

# **North/South Corridor Study**

## **Alternative Selection Report**

### **Public Meeting Summary Report**

**July 2015**

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In cooperation with  
U.S. Department of Transportation  
Federal Highway Administration

Federal-aid No. STP 999-A(365)X ADOT Project No. 999 PN 000 H7454 01L

Abstract: This document summarizes the public outreach meetings conducted by the Arizona Department of Transportation at the completion of the North South Corridor Study Alternatives Selection Report in the fall of 2014. Included in this summary report are the public comments that were received in response to this outreach.

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## Introduction

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are studying the area between U.S. Route 60 (US 60) in Apache Junction and Interstate 10 (I-10) near Eloy. The purpose of the study is to identify and evaluate a possible route to provide a connection between these two areas.

The study is currently in the alternative selection phase, which means the study team will be looking at a range of possible route alternatives, including the effects of taking no action on any improvements (also known as a no-build option).

The study team started with a 900 square-mile study area, which was refined to the 300 square-mile corridor opportunity area that was presented at the fall 2010 public and agency scoping meetings. After receiving input from the public and various agencies, the team has reduced it even further.

To help the study team evaluate the possible route alternatives, the corridor has been divided into multiple corridor segments, which allows the team to understand the unique opportunities and challenges within each segment to determine whether the selected route alternative could be placed there. The study team is collecting and studying technical information for each segment, including existing and future developments, drainage, soil structure, utilities, travel demand, population growth and the economic development of each community. In addition to the technical information and input from local agencies and communities about their preferences, the team is using the study purpose and need statement as a guide to develop potential route alternatives.

This document summarizes the agency and public outreach and input received on possible route alternatives for the North–South Corridor Study during the fall 2014 Alternatives Selection Report (ARS) public information meetings.

### 1.0 Overview of Public Involvement Plan

For this study, a *Public Outreach Plan* was developed to describe in detail how ADOT, FHWA and the study team would inform, involve, and obtain meaningful input from the public, elected officials, media, and agencies regarding the North/ South Corridor Study, while in compliance with the requirements of the National Environmental Policy Act (NEPA) and other related legislation, policy and guidance (this document is available on the project web page, see <http://azdot.gov/projects/south-central/north-south-corridor-study>). The goals of the public outreach program associated with the North/ South Corridor Study included:

- Identify potential study stakeholders such as local officials and community members impacted by the study
- Develop partnering activities that assist with gathering information from stakeholders
- Foster a positive relationship with stakeholders and keep them informed of the study progress
- Adequately evaluate potential levels of controversy to address specific concerns and develop context sensitive plans
- Work together to develop a transportation solution that has broad public support

## **2.0 Alternatives Selection Report Public Information Meetings**

ADOT and FHWA held the following Alternatives Selection Report Public Information Meetings in the evening from 6-8 p.m.:

- Monday, Nov. 17, 2014 at Walker Butte Elementary School, 29697 N Desert Willow Boulevard, Queen Creek, AZ
- Tuesday, Nov. 18, 2014 at Santa Cruz High School, 900 N Main Street, Eloy, AZ
- Wednesday, Nov. 19, 2014 at Apache Junction High School, 2525 S Ironwood Drive, Apache Junction, AZ
- Thursday, Nov. 20 at Coolidge-Florence Elks Lodge, 2241 N. Attaway Road, Coolidge, AZ.

The purpose of the Alternatives Selection Report Public Information Meetings was to provide information about the recently completed Alternative Selection Report as part of the Environmental Impact Statement (EIS) for the North/ South Corridor Study. The ASR has identified the reasonable route alternatives to be carried forward for detailed assessment. The public was invited to attend the meetings and learn more about the study and to give comments.

The Alternatives Selection Report Public Information Meetings began with registration at the door, where attendees were asked to sign in and were provided with a handout. The sign-in sheets were created solely for the purpose of updating the mailing list. An open house then began, where attendees were encouraged to walk around the various stations, view the displays, and ask questions of the study team. A formal presentation was provided by the lead agency, and after the presentation, attendees were given the opportunity to revisit the stations. The public meeting handout can be found in Appendix A.

The ADOT project team met with the following tribal groups and provided an overview of the Alternatives Section Report:

- Monday, Jan. 5, 2015 with Gila River Indian Community District One (six District Council members and 14 attendees in the audience)
- Tuesday, Jan. 6, 2015 with Gila River Indian Community District Three (three Council members and eight attendees in the audience)
- Monday, Feb. 2, 2015 with Gila River Indian Community District Two
- Friday, Feb. 6, 2015 with Tohono O'odham Nation Agriculture and Natural Resources Committee

No written comments were received at these meetings.

## **2.1 News Release**

ADOT issued a news release on November 6, 2014 providing public information meeting details and the methods to provide comments. The copy of the news release is included in Appendix B. The news release was distributed to more than 4,000 news organizations, professional journalists and others subscribed to ADOT's distribution list.

## **2.2 Newspaper Display Notices**

Print advertising was used extensively to provide information about the public information meetings as required by NEPA. Newspaper advertisements (Appendix C) providing the date and location of the Alternatives Selection Report Public Information Meetings were published in the following newspapers:

- Gila River Indian News (Nov. 7, 2014)
- Casa Grande Dispatch (Nov. 4, 2014)
- Coolidge Examiner (Nov. 5, 2014)
- Florence Reminder and Blade- Tribune (Nov. 6, 2014)
- Eloy Enterprise (Nov. 6, 2014)

## **3.0 Open House**

During the Open House portion of the public information meetings, study information, maps, resources, and staff were set up in an open house style. Copies of the Alternatives Selection Report were available for review, staff was available to answer questions and comment forms were provided at tables for written comments.

In addition to information boards that provided general information (welcome, speaker registration, etc.) the following subject areas were displayed in the Open House area which can be found in Appendix D:

- Project Need and Purpose
- Alternative Evaluation Process
- Study Schedule
- Study Area

Representatives from the ADOT Right-of-Way Group and ADOT Environmental Planning Group were also present at the meetings to help answer questions specific to these areas.

## **3.1 Presentation**

Participants heard a formal presentation at 6:30 p.m. presented by the project team (Appendix E).

## **3.2 Website**

The study website was updated and the web address was published on all informational materials. Alternatives Selection Report Public Information Meetings and study details were provided on the website: [azdot.gov/NorthSouthCorridorStudy](http://azdot.gov/NorthSouthCorridorStudy).

## **4.0 Public Comments**

All comments received were reviewed for the specific issues or recommendations raised by the commenter. During the comment period, comments could be submitted in a variety of ways - mail,

telephone and e-mail. A total of 114 comments were received during the official comment period ending January 9, 2015.

#### **4.1 Written Comments**

Written comments via a comment form (Appendix F) consisted of individual comments received via U.S. mail or in person at the public information meetings. Comment forms were available at the public information meetings. Participants could complete the comment forms at the event and place them in a comment box. Participants also had the option of taking the form home and returning it by mail or fax at a later date.

#### **4.2 Web Comments**

An online comment form was developed for the public to utilize on the study website ([azdot.gov/NorthSouthCorridorStudy](http://azdot.gov/NorthSouthCorridorStudy)). This form was linked from both the study website homepage and the meeting page of the website. (64 comments)

#### **4.3 Email Comments**

The email account ([projects@azdot.gov](mailto:projects@azdot.gov)) was utilized for electronic comments. (41 comments)

#### **4.4 Telephone Comments**

Participants could also submit comments through the study telephone line (855.712.8530) (No comments).

### **5.0 Results**

Over 120 comments were received in response to the outreach efforts. Responses ranged from support for the project, to requests for more information and naming suggestions for the proposed facility.

To summarize the comments, responses were grouped into general categories (ex. "Objections to proposed alternative and/or alternative segment"). Categories were not mutually exclusive and commenters may fit into multiple categories (e.g., noting objections to a proposed alternative and/or alternative segment, while also specifying a route preference). Approximately one-third of respondents (37 percent) offered general support for roadway infrastructure improvements to improve transportation for the region. A similar number expressed their interest in a specific route alternative or alternatives (34 percent), while a smaller number of respondents voiced opposition to one or another alternative (26 percent). Nearly a quarter (23 percent) of responses voiced support for the Town of Florence Resolution, which identifies the Town's preference for an alternative. Approximately 15 percent of respondents asked for more information. Nearly five percent expressed opposition to the project in general. All of the comments and the study team's responses may be found in Appendix G.

## 5.1 Quantified Summary of Participation

For each outreach technique, the number of participants was tracked using sign-in-sheets, visual counts, tallies, and computer reports. The table below shows the number of participants in the 30-day comment period, organized by participation method. It should be noted that the cumulative total does not represent “unique” participants; a single person could be counted in multiple categories, for example, some individuals attended the public hearing, provided public testimony and written comments.

Outreach Participants	
Participation method	Participation Numbers
ADOT Email	41
Web Comments	64
Telephone Comments	0
Written Comments	11
Public Meeting Attendance	361
Total Participation	475

## 6.0 Title VI – Civil Rights

Title VI of the Civil Rights Act of 1964 and related statutes assure that all individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, color, national origin, sex, age and disability. Executive Order 12898 on Environmental Justice directs that programs, policies, and activities not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations. Outreach efforts were designed and implemented to ensure that these protected populations were provided the opportunity to participate in the public review of the RSA.

ADOT’s goal is to prevent discrimination through the impact of its programs, policies and activities. In accordance with ADOT’s Title VI Policy, the following tasks were undertaken at the public information meetings:

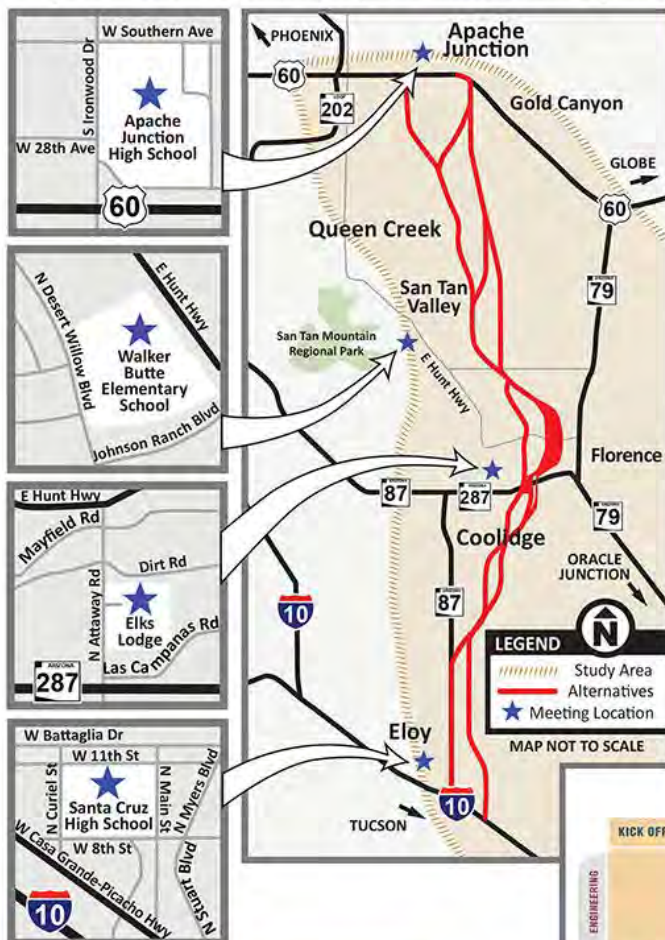
- Title VI brochures were available (in both English and Spanish) to attendees.
- A Title VI Public Notice was displayed.
- Statistical data of meeting attendees was collected via a voluntary Title VI Self Identification Survey card.
- Offered Americans with Disability Act accommodations at the public information meetings.



## Appendix A: Public Meeting Handout

# You're Invited! North-South Corridor Study

The Arizona Department of Transportation, in partnership with the Federal Highway Administration (FHWA), is conducting the North-South Corridor Study. Once completed, the study will identify an alignment for the proposed 45-mile transportation corridor in Pinal County that links U.S. 60 near Apache Junction, south to Interstate 10 near Eloy.



## UPCOMING MEETINGS

Come and provide your input on the proposed corridors that were identified in the Alternatives Selection Report (shown in graphic).

All meetings will be held from 6 – 8 p.m. with a formal presentation by ADOT at 6:30 p.m.

- ▶ **Monday, Nov. 17**  
Walker Butte Elementary,  
29697 N. Desert Willow Blvd., Queen Creek
- ▶ **Tuesday, Nov. 18**  
Santa Cruz High School,  
900 N. Main St., Eloy
- ▶ **Wednesday, Nov. 19**  
Apache Junction High School,  
2525 S. Ironwood Drive, Apache Junction
- ▶ **Thursday, Nov. 20**  
Coolidge-Florence Elks Lodge,  
2241 N. Attaway Road, Coolidge

## WHAT'S NEXT?

In accordance with the National Environmental Policy Act (NEPA) an Environmental Impact Statement (EIS) will be completed to evaluate potential environmental impacts, such as: cultural and biological resources, socioeconomic and geological conditions, land ownership, air quality, noise impacts and water resources. In coordination with the EIS a preliminary engineering design (Design Concept Report) will also be completed.

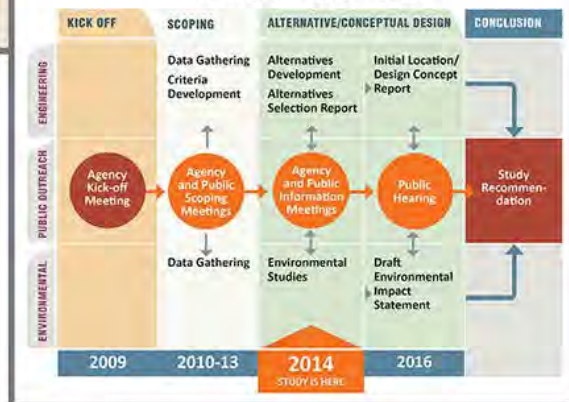
## YOUR INPUT IS IMPORTANT

Please submit your written feedback at one of the public meetings, or by one of the following methods:

- ✓ **Online:** [azdot.gov/NorthSouthCorridorStudy](http://azdot.gov/NorthSouthCorridorStudy)
- ✓ **Email:** [projects@azdot.gov](mailto:projects@azdot.gov)
- ✓ **Phone:** 855.712.8530
- ✓ **Mail:** c/o North South Corridor Study,  
1655 W Jackson, #126F, Phoenix, AZ 85007

Submit comments by Jan. 9, 2015, in order to be included in the project record.

## STUDY PROCESS



999 PN 000 H7454 01L, and federal number: 999-A(365)X

14-471



FOR MORE INFORMATION:

855.712.8530

[azdot.gov/NorthSouthCorridorStudy](http://azdot.gov/NorthSouthCorridorStudy)

## Appendix B: News Release

ADOT News Release

### ADOT to hold meetings for North-South Corridor Study in Pinal County

November 06, 2014

For additional information:

**ADOT Media  
Relations**  
[news@azdot.gov](mailto:news@azdot.gov)  
**800.949.8057**

PHOENIX — The Arizona Department of Transportation, in a partnership with the Federal Highway Administration, is hosting a series of public meetings in Pinal County on the North-South Corridor Study, which is a proposed 45-mile transportation corridor that would link US 60 near Apache Junction, south to Interstate 10 near Eloy.

The meetings will provide information about the recently completed Alternatives Selection Report, as part of the Environmental Impact Statement/Design Concept Report for the **North-South Corridor Study**.

The Alternatives Section Report evaluated all the potential locations for the proposed highway and narrowed it down to possible corridors. Once completed, the North-South Corridor Study will identify a preferred alignment for the proposed transportation corridor in Pinal County.

The public is invited to attend the meetings and learn more about the study, possible routes and to provide comments.

**All meetings will be held from 6 – 8 p.m. with a formal presentation at 6:30 p.m. followed by an open house.**

- **Monday, Nov. 17** – Walker Butte Elementary School, 29697 N. Desert Willow Blvd., Queen Creek
- **Tuesday, Nov. 18** – Santa Cruz High School, 900 N. Main St., Eloy
- **Wednesday, Nov. 19** – Apache Junction High School, 2525 S. Ironwood Drive, Apache Junction
- **Thursday, Nov. 20** – Coolidge-Florence Elks Lodge, 2241 N. Attaway Road, Coolidge

In order for potential projects to move forward, they would need to be added to ADOT's Five-Year Transportation Facilities Construction Program. This Five-Year Program serves as a blueprint for future projects and designates how much local, state and federal funding is allocated for those projects. A potential project goes through several levels of review to become part of the Tentative Five-Year Program before the program is presented to the State Transportation Board for consideration and formal approval.

For more information, please visit [azdot.gov/northsouthcorridorstudy](http://azdot.gov/northsouthcorridorstudy).



# Please Join Us for Public Meetings

The Arizona Department of Transportation and Federal Highway Administration will hold public information meetings to provide information about the recently completed Alternatives Selection Report (ASR) as part of the Environmental Impact Statement (EIS)/Design Concept Report for the **North-South Corridor Study**. The ASR has identified the reasonable route alternatives to be carried forward for detailed assessment. The public is invited to attend the meetings and learn more about the study and to give your comments.

All meetings will be held from 6-8 p.m. with a formal presentation at 6:30 p.m. followed by an open house.

**Monday, Nov. 17**

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Apache Junction

**Thursday, Nov. 20**

Coolidge-Florence Elks Lodge,  
2241 N. Attaway Road, Coolidge



Persons that require a reasonable accommodation based on language or a disability should contact ADOT at [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

999 PN 000 H7454 01L, and federal number: 999-A(365)X 14-469

**ADOT**



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

FOR MORE INFORMATION:  
email [projects@azdot.gov](mailto:projects@azdot.gov) or call 855.712.8530  
[azdot.gov/NorthSouthCorridorStudy](http://azdot.gov/NorthSouthCorridorStudy)

Appendix D: Display Boards

# North-South Corridor Study

# WELCOME





## Public Meeting



November 17–20, 2014

Federal-aid No. STP 999-A(365)X  
ADOT Project No. 999 PN 000 H7454 01L

# North-South Corridor Study

## What is the project?

ADOT is working with affected stakeholder agencies and the public to evaluate reasonable and feasible route alternatives for a proposed 45-mile, north-south transportation corridor in Pinal County and to prepare environmental documents and preliminary design plans for a phased implementation of the project.



## What is the purpose?



There is a demonstrated need for greater north-south roadway connectivity through central Pinal County.

