due to the density of the surrounding development.

The Selected Alternative was established in direct response to safety needs, congestion and deficient traffic operations, and the important link the intersection provides for local and regional mobility. One of the key elements in the purpose and need for this project is the existing at-grade railroad crossing of the BNSF Railway and 35th Avenue, and reducing the number of conflict points

between trains, vehicles, and pedestrians. Grade separations along the US 60 (Grand Avenue) route are planned and/or have been implemented at many of the major intersections along the corridor. All eight grade separations recommended in the first phase of MAG's *Grand Avenue Major Investment Study* conducted in 1998 have been constructed (MAG 2006), some within EJ areas and involving ROW impacts. MAG conducted a second phase of *Grand Avenue Major Investment Study* in 2006; of the three additional grade separations recommended along the Grand Avenue Corridor intersections, Indian School Road/35th Avenue is the first to move forward. The need to implement a grade separation with the railway at this intersection was prioritized based on safety data tracked by the Federal Railroad Administration that indicated the BNSF Railway crossing at 35th Avenue ranked second in the nation, having 21 total incidents reported between 2005 and 2015. Based on the MIS recommendations and safety data, funding to grade separate the US 60 (Grand Avenue)/35th Avenue/Indian School Road intersection was programmed into the region's long-range transportation plan.

Table 1 provides a summary of the environmental justice analysis for the project, which includes anticipated burdens, benefits, and avoidance, minimization, and mitigation efforts. **Appendix D** attached to this Final EA contains a detailed environmental justice analysis, and includes further information on the direct and indirect effects to communities and EJ populations, cumulative effects, and project benefits.

Table 1. Summary of Right-of-Way Impacts

Name	Address	Community Resource Type	Anticipated Burdens	Anticipated Benefits	Avoidance, Minimization, and Mitigation Measures
Tamarak Plaza, includes 11 business tenants: Los Amigos Liquor Pho Nha Trang Family Halal Store Thanh Long Cristelas KN Income Tax Cong Thanh Gift Shop Kim-Hoan Oriental Jewelry Myhanh's Hair Designs El Rey De Los Ostiones Seafood Market Watermill Express	4141 North 35th Avenue	Business	Full property acquisition and 11 business displacements	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Commercial plaza, includes three tenant businesses: Arizona Wholesale Carpet Panda City Smoke Shop Encinas Meat	3522 Grand Avenue	Business	Full property acquisition and three tenant businesses displaced	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses.
Kings Mini Mart	4150 North 35th Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses.
Commercial plaza, includes nine tenant businesses: Metro by Tmobile Family Nutrition La Plebada Neveria y Antojitos Mi Tienda Hispana AZAD Market Paris Barber Shop Yerberia Tarot y Veladoras Pollo Lukas	4170 North 35th Avenue	Business	Full property acquisition and nine tenant businesses displaced	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses.

Name	Address	Community Resource Type	Anticipated Burdens	Anticipated Benefits	Avoidance, Minimization, and Mitigation Measures
Sierra Auto Auction	4298 North 35 th Drive	Business	Partial property acquisition	<p>Improved traffic operations, reduced congestion and delay</p> <p>Improved safety due to elimination of vehicle/pedestrian-train conflicts and congestion reduction mitigating high crash frequency</p> <p>Improved local mobility due to redesigned roadway network, sidewalks, crosswalk HAWK beacons, a pedestrian ramp up to the new elevated intersection, inclusion of bus stops/pull-outs, and accommodation of existing and future transit services, and shoulders that will accommodate bicycle use</p> <p>Improved air quality due to reduced congestion</p>	<p>Full property acquisition avoided</p> <p>Compensation will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.</p>
Grand Ave Mini Storage	3636 Grand Avenue	Business	Partial property acquisition with potential to displace the business	<p>Improved traffic operations, reduced congestion and delay</p> <p>Improved safety due to elimination of vehicle/pedestrian-train conflicts and congestion reduction mitigating high crash frequency</p> <p>Improved local mobility due to redesigned roadway network, sidewalks, crosswalk HAWK beacons, a pedestrian ramp up to the new elevated intersection, inclusion of bus stops/pull-outs, and accommodation of existing and future transit services, and shoulders that will accommodate bicycle use</p> <p>Improved air quality due to reduced congestion</p>	<p>Full property acquisition avoided</p> <p>Typical section along new Glenrosa connector reduced to the extent possible.</p> <p>Compensation will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.</p>
AZ Low Cost Equipment	4147 North 35 th Drive	Business	Full property acquisition and business displacement	None	<p>Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.</p> <p>Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses.</p>
Weaver Auto Repair	4210 North 35 th Drive	Business	Full property acquisition and business displacement	None	<p>Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.</p> <p>Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses.</p>

