

CONNECT North-South Corridor Study

Potential New
Transportation Route

from US 60



to Interstate 10

SUMMARY OF STAKEHOLDER AND PUBLIC OUTREACH AND PREFERENCES ON POSSIBLE ROUTE ALTERNATIVES

NORTH-SOUTH CORRIDOR STUDY

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

Prepared for:
Arizona Department of Transportation



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INTRODUCTION

This document summarizes the agency and public outreach and input received on possible route alternatives for the North–South Corridor during the fall and winter of 2011.

Following the scoping phase of the study, the team developed a number of possible route alternatives based on agency and public input and detailed analysis of drainage, utilities, ground water subsidence and fissures, and economic development opportunities in the area.

The study team will further screen the possible route alternatives by using the input received from the agency and public outreach, along with detailed screening criteria, to recommend a smaller set of alternatives to carry forward into the Environmental Impact Statement (EIS) and Location/Design Concept Report (L/DCR).

AGENCY STAKEHOLDER OUTREACH

Overview

The Arizona Department of Transportation and Federal Highway Administration meet regularly with North–South Corridor Study agency stakeholders to discuss study progress and obtain feedback.

At the Nov. 1, 2011, stakeholder progress meeting, the study team gave an overview of the screening process and reviewed updated route alternatives. The study team requested feedback from agency stakeholders on the possible route alternatives via an eight-page Agency Stakeholder Input Form.

The Agency Stakeholder Input Form (also available electronically) included each segment of the possible route alternatives and asked whether the agency finds a particular segment favorable or unfavorable, and why. Only one form was accepted per agency; it was assumed that the study representatives for each agency would obtain the input necessary to complete the form. Completed forms were due back by Dec. 12, 2011. A total of 17 forms were received.

Meeting minutes for the Nov. 1, 2011, stakeholder progress meeting are in Appendix A.

Preferences

Local agencies in general favored:

- The end of Superstition Freeway terminus over the two other northern termini.
- Central alternatives paralleling the Central Arizona Project canal.
- The furthest of the eastern alternatives in the southern half, along with the terminus two miles east of the existing SR 87 interchange.

Local agencies in general did not favor:

- The western alternatives.
- The far eastern alternatives in the northern half.

In general, regional, state and federal agencies combined favored:

- The Ironwood Road terminus over the two other northern termini and the SR 87 interchange over the other southern terminus.
- The use of existing routes such as Ironwood Road, Hunt Highway and SR 87 over all other route alternatives.

In general, regional, state and federal agencies combined did not favor:

- The far eastern segment in the middle of the corridor.

Figure 1 (below) provides a graphic overview of local agency preferences. Figure 2 (below) provides a graphic overview of regional, state and federal agency preferences. The preferences range from red (unfavorable) to green (favorable). A detailed report of agency stakeholder input is in Appendix B.

North-South Corridor Study DRAFT Summary of Stakeholder and Public Outreach and Preferences for Possible Route Alternatives
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Figure 2. Regional, State and Federal Agency Preferences

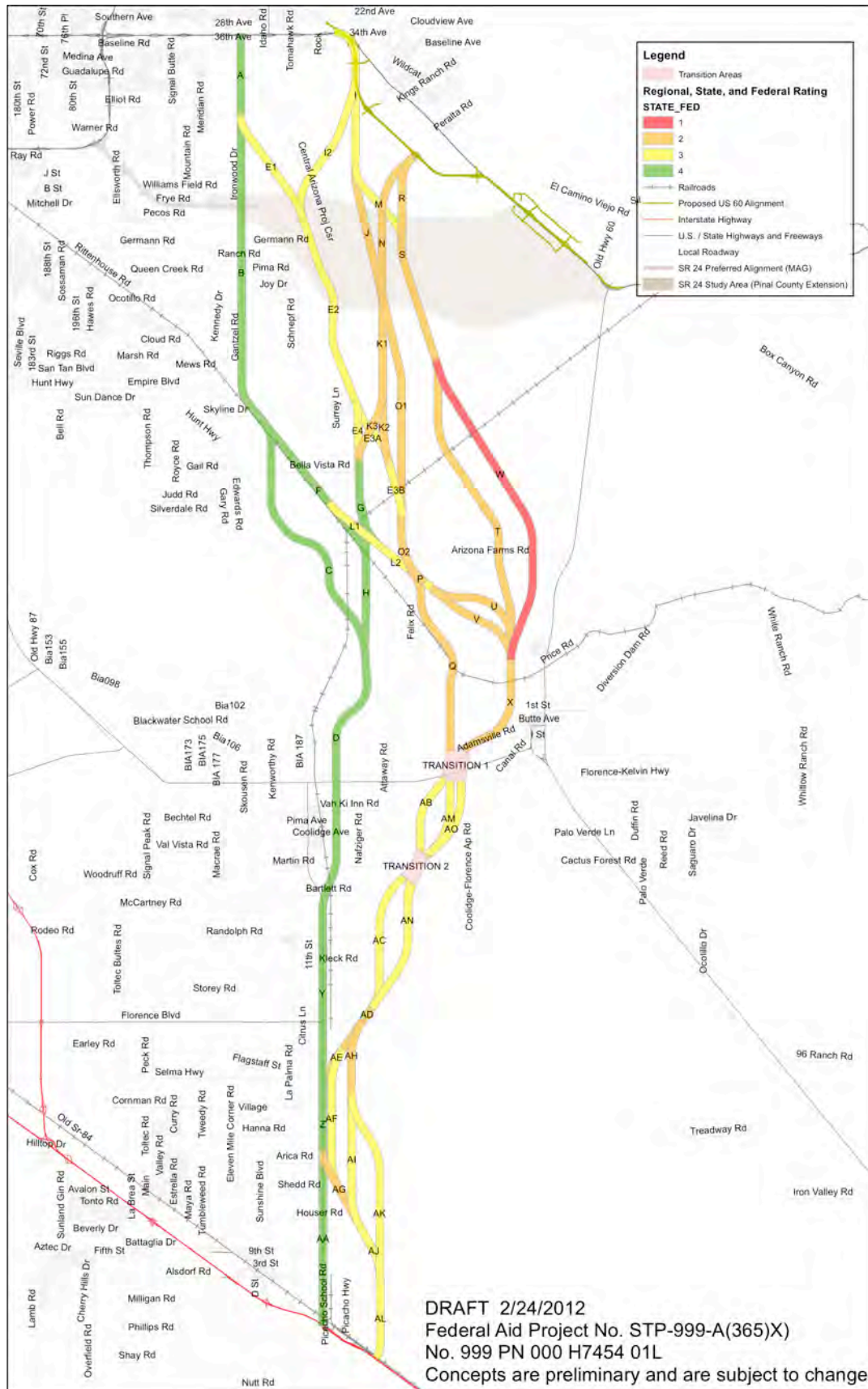


Table 1. Agency Preferences

SEGMENT	FAVORABLE	UNFAVORABLE	NO RESPONSE
A	8	7	2
B	8	5	4
C	6	3	8
D	7	3	7
E	5	4	8
F	7	2	8
G	7	0	10
H	6	2	9
I	7	4	6
J	4	7	6
K	3	6	8
L	4	3	10
M	3	7	7
N	2	10	5
O	2	7	8
P	3	4	10
Q	2	6	9
R	2	11	4
S	1	11	5
T	1	9	7
U	3	6	8
V	3	5	9
W	0	11	6
X	3	5	9
Y	5	5	7
Z	7	5	5
AA	7	5	5
AB	4	4	9
AC	2	6	9
AD	4	5	8
AE	2	7	8
AF	3	7	7
AG	2	6	9
AH	4	5	8
AI	3	4	10
AJ	3	4	10
AK	5	4	8
AL	5	4	8
AM	4	4	9
AN	4	4	9
AO	2	5	10

PUBLIC WORKSHOPS

Overview

ADOT and FHWA held a series of four public workshops for the North-South Corridor study in the first two weeks of December 2011. The workshops were held in Eloy, Apache Junction, Coolidge and San Tan Valley. The objective of the public workshops was to provide an update about the study's progress and timeline, and present the possible route alternative segments for public review and feedback.

Notification

- Week of Nov. 14, 2011: Official public workshop notification was emailed to government officials, an internal memorandum was sent to ADOT management and notification was posted on the study's official website.
- Wednesday, Nov. 16, 2011: Newsprint advertisements were published in local newspapers within the study corridor.
- Tuesday, Nov. 22, 2011: Public workshop invitation/announcement was mailed via USPS to approximately 51,500 residents, businesses and stakeholders in the study area.
- Wednesday, Nov. 30, 2011: News release was issued to local media within the study corridor area

Table 2. Public Workshop Newspaper Circulation

NEWSPAPER	CIRCULATION
East Valley Tribune	100,000
Tri-Valley Dispatch	23,000
Apache Junction/Gold Canyon Independent	18,261
Queen Creek/San Tan Valley Independent	16,049
TOTAL	157,310

See Appendix C for copies of the notification documents and a map of the mailing area.

Workshops

All meetings were held from 6 to 8 p.m. and were identical in content. Each meeting began with an open house format. Attendees were given a packet of information that included a comment form, agenda, fact sheet, frequently asked questions document and glossary of terms. Attendees were seated randomly in groups at tables, where detailed aerial maps of the study were available to view and reference.

A presentation was given at 6:15 p.m. At three of the workshops, ADOT Senior Community Relations Officer Teresa Guillen began the presentation. At one workshop, ADOT CCP Assistant Communication Director Teresa Welborn began the presentation. At all workshops, ADOT Predesign Project Manager Javier Gurrola gave an overview of the study, and Kimley-Horn and Associates Project Manager Dave Perkins gave an overview of the alternatives. After the presentation, study team members circulated throughout the room to facilitate completion of the comment form and answer questions.

Displays were available for attendees to view and take-home information was available regarding the study's purpose and need, engineering and environmental elements, schedule and process. Additionally, representatives from ADOT and its consultants from the Intercity Rail Study, U.S. 60 and SR 24 projects were available to answer questions, including topics such as right of way and noise mitigation.

See Appendix D for copies of workshop documents, the presentation and display boards.