### Population Growth Projections

**1.1 M** Pinal County by 2050



**9.4 M** Maricopa, Pima, and Pinal Counties by 2050

**11.2 M** Arizona by 2050

### The project would:

- Provide a continuous north-south route through central Pinal County
- Relieve traffic on I-10
- Improve access to future activity centers
- Create a more direct connection to the eastern portion of the Phoenix metropolitan area
- Relieve congestion anticipated from projected growth



Federal-aid No. STP 999-A(365)X  
ADOT Project No. 999 PN 000 H7454 01L



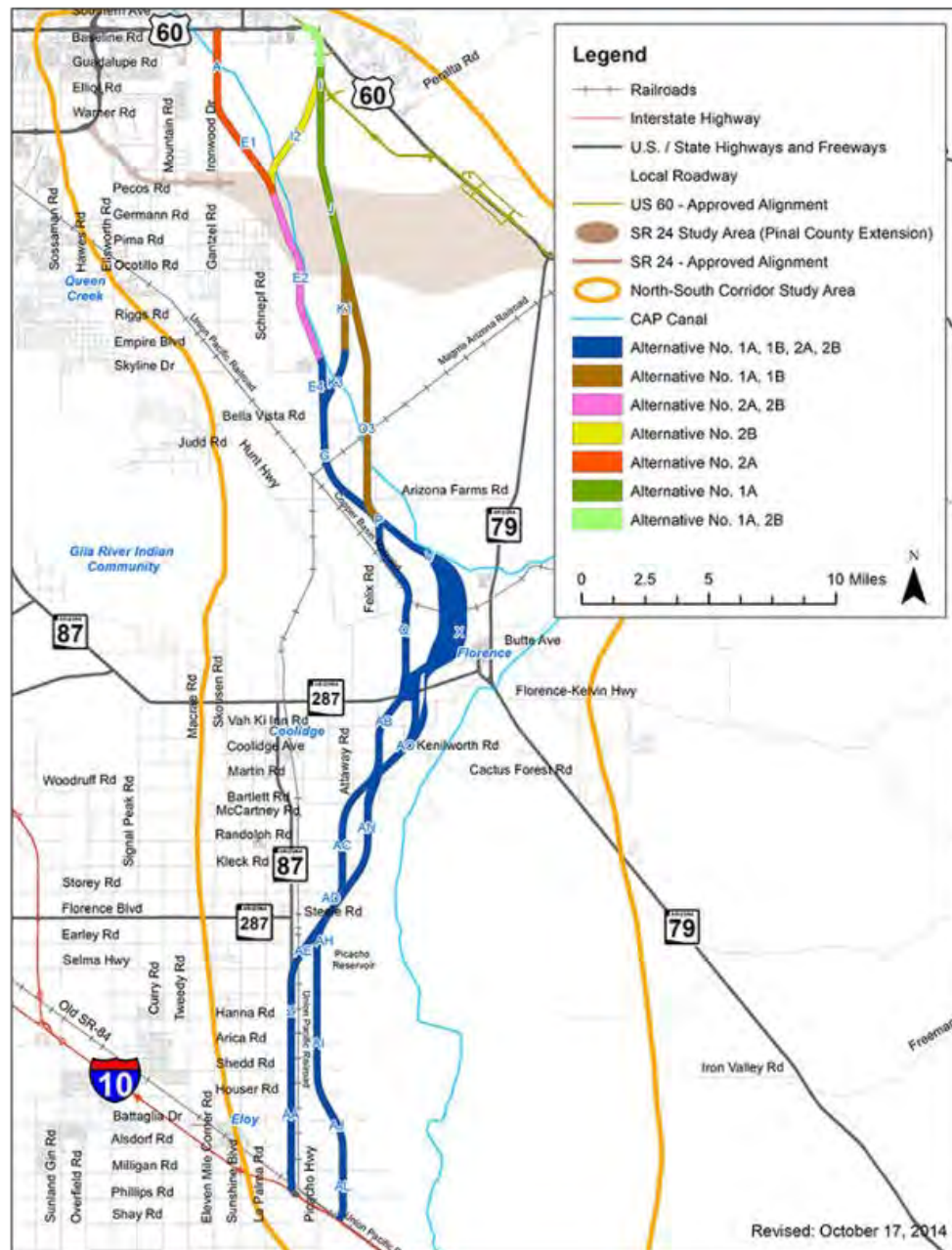
# North-South Corridor Study

## How were the alternatives selected?



# North-South Corridor Study

## Route alternatives recommended for study in the EIS



# North-South Corridor Study

## Study Documents



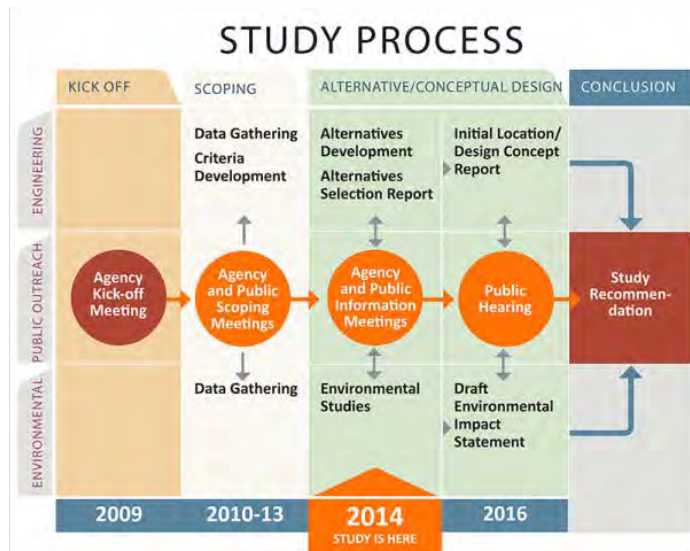
Study is here



Federal-aid No. STP 999-A(365)X  
ADOT Project No. 999 PN 000 H7454 01L



# North-South Corridor Study



## Next Steps

Following a recommendation, a record of decision (ROD) would be issued by the FHWA (only after project meets fiscal constraints). If the ROD selects the Build Alternative, design would commence, followed by authorization for property acquisition and construction.



## How to comment

**YOUR INPUT IS IMPORTANT**

**Online:**

[azdot.gov/northsouthcorridorstudy](http://azdot.gov/northsouthcorridorstudy)

**Email:**

[projects@azdot.gov](mailto:projects@azdot.gov)

**Phone:**

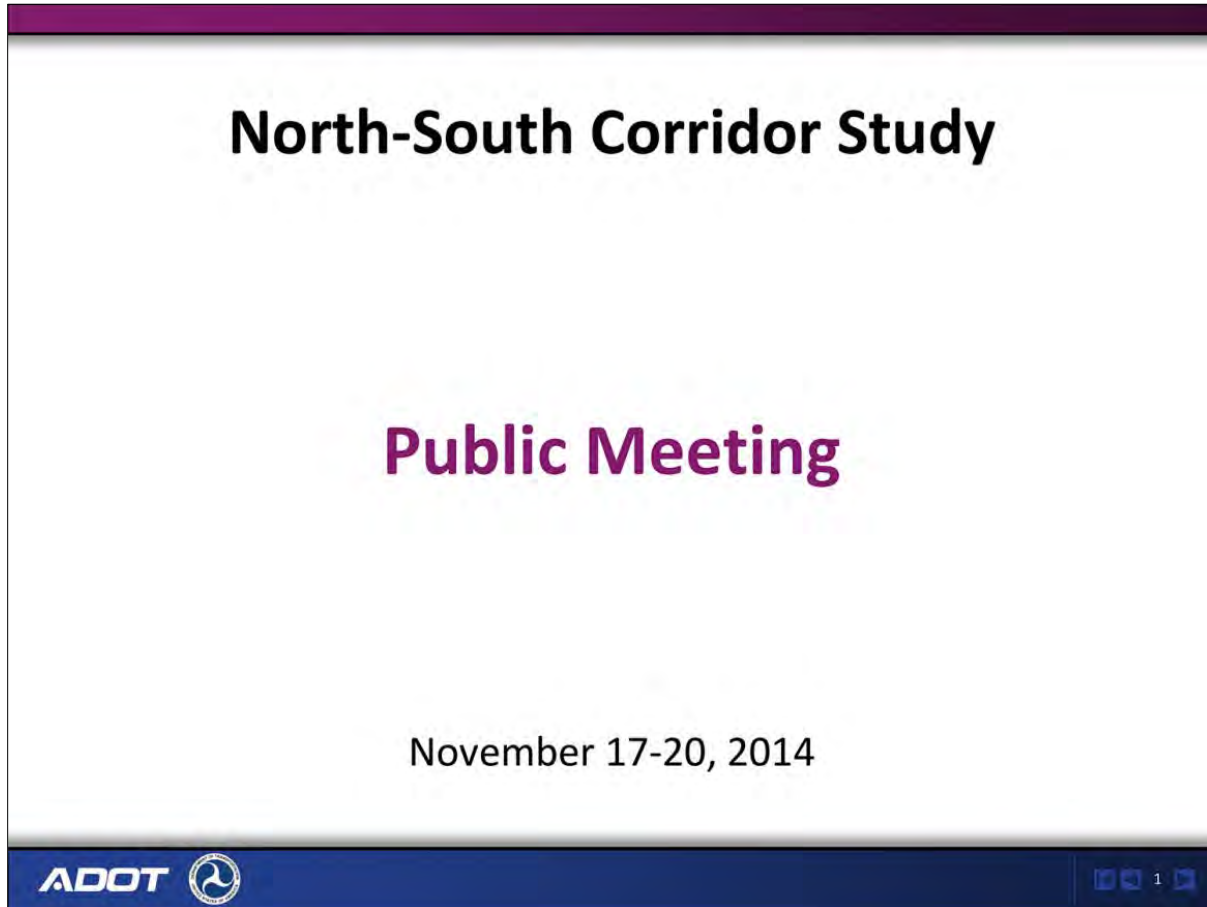
855.712.8530

**Mail:**

c/o North South Corridor Study  
1655 W Jackson, #126F  
Phoenix, AZ 85007



Federal-aid No. STP 999-A(365)X  
ADOT Project No. 999 PN 000 H7454 01L




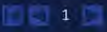
A presentation slide with a white background and a dark purple header bar at the top. The title "North-South Corridor Study" is in black, and "Public Meeting" is in purple. The date "November 17-20, 2014" is in black. The bottom has a dark blue footer bar with the ADOT logo and a small navigation icon.

# North-South Corridor Study

## Public Meeting

November 17-20, 2014

**ADOT** 

 1

# Agenda

- ▶ Introductions
- ▶ Study Purpose and Area
- ▶ Study Process
- ▶ Route Alternatives
- ▶ Evaluation Criteria
- ▶ Recommended Corridors
- ▶ Next Steps
- ▶ How to comment

## Title VI Overview

- ▶ Title VI is a federal law that prohibits discrimination on the basis of race, color, or national origin in Federally assisted programs & activities.
- ▶ The law specifically states: “No person in the United States shall on the ground of race, color, or national origin be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance.” (42 USC 200d)
- ▶ ADOT’s Title VI Policy: Assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any ADOT sponsored program or activity.

## Project Team

- ▶ Lead Agencies
  - Arizona Department of Transportation (ADOT)
  - Federal Highway Administration (FHWA)
- ▶ Cooperating Agencies
  - Federal agencies with permitting or land transfer authority or special expertise in project-related environmental impact
- ▶ Participating Agencies
  - Federal, state, tribal, regional, and local governmental agencies with an interest in the project
- ▶ Consultant Team
  - HDR, AECOM, Kimley-Horn



## Study Area and Purpose

The project purpose is to:

- ▶ Provide a continuous north-south route through central Pinal County
- ▶ Relieve traffic on I-10
- ▶ Improve access to future activity centers
- ▶ Create a more direct connection to the eastern portion of the Phoenix metropolitan area
- ▶ Relieve congestion anticipated from projected growth



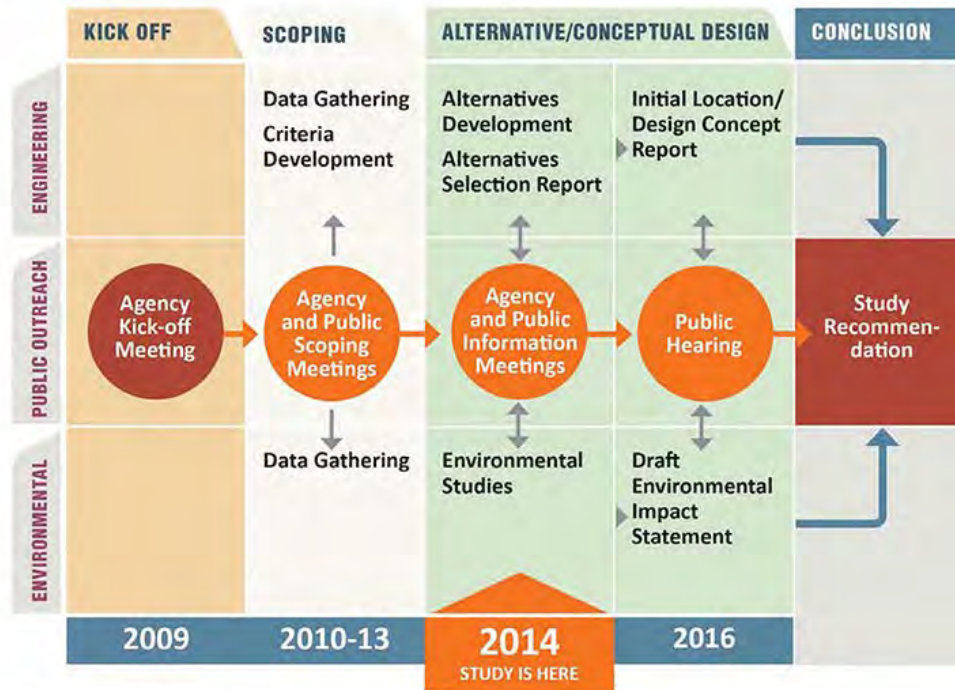
North-South Corridor Study Area

# Study Process

## Study Components

- ▶ Purpose and Need Statement
  - Identifies the problems or issues the project should remedy, and is the basis for development of alternatives
- ▶ Alternatives Selection Report (ASR)
  - Identifies a range of alternatives for further analysis
- ▶ Environmental Impact Statement (EIS)
  - Details the process by which the project was developed, including considering a range of reasonable alternatives and analyzes the potential impacts
- ▶ Location / Design Concept Report (L/DCR)
  - Provides the preliminary design of the project

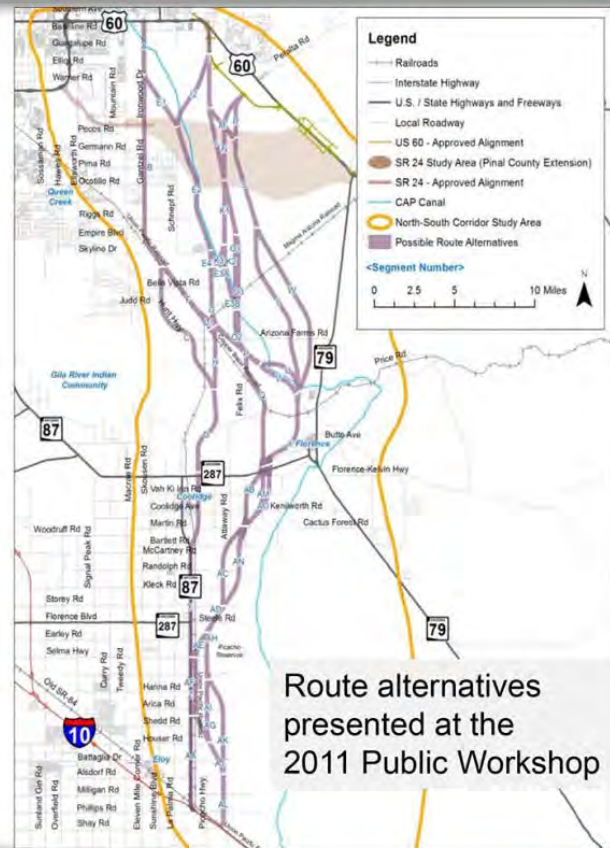
# Study Process





# Route Alternatives

- ▶ Previous studies
- ▶ Technical analysis
  - Community
  - Built environment
  - Natural environment
- ▶ Stakeholder input
  - Local jurisdictions
  - Regional, state, and federal agencies
- ▶ Public input



## Evaluation Criteria

- ▶ Impact ratings
- ▶ Stakeholder ratings
- ▶ Public ratings



# Evaluation Criteria

## ► Impact Ratings Criteria

- Water resources
- Utility conflicts
- Existing and planned development
- Existing right-of-way
- Threatened and endangered species
- Cultural sites/resources
- Impact of geotechnical features

	Agency rating	Public rating	Impacts rating															
			Local	Regional, state, federal	Public input	Subsurface features	Subsidence	Structures affected	Wildlife corridors	Conservation Priority Areas	Threatened and endangered species	Public parks and trails	Noise	Cultural sites/resources	Existing development	Planned development	Natural drainage features (wetlands/riparian)	Human-made drainage features (canals, flood retaining structures)
Segment																		
P	3	3	2	3	2	5	5	2	3	3	4	5	5	5	3	5	5	5
L2	3	3	2	3	1	4	5	3	1	5	5	5	5	5	5	5	5	5
AD	4	2	4	2	2	5	5	2	3	1	5	5	5	5	5	5	5	3
I	3	2	3	3	2	5	5	2	1	5	5	5	5	5	5	1	5	5
AI	3	3	2	3	2	5	5	3	1	1	5	5	5	5	5	5	3	5
AJ	3	3	2	3	2	4	5	2	2	5	5	5	5	5	5	5	2	5
M	2	3	2	3	2	5	5	2	3	5	5	5	5	5	5	1	5	5
Z	2	4	3	2	2	4	5	2	3	5	1	3	4	5	5	5	5	5
AL	4	3	3	3	1	5	5	3	1	5	5	3	3	5	5	5	3	5
O2	3	2	3	3	1	5	3	2	1	5	5	5	5	5	2	5	5	5
V	3	2	2	3	2	5	1	3	3	5	5	5	5	5	5	5	5	5
AK	4	3	3	1	2	5	5	1	1	1	5	5	5	5	5	5	3	5
E1	4	3	2	3	2	4	3	2	5	1	5	5	4	5	5	1	5	5
N	2	2	1	3	2	5	5	2	1	5	5	5	5	5	5	1	5	5
R	2	2	1	3	2	5	5	2	1	5	5	5	5	5	5	1	5	5
AH	4	2	3	3	2	4	5	2	1	2	1	5	1	5	5	5	1	5
E4	4	3	2	3	1	4	1	2	1	5	3	5	1	5	5	5	2	5

1. Step 1 Ratings Legend  
 1 = Retain - 15% highest-rated segments  
 2 = Retain (by association)  
 3 = Eliminate (by association)  
 99 = Eliminate - 15% lowest-rated segments

Excerpt from Evaluation Rating Matrix

# Evaluation Criteria

## ► Impact Ratings Criteria (continued)

- Existing open space
- Proposed open space
- Public parks and trails
- Structures affected
- Noise
- Conservation priority areas
- Wildlife corridors

Segment	Agency rating		Public rating		Impacts rating												
	Local	Regional, state, federal	Public input	Subsurface fissures	Subsidence	Structures affected	Wildlife corridors	Conservation Priority Areas	Threatened and endangered species	Public parks and trails	Noise	Cultural sites/resources	Existing development	Planned development	Natural drainage features (wetlands/riparian)	Human-made drainage features (canals, flood retaining structures)	Existing open space
P	3	3	2	3	2	5	5	2	3	5	4	5	5	3	5	5	5
L2	3	3	2	3	1	4	5	3	1	5	5	5	5	5	5	5	5
AD	4	2	4	2	2	5	5	2	1	1	5	5	5	5	5	5	5
J	3	2	3	3	2	5	5	2	1	5	5	5	5	5	5	5	5
AI	3	3	2	3	2	5	5	1	1	1	5	5	5	5	5	3	5
AI	3	3	2	3	2	4	5	2	1	5	5	5	5	5	5	2	5
M	2	3	2	3	2	5	5	2	1	5	5	5	5	5	1	5	5
Z	2	4	3	2	2	4	5	2	1	5	1	3	4	5	5	5	5
AI	4	3	3	3	1	5	5	1	1	5	5	3	3	5	5	3	5
O2	3	2	3	3	1	5	3	2	1	5	5	5	5	3	5	5	5
V	3	2	2	3	2	5	3	3	5	5	5	5	5	5	5	5	5
AK	4	3	3	1	2	5	5	1	1	3	5	5	5	5	5	3	5
E1	4	3	2	3	2	4	3	2	5	1	5	5	4	5	1	5	5
N	2	2	1	3	2	5	5	2	1	5	5	5	5	5	1	5	5
R	2	2	1	3	2	5	5	2	1	5	5	5	5	5	1	5	5
AH	4	2	3	3	2	4	5	2	1	1	5	1	5	5	5	1	5
E4	4	3	2	3	1	4	1	2	1	5	3	5	3	5	5	2	5

Step 1 Ratings Legend  
 1 = Remain - 15% highest-rated segments  
 2 = Remain (by association)  
 RE = Eliminate (by association)  
 99 = Eliminate - 15% lowest-rated segments

Excerpt from Evaluation Rating Matrix



## Evaluation Criteria

- ▶ Local stakeholder agency ratings
  - Apache Junction
  - Coolidge
  - Eloy
  - Florence
  - Queen Creek
  - Pinal County



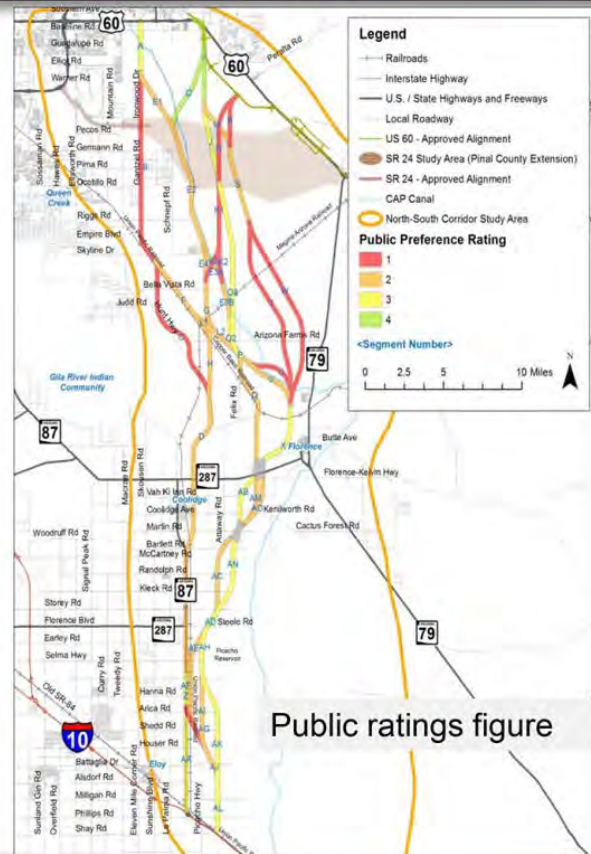
## Evaluation Criteria

- Regional, state, and federal agency ratings



# Evaluation Criteria

- ▶ Public Ratings
  - December 2011 Workshops



Public ratings figure

## Recommended Corridors

- ▶ Continuous Route Alternatives to be further evaluated (in addition to a No-Build Option) in the EIS/DCR Phase of the North-South Corridor Study





## Next Steps

- ▶ ASR Public meetings (November 17-20, 2014)
- ▶ Continue coordination with the ongoing ADOT *Passenger Rail Study: Tucson To Phoenix*
- ▶ Continue coordination with the ongoing ADOT *Traffic and Revenue Feasibility Study*
- ▶ Prepare Draft Environmental Impact Statement (DEIS) and Location/Design Concept Report
- ▶ Public hearing on the DEIS (anticipated late 2016)

## How to comment

- ▶ Tonight: Fill out a comment form
- ▶ Online: [azdot.gov/northsouthcorridorstudy](http://azdot.gov/northsouthcorridorstudy)
- ▶ Email: [projects@azdot.gov](mailto:projects@azdot.gov)
- ▶ Phone: 855.712.8530
- ▶ Mail:  
c/o North South Corridor Study  
1655 W Jackson, #126F  
Phoenix, AZ 85007

## **Thank You!**

- The open house will continue until 8 p.m.
- Study team members will remain to answer questions and gather comments.