Name	Address	Community Resource Type	Anticipated Burdens	Anticipated Benefits	Avoidance, Minimization, and Mitigation Measures
Sun Valley Motors	3521 Grand Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Castle Steel	3828 North 35th Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Grand Ave Swap meet, includes 26-30 tenant businesses	4098 North 35th Avenue	Business	Full property acquisition and 25-30 tenant businesses displaced	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Copperstate Auto Electric	3807 North 35th Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Smart Start	3801 North 35th Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses

Name	Address	Community Resource Type	Anticipated Burdens	Anticipated Benefits	Avoidance, Minimization, and Mitigation Measures
Wholesale Retail	3521 Grand Avenue	Business	Full property acquisition and business displacement	None	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement, support employees at displaced businesses and jobs in the community, and continue public engagement with affected businesses
Advanced Auto Parts	3246 West Indian School Road	Business	Partial acquisition, converting the western portion of the parcel to a public street.	Improved traffic operations, reduced congestion and delay Improved safety due to elimination of vehicle/pedestrian-train conflicts and congestion reduction mitigating high crash frequency Improved local mobility due to redesigned roadway network, sidewalks, crosswalk HAWK beacons, a pedestrian ramp up to the new elevated intersection, inclusion of bus stops/pull-outs, and accommodation of existing and future transit services, and shoulders that will accommodate bicycle use Improved air quality due to reduced congestion	Compensation will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.
Airhaven Industrial District, properties and businesses along 33rd Avenue between Indian School Road and US 60/Grand Avenue	3241-3155 West Indian School Road 3948-3301 North 33rd Avenue	Business	Partial acquisition, most likely affecting landscaped areas along the roadway.	Improved traffic operations, reduced congestion and delay Improved safety due to elimination of vehicle/pedestrian-train conflicts and congestion reduction mitigating high crash frequency Improved local mobility due to redesigned roadway network, sidewalks, crosswalk HAWK beacons, a pedestrian ramp up to the new elevated intersection, inclusion of bus stops/pull-outs, and accommodation of existing and future transit services, and shoulders that will accommodate bicycle use Improved air quality due to reduced congestion	Compensation will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance.
West Monterosa Street Cul-de-Sac in Indian Gardens Neighborhood	3331- 3346 West Monterosa Street	Residential, single-family home	Full property acquisition and displacement of five out of eight homes in the cul-de-sac neighborhood Temporary construction easements to connect driveways of the three remaining homes to the reconstructed local road.	Reduced travel time and delay from the improved traffic operations and congestion Improved traffic operation and congestion relief from extended 33rd Avenue to connect to the reconstructed Monterosa Street.	Compensation and relocation assistance will be provided in accordance with the Uniform Act, ADOT Right-of-Way Procedures Manual, and relevant FHWA guidance. Strategies and commitments in the attached <i>Grand-35 Project Mitigation Plan</i> to offset effects of displacement

Name	Address	Community Resource Type	Anticipated Burdens	Anticipated Benefits	Avoidance, Minimization, and Mitigation Measures
The Franciscan Apartments	4235 North 35th Avenue	Residential, apartment complex	<p>Reconfiguration of access; new driveway to at southern edge of property and reconstructed driveway at northern edge of property.</p> <p>Potential to require a change of address for the property and tenants. ADOT does not have jurisdiction the assignment of street addresses. It has not yet been determined whether the access reconfiguration for the properties west of 35th Avenue will result in a change of address for the properties and tenants; this will be determined during final design in coordination with the City of Phoenix and in accordance with the City's policies and procedures.</p>	<p>Reduced travel time and delay from the improved traffic operations and congestion</p> <p>Improved safety from the elimination of an at-grade railroad crossing approximately 1,000' south of the apartments on 35th Avenue</p>	<p>Avoidance: Right-of-way acquisition and displacement avoided by shifting the alignment of 35th Avenue to the west of the existing roadway, and restoring access via the connection to 33rd Avenue</p> <p>Mitigation explored: ADOT evaluated the option of adding a direct ramp from 35th Avenue to the main entrance of the property. This potential driveway will have a steep vertical grade as 35th Avenue is more than 20 feet in the air and will result in safety and operational concerns. In addition, this will conflict with the cul-de-sac and block access to the apartment complex immediately south of the AZ Franciscan LLC property.</p>
Tamarak Garden Apartments	4201 North 35th Avenue	Residential, apartment complex	<p>Partial acquisition of approximately 900 square feet (0.02 acre) affecting a landscaped area and up to six parking spaces</p> <p>Reconfiguration of access</p> <p>Potential to require a change of address for the property and tenants (see Franciscan Apartments above).</p>	<p>Reduced travel time and delay from the improved traffic operations and congestion</p> <p>Improved safety from the elimination of an at-grade railroad crossing approximately 1,000' south of the apartments on 35th Avenue</p>	<p>Avoidance: Full right-of-way acquisition and displacement avoided by shifting the alignment of 35th Avenue to the west of the existing roadway, and restoring access via the connection to 33rd Avenue</p>