Participation

Table 3. Public Workshop Participation

DATE	LOCATION	SIGNED IN	FORMS
Tues., Dec. 6	Santa Cruz Valley Union High School Cafeteria, Eloy	19	2
Wed., Dec. 7	Moose Lodge Large Meeting Room, Apache Junction	75	9
Thurs., Dec. 8	Coolidge-Florence Elks Lodge Banquet Room, Coolidge	106	33
Mon., Dec. 12	Walker Butte Elementary School Cafeteria, San Tan Valley	69	27

Most workshop participants chose to take the comment forms with them after the workshop to complete at a later time. The comment form was also available online. The study team requested that comment forms be returned by Jan. 12, 2012, in order to be included in the workshop summaries.

The team received phone calls and emails weeks before the public workshops and during the comment period.

Total participation was 269 attendees, 205 comment forms, eight phone calls, two letters and 35 emails through Jan. 12, 2012.

Comments

The public comment forms were designed to request feedback on a total of 41 possible route alternative segments. Respondents could mark any segment as favorable or unfavorable and provide a reason for their answer. Space was provided for additional comments. Respondents could also draw lines on the provided maps to show where they thought a possible route alternative should be placed. They were not required to comment on every segment. The comment form also included two questions unrelated to the segments that asked respondents to place a checkmark next to the three most important factors in selecting a possible route alternative, and if they would support and/or use a new highway if it were tolled.

Most Important Factors in Respondents' Selection for a Possible Route Alternative

Table 4. Most Important Factors

Respondents ranked the factors as follows	Responses
Least impact to existing development	103
Best connects to other major routes	94
Best relieves traffic on local streets	62
Best connects to cities/towns	55
Best relieves traffic on other highways/freeways	51
Best connects to employment centers	39
Makes best use of existing roads/highways	33
Input received from public	33
Other	30
Lowest cost	29
Best connects to other destinations	23
Least impact to planned development	22
Least impact to natural areas/open space	21
Input received from local government	11

Themes

For the "Other" selection, the majority of comments reiterated or clarified already selected factors.

- Input from local government – 7
- Input from local property owners – 6
- Direct connection – 3
- Economic development – 3
- Least impact on residents – 3
- Best long-term solution – 2

A summary of the comments received regarding the most important factors is in Appendix E.

Toll Roads

Respondents were asked if they would support a toll road, use a toll road or would not support a toll road, and why. Some respondents marked that they would both use and support a toll road.

Table 5. Toll Road Preferences

Will support	14		
Will use	14		
Will support and use	49		
Total support/use	77	Will not support or use	102

Themes

Sixty-nine respondents included a reason for their answer.

- Depends on the cost of the toll – 13
- They already pay taxes/it would be an additional cost – 10
- Would divert traffic, causing more congestion elsewhere – 8
- Potential for corruption – 6
- Would be better than nothing – 5
- Toll would never go away – 5
- Foreign investors – 3

A summary of the comments received regarding the toll road is in Appendix F.

Public Workshop Segment Preferences

Table 6. Public Workshop Segment Preferences

SEGMENT	FAVORABLE	UNFAVORABLE	NO RESPONSE
A	86	73	39
B	54	107	37
C	23	108	67
D	68	78	52
E	52	83	63
F	46	91	61
G	65	68	65
H	60	80	58
I	100	42	56
J	81	51	66
K	36	84	78
L	44	81	74
M	33	73	92
N	22	77	99
O	71	52	75
P	39	81	78
Q	67	67	64
R	24	82	92
S	34	78	86
T	24	89	85
U	28	82	88
V	32	77	89
W	30	83	85
X	63	58	77
Y	54	61	83
Z	61	52	85

AA	59	49	90
AB	51	41	107
AC	37	50	111
AD	77	23	98
AE	29	61	108
AF	21	62	115
AG	18	65	115
AH	62	34	103
AI	31	55	112
AJ	32	53	113
AK	52	36	110
AL	69	29	100
AM	45	42	111
AN	60	35	103
AO	27	53	118
SEGMENT	FAVORABLE	UNFAVORABLE	NO RESPONSE

Segment Themes

Respondents gave varying opinions on why they found a segment favorable or unfavorable.

When respondents found a segment favorable, the most common reasons were:

- Less impact to existing residents, businesses, farms – 227
- Provides a direct connection to major highways – 188
- Provides good access for local residents – 64
- Uses existing routes – 52
- Aligns with local government preferences – 48
- Good for economic development – 38
- Less cost – 34
- Relieves traffic – 24

When respondents found a segment unfavorable, the most common reasons were:

- More impact to existing residents, businesses, farms – 265
- Less direct route – 112
- Unnecessary or redundant – 62
- Too much cost – 42
- Uses existing route – 28
- Preserves current surface roads – 28

Figure 4 (below) represents the public's segment preferences. The preferences range from red (unfavorable) to green (favorable).

A summary of the comments received per segment is in Appendix G.

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Additional Comment Themes

In the section for additional comments on the comment form, respondents provided additional information.

- Avoid existing roads and neighborhoods/use open lands – 29
- Use existing roadways – 18
- Think about economic development – 13
- Follow input from local government – 10
- Concern about environmental factors – 9
- Keep construction costs low – 8
- Use mass transit or multimodal options – 7
- Don't build the road – 6

A summary of all comment forms received is in Appendix H.

Other Comments Received

In addition to the comment form, the team received 44 comments by telephone and email between Nov. 15, 2011 (when the first notification was published), and Jan. 12, 2012 (the end of the comment period).

Themes

- Avoid existing roads and neighborhoods/use open lands – 17
- Request more information – 9
- Supports project – 7
- Use existing roadways – 5
- Use the most direct route – 4

A summary of those comments is in Appendix I.

APPENDIX A

Nov. 1, 2011, Agency Stakeholder Progress Meeting Minutes

Subject:	North-South Stakeholder Progress Meeting #8
Date and time:	November 1, 2011, 1:00 pm
Location:	HDR—Grand Canyon Conference Room, 3200 E. Camelback, Suite 350, Phoenix
Project:	North–South Corridor Study I-10 to US 60, Pinal County, Arizona Federal Aid No. STP-999-A(BBM) ADOT Project No. 999 PN 000 H7454 01L

Corrections/Updates to this document should be submitted to Trent Kelso (trent.kelso@hdrinc.com)

Introductions and Attendees (See attached sign-in sheet)

1. J. Gurrola said that the meeting handouts were sent via email to those individuals telephoning into the meeting. Attendees proceeded with self-introductions.

Public Involvement

1. Upcoming Public Meetings

- a. A. Brown said that four meetings are being planned at the locations listed below. The team made the decision to add a fourth meeting in the San Tan Valley area.
 - i. Tuesday, December 6th, Eloy
Santa Cruz Valley Union High School
 - ii. Wednesday, December 7th, Apache Junction
Moose Lodge Large Meeting Room
 - iii. Thursday, December 8th, Coolidge/Florence area
Elks Lodge Banquet Room
 - iv. **Monday, December 12th, San Tan Valley
Walker Butte Elementary School**
- b. Official public notification will occur during the week of November 14th.
- c. A comprehensive public comment form is being developed to obtain input on the route alternatives.

Stage 1 Modal Alternatives Screening (See Handout)

1. T. Kelso reviewed the preliminary results of the Stage 1 Modal screening that included Transportation Systems Management (TSM), Travel Demand Management (TDM), Transit, and upgrading the arterials within the study area.
 - a. The team estimates that approximately 51% of future study area travel demand will be addressed by the base transportation network.
 - b. The team estimates that approximately 3% of future study area travel demand could be addressed by TDM/TSM. Examples of TDM include telecommuting and flexible work week schedules. Examples of TSM include synchronizing traffic signals and HOV lanes.
 - c. The team estimates that approximately 4% of future study area travel demand could be addressed by transit. This is consistent with the assumed transit use in the Statewide Framework Program.

- d. To evaluate the impact of upgrading the arterial network, the team assumed that the 2040 CAAG most optimistic revenue scenario roadway scenario would be implemented. The model showed that these improvements would satisfy approximately 16% of future travel demand.
- e. The analysis shows that the future transportation network with the modal alternatives (TDM/TSM, transit, arterial improvements) will not be able to accommodate approximately 25% of the projected demand in the study area. Modeling of a high-capacity transportation facility demonstrates that it would satisfy approximately 16% of the unmet demand, demonstrating that even with all of these modal alternatives, there would still be approximately 10% unmet demand in the study area.
- f. S. Boggs stated that there might be a different capture rate of transit depending on whether the transportation facility is included or not included. S. Boggs stated that transit capture might be a little lower in the "TSM/TDM/Transit without a Major Transportation Facility" than the 4% assumed.
- g. M. Kies suggested that the transit component would not only include High Capacity Transit, but that the local jurisdictions also need to plan a need for local transit facilities.
- h. A. Smith asked whether this analysis supports a need for improvements to existing facilities such as SR 79. T. Kelso responded in the affirmative, and stated that the baseline 2050 roadway network assumes that improvements to existing state highways, such as providing 6-lanes on SR 79 and 10 lanes on I-10, would already be in place.
- i. M. Lucero asked whether the modal percentages were held constant for each analysis. T. Kelso agreed that there may be minor differences in percentages allocated to each travel mode; however, for this exercise the modal percentages were held constant.
- j. K. Killough emphasized that a gravity model was not used for this process. The analysis was based on the 2050 sketch planning tool.

Review Updated Route Alternatives

1. D. Perkins stated that the route alternatives were revised per input received since the October, 2011 Stakeholder meeting.
 - a. The Town of Florence requested adding an alternative north of the CAP near the town to address concerns of area land owners. The Town of Florence also requested some modifications to alignments that were shown west of Attaway to be shifted to Quail Run Lane.
 - b. A connection from SR 24 to Ironwood Drive, west of the CAP was added to address FHWA comments.
 - c. Connections between the eastern alternatives and the western alternative along Ironwood Drive were added to address FHWA comments.
 - d. S. Boggs asked why the alternative along Hunt Highway has a bump in it. D. Perkins stated that the Core Team decided that an alternative on the Gila River Indian Community would not be developed unless specifically requested by the Community.
 - e. B. Wilbrink asked whether there should be a gap between the east and west alternatives within the SR 24 study area. D. Perkins replied that the gap was intentional since none of the route alternatives were located in the area.

Agency/Stakeholder Route Alternative Input (See Handouts)

1. D. Perkins distributed an 8-page Stakeholder Agency Input Form and two 11x17 color plots of the final route alternatives.
 - a. D. Perkins explained that the stakeholders/agencies should provide input on route alternative segments using the distributed 8-page form. The form includes each segment of the route alternatives and asks whether the agency finds a particular segment favorable or unfavorable. There is also room on the form to tell the team why a segment is considered favorable or unfavorable. Only one form will be accepted

per agency; therefore, it is assumed that the study representatives for each agency will obtain the input necessary to complete the form. [Subsequent to the meeting, a revised electronic form was sent out to all stakeholders for use in providing comments electronically instead of hand-written.]