## Appendix F: Comment Form

# North-South Corridor Study

**Provide comments on the proposed 45-mile transportation corridor in Pinal County that links U.S. 60 near Apache Junction, south to Interstate 10 near Eloy.**

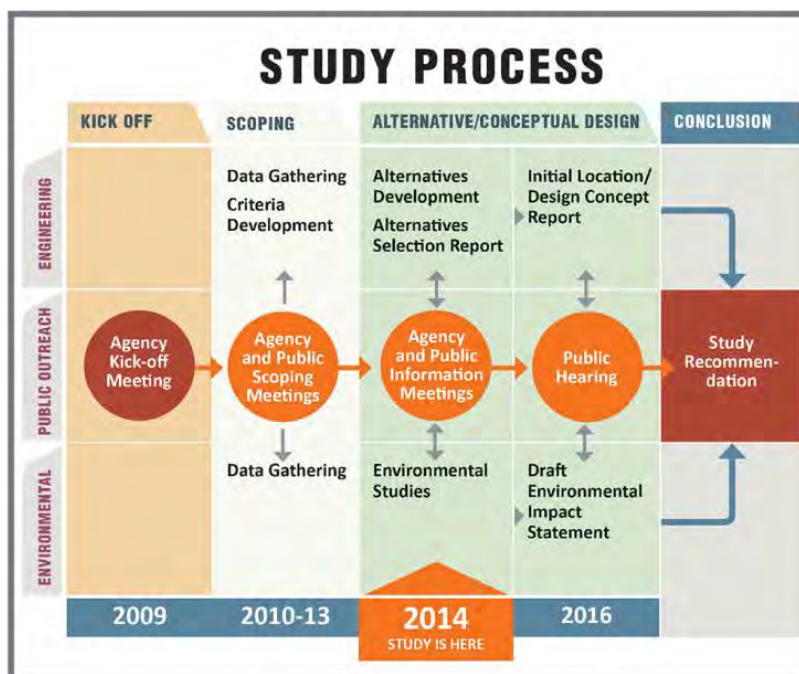
The Arizona Department of Transportation, in partnership with the Federal Highway Administration (FHWA), is conducting the North-South Corridor Study. Once completed, the study will identify an alignment for the proposed 45-mile transportation corridor in Pinal County that links U.S. 60 near Apache Junction, south to Interstate 10 near Eloy.

### UPCOMING MEETINGS

Come and provide your input on the proposed corridors that were identified in the Alternatives Selection Report (shown in graphic).

All meetings will be held from 6–8 p.m. with a formal presentation by ADOT at 6:30 p.m.

- ▶ **Monday, Nov. 17**  
Walker Butte Elementary,  
29697 N. Desert Willow Blvd.,  
Queen Creek
- ▶ **Tuesday, Nov. 18**  
Santa Cruz High School,  
900 N. Main St., Eloy
- ▶ **Wednesday, Nov. 19**  
Apache Junction High School,  
2525 S. Ironwood Drive,  
Apache Junction
- ▶ **Thursday, Nov. 20**  
Coolidge-Florence Elks Lodge,  
2241 N. Attaway Road,  
Coolidge



### WHAT'S NEXT

In accordance with the National Environmental Policy Act (NEPA) an Environmental Impact Statement (EIS) will be completed to evaluate potential environmental impacts, such as: cultural and biological resources, socioeconomic and geological conditions, land ownership, air quality, noise impacts and water resources. In coordination with the EIS a preliminary engineering design (Design Concept Report) will also be completed.

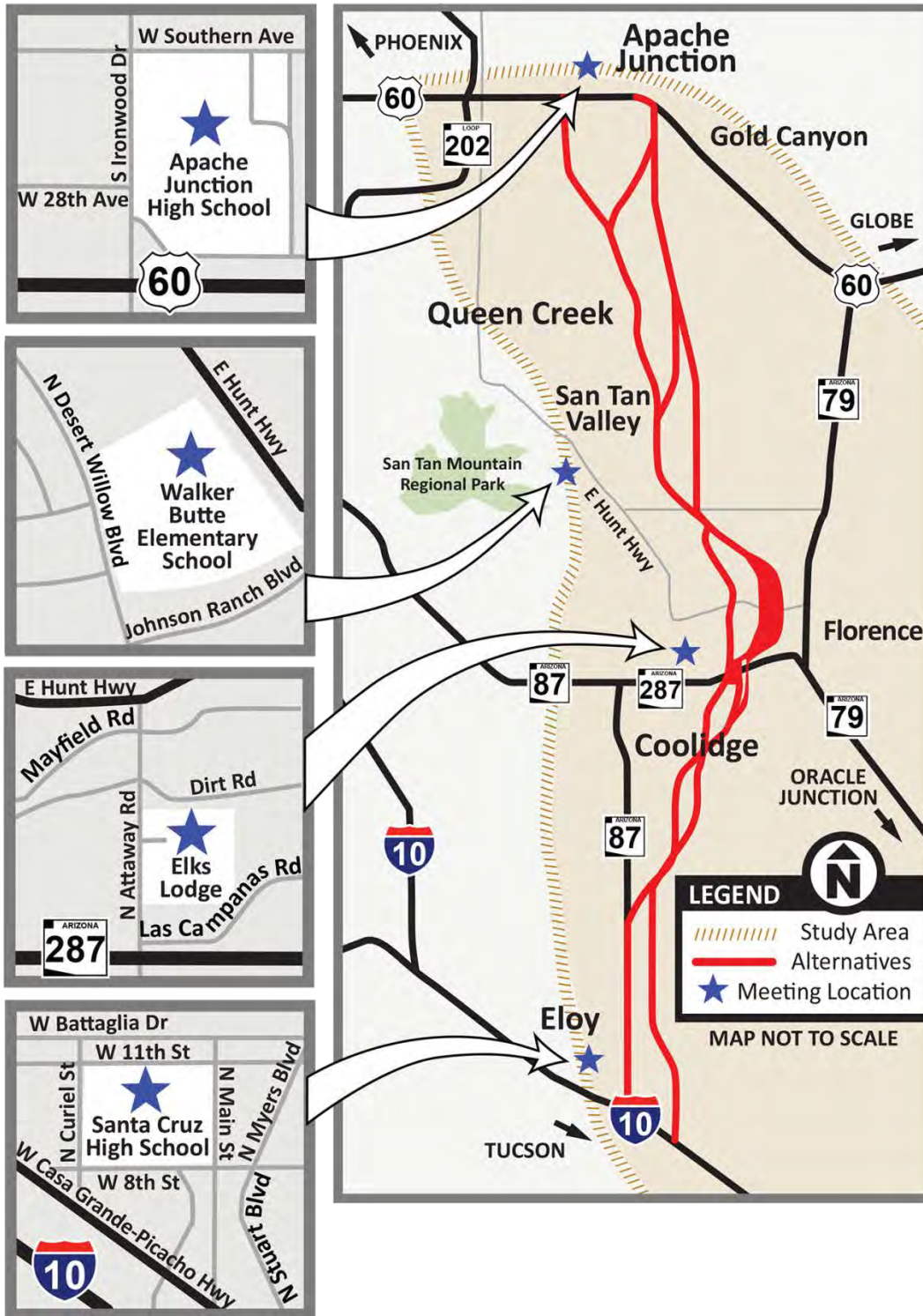
### YOUR INPUT IS IMPORTANT

Please submit your written feedback at one of the public meetings, or by one of the following methods:

- ✓ **Online:** [azdot.gov/NorthSouthCorridorStudy](http://azdot.gov/NorthSouthCorridorStudy)
- ✓ **Email:** [projects@azdot.gov](mailto:projects@azdot.gov)
- ✓ **Phone:** 855.712.8530
- ✓ **Mail:** c/o North South Corridor Study,  
1655 W Jackson, #126F, Phoenix, AZ 85007



# **NORTH SOUTH CORRIDOR STUDY AREA**





PERMIT NO. 1716  
PHOENIX, AZ  
U.S. POSTAGE PAID  
STANDARD  
PRESORTED



## North-South Corridor Study

**Provide comments on the proposed 45-mile transportation corridor in Pinal County that links U.S. 60 near Apache Junction, south to Interstate 10 near Eloy.**

### PUBLIC HEARING

- ▶ All meetings are held from 6–8 p.m.
- ▶ Formal presentations at 6:30 p.m.

**Monday, Nov. 17**

Walker Butte Elementary,  
29697 N. Desert Willow Blvd.,  
Queen Creek

**Tuesday, Nov. 18**

Santa Cruz High School,  
900 N. Main St.,  
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Apache Junction High School,  
2525 S. Ironwood Drive,  
Apache Junction

**Thursday, Nov. 20**

Coolidge-Florence Elks Lodge,  
2241 N. Attaway Road,  
Coolidge

ATTN: Community Relations

ARIZONA DEPARTMENT OF TRANSPORTATION  
MAIL DROP 126F  
1655 W. Jackson St.  
PHOENIX AZ 85007

## **Appendix G: Comment Table**



	Comment Type	First Name	Last Name	Comment	Response
1.	Email	[REDACTED]		<p>re N/S Corridor Study..please send more detailed map = specifically where Germann and Schnepf would be..</p> <p>or is there a link to see the map..thank you</p>	<p>ADOT Communications sent email link to the ASR, which includes study area maps. If information contained within ASR is insufficient, more detailed map may be requested.</p> <p><a href="http://azdot.gov/docs/default-source/projects/alternative-selection-report53efb178c8006c57b531ff0000a35efc.pdf?sfvrsn=2">http://azdot.gov/docs/default-source/projects/alternative-selection-report53efb178c8006c57b531ff0000a35efc.pdf?sfvrsn=2</a></p>
2.	Meeting	Rick	Koerber	<p>Q &amp; A process should be at mic's so everyone can hear other's questions &amp; comments. The U.S. 60 approved alignment is an important project that needs to be done soon. The North South route is needed also, but AZ 60 needs to be widened to accommodate the extra traffic it will bring. Gold Canyon residents are already burdened by the annual renaissance festival traffic. Added business/residential growth would be overwhelming.</p>	<p>Comment noted. The format was chosen to allow participants to come and go (open house format) at their convenience. The only project of note on US 60 is Silver King to Superior streets (east of the N-S Study Area). Gold Canyon Bypass DCR/EA was done, but there is no schedule for next phase.</p>
3.	Meeting	Albert	Dave	<p>Change the name perhaps Panel Express N. South is the Civil War.</p>	<p>Comment noted. If a build alternative is selected, a more formal state route name would be selected – the North South project name relates to the connectivity through Pinal County that the facility would provide.</p>
4.	Email	Louis	Salamone	<p>Dear Sirs and Madams--I am unable to attend tonight's meeting in Apache Junction. But, I wish to make my thoughts known to you.</p> <p>I reside just off Kings Ranch Road in Gold Canyon. Every spring, the residents are made weekend prisoners in their homes because of the heavy traffic generated by the Renaissance Festival south of Gold Canyon on Rt. 60. This, perhaps, overstates the problem some; yet, we are required to resign ourselves to long delays when using Rt. 60 or to try to divine when traffic is lightest in each direction when planning a trip to, say, Apache Junction, Mesa, or points beyond.</p>	<p>Comment noted. The only project of note (along US 60) is Silver King to Superior, which is east of the N-S Study Area. Gold Canyon Bypass DCR/EA was done, but there is no schedule for the next phase.</p>

				<p>Gold Canyon has the very unfortunate, and antiquated, characteristic of having only one road into and out of town. Beside the problems with the Renaissance Festival, from a safety viewpoint if, say, should an evacuation ever be required, the current situation and the planned modifications both put us at risk.</p> <p>Any planning of the re-routing of Route 60 in our area that ignores this problem would be a disservice to the citizens of Gold Canyon.</p> <p>Thank you.</p> <p>Respectfully, Louis Salamone</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	
5.	Email	Bob	Mulhair	<p>Recent newspaper articles regarding ADOT's public meetings on a North South Corridor Study prompted me to write on what happen to the By-pass Gold Canyon study from several years ago re-routing traffic around Gold Canyon on US60? I had attended several of those public meetings and recognized that ADOT had put a lot of effort into this study and it would be unfortunate to have that work end up on the "back burner" as a dead issue.</p> <p>Bob Mulhair</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Comment noted. ADOT has reported that the Maricopa Association of Governments (MAG) is considering a study to understand what future network (including the US 60 Bypass, North-South, and SR 24) would best serve the interests of the region.</p> <p>The only project of note (along US 60) is Silver King to Superior, which is east of the N-S Study Area. Gold Canyon Bypass DCR/EA was done, but</p>

					there is no schedule for the next phase.
6.	Mail	Deborah	Bagnall	<p>Please send me the Google Earth file. Please send a more detailed map of area between Cooldige and Florence.</p> <p>I have a farming operation on both sides of the corridor and in order to move equipment I need to know available crossings will be as soon as possible because there is potential to split our farm.</p> <p>[REDACTED] [REDACTED] [REDACTED]</p>	<p>ADOT Communications sent email link to the ASR, which includes study area maps. If information contained within ASR is insufficient, more detailed map may be requested.</p> <p><a href="http://azdot.gov/docs/default-source/projects/alternative-selection-report53efb178c8006c57b531ff0000a35efc.pdf?sfvrsn=2">http://azdot.gov/docs/default-source/projects/alternative-selection-report53efb178c8006c57b531ff0000a35efc.pdf?sfvrsn=2</a></p>
7.	Mail	Celeste	Carter	<p>My grandparents bought and built their home at the above address in 1934. I am the third generation that has lived there at their home. It is homesteaded and may be historical. I sit on five acres and there is a water well there that supplies water to the surrounding homes new me. We don't own the water company anymore, just sold it in 2013.</p> <p>Would you buy me out?</p> <p>Celeste Adele Carter [REDACTED] [REDACTED] [REDACTED]</p>	<p>Comment noted. The EIS will evaluate the potential impact to existing development, and consideration of culturally significant and historic properties. Infrastructure, such as wells will also be considered when evaluating the project impacts.</p> <p>Right-of-way acquisition would not commence before a recommended alternative was identified. A recommended alternative may be reported in the Draft Environmental Impact Statement, which is expected to be completed in December, 2016. For additional questions concerning right-of-way, please contact Dave Edwards at ADOT right-of-way (602-712-8803).</p>

8.	Mail	Albert	Dave	<p>I think the best path to serve the people of Florence would be: 1. G 2. P 3. V 4. X 5. AO 6. AC</p> <p>Please keep the ball rolling, we need this. Thank you.</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Comment regarding preferred route noted (Segment G; P; V; X; AO; AC).
9.	Mail	None	None	<p>I believe Wheeler Road will obtain our lawyers to keep ADOT off of Wheeler Road. Too many families will be impacted.</p>	Comment noted. The EIS will evaluate the potential impact to existing development, and consideration of culturally significant and historic properties. Right-of-way acquisition would not commence before a recommended alternative was identified. A recommended alternative will be identified in the Draft Environmental Impact Statement, which is expected to be completed in December, 2016. For additional questions concerning right-of-way, please contact Dave Edwards at ADOT right-of-way (602-712-8803).
10.	Mail	Lonna	Garai	<ol style="list-style-type: none"> <li>1. First financial priority should be completion of the SR 24 top the US 60 or the SR 79 to alleviate traffic congestion in Gold Canyon and handle the increasing traffic (commercial) to the mines in Superior, Miami and Safford area.</li> <li>2. North South route – I prefer the Green /Brown 1A, 1B route</li> <li>3. I would support either the orange or yellow rail route</li> </ol> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Comment noted regarding priorities and passenger rail route. Comment regarding preferred route noted (reference is to earlier project segment notation, which may be found in the ASR).
11.	Email	Chris	Lenz	<p>To Whom It May Concern:</p> <p>I am writing you because I support the Town of Florence Approved General Plan North-South Freeway Alignment. I oppose the "Q" alignment option presented by ADOT as I feel it would have many negative impacts on the existing homes and property owners in the area.</p>	Comment noted. Comment regarding preferred route. (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment

				<p>Please call me at [REDACTED] if you have any questions or would like to talk with me in further details.</p> <p>Thanks, Chris Lenz</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	regarding opposition to specific route segments (Segment Q) noted.
12.	Mail	Marvin	Evans	<p>North-South Corridor</p> <p>This route would better serve my area start at G, P, X, AO. The rest is up to you!</p>	Comment regarding preferred route noted (Segment G; P; X; AO).
13.	Mail	Bob	Phillips	<p>Hello</p> <p>My choices for the corridor</p> <p>North-60, <u>E1, E2, E4, G, P, X, AO, AC, AD, AE, AA</u></p> <p>Thank you</p>	Comment regarding preferred route noted (Segment E1, E2, E4, G, P, X, AO, AC, AD, AE, AA)
14.	Mail	Lynn	Stannard	<p>North-South Corridor Please, the path</p> <p>E1, E2, E4, G, P, X, would help so much! We need this badly!</p>	Comment noted. Comment regarding preferred route noted (Segment E1, E2, E4, G, P, X.)
15.	Mail	Albert	Dare	<p>Our new Picacho Peak Parkway</p> <p>North top I, J, K1, K3, G, P, X, AO (Kenlworth Rd), AC, AD, AE, Z, AA, Name</p> <p>1 Picacho Peak or parkway express</p> <p>2 Poston Butte Express</p> <p>3 Lost Dutchman Parkway-not sure of German spelling.</p>	Comment regarding naming ideas noted. Comment regarding preferred route noted (Segment I, J, K1, K3, G, P, X, AO, AC, AD, AE, Z, AA).
16.	Email	James	Carter	<p>this is my input in your determining the best choice of the corridor path. I have lived on the Wheeler rd. on and off since 1975 which is possibly perhaps the chosen path you might take. It would be a DESTRUCTIVE path more than a proper path. Very destructive to peoples lives, property, animals and future dreams and the pursuit of a fruitful life in the outer city life style. I understand motives for choosing a certain path, if it was to be weighed in a balance to make it a quicker determination of the path, the scale seems to easily weigh heavy in the side of people and not money or influence or the deceptive motive of a gain. I would adjust quickly with a relocation of my life if the Wheeler rd. became a memory from the choice of the new path but it would be always in my mind that a "stereo typical government" that is no longer a human but a big machine with no heart that has just pushed forward. I have worked in different levels of government, I speak with experience, nothing personal. It will be interesting to see the outcome and how to justify destruction. Thank you for this moment to express some truth. James Carter</p>	Comment noted. The EIS will evaluate the potential impact to existing development, and consideration of culturally significant and historic properties. Right-of-way acquisition would not commence before a recommended alternative was identified. A recommended alternative will be identified in the Draft Environmental Impact Statement, which is expected to be completed in