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5.2 Environmental Commitments and Mitigation Measures

ADOT has developed the attached *Grand-35 Project Mitigation Plan* based on input received from affected business owners, property owners, and community members. Many of the issues and concerns identified will be addressed through ADOT's federally compliant policies regarding the determination of just compensation and their comprehensive program of advisory services and relocation assistance benefits. Some additional concerns were identified through public outreach that require consideration of strategies outside the ADOT's typical ROW program, such as impacts to employment or potential mailing address changes resulting from access reconfiguration. These are also addressed in the plan.

ADOT and the contractor will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Uniform Relocation Act Amendments of 1987, the ADOT *Right of Way Procedures Manual*, Title VI of the Civil Rights Act of 1964, the ADOT *Public Involvement Plan*, and the 2010 FHWA *Manual on Uniform Traffic Control Devices for Streets and Highways* (FHWA 2010).

The Uniform Relocation Act seeks to provide fair and equitable treatment for persons whose real property will be acquired by a federally funded project. The act ensures that relocation assistance is provided to those that will be displaced and that decent, safe, and sanitary housing is available within the affected person's financial means. If a property will be acquired as part of the project an appraisal will be performed and the fair-market value of the property will be determined. Additional moving expenses such as title transfers, prepaid property taxes, or other expenses may also be eligible for reimbursement.

In accordance with the ADOT Right-of-Way procedures manual, business owners are provided a relocation counselor to help and advise them through the process, which starts with an interview to identify the displaced person's needs, replacement site requirements, estimate of the time needed to accomplish the move, among other assistance (ADOT 2018). If the expertise of trained personnel with social services provided by other public and private agencies in the community is needed, ADOT assists with securing the services of those agencies. More information on benefit options and information are found in the *Grand-35 Project Mitigation Plan* (Appendix D of the Final Environmental Assessment).

The above relocation procedures are standard for all ADOT projects. However, each project is unique, and circumstances may require additional measures be incorporated. Throughout the duration of the project, ADOT will continue to work with property owners to mitigate impacts associated with relocations and acquisitions in accordance with the attached *Grand-35 Acquisition, Relocation, and Mitigation Plan*.

Arizona Department of Transportation Design Responsibility

- The Arizona Department of Transportation will continue to facilitate opportunities for public engagement in accordance with the *Grand-35 Project Mitigation Plan* (Appendix D of the Final Environmental Assessment).
- The Arizona Department of Transportation in coordination with the contractor will develop and implement a Business Assistance Program during construction that will be support businesses within the project vicinity, provide assistance with messaging and marketing for businesses, and evaluate traffic control measures on a routine basis.
- During final design, the Arizona Department of Transportation will develop traffic control specifications that will outline traffic control measures and construction sequencing in

coordination with the City of Phoenix. Before the traffic control specifications are finalized, the Arizona Department of Transportation will share the details the public and provide an opportunity for input.

- As part of final design and construction phases, the Arizona Department of Transportation will implement and follow the requirements outlined in the *Grand-35 Project Mitigation Plan* (Appendix D of the Final Environmental Assessment).

Arizona Department of Transportation Central District Responsibilities

- During final design, ADOT will develop traffic control specifications that will outline traffic control measures and construction sequencing in coordination with the City of Phoenix. Before the traffic control specifications are finalized, the Arizona Department of Transportation will share the details with the public and provide an opportunity for input.
- The Arizona Department of Transportation will coordinate with the City of Phoenix to keep transit stops open and accessible during construction.