- b. The agenda said that completed forms were due back to the project team by November 15th. After much discussion, the study team agreed to allow additional time for local agencies to present this information to their respective councils/management/supervisors and obtain their feedback. Subsequent to the meeting, the team supplied a revised Stakeholder Agency Input Form with a new due date of December 12, 2011.
- c. G. Pham asked whether agencies are allowed to rate segments beyond jurisdictional boundaries. D. Perkins stated that segment ratings outside jurisdictional boundaries would be accepted. K. Hall stated that segment ratings should be limited to jurisdictional boundaries. The group agreed to discuss this issue further upon receipt of the agency input, probably at the January progress meeting.
- d. The intent of the upcoming public meetings, scheduled for early December, is to obtain input from the public on the complete set of route alternatives. ADOT will not show preference to any of the route alternatives presented at the public meetings.
- e. D. Perkins said that detailed maps will be made available via the project FTP site to help the agencies identify, if needed. [Subsequent to the meeting, the FTP site link was sent to all stakeholders.]
- f. T. Condit asked whether all of the public input would be consolidated into a single input. D. Perkins said that the project team will condense all public input into a single rating for each route alternative.
- g. S. Hoffman said that, last year, ADOT conducted some of the council briefings. J. Gurrola asked that the agency representatives brief their own councils this year if at all possible.

Next Meeting: Scheduled for the first public meeting date of December 6th so the December progress meeting will not be held. The next stakeholder progress meeting will be in January.

Subject:	North-South Stakeholder Progress Meeting #8
Date and time:	November 1, 2011, 1:00 pm
Location:	HDR—Grand Canyon Conference Room, 3200 E. Camelback, Suite 350, Phoenix
Project:	North–South Corridor Study I-10 to US 60, Pinal County, Arizona Federal Aid No. STP-999-A(BBM) ADOT Project No. 999 PN 000 H7454 01L

1. Introductions/Sign-In Sheet

2. Public Involvement

- Upcoming Public Meetings
 - i. Tuesday, December 6th, Eloy-Santa Cruz Valley Union High School
 - ii. Wednesday, December 7th, Apache Junction-Moose Lodge Large Meeting Room
 - iii. Thursday, December 8th, Coolidge/Florence area-Elks Lodge Banquet Room
 - iv. **Added Meeting: Monday, December 12th, San Tan Valley-Walker Butte Elementary**
- Preview Public Outreach Process (Public Comment Form)

3. Stage 1 Modal Alternatives Screening (See Handout)

- TDM/TSM, Transit, Arterial Upgrades
- High Capacity Transportation Facility

4. Review Updated Route Alternatives

5. Agency/Stakeholder Route Alternative Input (See Handout)

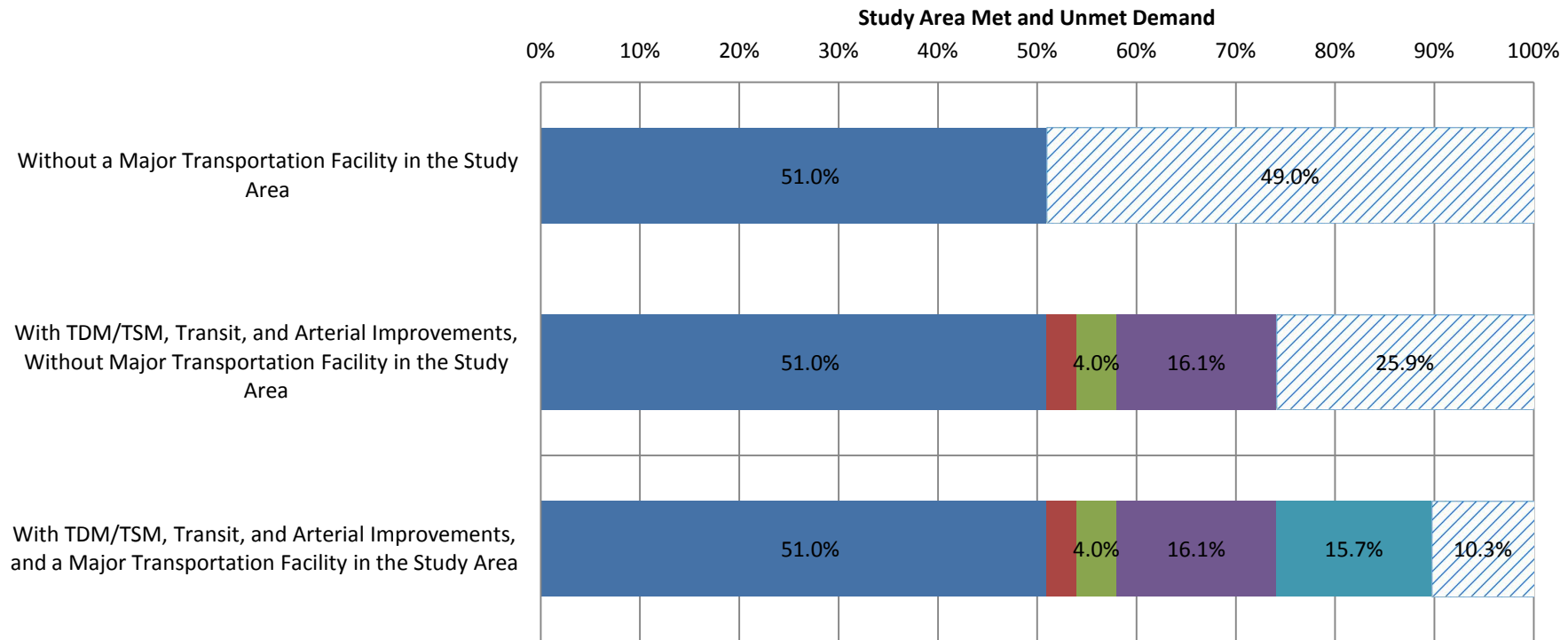
- Completed forms due to project team on November 15, 2011

6. Open Discussion

7. Next Steps

Next Meeting: TBD; Next scheduled meeting falls on same day as first public meeting, December 6th

North-South Corridor Study, Stage 1 (Modal Alternatives) Screening



	With TDM/TSM, Transit, and Arterial Improvements, and a Major Transportation Facility in the Study Area	With TDM/TSM, Transit, and Arterial Improvements, Without Major Transportation Facility in the Study Area	Without a Major Transportation Facility in the Study Area
■ Met Demand (Base Transportation Network)	51.0%	51.0%	51.0%
■ TDM/TSM (3%)	3.0%	3.0%	0.0%
■ Transit Improvements	4.0%	4.0%	0.0%
■ Planned Arterial Improvements	16.1%	16.1%	0.0%
■ Proposed Facility	15.7%	0.0%	0.0%
■ Unmet Demand	10.3%	25.9%	49.0%

Date: November 3, 2011 (Revised)
Subject: Stakeholder Input to Route Alternatives Screening
Project: North–South Corridor Study (NSCS)
US 60 to I-10, Pinal County, Arizona
Federal Aid No. STP-999-A (BBM), ADOT Project No. 999 PN 000 H7454 01L

Please submit this comment form by **December 12, 2011**, to a member of the study team. You may mail, fax, or email to:

Trent Kelso
HDR Engineering
3200 E. Camelback Road
Suite 350
Phoenix, AZ 85018-2311
Trent.Kelso@hdrinc.com
Fax (602) 522-7707

Please fill out the contact information below. Only one comment form should be submitted per stakeholder agency.

Name:	
Agency:	
Address:	
Email:	
Telephone:	

1. Attached you will find maps with various possible route alternatives for your review. **For route alternatives segments that you have the most interest in, please highlight or circle the segments you find “favorable.” Please cross or “x” out the segments that you find “Unfavorable.”** You don’t have to rate all of the segments. The segments that you don’t indicate as “favorable” or “Unfavorable” will be rated as “neutral”.

2. **Please tell us why you “favor” the segments, or find them “unfavorable.”** You may use the letters in the circles on the possible route alternatives map to reference segments in your comments.

Terminus/ Segment	Agency Rating	Please tell us specific reasons why you find the possible route alternatives segments “favorable” or “unfavorable”. You don’t have to rate or comment on all of the segments.
Terminus 1 (Ironwood Drive/US 60)	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Terminus 2 (Mountain View/US 60)	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Terminus 3 (Peralta/US 60)	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Terminus 4 (SR 87/I-10)	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Terminus 5 (Fast Track Road/I-10)	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment A	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment B	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	

Terminus/ Segment	Agency Rating	Please tell us specific reasons why you find the possible route alternatives segments “favorable” or “unfavorable”. You don’t have to rate or comment on all of the segments.
Segment C	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment D	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment E	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment F	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment G	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment H	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment I	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment J	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	

Terminus/ Segment	Agency Rating	Please tell us specific reasons why you find the possible route alternatives segments “favorable” or “unfavorable”. You don’t have to rate or comment on all of the segments.
Segment K	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment L	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment M	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment N	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment O	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment P	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment Q	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment R	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	

Terminus/ Segment	Agency Rating	Please tell us specific reasons why you find the possible route alternatives segments “favorable” or “unfavorable”. You don’t have to rate or comment on all of the segments.
Segment S	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment T	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment U	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment V	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment W	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment X	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment Y	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment Z	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	

Terminus/ Segment	Agency Rating	Please tell us specific reasons why you find the possible route alternatives segments “favorable” or “unfavorable”. You don’t have to rate or comment on all of the segments.
Segment AA	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AB	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AC	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AD	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AE	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AF	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AG	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AH	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	

Terminus/ Segment	Agency Rating	Please tell us specific reasons why you find the possible route alternatives segments “favorable” or “unfavorable”. You don’t have to rate or comment on all of the segments.
Segment AI	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AJ	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AK	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AL	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AM	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AN	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	
Segment AO	<input type="checkbox"/> Favorable <input type="checkbox"/> Unfavorable	