					December, 2016. For additional questions concerning right-of-way, please contact Dave Edwards at ADOT right-of-way (602-712-8803).
17.	Email	Mark	Eckhoff	<p>Dear North South Corridor Study Team:</p> <p>The Town of Florence has spent the last several years working with residents, land owners, stakeholders and various other entities through a public process in an effort to help ADOT locate the best alignment for the proposed North-South Freeway Corridor through Florence's Planning Area. The Town's preferences for the Corridor have been officially stated via the Town's General Plan Future Land Use Map, most recently updated in 2014, and per Resolution 1490-14, which affirms the Town's support of the Town's General Plan Future Land Use Map and also states which ADOT Corridor segments the Town can and cannot support. The Town has concurrently acted to support the future alignment of the ADOT Passenger Rail Corridor between the State's two largest metropolitan areas to wisely coincide with the alignment of the ADOT North-South Corridor. The Town's preferred Corridor for the future freeway and rail systems allows these improvements to occur over time in a well-thought out manner that addresses all anticipated impacts of these future transportation enhancements. Any deviations to the Town's preferences for the ADOT North-South Corridor could be extremely detrimental to the Town and the region in both the short and long term. Namely, the Town is very concerned that certain objectionable routes noted in Resolution 1490-14 would have: grave impacts to current and ongoing development north of the Gila River; devastating impacts to the Town's core and central business district by creating a route that would be too far west of downtown Florence; and the highly undesirable impacts of conflicting with years of public and private planning efforts for the Town's Planning Area. The bottom line is that the right Corridor will allow Florence to continue to grow in a sustainable manner, prosper and maintain its position as the heart and seat of Pinal County. Alternatively, the wrong Corridor will most certainly result in Florence being a pass-by community that will have significant challenges adding rooftops, commercial businesses and employment opportunities, thus most certainly resulting in irreversible negative fiscal and other impacts. The Town of Florence sincerely asks that ADOT please continue to work with the Town of Florence in supporting the Town's preferences for the North-South Corridor within the Florence Planning Area.</p> <p>Sincerely,</p> <p>Mark Eckhoff, AICP, CFM  Director  Community Development Department  Town of Florence  [REDACTED]  [REDACTED]</p>	<p>Comment noted.</p> <p>Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segments noted.</p>

				<div> <div></div> <div></div> <div></div> <div></div> </div> <p><b>[For attachment, see Exhibit 1: Town of Florence Resolution 1490-14]</b></p>	
18.	Mail	Jon	Vlaming	<p>[For attachment, see Exhibit 2: City of Eloy]</p>	Comment noted. Comment regarding preferred route, and described reasoning for same noted (Segment Z; AA).
19.	Email	Steve	Rees	<p>I would like to comment in favor of the route that follows the G-P-V-X-AB-AC segments on the provided maps.</p> <p>This alignment fits best in my view with both existing &amp; planned development through the area.</p> <p>The N/S Freeway will provide an alternative route into the Valley from Tucson and further East that will alleviate congestion on I-10 and reduce miles driven for those traveling to the East Valley growth corridor.</p> <p>This alignment also provides great future planning and development opportunities for Florence, a community that has been at the forefront of the N/S planning efforts.</p>	Comment noted. Comment regarding preferred route noted (Segments G; P; V; X; AB; AC).
20.	Email	Sean	Hamill	<p>Dear Sir or Madam,</p> <p>This letter is to voice my concerns about how ADOT has chosen to not follow the Town of Florence General Plan Alignment of the North/ South Freeway Corridor indicated on their approved 2020 General Plan. ADOT has chosen to further study alignments V/X and Q in the area of concern. I have worked closely with landowners in and around the area of Attaway Rd and Arizona Farms to come up with a solution for the freeway corridor alignment that is both acceptable to the landowners as well as the Town. This alignment was approved by Florence Town council on July 21, 2014 and adopted through Resolution No. 1456-14. By further studying options Q &amp; V/X and not including the Town's preferred alternative, ADOT will not be utilizing the land available in the area to its fullest potential. As ADOT will see when they further study the area, there are many constraints including, existing residents, washes, drainage areas, CAP canal, Railroads, etc. These constraints have already been identified by the Town and local landowners and have been accounted for in choosing the Town's Approved alignment.</p> <p>I strongly urge ADOT to consider including the Town of Florence Approved North-South Freeway alignment moving forward in the study and environmental impact process.</p> <p>Thank you for your time.</p>	Comments noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). The alternatives recommended by the ASR for continued study include the Town of Florence stated preferred alternative (refer to Exhibit 1 – Town of Florence Resolution 1490-14).

				<p>Sean M. Hamill Project Manager I GIS</p> <p>United Engineering Group</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	
21.	Email	Robert	Williams	<p>1/9/2015 1:155:53 PM</p> <p>To Whom It May Concern:</p> <p>We prefer the corridor route alternative No. 1A or Alternative No. 2A as presented on pages 102 and 103 of the North-South Study. The routes labeled No. 1B and No. 2B place the freeway less than ¼ mile from the long existing association property of Florence Gardens. This will present noise issues as well as pollution issues to the residents who are all elderly and many whom have respiratory problems. We encourage you to select the preferred routes No. 1A or No. 1B.</p> <p>Robert Williams [REDACTED] [REDACTED] [REDACTED]</p>	<p>Comment noted. Comment regarding preferred route noted (reference is to earlier project segment notation, which may be found in the ASR). The EIS will evaluate the potential impact to existing development, and consideration of topics such as air quality and noise.</p>
22.	Email	Ashlee	Lewis	<p>To whom it may concern:</p> <p>The Town of Florence has spent the last several years working with residents, land owners, stakeholders and various other entities through a public process in an effort to help ADOT locate the best alignment for the proposed North-South Freeway Corridor through Florence's Planning Area. The Town's preferences for the Corridor have been officially stated via the Town's General Plan Future Land Use Map, most recently updated in 2014, and per Resolution 1490-14, which affirms the Town's support of the Town's General Plan Future Land Use Map and also states which ADOT Corridor segments the Town can and cannot support. The Town has concurrently acted to support the future alignment of the ADOT Passenger Rail Corridor between the State's two largest metropolitan areas to wisely coincide with the alignment of the ADOT North South Corridor. The Town's preferred Corridor for the future freeway and rail systems allows these improvements to occur over time in a well-thought out manner that addresses all anticipated impacts of these future transportation enhancements. Any deviations to the Town's preferences for the ADOT North-South Corridor could be extremely detrimental to the Town and the region in both the short and long term.</p> <p>Namely, the Town is very concerned that certain objectionable routes noted in Resolution 1490-14 would have: grave impacts to current and ongoing development north of the Gila River; devastating impacts to the Town's core and central business district by creating a route that would be too far west of downtown Florence; and the highly undesirable impacts of conflicting with years of public and private planning efforts for the Town's Planning Area. The bottom line is that the right Corridor will allow Florence to continue to grow in a sustainable manner, prosper and maintain its position as the heart and seat of Pinal County. Alternatively, the wrong Corridor will most certainly result in Florence being a pass-by community that will have significant challenges adding rooftops, commercial businesses and employment opportunities, thus most certainly resulting in irreversible negative fiscal and other impacts. The Town of Florence sincerely asks that ADOT please continue to work with the Town of Florence in supporting the Town's preferences for the North-South Corridor within the Florence Planning Area.</p> <p>Thank you, Ashlee Lewis The Londen Companies</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment also noted.</p>
23.	Email	Angela	Massey	<p>I believe Florence should have direct access to the North-South Freeway Corridor. Attached above are my reasons on why.</p> <p>Angela Massey Langley Properties</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)).</p>

				[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]	
24.	Email	Walker	Butte 700	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: projects@azdot.gov</p> <p>FROM: Walker Butte 700</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>Walker Butte 700, L.L.C.</b></p> <p>Property Location: Just west of Hunt Highway and south of Magic Ranch, Pinal County, AZ</p> <p>Acreage: 700 Acres</p> <p>APN: 200-24-11; 200-28-003; 209-04-005</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)).

25.	Email	Walker	Butte 500	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Walker Butte 500</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b><u>strongly support</u></b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b><u>adamantly oppose</u></b> Options G, Q and AB</p> <p>Property Owner: <b>Walker Butte 500, L.L.C.</b></p> <p>Property Location: Just east of Hunt Highway and south of Magic Ranch, Pinal County, AZ</p> <p>Acreage: 500 Acres</p> <p>APN: 200-28-002; 200-24-005; 200-24-006; 200-24-010</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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26.	Email	Walker	Butte 300	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Walker Butte 300</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>Walker Butte 300, L.L.C.</b></p> <p>Property Location: West of Hunt Highway &amp; Merrill Ranch Parkway contiguous to Anthem at Merrill Ranch, Town of Florence, Pinal County, AZ</p> <p>Acreage: 300 Acres</p> <p>APN: 200-24-012; 200-24-00504; 200-24-006A; 200-24-010B; 200-24-01103; 200-24-01202; 200-28-002B; 200-28-00304</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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27.	Email	Skyline	& Quail	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Skyline &amp; Quail</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: Skyline &amp; Quail, L.L.C.</p> <p>Property Location: SWC Skyline Road &amp; Quail Run Lane</p> <p>Acreage: 284 Acres</p> <p>APN: 210-11-00101</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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28.	Email	San Tan	Heights 85	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: San Tan Heights 85</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b><u>strongly support</u></b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b><u>adamantly oppose</u></b> Options G, Q and AB</p> <p>Property Owner: <b>RMG San Tan Heights 85, LLC</b></p> <p>Property Location: Northeast of Thompson Rd &amp; Skyline</p> <p>Acreage: 85 Acres</p> <p>APN: 324 Lots</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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29.	Email	CVE	Crestfield Manor 10	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: CVE-Crestfield</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>CVE-Crestfield, LLC</b></p> <p>Property Location: SWC of Felix Rd &amp; Heritage Rd, Florence, AZ</p> <p>Acreage: 10 Lots</p> <p>APN: 200-13-194 thru 200-13-196, 200-13-198, 199, 211 thru 214, and 216</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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30.	Email	Mulberry And Butte	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Mulberry &amp; Butte</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>Mulberry &amp; Butte, LLC</b></p> <p>Property Location: NWC Mulberry St. &amp; Butte Ave., Florence, AZ</p> <p>Acreage: 4 Acres</p> <p>APN: 200-43-071; 200-43-072; 200-43-082 through 200-43-090; 200-43-140 through 200-43-161</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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31.	Email	Monterra	South	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Monterra South</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>RMG Monterra South, L.L.C.</b></p> <p>Property Location: SEC of Attaway Road &amp; Hunt Highway South of Anthem at Merrill Ranch.</p> <p>Acreage: 262 Acres</p> <p>APN: 1,130 Lots</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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32.	Email	Mesquite	Trails	<div style="text-align: center;">MEMORANDUM</div> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Mesquite Trails</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>Mesquite Trails, LLC</b></p> <p>Property Location: SEC of Heritage &amp; Felix Roads North of Anthem at Merrill Ranch, Town of Florence.</p> <p>Acreage: 638 Acres</p> <p>APN: 2,489 lots</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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33.	Email	Magic	Ranch 80	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Magic Ranch 80</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b><u>adamantly oppose</u></b> Options G, Q and AB</p> <p>Property Owner: <b>Palms- Magic Ranch 80, LLC</b></p> <p>Property Location: Arizona Farms Road &amp; Hunt Highway</p> <p>Acreage: 80 Acres</p> <p>APN: 200-58-007, 200-58-011</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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34.	Email	Magic Lake 80	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Magic Lake 80</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b><u>adamantly oppose</u></b> Options G, Q and AB</p> <p>Property Owner: <b>Magic Lake 80, L.L.C.</b></p> <p>Property Location: West side of Hunt Highway, Pinal County</p> <p>Acreage: 51 Acres</p> <p>APN: 200-25-00201A, 200-25-00201B &amp; 200-25-00201C</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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35.	Email	Lucky	Hunt 65	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: projects@azdot.gov</p> <p>FROM: Lucky Hunt 65</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>Lucky Hunt 65, LLC</b></p> <p>Property Location: S of SWC Hunt Highway and Arizona Farms Road, Pinal County</p> <p>Acreage: 65 Acres</p> <p>APN: 200-25-001C, E and F</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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36.	Email	Hunt	And Perry	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Hunt &amp; Perry</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>Hunt &amp; Hooper, L.L.C.</b></p> <p>Property Location: South of Magic Ranch golf course</p> <p>Acreage: 80 Acres</p> <p>APN: 200-28-001B2</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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37.	Email	Hunt	And Hooper	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Hunt &amp; Hooper, L.L.C.</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>Hunt &amp; Hooper, L.L.C.</b></p> <p>Property Location: West of Hunt Highway contiguous to Magic Ranch, Town of Florence, Pinal County</p> <p>Acreage: 77 Acres</p> <p>APN: 200-28-001A4</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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38.	Email	Heritage	At Magic Ranch	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Heritage at Magic Ranch</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b><u>adamantly oppose</u></b> Options G, Q and AB</p> <p>Property Owner: <b>RMG Arizona Properties Holding XVII,LLC</b></p> <p>Property Location: NEC Sierra Vista Drive &amp; Heritage Road, Pinal County</p> <p>Acreage: 28.61 Acres</p> <p>APN: 200-58-013A7</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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39.	Email	Florence	Majestic Ranch, LLC	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Florence/Majestic Ranch, L.L.C.</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>Florence/Majestic Ranch, L.L.C.</b></p> <p>Property Location: South of downtown Florence and bound on the east side by Hwy 79</p> <p>Acreage: 160 Acres</p> <p>APN: 206-01-012A5</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).
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40.	Email	Crestfield	Manor 57, LLC	<p style="text-align: center;"><b>MEMORANDUM</b></p> <p>DATE: January 8, 2015</p> <p>TO: Arizona Dept. of Transportation Via Email: <a href="mailto:projects@azdot.gov">projects@azdot.gov</a></p> <p>FROM: Crestfield 57, LLC</p> <p>RE: ADOT North-South Corridor – Florence Area Route Alternative</p> <hr/> <p>We have visited <a href="http://www.azdot.gov/northsouthcorridorstudy">www.azdot.gov/northsouthcorridorstudy</a> and <b>strongly support</b> Resolution No. 1490-14 (attached) by the Town of Florence which reflects Option O3, V, X and OA (Preferred Options) in their General Plan.</p> <p>We <b>adamantly oppose</b> Options G, Q and AB</p> <p>Property Owner: <b>Crestfield 57, LLC</b></p> <p>Property Location: SWC of Felix Road and Heritage Road, Florence, AZ.</p> <p>Acreage: 11 Acres</p> <p>APN: 57 Lots</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	<p>Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)). Comment regarding opposition to specific route segment noted (G; Q; AB).</p>
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41.	Email	Rose Law Group	Wolfcor Wolfkin	[For attachment, reference Exhibit 3 – Rose Law Group]	Comment noted. Comment regarding preferred route noted (O3). Comment regarding opposition to specific route segments (Segments G; E4; K3) noted.
42.	Email	Gilbert	Olgin	<p>Dear North South Corridor Study Team:</p> <p>The Town of Florence has spent the last several years working with residents, land owners, stakeholders and various other entities through a public process in an effort to help ADOT locate the best alignment for the proposed North-South Freeway Corridor through Florence's Planning Area. The Town's preferences for the Corridor have been officially stated via the Town's General Plan Future Land Use Map, most recently updated in 2014, and per Resolution 1490-14, which affirms the Town's support of the Town's General Plan Future Land Use Map and also states which ADOT Corridor segments the Town can and cannot support. The Town has concurrently acted to support the future alignment of the ADOT Passenger Rail Corridor between the State's two largest metropolitan areas to wisely coincide with the alignment of the ADOT North-South Corridor. The Town's preferred Corridor for the future freeway and rail systems allows these improvements to occur over time in a well-thought out manner that addresses all anticipated impacts of these future transportation enhancements. Any deviations to the Town's preferences for the ADOT North-South Corridor could be extremely detrimental to the Town and the region in both the short and long term. Namely, the Town is very concerned that certain objectionable routes noted in Resolution 1490-14 would have: grave impacts to current and ongoing development north of the Gila River; devastating impacts to the Town's core and central business district by creating a route that would be too far west of downtown Florence; and the highly undesirable impacts of conflicting with years of public and private planning efforts for the Town's Planning Area. The bottom line is that the right Corridor will allow Florence to continue to grow in a sustainable manner, prosper and maintain its position as the heart and seat of Pinal County. Alternatively, the wrong Corridor will most certainly result in Florence being a pass-by community that will have significant challenges adding rooftops, commercial businesses and employment opportunities, thus most certainly resulting in irreversible negative fiscal and other impacts. The Town of Florence sincerely asks that ADOT please continue to work with the Town of Florence in supporting the Town's preferences for the North-South Corridor within the Florence Planning Area.</p> <p>Sincerely,</p> <p>Gilbert Olgin Senior Planner Town of Florence</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)).



43.	Email	Heath	Reed	<p>Good afternoon North South Corridor Study Team:</p> <p>The Town of Florence has spent the last several years working with residents, land owners, stakeholders and various other entities through a public process in an effort to help ADOT locate the best alignment for the proposed North-South Freeway Corridor through the Town of Florence. The Town's preferences for the Corridor has been officially stated via the Town's General Plan Future Land Use Map, most recently updated in 2014, and per Resolution 1490-14, which affirms the Town's support of the Town's General Plan Future Land Use Map and also states which ADOT Corridor segments the Town can and cannot support. The Town has concurrently acted to support the future alignment of the ADOT Passenger Rail Corridor between the State's two largest metropolitan areas to wisely coincide with the alignment of the ADOT North-South Corridor. The Town's preferred Corridor for the future freeway and rail systems allows these improvements to occur over time in a well-thought out manner that addresses all anticipated impacts of these future transportation enhancements.</p> <p>Any abnormalities to the Town's preferences for the ADOT North-South Corridor could be extremely detrimental to the Town, land owners and the region in both the short and long term. Namely, the Town is very concerned that certain objectionable routes noted in Resolution 1490-14 would have: grave impacts to current and ongoing development north of the Gila River; devastating impacts to the Town's core and central business district by creating a route that would be too far west of downtown Florence; and the highly undesirable impacts of conflicting with years of public and private planning efforts for the Town's Planning Area. The bottom line is that the right Corridor will allow Florence to continue to grow in a sustainable manner, prosper and maintain its position as the heart and seat of Pinal County. Alternatively, the wrong Corridor will most certainly result in Florence being a pass-by community that will have significant challenges adding rooftops, commercial businesses and employment opportunities, thus most certainly resulting in irreversible negative fiscal and other impacts. The Town of Florence sincerely asks that ADOT please continue to work with the Town of Florence in supporting the Town's preferences for the North-South Corridor within the Florence Planning Area.</p> <p>Thanks</p> <p><b>Heath Reed</b> Town Planner Community Development Department Town of Florence</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)).
44.	Email	John	Anderson	<p><b>12/23/2014</b> <b>1:07:16 PM</b></p> <p>I support the Town of Florence Resolution No. 1490-14 plan for routes for the North-South Corridor.</p> <p>John Anderson Councilmember, Town of Florence</p> <p>[For attachment, reference Exhibit 1 – Town of Florence Resolution 1490-14]</p>	Comment noted. Comment regarding preferred route noted (Florence Resolution No. 1490-14 - Segment O3; V; X; and AO (Exhibit 1)).
45.	Email	Garald	Stevenson	<p>Dear Project Manager</p> <p>Would you please add my comments to your study record. Thank you for your consideration to this input.</p> <p>████████████████████</p> <p>████████████████████</p>	Comment noted. The only project of note on US 60 is Silver King to Superior streets (east of the N-S Study Area). Gold Canyon Bypass DCR/EA was done, but there is no schedule for the next phase. Comment regarding preferred route noted (reference is to earlier project segment

			<p>December 26, 2014</p> <p>AZ Department of Transportation</p> <p style="text-align: center;"><b><u>North/South Corridor Study</u></b></p> <p>Dear Project Manager,</p> <p>Thank you for the opportunity to contribute to your study. My perspective is from a Gold Canyon resident who would appreciate some prioritization to immediate congestion opportunities as you deliberate the long term solutions.</p> <p>1. Highway 60 is dangerous and very congested from Signal Butte to Ironwood. I recommend you immediately add lanes in this accident prone section. This expansion to three lanes is critical no matter what long term N/S corridor is chosen. In the same vein, changing the interchange at 60/Ironwood to a full highway overpass system is critical to stop the bottlenecks at that critical intersection and provide highway speed inter-connections.</p> <p>I see you have a similar point of view and adding Hwy 60 access/egress at Meridian is a step in the right direction. Hopefully adding more lanes East from Signal Butte are not far behind.</p> <p>2. Highway 60 from Ironwood to Gold Canyon and Peralta is also very problematic. Although this is a priority 2 compared to item (1), this needs to be triple-lanes as well. The enormous crush of traffic during the Renaissance Fair makes access to and from our neighborhood a nightmare on weekends every February and March. Not only is this a road safety issue, it also poses a safety risk to anyone needing emergency Hospital services.</p> <p>3. There is no alternate East-West access from Gold Canyon except Highway 60 to Apache Junction or going down to Arizona Farms Road. This is a long term issue and any accident or congestion on Hwy 60 between Gold Canyon and Apache Junction completely isolates thousands of us. Perhaps a connection from Ironwood to Peralta or Kings Ranch Road is in your plan? This would give us an escape-route and also streamline access to the Gateway Airport, Queen Creek and Highway 202.</p> <p>4. The new mine that is proposed for Superior will see an increase of traffic along Highway 60. Probably more important is the additional tax revenue this project will generate. I am not clear on your funding plans, but I suggest a direct contribution from the mine operator to help fund items 2 &amp; 3 is very reasonable.</p> <p>5. Ironwood needs to be beefed up south of Highway 60 no matter what corridor is chosen. I suggest additional lanes in each direction. As this area continues to develop, exits instead of stop</p>	<p>notation, which may be found in the ASR).</p>
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				<p>lights at major intersections will become crucial.</p> <p>6. From a macro point of view, <u>my recommendation would be to do all 5 items above and make the major investment in the N/S corridor along the option which shows the corridor on the East side of Highway 60 curve between Apache Junction and Gold Canyon. It looks like this is Alternative 1A according to your documentation.</u></p> <p>This provides a "ring road" concept for through traffic heading north/south from the East Valley. It complements the Hwy 202 connector concept and surrounds the high growth area between the Superstitions and the development all along the Queen Valley down to Hwy 10.</p> <p>Beefing up the Hunt Highway and other feeder roads is also necessary to meet residential and commercial growth needs. However, I assume this is outside your scope.</p> <p>In conclusion, this eastern "super connector" including Alternative 1A between Hwy 60 and Hwy 10 provides the biggest bang for the buck from a long term point of view. It can be built with little interruption to the existing roadways since it is primarily over non-populated land along its total distance. It satisfies long term growth and short term safety and congestion issues.</p> <p>Please feel free to contact me if there are any questions.</p> <p>Sincerely,</p> <p>Gerald Stevenson</p> 	
46.	Email	Gerald and Sharon	Lee	<p><b>From:</b> Rusty Crerand  <b>Sent:</b> Monday, January 12, 2015 8:46 AM  <b>To:</b> Projects  <b>Subject:</b> North/South Corridor Comments #1500957527</p> <p>From Envoy:</p> <p>1/9/2015 3:45:41 PM  As residents of Florence Gardens in Florence AZ, we object to alternate route 1B/2B. Please select alternate route 1A/2A.  Thank you!</p> <p>Gerald and Sharon Lee</p> 	<p>Comment noted. Comment regarding preferred route noted (reference is to earlier project segment notation, which may be found in the ASR). Comment regarding opposition to specific route segment also noted.</p>