Arizona Department of Transportation Right-of-Way Responsibilities

- As part of final design and construction phases, the Arizona Department of Transportation will implement and follow the requirements outlined in the *Grand-35 Project Mitigation Plan* (Final Environmental Assessment Appendix D).

Contractor Responsibility

- With the exception of temporary, short-term closures (less than three hours), the contractor shall maintain driveway access to all businesses and residences throughout the construction. If a property has multiple driveways, at least one shall remain open at all times.
- The contractor shall provide adequate advance notification of roadway restrictions and closures to the Arizona Department of Transportation resident engineer and Arizona Department of Transportation Communications, to allow adequate time for contractor approval of traffic control plans and notification to the public by Arizona Department of Transportation Communications prior to construction activities. Arizona Department of Transportation Communications notification may include, but is not limited to, email alerts, media alerts, social media, direct mailings and canvassing to area businesses and residents, and newspaper notices.
- The contractor shall be responsible for placing variable message signs to provide advance driver notification of restrictions and closures/detours, and providing construction notices to affected properties in advance of any driveway restrictions/closures, or other construction activities within an easement across their property or that will affect their property access or utility service.
- The contractor shall be responsible for implementing a Construction Advisory Board to evaluate traffic control measures, signage, and advance notifications on a routine basis, in accordance with the requirements outlined in the *Grand-35 Project Mitigation Plan* (Final Environmental Assessment Appendix D).
- The contractor shall follow the traffic control specifications provided by the Arizona Department of Transportation, and shall communicate any changes to the public prior to construction.
- The contractor, in coordination with ADOT, shall work to implement and oversee a Business Assistance Program during construction.

5.3 Conclusion

5.3.1 Social and Economic Considerations

The Selected Alternative will require full or partial ROW acquisitions at 74 properties totaling approximately 23 acres. ROW acquisitions will result in approximately 60 business and 5 residential displacements. ADOT is required to conduct the ROW acquisition and relocation process in accordance with the Uniform Act, which ensures that relocation assistance is provided to those that will be displaced and that decent, safe, sanitary housing is available within the affected person's financial means.

The Selected Alternative represents a change in setting for the remaining homes on Monterosa Street, and further design, property appraisal information, and input from the tenants and/or homeowners is needed to determine if the proximity impacts constitute the need for a full acquisition of these homes. The evaluation will be conducted in close coordination with the tenants and/or homeowners. This coordination will include both homeowners and tenants if the homes are not owner-occupied.

Although property impacts are anticipated from the Selected Alternative, the social and economic impacts are not expected to be significant or adverse. Over 35 percent of the land to be acquired is used as stormwater basin or vacant land (including vacant land owned by the railroad). The approximately 60 business displacements are concentrated in several commercial plazas with multiple tenant businesses. Residential displacement will affect the homes on one cul-de-sac street on the edge of a neighborhood.

The public review of the Draft Environmental Assessment provided an opportunity for the public to review the project, providing ADOT with valuable input regarding the potential impacts and community's concerns. Those concerns were the basis of developing the attached *Grand-35 Project Mitigation Plan* (see **Appendix D** of the Final EA). The strategies outlined in the plan have been developed to minimize and mitigate impacts from the business and residential displacements and could be refined based on continued coordination between ADOT, City of Phoenix, and the affected property owners. ADOT will continue to engage with property owners and community members throughout the final design process as the ROW acquisition process is initiated. ADOT will conduct continued engagement with affected business owners and the community, and is committed to alleviating hardships experienced by affected individuals and property owners. Additional strategies will be considered and explored for impacts during construction, and to employees of displaced businesses.

5.3.2 Environmental Justice

The potential adverse effects to minority and low-income EJ populations are not considered disproportionately high and adverse because measures to avoid, minimize, and mitigate impacts have been incorporated into the project to sufficiently lower the adversity of the impacts. The project team has made numerous efforts to avoid and minimize impacts. While some areas may experience adverse effects, these areas will also greatly benefit from the improved traffic operations, reduced congestion, and improved safety resulting from the project. Project planning integrated EJ considerations into the planning process, and the project has been developed to avoid and minimize potential impacts.