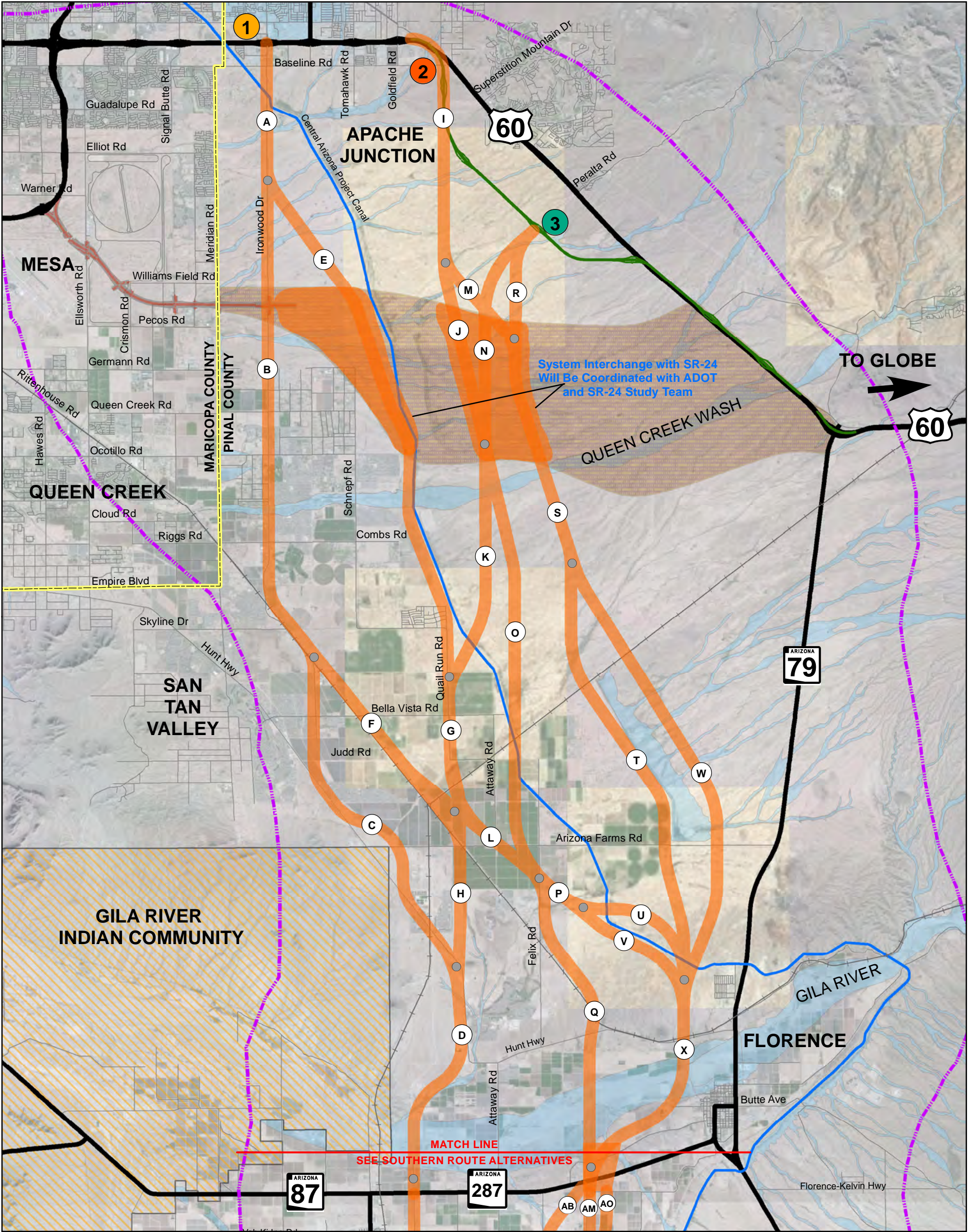
3. What is most important to you in determining where a possible route alternative may go? Please place a check next to the three you consider most important.

- ☐ Best relieves traffic on local streets
- ☐ Best relieves traffic on other highways and freeways
- ☐ Best connects to employment centers
- ☐ Best connects to other destinations (e.g. school/shopping/recreation)
- ☐ Best connects to cities and towns
- ☐ Best connects to other major routes (I-10, US 60, etc.)
- ☐ Lowest cost
- ☐ Least impact to existing development
- ☐ Least impact to planned future development
- ☐ Least impact to natural areas and open space
- ☐ Makes best use of existing roads
- ☐ Based on input received from agencies and jurisdictions
- ☐ Based on input received from the public

4. Other Comments

COMMENT FORM MAP

Northern Possible Route Alternatives



Legend

North-South Corridor Study Area	CAP Canal
Possible Route Alternatives	Railroad
Segment Begin/End	SR 24 Selected Alignment (MAG)
Segment ID	SR 24 Study Area (In Pinal County)
Route Alternative Start/End Point	US 60 Selected Alignment
# # #	100-yr Floodplain

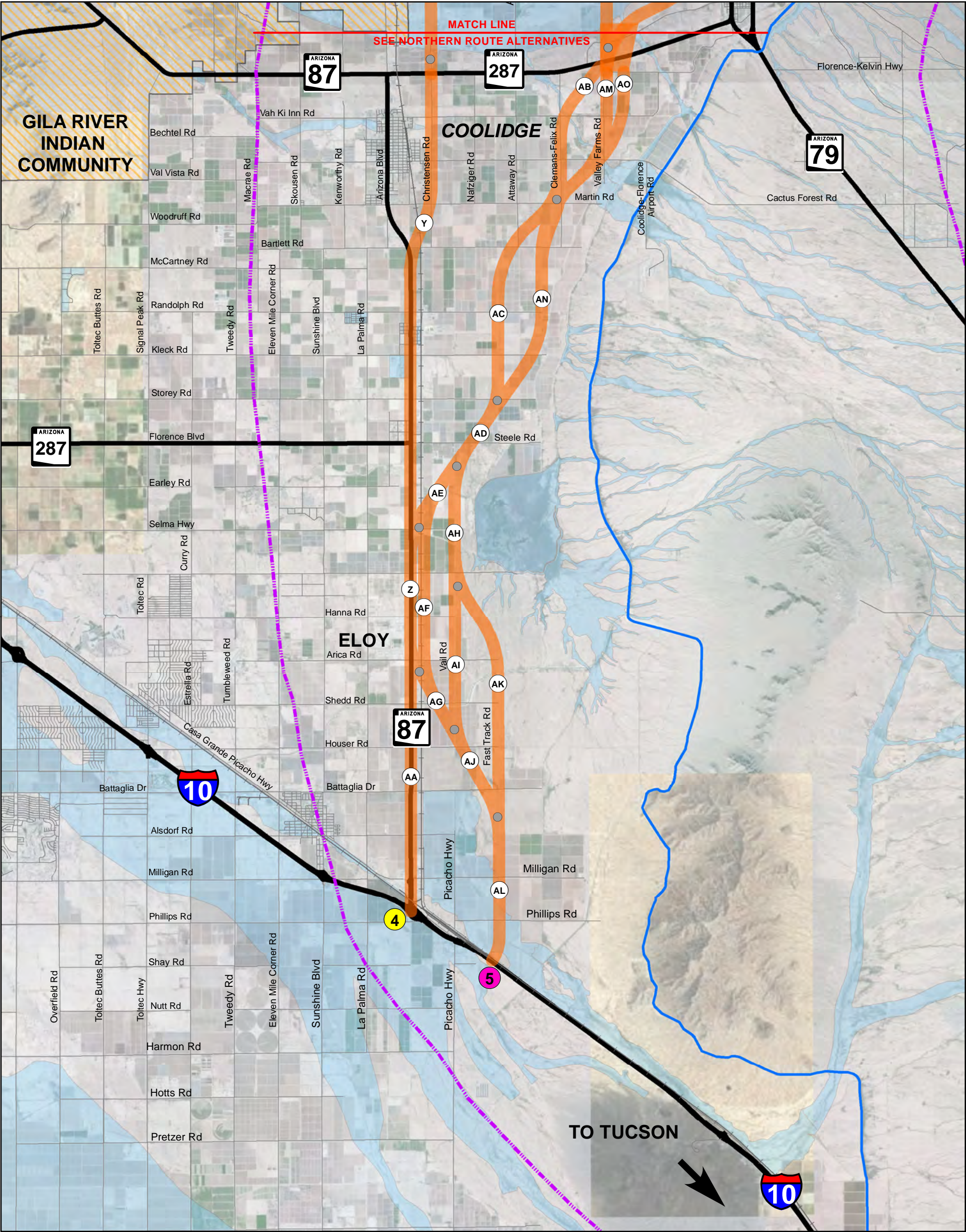
DRAFT, November 1, 2011
Federal Aid No. STP-99-A(BBM)
ADOT Project NO. H745401L

Possible route alternatives are preliminary and are subject to modification.

0 1 2 3 4 5 Miles

COMMENT FORM MAP

Southern Possible Route Alternatives

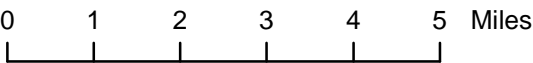


Legend

- North-South Corridor Study Area
- Possible Route Alternatives
- Segment Begin/End
- Segment ID
- Route Alternative Start/End Point
- CAP Canal
- Railroad
- 100-yr Floodplain

DRAFT, November 1, 2011
Federal Aid No. STP-99-A(BBM)
ADOT Project NO. H745401L

Possible route alternatives are preliminary
and are subject to modification.



APPENDIX B

Summary of Agency Stakeholder Preferences Regarding Possible Route Alternatives

Arizona Department of Transportation (ADOT), Roadway		
Segment No.	Rating	Comments
Terminus 1	Unfavorable	Will Ironwood remain a diamond? If so, it doesn't seem to be an effective junction of two freeways. On the other hand, there will be two system TI's in close proximity.
Terminus 2	Favorable	This terminus seems to make a more natural free flowing connection. I don't know what the connection to the US60 Reroute will look like.
Terminus 3	Unfavorable	Comments similar to Terminus 1.
Terminus 4	No Response	Will have to deal with the presence of railroad.
Terminus 5	No Response	Will have to deal with the presence of the railroad.
A	Unfavorable	Viability depends in part on the effectiveness of a Terminus 1 connection.
B	Unfavorable	Viability depends in part on the effectiveness of a Terminus 1 connection and how to deal with the presence of the railroad.
C	No Response	
D	No Response	
E	No Response	Depends on how close you are to the CAP where TI's would be more challenging.
F	No Response	TI's would be more challenging the closer you are to the railroad. Is the farm land prime or unique?
G	No Response	Is the farm land prime or unique?
H	No Response	Is the farm land prime or unique?
I	No Response	

Arizona Department of Transportation (ADOT), Roadway		
Segment No.	Rating	Comments
J	No Response	
K	No Response	
L	No Response	Is farm land prime or unique?
M	No Response	
N	Unfavorable	Depends in part on the viability of Terminus 3 connection.
O	No Response	Is fam land prime or unique?
P	No Response	
Q	No Response	Looks to be the widest crossing of the Gila River.
R	Unfavorable	Depends in part on the viability of Terminus 3 connection.
S	Unfavorable	Depends in part on the viability of Terminus 3 connection.
T	No Response	
U	No Response	
V	No Response	
W	Unfavorable	Seems like there would be a lot more drainage issues with being behind the FRS.