47.	Email	Loreto	Gonzales	<p><b>From:</b> Rusty Grerand  <b>Sent:</b> Thursday, January 08, 2015 12:57 PM  <b>To:</b> Projects  <b>Subject:</b> North-South Corridor Study #1500842133</p> <p>From Envoy:</p> <p>1/8/2015 11:30:55 AM  As of now we are not interested until more specific information is provided. Last meeting here in the coolidge area they were still unsure how far east of wheeler rd the study had planned on making the highway. As for west of wheeler rd we are not interested at all unless it is west of hwy 87. We need more details.</p> <p>Loreto Gonzales  </p>	Comment noted. Comment regarding opposition to specific route segment along Wheeler Road noted.
48.	Email	Mike	Hutchinson	[For attachment, reference Exhibit 4 – Superstition Vistas]	Comment noted. Comment regarding preferred route noted (Segment I; J; O3; V; X; AO. ADOT has reported that the Maricopa Association of Governments (MAG) is considering a study to understand what future network (including the US 60 Bypass, North-South, and SR 24) would best serve the interests of the region.
49.	Email	Matthew	McCormick	[For attachment, reference Exhibit 5 – Pinal Land Holdings]	Comment noted. The study team will be meeting with City of Coolidge staff and will request their current adopted land use plan as well as information on any planned developments for consideration in the EIS.

50.	Online	Johnre411		<p>Hello, A few comments. As you all know, this freeway is desperately needed, especially what I assume would be the first few phases to be built between Apache Junction/East Mesa and Florence, as well as the SR24 connector, where well over 100K people live and are stuck using a couple roads with many red lights and traffic congestion, turning what should be a 15 minute ride into a 30-40 minute negative daily experience. Additionally, when this North-South freeway is built, the economic benefits to the entire region and state would be enormous. I suspect it could lead to nothing short of an economic boom as the land area between Superstition Mountains/Apache Junction and Florence/Casa Grande/etc. is huge, I've head it referred to as potentially the "Orange County" of Phoenix should a major freeway make the region accessible. The lack of a freeway in the area is essentially holding up the economic growth of the state in addition to inconveniencing all the people who live in the region already. Funding is the issue but I strongly oppose toll roads; from my time in Dallas they are terrible... Toll roads promote cynicism &amp; division as they provide people with daily opportunity to feel extorted when they consciously have to make the choice to pay for a "first class" ticket or end up frustrated by taking frontage roads with red lights every mile or so. The cynicism develops as a result of resentment/frustration for being nickel and dimed over something as basic and necessary as transportation. My friends in Dallas can't stand them and rightly feel that toll roads are, for lack of a better term, un-American and a violation of the sense of freedom we so much appreciate. Even the most recently elected Conservative Governor of Texas isn't favorable to toll roads after experiencing the reality of them vs. the theory. In short, they are the perfect example of a failed experiment. But that still leaves us with the issue of funding in which I have a suggestion here. The benefits of the North-South freeway are so enormous that AZDOT out to make this a priority and lobby both of our Senators heavily, especially considering that one of them is among the most prominent, influential &amp; respected politicians in the country. As I understand it, both major political parties agree upon the need for a huge investment in the national infrastructure of our roads; this issue is talked about as something that the new congress could actually get done over the next couple of years. As such, it seems that if AZDOT makes this project a priority they could then work hard to successfully lobby our Senators to put this project on a fast track as a condition of their supporting any potential infrastructure bill over the next several years. Considering the gridlock of the last few years this may seem to be a long shot but I'm not so sure about that, change is in the air. An infrastructure investment in this country is inevitable because its so badly needed. As such, AZDOT should position itself on the ground floor so that whenever this infrastructure bill becomes realty, our Senators can use their influence to make sure that it at least finances the first few phases of the North-South corridor as well as SR24 to connect it to the 202. Hopefully, this freeway can be built sooner than any of us currently believe is possible! Thank You, John Re</p>	<p>Comment noted. Reference to tolling was made in the presentation as a possible funding option; no specific funding source has been identified for the project at this time, and it will likely take a combination of funding sources to develop the project. As the project advances through the EIS and preliminary design phase, a cost estimate will be prepared, and additional information will be shared with the public when the draft EIS is prepared for review.</p>
51.	Online			<p>Studies have shown a decline in all highway miles traveled in the state, as well as, a decline in the miles traveled within the Pinal County. Additionally, the low revenues generated through gas tax because of the decline is causing a drop in funding for any additional roadways; this should be strongly scrutinized against the funding need to maintain our current ones. I would rather have current roads maintained rather than building new "shortcuts" that only save people minutes on their commute. For this reason, I support the No Build option for the North South Corridor. As for the effect through my area within the study, around the Coolidge/Florence area. The AO route</p>	<p>Comment noted. Comment regarding preference for no-build alternative also noted.</p>

				is the least detrimental to uprooting any existing community development, as well as, any culturally protected historic areas. Thank you for your time.	
52.	Online	Doug Benson		On the 3 attached ADOT reports, They all show a decline in highway miles traveled in the state of AZ as well as a decline in the miles traveled in Pinal County. Miles traveled since 2006 have declined both for the State and Pinal County. Correspondingly, there is a drop in gas tax revenue for future projects and tax revenue should be best put to use maintaining our existing roads and bridges that need work, not building new roads. The No Build option is the best option for the North South Corridor. Of existing study routes Section "AO" is much more preferable than "AB" as it avoids housing at Valley Farms, custom homes along Clemans Road and avoids the sensitive Pima Indian cultural sites that are protected by the state. Section "AO" is drawn thru farmland areas and is much less intrusive to existing development. Doug Benson [REDACTED]	Comment noted. Comment regarding preference for no-build alternative noted. Comment regarding preferred route noted (Segments AL; AH; AN; AO; X; V; O3; J; I).
53.		Anonymous		1. Prefer the following route (South to North): AL-->AH-->AN-->AO-->X-->V-->O3-->J & I. This will help support the town of Florence, while developing a more direct route to the prisons (for staff and inmate transportation.) 2. Would like to see this as a limited-entry type of highway (e.g., I-10) rather than a multi-lane type of surface street (i.e., Hunt Highway). This will improve traffic flow & speed. It should also decrease accidents since there will be limited places for slow-downs and stops (limited business access, intersections, stop lights, residential traffic, etc.)	Comment regarding preferred route noted (Segments AL; AH; AN; AO; X; V; O3; J; and I)
54.	Online	[REDACTED]		I believe this freeway is a great idea and due for the Southeast Valley/Florence area. I grew up in the Queen Creek area and saw the tremendous transportation congestion rapid growth placed upon the community. This project would alleviate congestion for current & future populations in the Queen Creek and Florence areas. This project would assist the development already planned in Pinal County and would enhance the current population's transportation system. It would also allow for rapid commercial & residential growth throughout Pinal County creating more jobs in the area. It would provide a more practical entry to the I-10 South which would expedite trade between Tucson and Phoenix (especially the Southeast Phoenix valley area). Since the completion of the San Tan Freeway, southern growth and momentum through Gilbert is progressing and this freeway would greatly benefit the area. Pinal County is the fastest growing County in Arizona and to provide direct access to the Florence area would be a huge benefit. I believe the ideal location of the project would be along the points on the corridor map from G to P to V to X to AB then to AC. Thank you for allowing me to put in my 2 cents!!	Comment noted. Comment regarding preferred route noted (Segments G; P; V; X; AB; AC).
55.	Online	[REDACTED]		I live down one of the corridors you are looking at right off of Clemens between ViKi Inn and Kennilworth road. I believe this is a bad route to take. Section AB south of Highway 287 runs through Pima Indian artifacts, known as pottery hill. As a Native Pima, I believe that the land is sacred, not to mention that is fenced and protected by the state. Plus this route would take out many high dollar homes. I believe that section AO would be a better selection running east of the high tension power lines on Valley Farms Road and in a farming fields with no residential homes in that area.	Comment noted. Comment regarding preferred route noted (Segment AO). The EIS will evaluate the potential impact to culturally significant sites and traditional cultural properties, while also

					expanding the understanding of these sites throughout the project area for future reference and use.
56.	Online	None	None	I support the freeway to go G to P to V to X to AB to AC....thx	Comment regarding preferred route noted (Segment G; P; V; X; AB; AC).
57.	Online	██████████ ██████████ ██████████		I am VP of the HOA Board for the Castlegate community located at the Southeast corner of Schnepf Road and Ocotillo Road (this development is not shown on your map). I am not commenting as a representative of the HOA but I do know that there is a lot of concern about the effect of this project on property values and noise in our community. Personally, though I am concerned about noise, I feel this project is absolutely necessary to release the congestion that is now on Ironwood which is only going to get worse as more homes are built in our area. I feel that property values will only go up as I am sure Ocotillo will be used as one of the accesses to this new highway. Because of the noise I would prefer that the roadway be as far East as possible but that may not be the best location as I feel the rout starting on Ironwood is preferable but I am sure people in Apache Junction would want you to use the option further East. So despite my concern for noise I think (using the numbers and letters on your map) starting in Apache Junction on A then E1 and E2 with no opinion on the roadway further South as I am just not acquainted with that area. I would be happy to answer any questions you might have of me and would be pleased to have you come and talk to our HOA about your plans, could get other HOAs in the area to come too.	Comment noted. Comment regarding preferred route noted (Segment A; E1; E2). Invitation to speak at HOA referred to project team.
58.	Online	Tom	Krukow	My comments address the Northern starting points proposed for the Corridor, specifically the starting point of Ironwood Drive Southward; and some incidental issues related to existing conditions.. That alignment would have to devastate either the Palmas Del Sol East Manufactured Home Park on the SW corner US60 & Ironwood Drive; or, Apache Creek Golf Course on the South East Corner of US60 & Ironwood Drive; or, Both. How it even arrived on the table is a complete mystery. If the corridor began at Idaho Road to the East of the Apache Creek Golf Course, it would have to travel through the newly reconfigured flood control collection/diversion project, starting just South of Baseline Road. It would have to be an elevated roadway for at least a mile and one half and; would have to bridge the project dam as well as the CAP Canal. Also, it would not afford the people of Gold Canyon any easier or shorter travel distance & times to points South. Since the previously proposed US60 by-pass of Gold Canyon seemed to have legs, I suggest that the take-off point for N-S Corridor be made from there. Much of the current traffic between US60 at the Loop 202 interchange & Ironwood Drive would be reduced if the Route 24 was continued to Ironwood Drive on a speed-ed up basis, instead pushing the North South Corridor from US60 at this time. Traffic from the Queen Creek area is always bogged down and backed up considerably as it hits the Cap Canal bridge going Northbound. Accidents are considerable in the 1 mile from the bridge to US60. A temporary relief could be easily accomplished by utilizing the both lanes of the Westbound on-ramp from Ironwood Drive onto US60. Merely changing the signaling to allow for two Northbound lanes passing under the bridge to turn left, The right hand of the two left lanes	Comment noted. The only project of note on US 60 is Silver King to Superior streets (east of the N-S Study Area). Gold Canyon Bypass DCR/EA was done, but there is no schedule for the next phase.



				could have the option to proceed straight ahead. This would almost double the amount of traffic handled in a given amount of time. Currently, Northbound drivers try to pass the line of traffic in the left turn lane, and to cut in at the last minute as they get close to passing under the bridge. This has caused numerous accidents as well. The soon to be finished Half-Diamond interchange at Meridian Road and US60 will not expedite the Northbound Ironwood traffic at Baseline Road. It will have to contend with left turn lane backups that exist now to go Westbound. Further, with no traffic control light at Baseline and Meridian; and, soon to be 1-new traffic lights on each side of Meridian Road US60 bridge. which will have to be negotiated to access the US60 Westbound ramp, it doesn't appear that the route will be too inviting in the long term. Tom Krukow	
59.	Online	Anonymous		Section AB south of Highway 287 runs through Pima Indian artifacts known as pottery hill which is fenced and protected by the state. Continuing down it would take out many homes on the top west side of the town of Valley Farms. South on Clemens Road it would ruin many high dollar residential homes & ranchettes on land that was sold as residential subdivisions. On the west side of Clemens Rd is a "unique" canal system which has kept the county from paving the road for many years due to the cost of materials and labor. Section AO would be a better selection running east of the high tension power lines on Valley Farms Road and in farm fields with no residential homes.	Comment noted. Comment regarding preferred route noted (Segment AO). The EIS will evaluate the potential impact to existing and planned development. Infrastructure, such as canals will also be considered when evaluating the project impacts.
60.	Online	None	None	I hope that the chosen route is west of Poston Butte. (A freeway close to Florence Gardens and the downtown Florence area would be a bad idea.) Folks say that a freeway often follows existing high-tension electric lines. That might be a good idea in this case. The idea for rail transportation is great! In fact, people - especially young people - are driving less and less. And lots of places all over the country are not planning new freeways at all. So maybe you can drop the whole idea of a new freeway and just go with the rail transport idea. Whatever you decide, I hope it's a great decision with which we can all live happily.	Comment noted. Comment regarding preferred route noted (Segment Q). Even with consideration of a passenger rail line, there is a recognized need for a transportation route through the area to provide connectivity for the region and the anticipated growth.
61.	Online	Anonymous		NO on Alternative 2A and 2B! These routes will cause additional noise, congestion, and traffic near established communities. These routes will also cause increased traffic/delays on Ironwood during the construction. This road is already congested and dangerous enough.	Comment noted. Comment regarding opposition to specific route segments noted (reference is to earlier project segment notation, which may be found in the ASR).
62.	Online	None	None	An updated map is needed for questions and comments to be relevant. I live east of Schnepf and south of Ocotillo and do not see my neighborhood on the current map. Where can an updated map with a more accurate picture of the proposed routes be found?	Comment noted; no contact information was provided.
63.	Online	Tim	Skillern	My vision of this north south corridor will be a highway that will move traffic away from Ironwood Drive, provide a more direct route for traffic from Apache Junction to the I-10 corridor for those going to Tucson. Probably the most efficient and less costly route would be locating the highway to the east of the Castlegate community and the old Rittenhouse AirForce base where there is open	Comment noted. Comment regarding preferred route noted.

				land causing less impact to those already settled in the community. The new I-24 route should align with Germann Blvd going east to the new highway to better move the flow of traffic from the West. Just maybe the new I-24 should have an East West Axis connecting to the I-60 towards Globe, Arizona. Thank you for listening to my input. Tim Skillern	
64.	Online			Please push the freeway further East away from Castlegate community.	Comment noted. Comment regarding preferred route be located as far east of the Castlegate community as possible.
65.	Online			"NO" on Alternative 2A and 2B! a major highway in the backyard of Castlegate homes,will impact our property values due to traffic noise, pollution, and unsightliness.	Comment noted. Comment regarding opposition to specific route (Segment E2) noted.
66.	Online			What are the proposed exits for the highway? What is the anticipated groundbreaking date?	Potential interchange locations (i.e., "exits") would be identified in the EIS. While not identified at this time, interchanges would likely be consistent with the Routes of Regional Significance identified in the Pinal County Regionally Significant Routes for Safety & Mobility - (RSRSM).
67.	Online			please select options 1a or 1b to route this highway	Comment regarding preferred route noted (reference is to earlier project segment notation, which may be found in the ASR).
68.	Online			As much as I want a highway close to me I don't want it in my back yard. Option 1a and 1b would be a better choice and not disrupt any established neighborhood	Comment noted. Comment regarding preferred route noted (reference is to earlier project segment notation, which may be found in the ASR).
69.	Online			(There are better options, like Alternative 1A and 1B.) Please use this. We cannot have a highway coming through our neighborhood like 2A and 2B. It will bring down our house values and ruin why we moved here to the natural quiet and beauty! Please do not build a road through our area. Thank you..	Comment noted. Comment regarding preferred route noted (reference is to earlier project segment notation, which may be found in the ASR). Comment regarding

					opposition to specific route segments noted.
70.	Online			I vote no on the proposed 2a and 2b this would almost be in my backyard	Comment regarding opposition to specific route segments noted.
71.	Online			While I support the North South Corridor project (it will alleviate congestion on Ironwood and improve my daily commute and the commute of thousands of others), you CANNOT go with Alternative No. 2A, 2B (the section of road marked in pink as "E2" on your map. What your map doesn't show is how this stretch of road will run adjacent to the backyards of hundreds of homes in the Castlegate Community. The noise from highway traffic, the pollution, and unsightliness will ruin our property values that we so work hard to preserve. I am all in favor of this project, but you need to adopt Alternative No. "1A, 1B" (the brown stretch of road labeled K1) as this moves the highway far enough east as to still provide beneficial access, but will not inhibit quiet, comfortable living of hundreds of Castlegate Community residents. NO on 2A & 2B. YES on 1A, 1B. I am deeply concerned that since your map does not show any of the streets in the Castlegate Community, most residents will not realize how close Alternative 2A & 2B will come to our homes, and will not speak up. Your map omits crucial decision making roads. Please go with Alternative 1A, 1B - do not ruin our large community with 2A, 2B.	Comment noted. Comment regarding preference/opposition to specific route segments noted (reference is to earlier project segment notation, which may be found in the ASR).
72.	Online	None	None	The Town of Florence has spent the last several years working with residents, land owners, stakeholders and various other entities through a public process in an effort to help ADOT locate the best alignment for the proposed North-South Freeway Corridor through Florence's Planning Area. The Town's preferences for the Corridor have been officially stated via the Town's General Plan Future Land Use Map, most recently updated in 2014, and per Resolution 1490-14, which affirms the Town's support of the Town's General Plan Future Land Use Map and also states which ADOT Corridor segments the Town can and cannot support. The Town has concurrently acted to support the future alignment of the ADOT Passenger Rail Corridor between the State's two largest metropolitan areas to wisely coincide with the alignment of the ADOT North-South Corridor. The Town's preferred Corridor for the future freeway and rail systems allows these improvements to occur over time in a well-thought out manner that addresses all anticipated impacts of these future transportation enhancements. Any deviations to the Town's preferences for the ADOT North-South Corridor could be extremely detrimental to the Town and the region in both the short and long term. Namely, the Town is very concerned that certain objectionable routes noted in Resolution 1490-14 would have: grave impacts to current and ongoing development north of the Gila River; devastating impacts to the Town's core and central business district by creating a route that would be too far west of downtown Florence; and the highly undesirable impacts of conflicting with years of public and private planning efforts for the Town's Planning Area. The bottom line is that the right Corridor will allow Florence to continue to grow in a sustainable manner, prosper and maintain its position as the heart and seat of Pinal County. Alternatively, the wrong Corridor will most certainly result in Florence being a pass-by community that will have significant challenges adding rooftops, commercial businesses and employment opportunities, thus most certainly resulting in irreversible negative fiscal and other impacts. The Town of Florence sincerely asks that ADOT please continue to	Comment noted. Comment regarding preferred route noted.

				work with the Town of Florence in supporting the Town's preferences for the North-South Corridor within the Florence Planning Area.	
73.	Online			Please do not locate this near our homes. We are off Felix Road and Cobblestone, in Crestfield Manor. Use vacant land far from homes. We bought out here to get away from freeways. We do not want the noise, traffic or dirt from a freeway corridor.	Comment noted. Comment regarding opposition to specific route segments noted (Segment Q is in proximity to Crestfield Manor).
74.	Online			i would like the most direct route coming south from the 60: Red from the 60, going to purple, then blue, going further south. commuting 100 miles a day to north central phoenix. this would significantly reduce travel time :-). It would not make sense to move it further east, most people live around queen creek and san tan valley that would use the route .	Comment noted. Comment regarding preferred route noted.
75.	Online	Sharon	Gallagher	I am co-owner of the home my husband and I purchased in 2013. We are year round residents of Apache Junction. I use Ironwood (and Gantzel Rd) regularly both north and south of the 60. Ironwood is very congested south of the 60 most of the time when I drive it. I would prefer Ironwood to be a freeway and the northern end of the North-South Freeway. I would prefer westernmost routing options selected as much as possible all the way south to Eloy and I-10. Thank you. Sharon Gallagher	Comment noted. Comment regarding preferred route noted.
76.	Online	Steve	Gallagher	My wife and I live very near Ironwood on 12th Ave in Apache Junction. We are permanent year round residents. We use Ironwood regularly both north and south of the 60. Ironwood to the south of the 60 needs to be made into a freeway. Ironwood should be selected as the northern end of the freeway. Ironwood is very heavily traveled and congested now south of the 60. An Ironwood Freeway would solve that. An Ironwood Freeway location would likely be preferred for commuters that live in the vicinity of both Ironwood and Gantzel Rd due to closer proximity to their homes. We would like to drive from 12th Ave on Ironwood then remain on Ironwood (now a freeway) as we travel south from the 60. That would be cool and awesome and safe and fun and quick and convenient. I would prefer selection of Ironwood as the northern end and then select routing options that generally remain westernmost as the freeway travels south. I would NOT prefer selection of a freeway entrance east of Ironwood or eastern routing options. Steve Gallagher	Comment noted. Comment regarding preferred route noted.
77.	Online			No where near the Castlegate neighborhood as it would certainly have an adverse effect on my property value and quality of life. I purchased a house in a rural area for a variety of reasons, not least of which is the quiet and lack of ambient light in the evening hours. The increased traffic would outweigh any advantage in egress to the freeway.	Comment noted. Comment regarding opposition to specific route segment (E2) noted.
78.	Online			I would prefer it NOT to be right behind my subdivision, Castlegate.	Comment noted. Comment regarding opposition to specific route segment (E2) noted.
79.	Online			Should absolutely NOT destroy the point of living out here. Turn Ironwood into a freeway. DO not destroy hunting, shooting, peaceful state land with beautiful night skys. Stay away from castlegate. Or buy my house for 5 times value.	Comment noted. Comment regarding opposition to specific route segment (E2) noted.