ADOT will conduct its right-of-way acquisition process in accordance with the Uniform Act. All residential displacements will be provided with replacement housing and/or relocation assistance. Relocation benefit packages typically include replacement housing for owners and renters, moving costs, and assistance in locating replacement housing. Business relocation benefits typically include

moving costs, site search expenses and business reestablishment expenses. As with residential displacements, relocation packages are determined on an individual basis based on ownership or tenant status. Eligibility and terms of relocation assistance will be determined during the final design and right-of-way acquisition process.

Measures to mitigate impacts have been identified and incorporated into the project to sufficiently lower the adversity of the impacts. As committed to in the mitigation measures and *Grand-35 Project Mitigation Plan*, ADOT will conduct further targeted outreach to affected residents, business owners, and employees. During targeted outreach to affected businesses, ADOT will connect affected business owners and employees with available resources through the City of Phoenix and other community business support organizations. A more comprehensive list of mitigation measures and strategies can be found in the *Grand-35 Project Mitigation Plan (Appendix D)*.

Through extensive public involvement and numerous outreach efforts that have focused on minority and low-income groups, the project team has worked to ensure the full and fair participation by all potentially affected communities in the study process. ADOT will continue to reach out to minority and low-income populations and respond to their concerns regarding the final design and construction of the project, in accordance with the *Grand-35 Mitigation Plan (Appendix D)*.

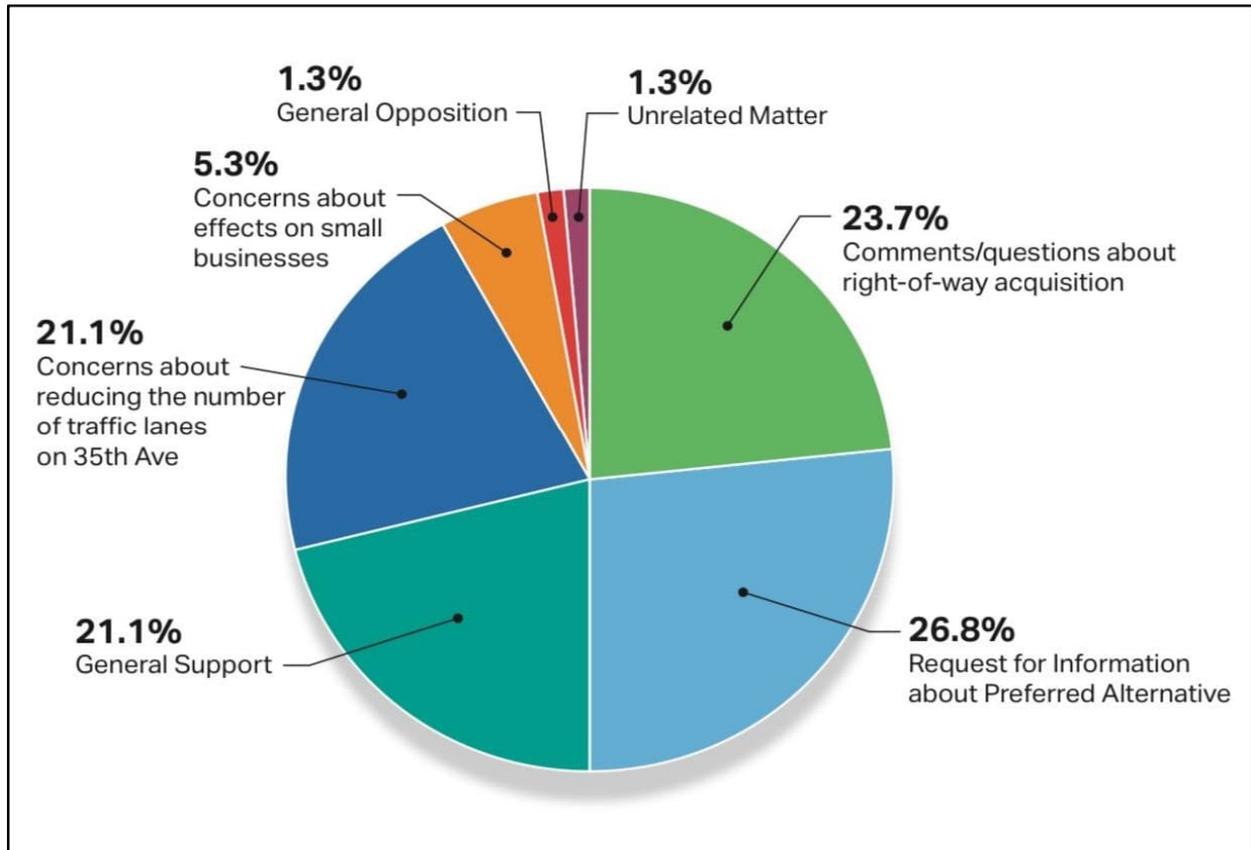
Based on the above analysis, the Selected Alternative will not cause disproportionately high and adverse effects on minority or low-income populations. Therefore, in accordance with the provisions of Executive Order 12898, DOT Order 5610.2(c), and FHWA Order 6640.23A (FHWA 2012), no further EJ analysis is required and EJ considerations have been satisfied.