Arizona Department of Transportation (ADOT), Roadway		
Segment No.	Rating	Comments
X	No Response	
Y	No Response	Is the farm land prime or unique? Must maintain traffic on SR87 while building N-S Corridor.
Z	No Response	Same comments as for segment Y.
AA	No Response	Same comments as segment Y.
AB	No Response	
AC	No Response	Is farm land prime or unique?
AD	No Response	Is farm land prime or unique?
AE	No Response	Is farm land prime or unique?
AF	No Response	
AG	No Response	
AH	No Response	Is farm land prime or unique?
AI	No Response	Is farm land prime or unique?
AJ	No Response	Is farm land prime or unique?
AK	No Response	
AL	No Response	Is farm land prime or unique?
AM	No Response	Is farm land prime or unique?

Arizona Department of Transportation (ADOT), Roadway		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	No Response	Is farm land prime or unique?
AO	No Response	Is farm land prime or unique?
Q3		Best relieves traffic on other highways and freeways; Best connects to other major routes (I-10, US 60, etc.); Based on input received from agencies and jurisdictions
Q4		Sometimes I made comments but didn't consider the segment favorable or unfavorable.

Arizona Game and Fish Department (AZGFD)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	Favorable	The Department favors the Ironwood Drive/US 60 Terminus. We prefer keeping the alignments west of the CAP Canal to minimize further impacts to natural resources.
Terminus 2	Unfavorable	The Department prefers keeping the alignments west of the CAP Canal, in order to avoid additional habitat loss east of the CAP. Also, to avoid the loss of access for recreation and the economic impacts from that loss.
Terminus 3	Unfavorable	The Department prefers keeping the alignments west of the CAP canal.
Terminus 4	Favorable	The Department prefers terminus 4 (SR87/I-10). This alignment utilizes existing infrastructure, therefore decreasing new negative impacts to natural resources and habitat.
Terminus 5	Unfavorable	No comment
A	Favorable	The Department favors keeping the alignments west of the CAP Canal to minimize impacts.
B	Favorable	The Department favors keeping the alignments west of the CAP Canal to minimize impacts.
C	Favorable	The Department favors keeping the alignments west of the CAP Canal to minimize impacts.
D	Favorable	The Department favors keeping the alignments west of the CAP Canal to minimize impacts.
E	Favorable	The Department favors keeping the alignments west of the CAP Canal to minimize impacts.
F	Favorable	The Department favors keeping the alignments west of the CAP Canal to minimize impacts.
G	Favorable	The Department favors keeping the alignments west of the CAP Canal to minimize impacts.
H	Favorable	The Department favors keeping the alignments west of the CAP Canal to minimize impacts.
I	Unfavorable	The Department prefers alignment options west of the CAP Canal. We find segments east of the CAP Canal to have negative habitat impacts, along with the risk of recreational access and revenue losses.

Arizona Game and Fish Department (AZGFD)		
Segment No.	Rating	Comments
J	Unfavorable	The Department prefers alignment options west of the CAP Canal. We find segments east of the CAP Canal to have negative habitat impacts, along with the risk of recreational access and revenue losses.
K	Unfavorable	The Department prefers alignment options west of the CAP Canal. We find segments east of the CAP Canal to have negative habitat impacts, along with the risk of recreational access and revenue losses.
L	Unfavorable	The Department prefers alignment options west of the CAP Canal. We find segments east of the CAP Canal to have negative habitat impacts, along with the risk of recreational access and revenue losses.
M	Unfavorable	The Department prefers alignment options west of the CAP Canal. We find segments east of the CAP Canal to have negative habitat impacts, along with the risk of recreational access and revenue losses.
N	Unfavorable	The Department prefers alignment options west of the CAP Canal. We find segments east of the CAP Canal to have negative habitat impacts, along with the risk of recreational access and revenue losses.
O	Unfavorable	The Department prefers alignment options west of the CAP Canal. We find segments east of the CAP Canal to have negative habitat impacts, along with the risk of recreational access and revenue losses.
P	Unfavorable	The Department prefers alignment options west of the CAP Canal. We find segments east of the CAP Canal to have negative habitat impacts, along with the risk of recreational access and revenue losses.
Q	Unfavorable	The Department prefers "Segment D" over "Segment G" as it will have less impact on the riparian habitat of the Gila River.
R	Unfavorable	(same as "Segment I" comments)
S	Unfavorable	(same as "Segment I" comments)
T	Unfavorable	(same as "Segment I" comments)
U	Unfavorable	(same as "Segment I" comments)
V	Unfavorable	(same as "Segment I" comments)
W	Unfavorable	(same as "Segment I" comments)

Arizona Game and Fish Department (AZGFD)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	Unfavorable	The Department prefers "Segment D" over "Segment X" as it will have less impact on the riparian habitat of the Gila River.
Y	Favorable	The Department prefers "Segment Y, Z, and AA" as they utilize existing infrastructure and will, in turn, have less new impact upon natural resources and habitat.
Z	Favorable	The Department prefers "Segment Y, Z, and AA" as they utilize existing infrastructure and will, in turn, have less new impact upon natural resources and habitat.
AA	Favorable	The Department prefers "Segment Y, Z, and AA" as they utilize existing infrastructure and will, in turn, have less new impact upon natural resources and habitat.
AB	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AC	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AD	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AE	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AF	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AG	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AH	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AI	Unfavorable	The Department prefers that the alignment continues south through "Section D" of Terminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AJ	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AK	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AL	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AM	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.

Arizona Game and Fish Department (AZGFD)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
AO	Unfavorable	The Department prefers that the alignment continues south through "Section D" of erminus 1 (Ironwood Drive/US 60), therefore, "Section Y" would be preferred.
Q3		Least impact to natural areas and open space; Makes best use of existing roads; Based on input received from agencies and jurisdictions
Q4		The Department appreciates the opportunity to provide input in this study. We look forward to continue to provide an evaluation of impacts to wildlife or wildlife habitats associated with the project activities. If you have any questions or concerns regarding this input form or other projects, please contact me at (623) 236-7486. Thank you, Chip Young - Project Evaluation Prog. AZGFD (11-14-11)

Arizona National Guard		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	Favorable	
Terminus 2	Favorable	
Terminus 3	Favorable	
Terminus 4	Favorable	
Terminus 5	Favorable	
A	Favorable	
B	Favorable	
C	Favorable	
D	Favorable	
E	Unfavorable	This segment has potential impact to AZ Army National Guard Aviation training @ Rittenhouse Aux Airfield.
F	Favorable	
G	Favorable	
H	Favorable	
I	Favorable	

Arizona National Guard		
Segment No.	Rating	Comments
J	Favorable	
K	Favorable	
L	Favorable	
M	Favorable	
N	Favorable	
O	Favorable	
P	Favorable	
Q	Favorable	
R	Favorable	
S	Favorable	
T	Favorable	
U	Favorable	
V	Favorable	
W	Unfavorable	As mentioned before, W has impact on Army National Guard's limited training areas. It will take away valuable training land & ranges. This route also encroaches upon an ammunition storage bunker's explosive arc, which means that in order to store training munitions and keep the highway safe it would need to be moved.

Arizona National Guard		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	Favorable	
Y	Favorable	
Z	Favorable	
AA	Favorable	
AB	Favorable	
AC	Favorable	
AD	Favorable	
AE	Favorable	
AF	Favorable	
AG	Favorable	
AH	Favorable	
AI	Favorable	
AJ	Favorable	
AK	Favorable	
AL	Favorable	
AM	Favorable	

	Arizona National Guard	
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	Favorable	
AO	Favorable	
Q3	No Response	
Q4	No Response	

Arizona State Land Department		
Segment No.		
Terminus 1	Unfavorable	This alternative does not fit with the Department's Conceptual Plan for the area commonly referred to as Superstition Vistas. This alternative also removes an arterial from the existing roadway network thereby reducing capacity. A copy of the Superstition Vistas Conceptual Plan is enclosed with these comments for your reference.
Terminus 2	Favorable	This alternative is consistent with the Department's Conceptual Plan for Superstition Vistas, and provides a good alternative for mobility in the region.
Terminus 3	Unfavorable	This alternative is not consistent with the Department's Conceptual Plan for Superstition Vistas.
Terminus 4	Unfavorable	This terminus is not preferred because Terminus 5 provides better access to State Trust land.
Terminus 5	Favorable	This terminus is preferred because it provides for better access to State Trust land.
A	Unfavorable	This alternative is not consistent with the Department's Conceptual Plan for Superstition Vistas, and it removes a major roadway from the network.
B	Unfavorable	This alternative is not consistent with the Department's Conceptual Plan for Superstition Vistas, and it removes a major roadway from the network.
C	Unfavorable	This alternative is not consistent with the Department's Conceptual Plan for Superstition Vistas. It is also not consistent with the zoning for the State land that falls within the Town of Florence corporate limits.
D	Unfavorable	This alternative is not consistent with the zoning for the State land in Florence corporate limits.
E	Unfavorable	This alternative is not consistent with the Department's Conceptual Plan for Superstition Vistas. It also negatively affects a site that is planned for solar generation adjacent to the canal and the Dinosaur substation. This alternative is too close to the CAP and dam structures to provide adequate access and opportunities for economic development.
F	Unfavorable	This alternative is not consistent with the Department's Conceptual Plan for Superstition Vistas.
G	No Response	No strong preference
H	Unfavorable	An alignment further east is preferred.
I	Favorable	This alternative is consistent with the Department's Conceptual Plan for Superstition Vistas.