80.	Online	[REDACTED]		Will there be plans to extend ocotillo further east to connect to the U.S.60? How will each of the options affect my property value? When will there be a final decision?	Extension of Ocotillo Rd east to US60 would be under the jurisdiction of Pinal County. The impacts of both the build alternatives and no-build alternative will be evaluated in the EIS. It is anticipated that a draft EIS will be complete by the end of 2016, at which time there will be another opportunity to comment on the study findings, in addition, at any time during the study process the public may contact ADOT to provide comments on the project.
81.	Online	[REDACTED]		We do not want this so close to Castlegate. Ironwood is the best option.	Comment noted. Comment regarding opposition to specific route segment (E2) noted.
82.	Online	[REDACTED]		I know we need another north-south corridor, so I am not sure it make sense to turn an already heavily used corridor (Ironwood) into a freeway. The traffic it would cause while being built would be tremendous. How wide would you have to go if the Ironwood choice was decided on? There are several housing developments along that street. Since I live in the NE corner of Castlegate community, the option just east of us does not make me happy either - too close. My preference would be to go further east and to keep the freeway as low as possible as to not block all the nice views of the mountains we have. Thanks	Comment noted. Comment regarding preferred route noted, as well as preference to minimize visual impact (to homeowners) of the east route alternative.
83.	Online	[REDACTED]		What will it look like?	Preliminary design of the proposed facility would be described in the EIS (and accompanying Design Concept Report), a draft of which is anticipated at the end of 2016.
84.	Online	[REDACTED]		I do NOT want a freeway in my backyard or an offramp off of Ocotillo Road. A short connector freeway on the already existing Ironwood would be better. People already drive freeway speeds on this road as it is. Make it safer than a two lane highway and people may drive safer. Putting a freeway to east of Castlegate community along the canal is to close to home. I moved out to this are to be away from the noise and traffic. I do not want my value of my home to decrease not do I want the noise. Place it off of Ironwood or not at all.	Comment noted. Comment regarding opposition to specific route segment (E2) and preference for Ironwood alternative noted.
85.	Online	[REDACTED]		Just got a note from a neighbor,I assume, stating that if adot put this hwy on wheeler rd we would only get pennies on the dollar for our property and a figure of \$10k was mentioned. Can you give us	Additional information on ADOT's right-of-way

				facts about how adot will place values to our properties and the process? Thanks.	acquisition process may be found at <a href="http://azdot.gov/business/RightofWay_Properties/contact-us">http://azdot.gov/business/RightofWay_Properties/contact-us</a> . For additional questions concerning right-of-way, please contact Dave Edwards at ADOT right-of-way (602-712-8803).
86.	Online			I am a resident and homeowner in the Castlegate subdivision and am very concerned about potentially have a freeway and on ramp right next to my neighborhood. I have lived in area that had close freeway access in the past and it seemed to have a higher crime rate (theft, auto and home break ins). I'm also not keen on having to listen to traffic or smell it. Clearly, a freeway connection is needed in this area but I feel it would be best if it went as far east as possible where there are fewer existing homes at this point.	Comment noted. Comment regarding preferred route noted.
87.	Online			I represent a group of business owners and leaders in Apache Junction (Superstition Business Owners Group). Our mission is to encourage and assist where possible with economic development within the City of Apache Junction. A concern we have relates to the westbound exit off of Rte. 60 leading to the Old West Highway. In a conversation several of our group members had with a member of ADOT in the recent past, it was mentioned that ADOT was considering the possibility of closing that exit. That certainly would have a devastating effect on the businesses in Apache Junction in that it reduces the number of exits onto the Main business corridor for the city. One of the alternatives for the corridor appears to tie into that exit. Could you provide some insight on this matter. Would this alternative utilize that exit so that it would permit the exit to remain viable for business traffic into Apache Junction? This would be very important to the business community in this city. Thank you.	Comment noted. Preliminary design of the proposed facility, and interchange with US 60 would be described in the EIS (and accompanying Design Concept Report), a draft of which is anticipated at the end of 2016.
88.	Online			I am hoping that with all the "open" land here, the intersection of Felix and Arizona Farms is near 2 subdivisions. One of which I reside. Do you take into consideration proximity of existing housing? It may be more feasible to follow and connect to Hunt Highway and eventually to the I-10. If you used Ironwood and ran through Gantzel and flowed south, you would intersect Hunt Highway and could head towards Attaway Rd between subdivisions. What is the timeline for funding and eventually a building start?	Comment noted. A version of the route recommended was considered in the evaluation of alternatives, but eliminated due to unfavorable ratings (refer to the ASR). Funding has not been identified and there is no current timeline for construction. The EIS, which will identify a preferred alternative, is anticipated at the end of 2016.
89.	Online			After attending the 11/20/14 Public meeting for which there were no notices sent by ADOT to the property owners of record, I have the following comments: 1. My first choice is for a NO BUILD option due to the close proximity to existing homes in Crestfield Manor, Wildhorse Estates and	Comment noted. Comment regarding preferred route noted (preferred being "no-

				<p>Merrill Ranch Anthem which will negatively impact our property rights and values by bringing noise and air pollution to our residences. 2. On January 29, 2012 the Arizona Republic did an eight day special report on "The Air We Breathe" which shows the negative impact to health and quality of life due to pollution generated by uncontrolled growth. If the N-S corridor is built, then the entire area around the highway will be filled with homes and strip malls which will add millions of additional travel miles by people living along the highway and commuting north, south and west to jobs. The evidence is clear that this will happen, all one has to do is look at the E-470 road around the East side of Denver, CO. When E-470 was built there was nothing near it but farms and ranches, now it is completely surrounded by homes and strip malls as far as the eye can see. That is future of Pinal County if this project is allowed to proceed. If the EPA is really concerned with the health of people in this area it would stop this project before Pinal County becomes another Maricopa County with the violations of EPA air quality standards. 3. From the 11/20/14 meeting I see that the comments by property owners in Crestfield Manor and Wildhorse Estates have been totally ignored, a fact that doesn't surprise me since ADOT has already selected the N-S Corridor route but continues the sham of having public meetings and pretending that our comments matter. The first homes in Wildhorse Estates were built in 2002 with the entire community being built out by 2006, yet Wildhorse Estates has been shown on your maps as "future development" vs "residential" which I pointed out in my comments in 2011. Crestfield Manor is not totally built out but does have a significant number of residences and is also shown at "future development. Both Wildhorse Estates and Crestfield Manor are on the west side of Felix Rd about one mile south of Arizona Farms Rd (I thought you need the directions since it appears no one from ADOT has been able to see the residences that are just west of the "P" on the EIS study map). 4. I will once again try to get ADOT to respect my property rights by moving the N-S Corridor to the east where there are presently open fields and open desert which are true "future development" areas. I recommend that the N-S Corridor follow segments I &amp; J to O3, but where O3 crosses the Magma AZ railroad, keep O3 east of the CAP canal where it should cross the CAP canal at "V" on the EIS study map. This eliminates segments E4, G, P &amp; O. An alternative would be to use segments A, E1, E2 but keep them on the east side of the CAP canal and then connect E2 to O3 and keep O3 on the east side of the CAP canal until a crossing of the canal at "V" on the EIS study map. This eliminates segments E4, G, P &amp; O. The two alternatives above would remove the negative impacts of the N-S corridor to Crestfield Manor, Wildhorse Estates and Merrill Ranch Anthem residences. 5. I am also concerned with the impact to the residents in Crestfield Manor and Wildhorse Estates due to the water runoff from the N-S corridor. All water runoff from any N-S Corridor must be kept on the east side of Felix Rd and not be allowed to flow onto the private properties in Wildhorse Estates. State law forbids allowing water runoff to impact other properties and ADOT must be held accountable for controlling any N-S corridor water runoff. 6. Why didn't ADOT mail out notices of the November 2014 public meetings to the affected property owners of record?</p>	<p>build", or Segments I, J, and O3), and opposition to specific route segments noted. Air quality, drainage, and neighborhood impacts are all factors to be evaluated in the EIS. Congestion in the region with the anticipated development without an alternative (i.e., no-build) would also be evaluated. The project team will include your contact information in project list for future notices concerning the project.</p>
90.	Online			<p>I prefer the "ironwood " freeway option because that road already has freeway like driving and would be centrally located to enter into Queen Creek as well. It would create development outside of the ironwood main road for San Tan Valley. Being centrally located as ironwood is would increase values all around for the community. If it is too far outside of San Tan then it is still out of the way for some to use.</p>	<p>Comment noted. Comment regarding preferred route noted (Segment A).</p>



91.	Online	None	None	I would like to see the freeway run down ironwood. Its already the busy road in san tan valley. I live in castlegate and do not want a freeway behind my house.	Comment noted. Comment regarding opposition to specific route segment (E2) noted.
92.	Online	[REDACTED]		East of the CAP canal, where it is uninhabited, seems to make much more sense than destroying homes and displacing families.	Comment noted. Comment regarding preferred route noted.
93.	Online	[REDACTED]		Please DO NOT run the freeway just east of castlegate... I did not move here to have a freeway in my backyard :)	Comment noted. Comment regarding opposition to specific route segment (E2) noted.
94.	Online	[REDACTED]		It would be ideal if the project would be located in the Far East projected site away from current residential areas. I am a homeowner in the Castlegate development and my home is in the northeast side. Many residents live this far to avoid the noise and traffic and this would bring much of that to us. I'm sure many residents who might actually use this corridor would not mind a slightly further drive to keep the peace that we enjoy in our neighborhood. Plus I can believe that the primary use if this project will not be for those close to this residential area and more for those traveling long distance between the 60 and the 10. The need to be so close to our neighborhood does not outweigh the overall need of the corridor to begin with. I hope you can respect the wishes of those who live in this area when making decisions of where to build. I don't always respond to these surveys, but my house is so close the potentially affected area. I lived in the city my whole life. I don't live there anymore and would like to keep the sounds of traffic off my back porch. Thank you for considering my opinion in this matter.	Comment noted. Comment regarding preferred route noted.
95.	Online	[REDACTED]		At the ADOT meeting they proposed 3 routes. One turns ironwood into a freeway. Another runs between the canal and Castlegate neighborhood. And the other is about 3 miles east of the canal. I personally am stating my voice that I am against the route that goes between the canal and Castlegate. It needs to be on ironwood or 3 miles east of the canal.	Comment noted. Comment regarding preference for Ironwood Alternative (Segment A) and opposition to specific route segment (E2) noted .
96.	Online	[REDACTED]		I would like for the freeway to be located off of Ironwood. I would NOT want it located near Schnepf Rd or near Castlegate. We moved here because we enjoy the horse property, and open desert behind us. My back yard is adjacent to the far East wall and I do NOT want to see or hear a FWY from my yard. I also do nit think this corner can handle traffic from a fwy and off ramp. It will bring traffic that would not otherwise be here. Where, ironwood is a main road connecting many communities. Makes sense to make that a fwy.	Comment noted. Comment regarding preference for Ironwood Alternative (Segment A) and opposition to specific route segment (E2) noted.
97.	Online	[REDACTED]		I live in Apache Jct and have commuted to Florence for work for 15 years. I would welcome an alternative route that doesnt go through Gold Canyon. Especially in the winter time! Thanks	Comment noted. Comment regarding preferred route noted.
98.	Online	[REDACTED]		My comment to ADOT. At the meeting you told us that the state did not have money as of yet to pay for the proposed highway and that you were considering a toll booth to raise the money. How are you going to raise the money to compensate people for their land and homes? Many of the	Comment noted. A toll is being considered as one of many potential funding sources for

				<p>people on Wheeler road spent more than half their lives paying off land, wells and homes. Not to mention all the labor they invested in their property. Several individuals are recently retired; husbands have died and were expecting to take ease for the remainder of their existence. Now you are considering stripping families of everything. If this were happening to your parents would you sit by silently, I think not. Do you plan on opening up your homes to let all these families you are putting out on the streets to live with you while they reconfigure their lives? Is your conscience so seared that none of this affects you? If you can't set people up with the standard of living they have grown accustomed to why would you even consider what you are proposing? If it comes down to people losing their homes and land in comparison to farm land you need to consider the people first. Our voices will be heard regarding this matter.</p>	<p>the project. Additional information on ADOT's right-of-way acquisition process may be found at <a href="http://azdot.gov/business/RightofWay_Properties/contact-us">http://azdot.gov/business/RightofWay_Properties/contact-us</a>, for additional questions concerning right-of-way, please contact Dave Edwards at ADOT right-of-way (602-712-8803).</p>
99.	Online			<p>I have gone to your website <a href="http://azdot.gov/NorthSouthCorridorStudy">azdot.gov/NorthSouthCorridorStudy</a> to complete the online survey. Cannot find the survey online? Please send me the link.</p>	<p>ADOT Communications sent comment form via email</p>
100.	Online			<p>I thought for sure that you were going to plan on coming down further and convert most of Ironwood into a freeway - I mean, it's pretty much driven like one anyways. If anything it would be for safety reasons. The speed limit is 50 mph and most everyone travels 65+ from Pecos to Guadalupe Rd. Coming down to Pecos with the Ironwood Freeway and then connecting the 24 to run East/West at the Pecos interchange and then East down to Florence would have made more sense to me with a branch off to the Eastern portion of STV just north of Florence. I don't agree that said freeway should continue through Gantzel to STV directly though as many people have stated. Traffic flow through that portion of Gantzel is heavy at times, but the main issue through there is lack of traffic control, not lack of lanes or restricted access. There also does need to be consideration for a freeway conversion project in the Hunt Highway to Riggs Road corridor between Empire &amp; Village Lane where it's squeezed to one lane each way. I myself travel Riggs every day to my office in Chandler, and from Power Rd to I-10 I've never had enough traffic in the morning or the afternoon to warrant making Riggs wider or converting it into a freeway as others have mentioned. I actually enjoy the drive through there. The only major slowdown along that route is the section from Ellsworth to Power, which is mainly horse properties, so unless you're willing to shell out mega bucks to the owners - we're never going to get any widening through that section.</p>	<p>Comment noted.</p>
101.	Online			<p>CAP canal.</p>	<p>Intent of comment unclear.</p>
102.	Online			<p>It would be ideal if the project were to begin by the Ironwood exit from I-60, and go along the copper basin railroad. It would greatly help in the growth of the San Tan Valley area if this corridor project could be expedited instead of taking another 4 - 8 years before even beginning construction. We are a first world nation, and it's inexcusable that something like this should be dragged out for over 10 years already!</p>	<p>Comment noted. Comment regarding preferred route noted.</p>
103.	Online			<p>I am a new resident to Arizona but can appreciate the proposed route to intersect Interstate 10 at a point where the traffic is less. Any travel to the south from this area cuts the time and anxiety. The route selected will also benefit the Ironwood traffic with more safety by having more lanes. The</p>	<p>Comment noted.</p>

				eventual tie-in with the route from 202 will be another benefit for the Ironwood traffic. I can also see where areas of future development would be an increase to the local economy. From my point of view, the project is a go.	
104.	Online	None	None	I am mainly concerned with choosing the option (except for the no-build option) that would provide me the fastest drive time to Tucson. Hopefully that would also be the most economical choice while still observing environmental concerns. The I-10 East out of Phoenix is truly congested and out of our way to reach.	Comment noted.
105.	Online	[REDACTED]		Will there be meetings held in Eloy or for the residents along Highway 87 towards Eloy? I live in Villa Grande Rancheros and it appears the highway will be right next to that community?? How will it look and how will it affect the level of traffic versus what we already deal with.	A meeting was held in Eloy on Tuesday, November 18, 2014 (Santa Cruz High School, 900 N. Main St., Eloy). The questions raised will be addressed in the EIS evaluation.
106.	Online	[REDACTED]		It would be great if the highway could connect 587 or even the 187 south of Sacaton to Ellsworth Rd. and Hunt Hwy. then go north to connect to the 24 to the 202 loop. That would cut a lot of time and miles from the trip between AJ and Tucson.	Comment noted.
107.	Online	[REDACTED]		The alternative route that runs south via Ironwood would be best alternative. But please consider connecting SR24 to any north/south freeway as this would make it easier to connect from the 202 San Tan Freeway without having to drive additional miles out of the way to reach the new freeway.	Comment noted. Comment regarding preferred route noted, as well as support for building SR 24.
108.	Online	[REDACTED]		What will it look like? Where will the facility be elevated?	Preliminary design of the proposed facility would be described in the EIS (and accompanying Design Concept Report), a draft of which is anticipated at the end of 2016. The project is currently in the early stage of development.
109.	Online	[REDACTED]		According to the Route Alternatives as of 11/19/14 the best route looks like A E1, E2.	Comment noted. Comment regarding preferred route noted (reference is to earlier project segment notation, which may be found in the ASR).
110.	Online	[REDACTED]		I think it is great that a North South Corridor is being considered. Quick access to freeways can increase mobility, thus increasing trade and improving the overall economy. The proposed locations of this corridor though seem very odd. Why miss the opportunity to provide freeway access to the majority of the population in this affected region? Queen Creek, San Tan Valley (San Tan Heights, Johnson Ranch, Anthem, etc.), and many other more populated communities would be skipped and get little value from this. The freeway would definitely help trucking and transportation from Tucson to Apache Junction, but misses a greater opportunity to provide access to suburban areas	Comment noted. The alternatives being considered were developed through a scoping process that involved consideration of many inputs and criteria. The evaluation process is documented in the

				which would be more likely to travel into Phoenix, Mesa, and Scottsdale to increase overall trade.	ASR. Traffic interchanges will be provided to access the arterial streets to connect local communities.
111.	Online			<p>ABCD is my current ideal choice for alignment. This is based on current needs benefiting from a ABCD route 1 the most, that way there is a N/S freeway closer to expected growth from the GM facility (Eastmark) and airport while relieving the San Tan Valley and Queen Creek areas the most. Having said that, that is a limited scope view of a route that would ideally serve the whole community. I believe there is a need for the ABCD, but then there would be a need for a longer term 2ndary N/S route along the NOQ route 3 option, most likely 25+ years out for that corridor. I do believe they will both be needed and we should not get stuck in current vision views and limit it to 1 route. This would happen if a route were chosen more centrally located such as the IJOQ route or a AEGH route. If we were limited to the case of only being able to plan for 1 route and no future studies or route alternatives would be planned, I would be happy with an IJOQ route. I do see severe future limitations to this route. It serves the few without the benefit of the many even with future developments in yellow considered. Then we would have 1 big freeway right dab in the middle without the ability to have a second in the future. The growth and opportunities from the GM facility (Eastmark) and the growth from the Airport should be major considerations in any freeway planning N/S. All routes should align with 87 at the bottom. There is no reason that cannot be utilized and built out beyond what it currently is. There is nothing at the end of it that causes any major issues in my opinion. Thank you for considering my opinions on the route plan.</p>	Comment noted. Comment regarding preferred route references naming identified in Figure 39 of the ASR, segments of which have been eliminated from further evaluation (refer to ASR). Preference for Segment A noted.
112.	Online			<p>Regarding Monday night's meeting, Nov 17, at Walker Butte Elementary, 29697 N. Desert Willow Blvd: If the intent and purpose of this meeting was to inform local citizens about proposed routes and to answer their specific questions, then this meeting was mostly a FAILURE. If the intent and purpose of this meeting was to meet the legal requirements for a public meeting on this subject, without actually publicly sharing attendees questions and answers with ALL those in attendance, then it was a grand success! Having officials posted around the room and answering questions for individuals is NOT the best way to inform the public! It is, on the other hand, a good way to avoid sharing what might be unfavorable answers . . . with the entire group. What a waste of time! Surely some of the people asked the same or similar question many times over, but asking different officials. The result would be that multiple officials spent time on the same subject yet only a very small group of people heard the answers to those questions. One would at least hope that they all received the same answers, but there's no way of knowing that, is there? This meeting was a lost opportunity for educating concerned citizens. And what was the excuse given for doing the Q&amp;A this way? "We weren't expecting this many people to show up, maybe only about 40 or so". Really?! Your job is to inform the public and receive feedback. What difference does it make that there were more people than you expected? The informing part was very poorly executed and that is my feedback. Did you think it would take too much of your time to answer the questions publicly? That's your job, isn't it? Are there questions you thought might be asked that you were afraid to answer in front of a large group? Like, for instance, how the construction would be funded . . . perhaps, like other proposed or completed highways in the U.S., by building it as a toll road?</p>	Comment noted. The format was chosen to allow participants to come and go (open house format) at their convenience. Reference to tolling was made in the presentation as a possible funding option, and team members were on hand to answer any questions related to funding. No specific funding source has been identified for the project at this time, and it will likely take a combination of funding sources to develop the project if the EIS recommends a build alternative. As the project advances through the EIS and preliminary design phase, a