6. COMMENTS

Public comments received on the Draft EA throughout the public comment period from October 10, 2023, to November 27, 2023, and at the public hearing on October 25, 2023, are included in Appendix A. A total of 76 comments were received through the online survey, comment form, phone calls, email, and verbally at the public hearing. See **Appendix A** for ADOT's response to the comments received and **Appendix B** for more information on the public hearing. Some of the comment themes are listed below, and shown in **Figure 5**. If public comments addressed more than one topic, they were categorized based on the primary topic of concern in the comment.

- **Comments/questions about ROW acquisition to particular properties:** Comments received in regard to ROW acquisition generally pertained to the ADOT ROW acquisition process and questions from property owners about the effects to their property. Some questions also expressed a concern about effects to small businesses within the Project Area.
- **Request for information about the Selected Alternative:** Comments received in regard to a request for information about the Selected Alternative pertained to the design, access, and intersection configuration. Requests for information also included general inquiries, which ranged from questions about the timeline of the Project to Spanish translation requests.
- **Concerns about reducing the number of traffic lanes on 35th Avenue for the future BRT:** Comments received in regard to lane reduction showed a majority of opposition to any reduction of traffic lanes in the Project Area. Commentors expressed concern that a reduction of lanes on 35th Avenue will create more traffic, as well as create a negative impact to the businesses in the surrounding community.
- **Concerns about effects on small businesses:** Comments received in regard to social and economic considerations pertained to concerns about the effects of the Project on small businesses. Concern about the displacement of established businesses and homeowners was a common theme among responses, but commenters also expressed concern about those in the community experiencing homelessness.
- **General Opposition:** Comments received in regard to general opposition towards the project expressed a concern about the funding for the Project.
- **Unrelated Matter:** Comments were received on transportation issues unrelated to this specific project, such as conditions on a different roadway.
- **General Support:** Comments received in regard to general support of the Project showed an overall content with the design, purpose and need, and changes of the Project.

Figure 5. All Public Comments by Category



The public hearing held on October 25, 2023 was attended by a number of residential and business owners associated with the properties affected by the displacements. ADOT staff engaged with property owners at the hearing to listen to concerns and provide information about the acquisition process and relocation benefits. Engagement with property and business owners has continued since the publication of the Draft EA following up on discussions and inquiries initiated at the public hearing and in response to inquiries and requests submitted through formal Draft EA comment channels. ADOT held several one-on-one meetings with business owners, property owners, and residential homeowners and/or occupants; further information on these meetings has been incorporated into the public comment responses contained in **Appendix A** of the Final EA.

In coordination with the City of Phoenix and Valley Metro, ADOT undertook additional outreach to the business owners in the Project Area. During business canvassing, several businesses on the northeast corner of the intersection were identified with a need for Vietnamese translation. ADOT had an email notice about the study and opportunities to provide input translated into Vietnamese, which was distributed to these stakeholders. ADOT’s contracted Vietnamese interpreter followed up individually by phone and email with each business owner to ensure they received the information and to determine if they had any questions or concerns. Stakeholders indicated they believed the improvements were needed but had concerns about project-related impacts to their businesses.

Valley Metro and the City of Phoenix hosted two in-person public meetings on February 3 and 8, 2024, and a virtual meeting on Thursday, February 15, 2024. The meeting held on February 3, 2024, was held at Burton Barr Central Library. The meeting held on February 8, 2024, was held at Desert

West Community Center. Grand-35 project information was available and presented at all three meetings, and included a slideshow presentation, hard-copy Grand-35 project fact sheets (in English, Spanish, and Vietnamese), and informational posters. ADOT representatives participated in the February 4 in-person meeting and February 15 virtual meeting, and were available to engage with the constituents in attendance. While ADOT staff were available for questions during the virtual question and answer session, there were no questions specific to the Grand-35 project.

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