	Arizona State Land Department	
Segment No.		
J	No Response	This is reasonably consistent with the Department's Conceptual Plan for Superstition Vistas.
K	Favorable	If the alignment must cross the CAP canal this appears to be the most logical crossing point presented thus far because it crosses at a right angle.
L	Favorable	Moves the alignment further east which is preferable for access.
M	No Response	This alignment is reasonably consistent with the Department's Conceptual Plan for Superstition Vistas.
N	Unfavorable	This alternative is not consistent with the Department's Conceptual Plan for Superstition Vistas.
O	Unfavorable	This alignment does not cross the CAP canal at a good angle and creates issues related to access, severance parcels and cost.
P	No Response	No Comment
Q	Unfavorable	This alignment appears to run close to a State Land site with mining potential and significant cultural resources.
R	Unfavorable	This alternative is not consistent with the Department's Conceptual Plan for Superstition Vistas.
S	Unfavorable	This alternative is could be consistent with the Department's Conceptual Plan for Superstition Vistas, but it leads to alignments that are not preferred.
T	Unfavorable	This segment is along a dam structure making access difficult for a significant portion of adjacent State Trust land.
U	Unfavorable	This alternative shows two crossings of the CAP canal. This is not only expensive but in this configuration does not provide adequate access.
V	No Response	No comment.
W	Unfavorable	This segment is too far east and developable land in this area is affected by significant drainage that builds up behind the dam.

	Arizona State Land Department	
Segment No.		
X	No Response	No comment.
Y	Unfavorable	Does not provide good access to Trust land and removes an existing road from the roadway network.
Z	Unfavorable	Does not provide good access to Trust land and removes an existing road from the roadway network.
AA	Unfavorable	Does not provide good access to Trust land and removes an existing road from the roadway network, and leads to terminus 4 which is not preferred.
AB	No Response	Not preferred segment AM would provide better access to State Land in this area.
AC	No Response	No comment
AD	Unfavorable	An alignment east of Highway 87 is preferred because it will provide good access to State land without the loss of roadway capacity that would result from an alignment within the existing corridor for State Route 87.
AE	Unfavorable	An alignment further east is preferable.
AF	Unfavorable	An alignment further east is preferable.
AG	Unfavorable	An alignment further east is preferred.
AH	Unfavorable	An alignment further east is preferred.
AI	No Response	No Comment
AJ	No Response	No Comment
AK	Favorable	Preferred because it provides better access to Trust Land and links to the preferred terminus, terminus 5.
AL	Favorable	Preferred because it provides better access to trust land and meets up with the preferred terminus, terminus 5.
AM	Favorable	Preferred, it provides the best access to Trust land

	Arizona State Land Department	
Segment No.		
AN	No Response	No comment.
AO	No Response	No comment.
Q3		Best relieves traffic on local streets; best connects to employment centers; lowest cost
Q4		<p>The potential for the Freeway to provide good access to developable land for economic development should be an important consideration in the location of the freeway.</p> <p>Where segments F & G intersect, the preferred alignment would be to the east because of the potential impact C, H, and D would have on land that the Department has zoned within the Town of Florence.</p> <p>The Pinal County Comprehensive Plan was recently amended to allow for the development of a solar site in the vicinity of Alignment E. The site is located south of the Dinosaur substation east of Schnepf Road and north of Pima Rd.</p>

Army Corps of Engineers		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	Favorable	Uses existing transportation corridors. Potential for fewer impacts to drainages and other natural resources. By the way it would have been extremely helpful to include sensitive areas like wildlife corridors, cultural areas, etc.
Terminus 2	Unfavorable	This terminus as well as the connecting alternatives will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.
Terminus 3	Unfavorable	This terminus as well as the connecting alternatives will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.
Terminus 4	Favorable	This terminus takes advantage of existing transportation corridors. Potential for fewer impacts to drainages and other natural resources.
Terminus 5	Unfavorable	The alternative connecting to this terminus travels directly through the 100 year flood plain. Creating this terminus with connecting alternative doesn't make sense when existing SR 87 can be improved which is only a few miles away.
A	Favorable	Uses existing transportation corridors and already in an area with existing development. Potential for fewer impacts to drainages and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains.
B	Favorable	Uses existing transportation corridors and already in an area with existing development. Potential for fewer impacts to drainages and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains.
C	Favorable	Uses existing transportation corridors and already in an area with existing development. Potential for fewer impacts to drainages and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains.
D	Favorable	Uses existing transportation corridors and already in an area with existing development. Potential for fewer impacts to drainages and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains/existing undisturbed natural areas.
E	Favorable	Potential for fewer impacts to drainages (crossing perpendicular) and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains.
F	Favorable	Uses existing transportation corridors and already in an area with existing development. Potential for fewer impacts to drainages and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains/existing undisturbed natural areas.
G	Favorable	Uses existing transportation corridors and already in an area with existing development. Potential for fewer impacts to drainages and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains/existing undisturbed natural areas.
H	Favorable	Uses existing transportation corridors and already in an area with existing development. Potential for fewer impacts to drainages and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains/existing undisturbed natural areas.
I	Unfavorable	This alternative will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.

Army Corps of Engineers		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	Unfavorable	This alternative will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.
K	Unfavorable	This alternative will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.
L	Unfavorable	Impacts to farmland. Doesn't follow an existing transportation facility.
M	Unfavorable	This alternative will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.
N	Unfavorable	This alternative will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.
O	Unfavorable	This alternative will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.
P	Unfavorable	Impacts to farmland. Doesn't follow an existing transportation facility.
Q	Unfavorable	Impacts to farmland, drainages and undisturbed area. Doesn't follow an existing transportation facility.
R	Unfavorable	This alternative will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.
S	Unfavorable	This alternative will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.
T	Unfavorable	This alternative will create impacts to a greater number of natural drainages, farmland, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.
U	Unfavorable	Impacts to drainages and undisturbed area. Doesn't follow an existing transportation facility.
V	Unfavorable	Impacts to drainages and undisturbed area. Doesn't follow an existing transportation facility.
W	Unfavorable	This alternative will create impacts to a greater number of natural drainages, create new barriers to wildlife movement, impact undisturbed habitat, and will have greater indirect impacts to natural resources.

Army Corps of Engineers		
Segment No.	Rating	Comments
X	Unfavorable	Impacts to natural drainages and undisturbed land. Connecting alternatives also have greater impacts to natural drainages, 100-year floodplain, and greater potential for indirect impacts to natural resources.
Y	Unfavorable	Uses existing transportation corridors and already in an area with existing development. Potential for fewer impacts to drainages and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains/existing undisturbed natural areas.
Z	Unfavorable	Uses existing transportation corridors and already in an area with existing development. Potential for fewer impacts to drainages and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains/existing undisturbed natural areas.
AA	Unfavorable	Uses existing transportation corridors and already in an area with existing development. Potential for fewer impacts to drainages and other natural resources. The CAP is already a barrier to wildlife so this would not create any new barriers between the CAP and Superstition Mountains/existing undisturbed natural areas.
AB	Unfavorable	Impacts to drainages and 100-year floodplain. Impacts to farmland and greater potential for indirect impacts to natural resources. Doesn't cleanly following existing transportation facilities. Seems like it would be more costly construct and doesn't follow the 'grid' system of roads that is the dominant layout.
AC	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Creating this alternative doesn't make sense when existing SR 87 can be improved which is only a few miles away.
AD	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Creating this alternative doesn't make sense when existing SR 87 can be improved which is only a few miles away.
AE	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Creating this alternative doesn't make sense when existing SR 87 can be improved which is only a few miles away.
AF	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Creating this alternative doesn't make sense when existing SR 87 can be improved which adjacent to this alternative.
AG	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Creating this alternative doesn't make sense when existing SR 87 can be improved which adjacent to this alternative.
AH	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Creating this alternative doesn't make sense when existing SR 87 can be improved which is only a mile away.
AI	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Creating this alternative doesn't make sense when existing SR 87 can be improved which is only a mile away.
AJ	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Creating this alternative doesn't make sense when existing SR 87 can be improved which is only a mile away.
AK	Unfavorable	Impacts to undisturbed areas. Creating this alternative doesn't make sense when existing SR 87 can be improved which is only a few miles away.
AL	Unfavorable	Travels through 100-year floodplain which could be avoided using the 87 alignment.
AM	Unfavorable	Impacts to drainages and 100-year floodplain. Impacts to farmland and greater potential for indirect impacts to natural resources. Doesn't cleanly following existing transportation facilities. Seems like it would be more costly construct and doesn't follow the 'grid' system of roads that is the dominant layout.

Army Corps of Engineers		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	Unfavorable	Impacts to drainages and 100-year floodplain. Impacts to farmland and greater potential for indirect impacts to natural resources. Doesn't cleanly following existing transportation facilities. Seems like it would be more costly construct and doesn't follow the 'grid' system of roads that is the dominant layout.
AO	Unfavorable	Impacts to drainages and 100-year floodplain. Impacts to farmland and greater potential for indirect impacts to natural resources. Doesn't cleanly following existing transportation facilities. Seems like it would be more costly construct and doesn't follow the 'grid' system of roads that is the dominant layout.
Q3		Best relieves traffic on other highways and freeways; Least impact to natural areas and open space; Makes best use of existing roads
Q4		See U.S. EPA scoping comments dated November 2, 2010

	Central Arizona Project (CAP)	
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	Favorable	This segment uses a new bridge to cross CAP land.
Terminus 2	Favorable	This segment does not cross CAP land.
Terminus 3	Favorable	This segment does not cross CAP land.
Terminus 4	Favorable	This segment does not cross CAP land.
Terminus 5	Favorable	This segment does not cross CAP land.
A	Favorable	This segment does not cross CAP land.
B	Favorable	This segment does not cross CAP land.
C	Favorable	This segment does not cross CAP land.
D	Favorable	This segment does not cross CAP land.
E	Unfavorable	This segment runs parallel to the CAP canal and will cause any crossing roads in the future to cost more in order to cross the new highway and the canal.
F	Favorable	This segment does not cross CAP land.
G	Favorable	This segment does not cross CAP land.
H	Favorable	This segment does not cross CAP land.
I	Favorable	This segment does not cross CAP land.