				Built by foreign construction companies, as has been done in other states? And, as has been done in other states, operated by foreign companies with proceeds going outside the U.S.? And with 50-year guaranteed annual profits for those companies for which we taxpayers will be on the hook if those profits aren't met, as has been the case in other states? I certainly hope the remaining meetings are not handled this way!	cost estimate will be prepared, and additional information will be shared with the public when the draft EIS is prepared for review.
113.	Online			At the Castlegate community we are starting a petition to not have the highway put into the desert just behind us. It is hard to tell where exactly the highway would be put but looking at the maps, it shows one option is between the canal and our backyards. Is that true? Many of us feel that Ironwood is a better choice. That road is dangerous at this time. There are some people driving 80mph+ and others driving the posted limit of 50mph. The disparity in speed is dangerous and causes quite a bit of road rage. There is no safe spot to pull over so it is dangerous for the officers to patrol that area also. Looking forward to the meeting tonight. James	Comment noted. The western Alternative (Segment E2) is located along the western side of the Central Arizona Project Canal, and to the east of the Castlegate community. Comment regarding opposition to specific route segment (E2) noted.
114.	Online			If feasible, I would recommend the farthest east route for the proposed corridor. I feel this would provide more opportunities for people in the East valley to be able to travel North and South.	Comment noted. Comment regarding preferred route noted.
115.	Email	Michael	Campbell	<p>From: Michael Campbell [REDACTED]  Sent: Thursday, November 20, 2014 8:03 PM  To: Crowther, Brent  Subject: North-South Corridor Study</p> <p>Brent,  Thanks for taking the time to discuss the route alternatives with me this evening. Per our conversation I would like a blown up map showing two important intersections. First one is the intersection of Valley Farms Rd and Va Ki Inn and the second is the intersection of Va Ki Inn and Clemans Road. My family have farm land and houses at these intersections. I've also attached a photo with a circle around the area I'm referencing.  Thanks again for your help.  Michael Campbell</p>	Comment noted. A map of the area in question showing the alternatives was provided to Mr. Campbell on 12/1/14.
116.	Email	Mark	Voigt	<p>From: Mark Voigt [REDACTED]  Sent: Friday, November 21, 2014 8:06 AM  To: Lars Jacoby  Cc: 'Dave Rogers'  Subject: RE: What time are the hearings at the various locations?</p> <p>Lars: On the various routes that are being considered, could we get a map that shows in more detail the underlying properties associated with the segment called O-3 which is in the Magma Ranch area? We own 169 acres at the northwest corner of Judd and Felix and we would like to pin point this segment's relationship to this property in more detail. We realize the exact route and width have not been chosen but would like to understand this segment a little better. Thanks so much.  MAV</p>	Comment noted. A map of the area in question showing the alternatives was provided to Mr. Voigt on 12/12/2014.

117.	Email	Chris	Webb	<p>From: Chris Webb [REDACTED]  Sent: Wednesday, December 10, 2014 12:30 PM  To: Victor Yang  Cc: LaBianca, Michael; Angelica Romo  Subject: RE: North-South Freeway October 2014 ASR: Comment Letter from Stakeholder; PRI  Importance: High</p> <p>Victor,  Please find attached a comment letter from Property Reserve, Inc. ("PRI") regarding the October 2014 ASR. PRI has been involved with the corridor study process since the beginning and requests that the attached comments be incorporated into ADOT's file and considered as you move into the EIS/DCR process.</p> <p>Thanks, Chris</p> <p>Chris Webb  Director of Project Management</p> <p>[REDACTED]  [REDACTED]  [REDACTED]  [REDACTED]</p>	<p>From: Victor Yang  [mailto:VYang@azdot.gov]  Sent: Wednesday, December 10, 2014  To: 'Chris Webb'  Cc: LaBianca, Michael; Angelica Romo  Subject: RE: North-South Freeway October 2014 ASR: Comment Letter from Stakeholder; PRI</p> <p>Chris,  Thank you for your comments/inputs. Your comments will be reviewed and evaluated along with other evaluation criteria (agency comments, other public comments, engineering, environmental) and incorporated into our DEIS and IDCR.</p> <p>Please feel free to contact me if you have any additional questions.</p> <p>Thanks,</p> <p>Victor Yang P.E.  Senior Project Manager</p>
118.				<p>From: Tony Bianchi [REDACTED]  Sent: Thursday, December 18, 2014 6:00 PM  To: Victor Yang; Projects  Subject: Phoenix-Mesa Gateway North (3)</p> <p>Good Afternoon Victor:</p> <p>I have attached an amended comment letter and supporting map in regards to North-South Corridor public comments. The map is meant to show connectivity and not to indicate alignment</p>	<p>Email reply,  Tony,</p> <p>Thank you for your comments. I appreciate your involvement in this project. We will review your comments and incorporate them into the project development process.</p>

				<p>preference.  We rec'd some feedback &amp; comments after a recent meeting that prompted us to update the Airport Authority's provided comments.  Please accept my sincere apologies for providing multiple comment letters.  If this version could replace the versions sent on 12/9 &amp; 12/11 it would be appreciated.  Please let me know if you have any questions.</p> <p>Thanks,  Tony Bianchi  Airport Planner  Phoenix-Mesa Gateway Airport Authority  [REDACTED]  [REDACTED]  [REDACTED]  [REDACTED]  [REDACTED]  [REDACTED]</p>	<p>Thanks,  Victor Yang P.E.</p>
119.	Email	Beau J.	Goldstein	<p>From: Goldstein, Beau  To: LaBianca, Michael  Cc: Victor Yang  Subject: North-South Corridor study, Alt report Oct 2014  Date: Wednesday, December 03, 2014 12:18:07 PM  I have the following comments:  Page 8: SCIP is not listed as a NEPA Cooperator. We asked for a cooperating invitation in 2011.  Page 47: Other major SCIP canals not mentioned that could be affected include the Northside Canal and Florence-Casa grande Canal.  Page 52: SCIP is a water and electric utility.</p> <p>Over the years SCIP has also reiterated the necessity of coordinating with us regarding encroachment permits to cross our facilities (both conveyance and delivery features). Engineering designs and other submittals will be necessary. I suggest following up with Clarence Begay <a href="mailto:clarence.begay@bia.gov">clarence.begay@bia.gov</a> to ensure you understand the permitting requirements.  Thank you,  Beau J. Goldstein, RPA  BIA SCIP, Acting Environmental Coordinator  BIA WRO, Contractor  [REDACTED]</p>	<p>Comments are received and noted. Further coordination with SCIP will be taken to address their concern.</p>



120.	Printed material	Joseph	Aldrich	[Major Aldrich is with the Arizona Army National Guard; For attachment, reference Exhibit 6 – Rittenhouse Army Heliport & The North-South Corridor Study]	Comment noted. The Arizona Department of Emergency and Military Affairs (consists of the Army and the Air National Guard, the Division of Emergency Management, and the Joint Programs Division) is represented as a NSCS Stakeholder Agency. Comment noted regarding opposition to Segment E for the North-South freeway, and “that SR 24 stays north of the sub-station and Rittenhouse.”
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## Exhibit 1: Town of Florence Resolution 1490-14

### RESOLUTION NO. 1490-14

#### **A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, AFFIRMING THE TOWN OF FLORENCE'S PREFERENCES REGARDING THE PROPOSED ADOT NORTH-SOUTH FREEWAY CORRIDOR.**

**WHEREAS**, the Town of Florence has proactively worked to identify and support the short, mid and long-term transportation needs and goals for the Town; and

**WHEREAS**, the Town of Florence has been actively engaged with the ADOT North-South Freeway and Passenger Rail Corridor Studies to protect the long term transportation needs of the Town; and

**WHEREAS**, the proper alignment and future development of the proposed ADOT Freeway is critical to the long-term prosperity and sustainability of the Town of Florence; and

**WHEREAS**, the Town of Florence 2020 General Plan Future Land Use Map contained within the Land Use Element indicates the Town's conceptual alignment of the proposed North-South ADOT Freeway Corridor, as well as the proposed conceptual alignment of the ADOT Passenger Rail Corridor; and

**WHEREAS**, an ongoing public participation process, including the holding of a public hearings of the Town of Florence Planning and Zoning Commission, public hearings of the Council of the Town of Florence, and public outreach to impacted stakeholders has occurred to establish the Town's preferences for the future ADOT North-south Freeway Corridor on the Town's Future Land Use Map; and

**WHEREAS**, the current ADOT North-South Freeway Study alternatives do not precisely match the preferences of the Town via the approved Future Land Use Map, the Town affirms its support of the Future Land Use Map, but expresses its corridor segment preferences within the Town's Planning Area to be: O3, V, X and AO; and

**WHEREAS**, the Town must take a stance against alternatives that vary substantially from the Town's preferences and that would be damaging to the Town's future prosperity and sustainability, particularly referring to objectionable segments G, Q and AB; and

**WHEREAS**, the Town must support alternatives that are in support of the Town's position as the County Seat of Pinal County and a major employer for the Town of Florence; and

**WHEREAS**, the positions stated via this Resolution have been found to: be

**Exhibit 1: Town of Florence Resolution 1490-14 (Continued)**

appropriate; be consistent with the goals, objectives and strategies of the Florence 2020 General Plan; Specifically, the Amendment is consistent with Goals One and Two of the Circulation Element that support a safe, efficient, balanced and comprehensive transportation system and Goal One of the Economic Development Element that states "Develop a sustainable economy in order to maintain a vibrant and healthy community". Thus, a determination has been made that this Resolution should be approved.

**THEREFORE, BE IT RESOLVED** by the Mayor and Council of the Town of Florence, Arizona, as follows:

The Mayor and Council of the Town of Florence hereby adopt this resolution affirming the Town's preferences regarding the ADOT North-South Freeway Corridor.

**PASSED AND ADOPTED** by the Mayor and Council of the Town of Florence, Arizona, this 8<sup>th</sup> day of December, 2014.

  
\_\_\_\_\_  
Tom J. Rankin, Mayor

**ATTEST:**

  
\_\_\_\_\_  
Lisa Garcia, Town Clerk

**APPROVED AS TO FORM:**

\_\_\_\_\_  
James E. Mannato, Town Attorney

**Exhibit 2: City of Eloy**



## CITY OF ELOY

COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING & ZONING ° BUILDING & SAFETY ° CODE ENFORCEMENT

December 11, 2014

OK

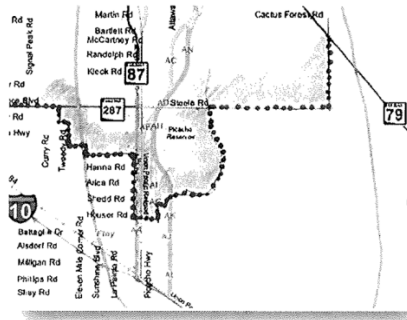
Mr. Victor Yang  
c/o North-South Corridor Study  
1655 W. Jackson Street, #126F  
Phoenix, Arizona 85007

Re: City Preferred Corridor/Alternative Selection Report (ASR)  
North-South Corridor Study

Dear Mr. Yang:

On behalf of the City of Eloy, I would like to formally identify our support for two of the segments under consideration for the North-South Corridor Study that will be located within our defined Planning Area. We support the segments of AA and Z, which constitutes approximately eight miles of the approximate 45-mile corridor as shown on the map to the right. The area to the north of the green dotted line is now located within the City of Coolidge Planning Area.

The City of Eloy desires the north-south corridor to be located within the AA and Z Corridor segments based on the following:



**Reduced Right of Way Cost/Acquisition Cost.** These two segments would utilize the existing right of way on SR 87. Although the existing right of way may need to be expanded to accommodate the selected roadway and passenger rail cross-section, it would be more cost effective than acquiring all, or a significant amount of, new right of way. Acquisition adjacent to SR 87 would also occur in a more expeditious manner, based on the historical and intended use of this corridor as opposed to private and state land parcels that would be severed.

347

### Exhibit 2: City of Eloy (Continued)

**Proximity and Connectivity to Downtown Eloy.** Due to the multi-modal capabilities intended for this corridor, having the proximity to our downtown area is very important for its future rehabilitation and vitality. If the AA and Z segments are selected, then the approximate 1.5 mile distance from the high volume roadway/passenger rail corridor would be adequately buffered. A shorter east-west connection to our downtown would also result with a future interchange/transit circulator stop/park and ride facility adjacent to the corridors' intersection with Battaglia Drive.

**Balance the Capture of Vehicular and Transit Trips.** The identification of the AA and Z segments would position the north-south corridor further to the west. This location would allow for the opportunity to balance the amount of existing and future private and state land development that could locate on both sides of the corridor, maximizing its function to capture and disperse a larger share of vehicle trips generated in the region. These segments also create a more functional geographical balance than the alternative corridors, capturing trips within the five mile area to the west of SR 87 (I-10 would capture the trips five miles further to the west) and the six mile area to the east of SR 87.

**Leveraging the Economic Development Potential of the SR 87 Corridor.** The ability to utilize and effectively channel the projected amount of future north-south vehicular traffic using only this facility (as opposed to the north-south corridor **and** SR 87) will allow the City of Eloy to benefit from the concentrated future job creation and higher density residential potential that this multi-modal facility would create. We believe that one major multi-modal corridor would lead to a much better opportunity for the City to achieve its jobs/housing balance objectives.

**Minimizing the Cost of Mitigating Environmental Hazards.** The two corridor segments (AA and Z) would be located in areas where the incidence of earth fissuring is not as prevalent as the alternative corridor segments located to the east. In addition, these two corridors are not located within high risk flood zones as identified by the Federal Emergency Management Agency (FEMA). Locating the corridor away from geotechnical and flood hazards should not only translate to a reduced capital cost of the facility but also reduced operation and maintenance costs when it is constructed.

In conclusion, I trust that the five points identified and described above clearly communicate our desire to see the Eloy portion of the North-South Corridor located within the AA and Z segments. Thank you for the opportunity to submit our comments and communicate our intentions. If you have any questions, or require additional information, please do not hesitate to contact me at [jvlaming@ci.ely.arizona.us](mailto:jvlaming@ci.ely.arizona.us) or at 520.466.2578.

Sincerely,



Jon Vlaming  
Interim Community Development Director

Cc: Harvey Krauss, City Manager  
James Humble, Public Works Director

1137 West Houser Road, Eloy, Arizona 85131 • 520/466-2578 • FAX 520/464-1438  
"Right in the Heart of Arizona's Future"

### Exhibit 3: Rose Law Group



**CHRIS K. WEBB**  
7144 E. Stetson Drive, Suite 300  
Scottsdale, AZ 85251  
Phone 480.240.5648 Fax 480.505.3925  
CWebb@roslawgroup.com  
www.roslawgroup.com

December 8, 2014

**SENT VIA US MAIL & EMAIL**

Mr. Victor Yang  
Senior Project Manager  
ADOT Urban Project Management Group  
1611 West Jackson, EM01  
Phoenix, Arizona 85007  
[vyang@azdot.gov](mailto:vyang@azdot.gov)

**RE: North-South Freeway Corridor Study – October 2014 ASR Alternatives**

Dear Mr. Yang,

This letter is sent on behalf of Property Reserve, Inc. ("PRI"), a subsidiary of the Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-day Saints ("CPB"), the owner of approximately 3,860 total acres within the corridor study area, located between Vah Ki Inn Road and Bartlett Road, just northeast of Coolidge.

This letter is sent to; (1) re-emphasize PRI's preference for an alignment following ASR Corridor Segments AN & AB between Bartlett Road and Vah Ki Inn Road, and (2) identify PRI's preferred 400' alignment through these two Corridor Segments.

**(1) Corridor Segments AN & AB:**

As indicated in prior correspondence to ADOT throughout the North-South Freeway Corridor Study process, PRI, along with other stakeholders in the area, believe Corridor Segments AN & AB to be superior and preferable to Corridor Segments AC & AO for the following reasons:

- a. Corridor Segments AN & AB are universally supported by the major property owners and stakeholders in the area, as well as the City of Coolidge, the Town of Florence, and the City of Eloy. All three of these municipalities have adopted resolutions in support of corridors that follow Segments AN & AB and have included corresponding alignments into their respective General Plans.

**Exhibit 3: Rose Law Group (Continued)**



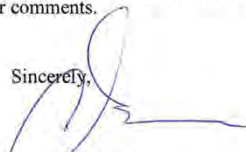
- b. Corridor Segments AC & AO cut diagonally through the middle of the planned "Sendera" development, located near Vah Ki Inn Road and Valley Farms Road, as well as the PRI property between Bartlett Road and Coolidge Avenue. The diagonal intersection with major east-west arterial streets such as Bartlett Road, Martin Road, Coolidge Avenue and Vah Ki Inn Road will result in inefficient development and unnecessary intersection complications. Conversely, Corridor Segments AN & AB provide for perpendicular intersections with the major arterial streets in the area and minimize detrimental impacts to the development potential of the surrounding property.

**(2) Preferred 400' Alignment:**

It is our understanding that through the EIS/DCR process that will occur over the next 18 months, ADOT will identify a preferred 400' wide alignment through the remaining ASR Corridors. Within the 1,500' wide corridor comprised of Segments AN & AB, PRI has identified a "preferred" 400' wide alignment for the right-of-way that will ultimately be required. The preferred alignment is depicted on **Exhibit "A"** attached hereto. This alignment represents the most advantageous alignment for ADOT, the local municipalities and PRI for the following reasons:

- a. It takes maximum advantage of the existing rights-of-way along the Clemans Road and Wheeler Road alignments, thereby reducing ADOT's right-of-way acquisition costs.
- b. It maximizes perpendicular intersections with the east-west arterial streets between Bartlett Road and Vah Ki Inn Road, thereby resulting in efficiently designed and operating intersections and maximizing the development potential of the land on each corner.
- c. It results in the least disruption to the development potential of the surrounding property.

PRI respectfully requests ADOT's consideration of the proposed 400' alignment as the North-South Freeway Corridor Study moves through the EIS/DCR process. Please call me at (480) 240-5648 with any questions or comments.