Central Arizona Project (CAP)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	Favorable	This segment does not cross CAP land.
K	Unfavorable	This segment crosses the CAP canal and green-up area. This option will cause increased cost to the project and CAP in the future.
L	Favorable	This segment does not cross CAP land.
M	Favorable	This segment does not cross CAP land.
N	Favorable	This segment does not cross CAP land.
O	Unfavorable	This segment crosses and runs parallel to the canal, crosses the Magma railroad and crosses the green-up area. This crossing would limit CAP access and be very expensive to build.
P	Favorable	This segment does not cross CAP land.
Q	Favorable	This segment does not cross CAP land.
R	Unfavorable	This segment leads to segments that cross CAP land.
S	Unfavorable	This segment leads to segments that cross CAP land.
T	Unfavorable	This segment crosses the CAP canal.
U	Unfavorable	This segment crosses the CAP canal twice in a short distance. These two bridges will be expensive to build.
V	Favorable	This segment runs parallel to the CAP canal and will cause any crossing roads in the future to cost more in order to cross the new highway and the canal.
W	Unfavorable	This segment crosses the CAP canal.

Central Arizona Project (CAP)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	Favorable	This segment does not cross CAP land.
Y	Favorable	This segment does not cross CAP land.
Z	Favorable	This segment does not cross CAP land.
AA	Favorable	This segment does not cross CAP land.
AB	Favorable	This segment does not cross CAP land.
AC	Favorable	This segment does not cross CAP land.
AD	Favorable	This segment does not cross CAP land.
AE	Favorable	This segment does not cross CAP land.
AF	Favorable	This segment does not cross CAP land.
AG	Favorable	This segment does not cross CAP land.
AH	Favorable	This segment does not cross CAP land.
AI	Favorable	This segment does not cross CAP land.
AJ	Favorable	This segment does not cross CAP land.
AK	Favorable	This segment does not cross CAP land.
AL	Favorable	This segment does not cross CAP land.
AM	Favorable	This segment does not cross CAP land.

	Central Arizona Project (CAP)	
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	Favorable	This segment does not cross CAP land.
AO	Favorable	This segment does not cross CAP land.
Q3		Lowest cost; Least impact to existing development; Least impact to natural areas and open space.
Q4		No comments

Environmental Protection Agency (EPA)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	Favorable	Connecting alternatives take greatest advantage of existing transportation corridors. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Does not create a new barrier to wildlife movement.
Terminus 2	Unfavorable	Connecting alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Least potential to support existing development.
Terminus 3	Unfavorable	Connecting alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Least potential to support existing development.
Terminus 4	Favorable	Connecting alternatives take greatest advantage of existing transportation corridors. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Does not create a new barrier to wildlife movement.
Terminus 5	Unfavorable	Connecting alternative travels directly through the 100 year flood plain prior to connecting with Terminus 5. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
A	Favorable	Greatest potential to support existing development. Takes advantage of existing transportation corridors and development patterns. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Does not create a new barrier to wildlife movement.
B	Favorable	Greatest potential to support existing development. Takes advantage of existing transportation corridors and development patterns. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Does not create a new barrier to wildlife movement.
C	Favorable	Greatest potential to support existing development. Takes greatest advantage of existing/planned roads and development patterns. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Less likely to create a new barrier to wildlife movement.
D	Favorable	Greatest potential to support existing development. Takes greatest advantage of existing/planned roads and development patterns. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Less likely to create a new barrier to wildlife.
E	No Response	Greatest potential to support existing development. Less likely than alternatives on the east of CAP to create new barrier to wildlife movement.
F	Favorable	Greatest potential to support existing development. Takes advantage of existing transportation corridors and development patterns. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Does not create a new barrier to wildlife movement.
G	Favorable	Greatest potential to support existing development. Takes advantage of existing roads and development patterns. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Less likely to create a new barrier to wildlife movement.
H	Favorable	Greatest potential to support existing development. Takes advantage of existing roads and development patterns. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Less likely to create a new barrier to wildlife movement.
I	Unfavorable	Alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Little potential to support existing development.

Segment No.	Environmental Protection Agency (EPA)	
	Rating	Comments
J	Unfavorable	Alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Little potential to support existing development.
K	Unfavorable	Alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Little potential to support existing development.
L	Unfavorable	Impacts to farmland. Connecting alternatives have greater impacts to natural drainages, 100-year floodplain, farmland, and greater potential for indirect impacts to natural resources. Does not take advantage of existing transportation corridors or development patterns.
M	Unfavorable	Alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Little potential to support existing development..
N	Unfavorable	Alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Little potential to support existing development.
O	Unfavorable	Alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Little potential to support existing development.
P	Unfavorable	Connecting alternatives have greater impacts to natural drainages, 100- year floodplain, farmland, and greater potential for indirect impacts to natural resources. Does not take advantage of existing transportation corridors or development patterns.
Q	Unfavorable	Impacts to drainages and undisturbed land. Connecting alternatives also have greater impacts to natural drainages, 100-year floodplain, farmland, and greater potential for indirect impacts to natural resources. Does not take advantage of existing transportation corridors or development patterns.
R	Unfavorable	Alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Little potential to support existing development.
S	Unfavorable	Alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Little potential to support existing development.
T	Unfavorable	Alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Little potential to support existing development.
U	Unfavorable	Impacts to natural drainages and undisturbed land. Connecting alternatives also have greater impacts to natural drainages, 100-year floodplain, farmland, and greater potential for indirect impacts to natural resources. Does not take advantage of existing transportation corridors or development patterns.
V	Unfavorable	Impacts to natural drainages and undisturbed land. Connecting alternatives also have greater impacts to natural drainages, 100-year floodplain, farmland, and greater potential for indirect impacts to natural resources. Does not take advantage of existing transportation corridors or development patterns.
W	Unfavorable	Alternatives east/north of the CAP impact greater number of natural drainages, create new barrier to wildlife movement in relatively undisturbed territory, impact more valuable habitat for sensitive species, and will have greater indirect impacts to natural resources. Little potential to support existing development.

Environmental Protection Agency (EPA)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	Unfavorable	Impacts to natural drainages and undisturbed land. Connecting alternatives also have greater impacts to natural drainages, 100-year floodplain, farmland, and greater potential for indirect impacts to natural resources. Does not take advantage of existing transportation corridors or development patterns.
Y	Favorable	Greatest potential to support existing development. Takes advantage of existing roads and development patterns. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Less likely to create a new barrier to wildlife movement.
Z	Favorable	Takes advantage of existing transportation corridors and development patterns. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Does not create a new barrier to wildlife movement.
AA	Favorable	Takes advantage of existing transportation corridors and development patterns. Least potential for impacts, both direct and indirect, to drainages and other natural resources. Does not create a new barrier to wildlife movement
AB	Unfavorable	Impacts to drainages and 100-year floodplain. Impacts to farmland and greater potential for indirect impacts to natural resources.
AC	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
AD	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
AE	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
AF	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
AG	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
AH	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
AI	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
AJ	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
AK	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
AL	Unfavorable	Travels through 100-year floodplain. Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new northsouth freeway corridor in such close proximity to SR-87 is unclear.
AM	Unfavorable	Impacts to drainages and 100-year floodplain. Impacts to farmland and greater potential for indirect impacts to natural resources.

Environmental Protection Agency (EPA)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	Unfavorable	Impacts to farmland and greater potential for indirect impacts to natural resources. Need for new north-south freeway corridor in such close proximity to SR-87 is unclear.
AO	Unfavorable	Impacts to drainages and 100-year floodplain. Impacts to farmland and greater potential for indirect impacts to natural resources.
Q3		Least impact to natural areas and open space; Makes best use of existing roads; Based on input received from agencies and jurisdictions.
Q4		If you have any questions or concerns regarding the comments provided above, please contact me at 415-972-3370 or meek.clifton@epa.gov

Flood Control District of Maricopa County (FCDMC)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	No Response	
Terminus 2	No Response	
Terminus 3	No Response	
Terminus 4	No Response	
Terminus 5	No Response	
A	Favorable	Does not impact the Powerline, Vineyard Road, or Rittenhouse Flood Retarding Structures (PVR). However, the alignment does cross the Powerline Floodway. The freeway will need to span the Powerline Floodway. This area is prone to earth fissures and subsidence. Alignment would be protected from flows by PVR.
B	Favorable	Does not impact the PVR Structures. Possible fissures and subsidence in the upper portion. Alignment would be protected from flows by PVR
C	No Response	
D	No Response	
E	Unfavorable	Close to PVR structures. TI's might impact PVR. CAP would be impacted. Flows from the Auxilliary Spillways would impact the freeway.
F	No Response	
G	No Response	
H	No Response	
I	Favorable	Does not impact the PVR structures.

Flood Control District of Maricopa County (FCDMC)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	Unfavorable	Close to PVR structures. Freeway structures may impact PVR or its flood pools.
K	No Response	
L	No Response	
M	Favorable	Away from the PVR Structures
N	Unfavorable	Close to PVR Structures. Freeway or TI's may impact PVR or the flood pools.
O	No Response	
P	No Response	
Q	No Response	
R	Favorable	Away from the PVR structures
S	No Response	
T	No Response	
U	No Response	
V	No Response	
W	No Response	

Flood Control District of Maricopa County (FCDMC)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	No Response	
Y	No Response	
Z	No Response	
AA	No Response	
AB	No Response	
AC	No Response	
AD	No Response	
AE	No Response	
AF	No Response	
AG	No Response	
AH	No Response	
AI	No Response	
AJ	No Response	
AK	No Response	
AL	No Response	
AM	No Response	

Flood Control District of Maricopa County (FCDMC)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	No Response	
AO	No Response	
Q3		Least impact to existing development / infrastructure
Q4		FCD only looked at the alignments that were in the vicinity of the PVR structures. The area to the northwest is more prone to earth fissures and subsidence. Any crossings of the Powerline Floodway would need to be spanned. For storms larger than the 100 yr storm, flows may begin to be discharged from the PVR auxiliary spillways. These flows may impact the alignments west of the PVR. PVR would help to provide flooding protection for the alignments to the west.