Sincerely,  
  
Chris K. Webb

**Exhibit 3: Rose Law Group (Continued)**

Exhibit "A"

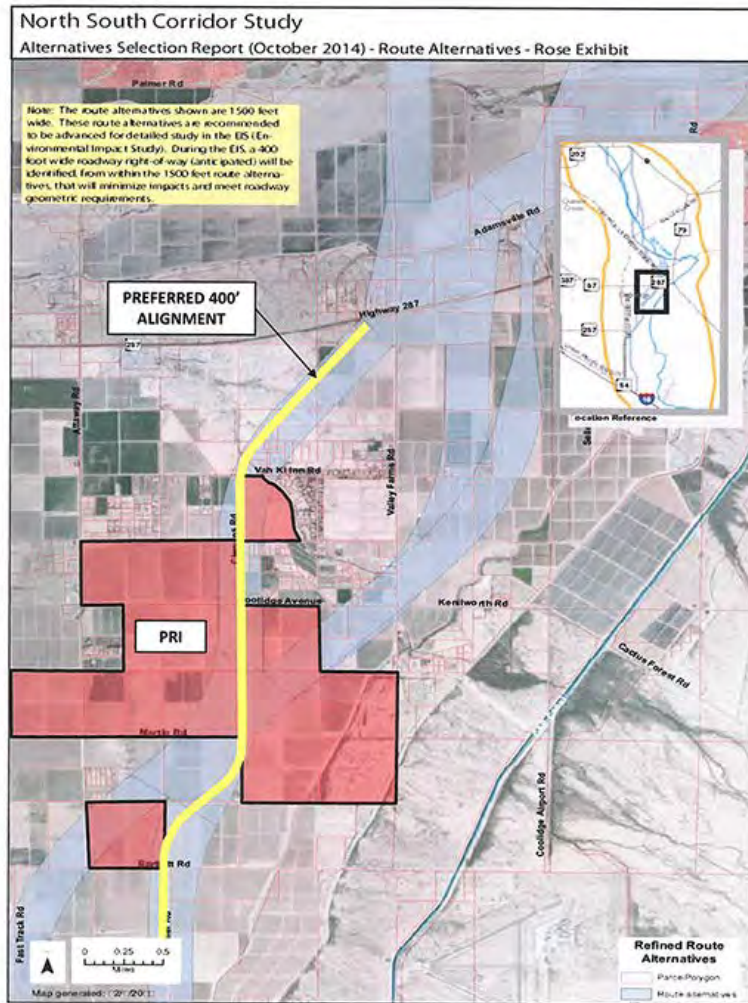


Exhibit 4: Superstition Vistas



January 8, 2015

Victor Yang, Senior Project Manager  
Urban Project Management Group

Re: North South Corridor Study

Dear Mr. Yang,

Thank you for the opportunity to comment on the Alternative Selection Report for the North South Corridor Study. We sincerely appreciate the ongoing work of the Arizona Department of Transportation (ADOT) on this important transportation corridor and your efforts to widely publicize the results of your findings to date.

On January 7<sup>th</sup>, the Superstition Vistas Steering Committee met to discuss this report, and to provide ADOT with comments. The Superstition Vistas Steering Committee is a long standing group that has guided the planning associated with the 275 square miles of largely vacant Arizona State Trust property, located in Northern Pinal County, now known as Superstition Vistas. This committee was extremely active for a number of years and was instrumental in the development of a high level plan for this important area of the central Arizona.

The multi-faceted planning work and recommendations of the Committee, which is made up of public and private sector's stakeholders, were utilized by the Arizona State Land Department officials as they developed a Superstition Vistas Area Conceptual Plan that was incorporated as an Amendment into the Pinal County Comprehensive Plan in late 2011.

Although development activity has slowed in this region, the Committee is extremely interested in the location of future freeway corridors as they transverse the Superstition Vistas' property. After discussions of the various alternatives, the committee made a motion to support the following alternatives:

#### Exhibit 4: Superstition Vistas (Continued)

- 1) In the northern most segment of the proposed corridor, the Committee recommended Segments I, J, and O3.
- 2) In the section within the Town of Florence planning area, the Committee recommended that we support the same alternatives that the Town of Florence previously identified in the Resolution #1490-14, which passed on December 8, 2014. As stated in the resolution, the town's segment preferences within their Planning area are: O3, V, X and AO.
- 3) Certain members of the Committee, including the Town of Queen Creek and Pinal County, expressed a keen interest in alleviating the East-West traffic congestion issues that now occur on the arterial streets in this region. The full committee is extremely sympathetic to these concerns and urged that all appropriate steps be taken to expedite improvements at the local level and to actively support efforts to speed the construction of State Route 24 East into Pinal County.

Again, we appreciate the opportunity to provide comments during this phase of the North South Corridor Project.

The Committee has requested that the East Valley Partnership staff continue to monitor this study through the next phases. We anticipate that we will be active participants and provide input as the next phases of this study are completed.

Please call me at (602) 363-5033 if you have any questions regarding this matter.

Sincerely,



Mike Hutchinson  
Project Manager  
Superstition Vistas Steering Committee

Cc: Superstition Vistas Steering Committee

## Exhibit 5: Pinal Land Holdings



## PINAL LAND HOLDINGS, LLC

January 9, 2015

Victor Yang P.E.  
Senior Project Manager  
Urban Project Management Group  
1611 W. Jackson, EM01  
Phoenix, AZ 85007

RE: North - South Corridor Study, October 2014 Alternative Selection Report Comments

Dear Mr. Yang,

As you know, Pinal Land Holdings (PLH) controls more than 11,000 acres previously owned by the City of Mesa, and is a major stakeholder in the vicinity of the potential alignments for the southern portion of the North-South Corridor. We are very about excited about the potential of a new freeway for the region and are eager to assist in moving this project forward. We appreciate the efforts of you and your team at ADOT and are grateful for the opportunity to provide comments on the Alternative Selection Report. Below you will find a list of our comments and the supporting documents have been attached.

- Section 2.1.3, page 20, many of these roads have been widened. This section should be updated if they impact the rankings.
- Section 2.3 & Figure 14. This section does not take into consideration the masterplan that has been completed for our entire 11,000 acres and specifically the plans for an intermodal logistics park on the southernmost 1,600 acres.
  - The attached map shows the location of the PLH controlled land. It is outlined in red, blue and yellow.
  - The areas circled in purple represent the first parcels likely to be developed prior to 2020.
    - The other parcels may develop before or after 2020.
  - All the PLH land has been incorporated into the Coolidge General plan. Attached you will find the land use map approved by Coolidge.
    - The majority of the land has been designated as urban neighborhood and will be developed into single family residential, multifamily residential, local and regional retail, office, educational and city center projects.
    - The area shaded in blue at the southern end has been designated as industrial and manufacturing and is being developed as intermodal terminal and industrial park. We are working aggressively with multiple public and private agencies to develop these parcels.

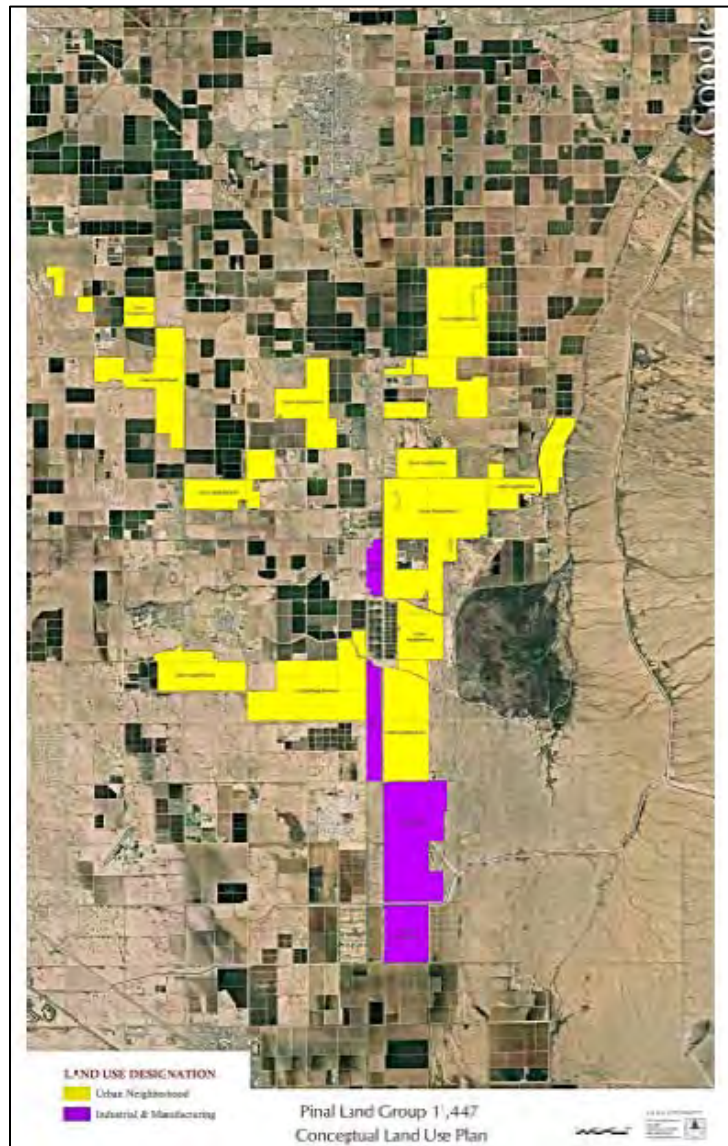
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7702 E. Doubletree Ranch Road, Suite 220 • Scottsdale, Arizona 85258 • 480.209.9365

### Exhibit 5: Pinal Land Holdings (Continued)



Exhibit 5: Pinal Land Holdings (Continued)





## Exhibit 5: Pinal Land Holdings (Continued)

Page | 2

- We have been working with the Union Pacific for a number of years and have 100% completed and approved construction drawings for the rail improvements
- This development will have a significant impact on the North-South Corridor
- Figure 27, page 69, Again, this map does not take into consideration the future development on the PLH land described above.
- Figure 37, page 93, we agree with the local stakeholders and public on the location of the southern portion of the corridor.

Again, we appreciate the opportunity to share our concerns on this project and please to do not hesitate to contact us with any follow up questions or comments.

Thank you,



Matthew McCormick  
Vice President of Acquisitions  
Pinal Land Holdings, LLC

Exhibit 6: Rittenhouse Army Heliport & The North-South Corridor Study



# Rittenhouse Army Heliport & The North-South Corridor Study

Arizona Army National Guard

By

MAJ Joseph Aldrich

602-629-4221

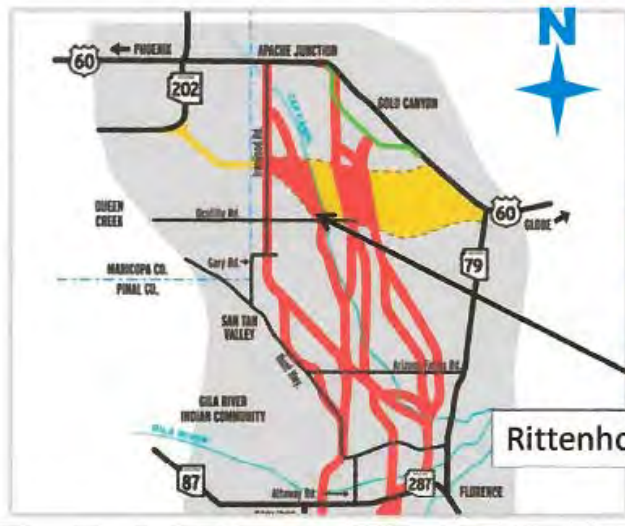
[joseph.d.aldrich.mil@mail.mil](mailto:joseph.d.aldrich.mil@mail.mil)

Exhibit 6: Rittenhouse Army Heliport & The North-South Corridor Study

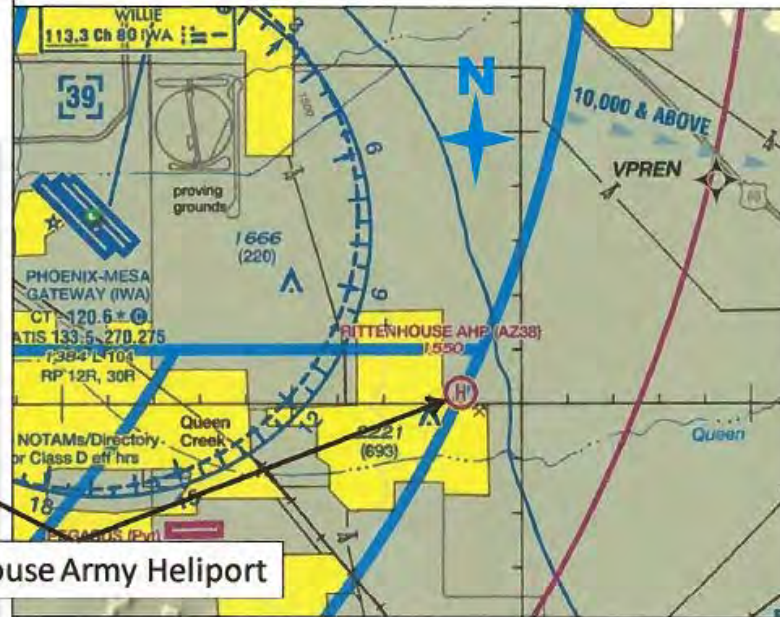
# Rittenhouse Army Heliport (AZ38)

ADOT to hold meetings for North-South Corridor Study in Pinal County

Wednesday, 12 November 2014 19:33 Written by: ADOT | 1381 ads



Rittenhouse Army Heliport



## History of Rittenhouse Army Heliport

- The town was called Rittenhouse until 1947, when a new post office was established under the name of Queen Creek.
- Pilots conducted flight training at the Rittenhouse Air Force Base during World War II until 1966.
- The old Rittenhouse airfield got a new lease on life in 1999, when the Rittenhouse Army Heliport was once again listed with the FAA as an active military facility under the control of the Arizona Army National Guard.
- Arizona Army National Guard Pilots continue to conduct Pilot and Crew Chief training on almost a daily basis at Rittenhouse Army Heliport.

Source:

<http://www.queencreek.org/about-us/town-history/historical-stories/rittenhouse-air-force-base>

## Uses of Rittenhouse Army Heliport

- Helicopter Flight Training:
  - Sling Load Training (3,000 – 6,000 lbs Loads)
  - Bambi Bucket / Wild land Firefighting Training
  - Emergency Procedure Training
  - Dust Landings Training
  - Slope Landings Training
  - Multi-Ship / Formation Flight Training
  - Night Vision Goggles Training
- Field Training Exercises (FTX)

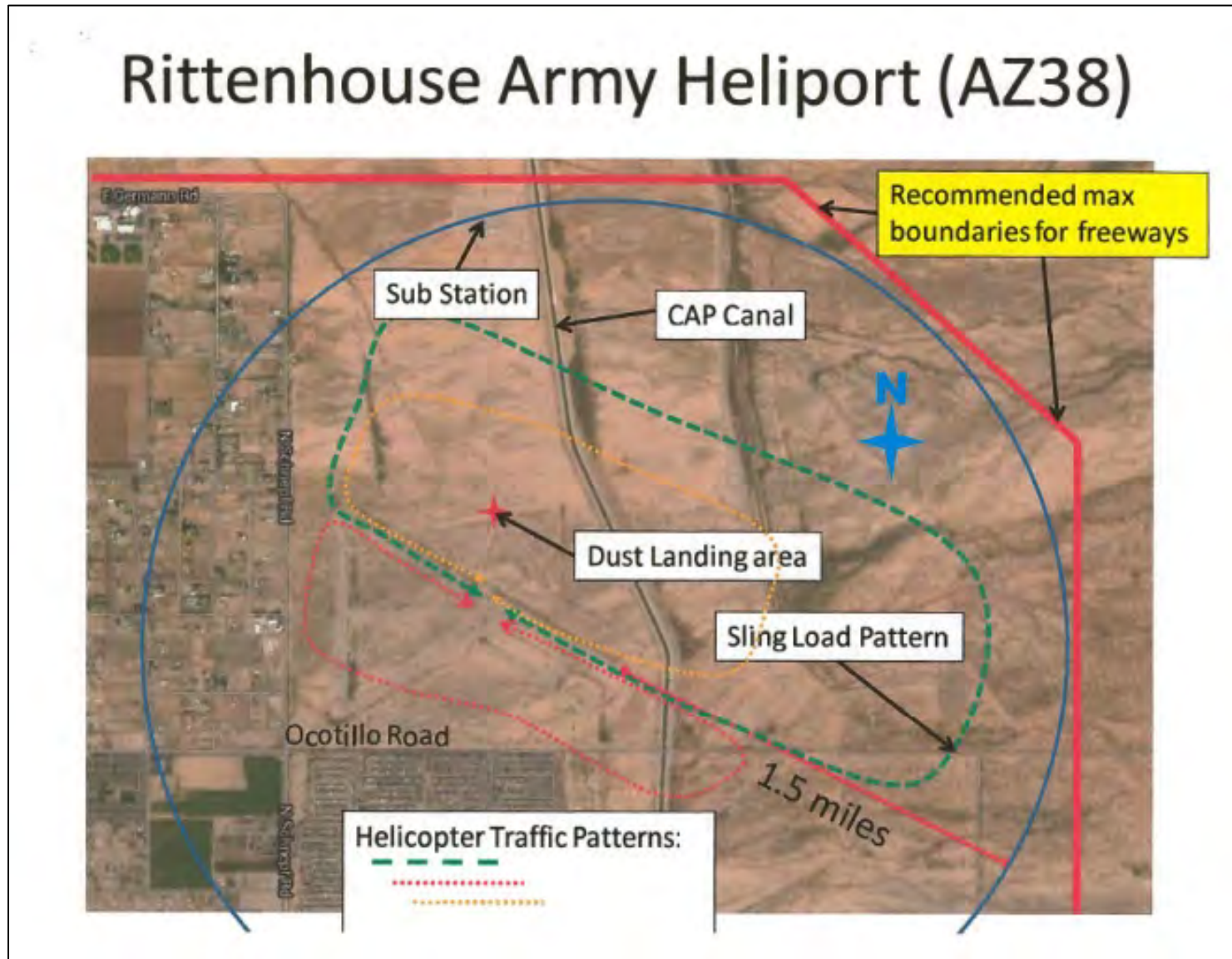


Exhibit 6: Rittenhouse Army Heliport & The North-South Corridor Study

## Rittenhouse Army Heliport (AZ38)



Exhibit 6: Rittenhouse Army Heliport & The North-South Corridor Study

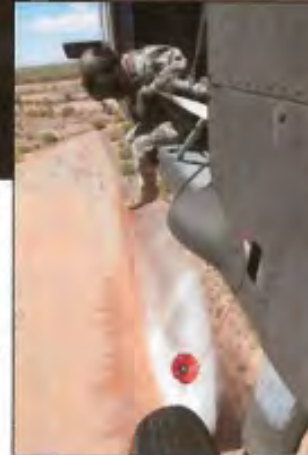




## Arizona Army Guard aviators train to fight wildfires at Rittenhouse



**Note:**  
Bambi Bucket holds  
660 gallons of water



**Exhibit 6: Rittenhouse Army Heliport & The North-South Corridor Study**

# Dust Landings & Multi-ship Training



**Exhibit 6: Rittenhouse Army Heliport & The North-South Corridor Study**

# Sling Load Training



**Note:**

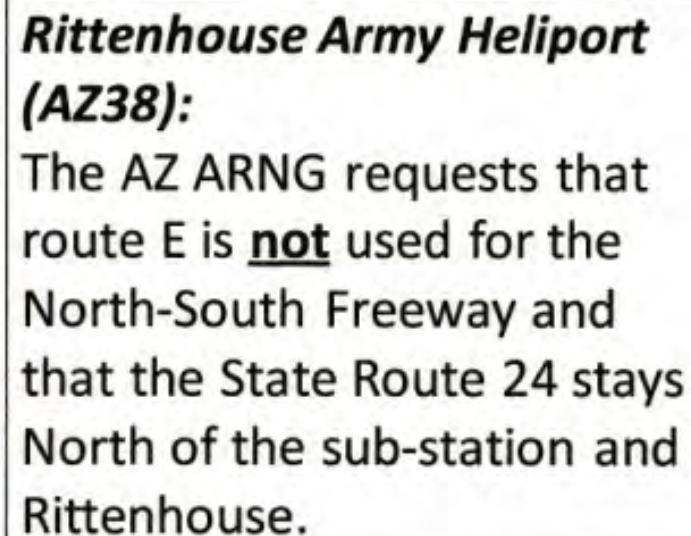
In the very unlikely event of an Emergency/Engine Failure, the aircrew will drop/release the 4,000 plus Pound concrete block into the open desert.



**Exhibit 6: Rittenhouse Army Heliport & The North-South Corridor Study**



***Rittenhouse Army Heliport (AZ38):***  
The AZ ARNG requests that route E is **not** used for the North-South Freeway and that the State Route 24 stays North of the sub-station and Rittenhouse.





# Questions

Arizona Army National Guard

By

MAJ Joseph Aldrich

602-629-4221

[joseph.d.aldrich.mil@mail.mil](mailto:joseph.d.aldrich.mil@mail.mil)