	Natural Resources Conservation Service (NRCS)	
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	Favorable	Least impact to actively farmed land and lands receiving USDA-NRCS cost-share assistance
Terminus 2	Unfavorable	Leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
Terminus 3	Unfavorable	Leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
Terminus 4	Favorable	Avoids actively farmed land and lands receiving USDA-NRCS cost-share assistance.
Terminus 5	Unfavorable	Impacts actively farmed land including USDA-NRCS cost-share assisted irrigation structures
A	Favorable	Avoids actively farmed land and lands receiving USDA-NRCS cost-share assistance.
B	No Response	Neutral - minimal impact to actively farmed land
C	Favorable	Minimal impact to actively farmed land
D	Favorable	Minimal impact to actively farmed land
E	No Response	Neutral - minimal impact to actively farmed land
F	No Response	Neutral - minimal impact to actively farmed land
G	No Response	Neutral - minimal impact to actively farmed land
H	No Response	Neutral - minimal impact to actively farmed land
I	Unfavorable	Avoids actively farmed land but leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance

Natural Resources Conservation Service (NRCS)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	Unfavorable	Avoids actively farmed land but leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
K	Unfavorable	Minimal impact to actively farmed land but leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
L	No Response	Neutral
M	Unfavorable	Segment leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
N	Unfavorable	Segment leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
O	Unfavorable	Segment leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
P	Unfavorable	Minimal impact to actively farmed land but leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
Q	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
R	Unfavorable	Avoids actively farmed land but leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
S	Unfavorable	Avoids actively farmed land but leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
T	Unfavorable	Minimal impact to actively farmed land but leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
U	Unfavorable	Minimal impact to actively farmed land but leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
V	Unfavorable	Minimal impact to actively farmed land but leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance
W	Unfavorable	Avoids actively farmed land but leads to other segments that impact actively farmed land and lands receiving USDA-NRCS cost-share assistance

<i>Segment No.</i>	Natural Resources Conservation Service (NRCS)	
	<i>Rating</i>	<i>Comments</i>
X	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
Y	No Response	Neutral - minimal impact to farmland as it maximizes use of existing transportation routes. Does impact farms that have received. substantial USDA-NRCS cost-share assisted irrigation structures
Z	Favorable	Minimal impact to farmland as it uses existing transportation routes
AA	Favorable	Minimal impact to farmland as it uses existing transportation routes
AB	Unfavorable	Impacts actively farmed land.
AC	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
AD	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
AE	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
AF	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
AG	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
AH	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
AI	Unfavorable	Impacts actively farmed land
AJ	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
AK	Unfavorable	Impacts actively farmed land
AL	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
AM	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures

Natural Resources Conservation Service (NRCS)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
AO	Unfavorable	Impacts actively farmed land including substantial USDA-NRCS cost-share assisted irrigation structures
Q3		Best connects to other major routes (I-10, US 60, etc.); Least impact to natural areas and open space; Makes best use of existing roads
Q4		Farmers receiving cost-share financial assistance from USDA-NRCS through Farm Bill Programs may be required to refund all or a portion of any dollars earned under our programs if they sell or lose control of their lands. They may also be required to pay liquidated damages for recovery of administrative costs and technical services passed to USDA-NRCS. This added expense needs to be taken into consideration in addition to the fact that many of the proposed segments cut a number of farms into multiple smaller farms. When this is done the farmers will likely be faced with many hardships in how they move water around their farms to irrigate their crops. USDA-NRCS continues to work with farmers in the study area and provide cost-share assistance on multiple irrigation structures each year (irrigation ditches, turn out structures, etc).

	Pima Association of Governments (PAG)	
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	Favorable	Most accessible to greatest amount of current and future population. Nearest major generators/attractors.
Terminus 2	No Response	
Terminus 3	No Response	
Terminus 4	Favorable	Same as above. Most closely aligned with Long Range Transportation Plans of various organizations. Make use of existing infrastructure.
Terminus 5	No Response	
A	Favorable	Closest to current and future population clusters.
B	Favorable	Same as above.
C	No Response	
D	Favorable	
E	No Response	
F	Favorable	Would cause less "disturbance" than other potential routes.
G	No Response	
H	Favorable	Most direct route.
I	No Response	

Pima Association of Governments (PAG)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	No Response	
K	No Response	
L	No Response	
M	No Response	
N	No Response	
O	No Response	
P	No Response	
Q	No Response	
R	No Response	
S	No Response	
T	No Response	
U	No Response	
V	No Response	
W	No Response	

Pima Association of Governments (PAG)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	No Response	
Y	Favorable	Most direct connection to SR 87.
Z	Favorable	Most efficient use of existing infrastructure.
AA	Favorable	
AB	No Response	
AC	No Response	
AD	No Response	
AE	No Response	
AF	No Response	
AG	No Response	
AH	No Response	
AI	No Response	
AJ	No Response	
AK	No Response	
AL	No Response	
AM	No Response	

Pima Association of Governments (PAG)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	No Response	
AO	No Response	
Q3		Best connects to other major routes (I-10, US 60, etc.); Makes best use of existing roads; Based on input received from the public.
Q4		PAG has some preferred route alignment base on criteria mentioned in the textboxes above. However, at this point, PAG has not determined any route alignment as "unfavorable". PAG would suggest the study team re-evaluate growth projections to take into consideration more recent trends in the economy and political environment. A higher degree of coordination with the Town of Marana and their multiple transportation plans. Consideration of using LOS D for peak hours at build out for design. A larger focus on Access to regional transportation "attractors" and generators as opposed to general "mobility". Clarification in the draft Purpose and Need as to the term "significant". Does it mean "statistically significant"? If so, what analysis has been performed?

Valley Metro Regional Public Transportation Authority (RPTA)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	Favorable	
Terminus 2	No Response	Would suggest terminating this alignment at SR 24 (Williams Gateway Freeway) instead of at US 60. Access to US 60 would still occur via the connection to Loop 202 (Santan Freeway).
Terminus 3	No Response	
Terminus 4	No Response	
Terminus 5	No Response	
A	Unfavorable	Suggest terminating this alignment at connection to future SR 24 to reduce impacts to Ironwood Drive.
B	Favorable	Southern end of this segment parallels UPRR and would provide an opportunity to develop a multi-modal alignment in this corridor that would support future passenger rail (commuter and inter-city) along this line.
C	No Response	
D	No Response	Suggest moving this segment farther west to parallel UPRR corridor.
E	No Response	
F	Favorable	Portion of this route parallels UPRR right of way. Could provide a opportunity to develop a multi-modal corridor that would include both freeway investments and passenger rail investments as part of the development of high speed rail service between Phoenix and Tucson.
G	No Response	
H	No Response	Suggest moving this segment farther west to parallel UPRR corridor.
I	No Response	

Valley Metro Regional Public Transportation Authority (RPTA)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	No Response	
K	No Response	
L	No Response	
M	No Response	
N	No Response	
O	No Response	
P	No Response	
Q	No Response	
R	Unfavorable	Proximity to AZ 79
S	Unfavorable	Proximity to AZ 79
T	Unfavorable	Proximity to AZ 79
U	Favorable	
V	Unfavorable	Proximity to AZ 79
W	Unfavorable	Proximity to AZ 79

Valley Metro Regional Public Transportation Authority (RPTA)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	Unfavorable	Proximity to AZ 79
Y	No Response	
Z	Favorable	Due to proximity of UPRR corridor, this alignment provides the greatest potential for doing a multi-modal facility that would address more than just road based modes (cars and trucks).
AA	Favorable	Due to proximity of UPRR corridor, this alignment provides the greatest potential for doing a multi-modal facility that would address more than just road based modes (cars and trucks).
AB	No Response	
AC	No Response	
AD	No Response	
AE	No Response	
AF	Favorable	Portion of this route parallels UPRR right of way. Could provide an opportunity to develop a multi-modal corridor that would include both freeway investments and passenger rail investments as part of the development of high speed rail service between Phoenix and Tucson.
AG	No Response	
AH	No Response	
AI	No Response	
AJ	No Response	
AK	No Response	
AL	No Response	
AM	No Response	

Valley Metro Regional Public Transportation Authority (RPTA)		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	No Response	
AO	No Response	
Q3		Best connects to employment centers; Based on input received from agencies and jurisdictions; Based on input received from the public.
Q4		Route alternative be designed as a multi-modal corridor from the start. Alignment and cross section should allow for the implementation of dedicated transit corridors and HOV lanes as future needs warrant. To reduce congestion attributed to weaving at TIs, the route should include direct HOV and/or transit connections from the corridor to park & rides lots, transit centers, and intersecting transit services.

Apache Junction		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	Unfavorable	
Terminus 2	Favorable	
Terminus 3	Unfavorable	
Terminus 4	No Response	
Terminus 5	No Response	
A	Unfavorable	
B	No Response	
C	No Response	
D	No Response	
E	No Response	
F	No Response	
G	No Response	
H	No Response	
I	Favorable	

Apache Junction		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	Favorable	
K	No Response	
L	No Response	
M	No Response	
N	No Response	
O	No Response	
P	No Response	
Q	No Response	
R	No Response	
S	No Response	
T	No Response	
U	No Response	
V	No Response	
W	No Response	

Apache Junction		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	No Response	
Y	No Response	
Z	No Response	
AA	No Response	
AB	No Response	
AC	No Response	
AD	No Response	
AE	No Response	
AF	No Response	
AG	No Response	
AH	No Response	
AI	No Response	
AJ	No Response	
AK	No Response	
AL	No Response	
AM	No Response	

Apache Junction		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	No Response	
AO	No Response	
Q3		Best relieves traffic on other highways and freeways; Best connects to other major routes (I-10, US 60, etc.), Based on input received from agencies and jurisdictions
Q4		No comments

	Coolidge	
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	No Response	
Terminus 2	No Response	
Terminus 3	No Response	
Terminus 4	No Response	
Terminus 5	No Response	
A	No Response	
B	No Response	
C	No Response	
D	No Response	
E	No Response	
F	No Response	
G	No Response	
H	No Response	
I	No Response	

	Coolidge	
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	No Response	
K	No Response	
L	No Response	
M	No Response	
N	No Response	
O	No Response	
P	No Response	
Q	No Response	
R	No Response	
S	No Response	
T	No Response	
U	No Response	
V	No Response	
W	No Response	

<i>Segment No.</i>	Coolidge	
	<i>Rating</i>	<i>Comments</i>
X	No Response	
Y	Unfavorable	
Z	Unfavorable	
AA	Unfavorable	
AB	Favorable	
AC	Unfavorable	
AD	Favorable	
AE	Unfavorable	
AF	Unfavorable	
AG	No Response	
AH	Favorable	
AI	No Response	
AJ	No Response	
AK	No Response	
AL	No Response	
AM	No Response	

Coolidge		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	Favorable	
AO	No Response	
Q3		Best relieves traffic on other highways and freeways; Best connects to employment centers; Based on input received from the public
Q4		These comments have been reviewed and accepted by the Coolidge City Council at its meeting on November 28, 2011. (See attachments)

Eloy		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	No Response	
Terminus 2	No Response	
Terminus 3	No Response	
Terminus 4	No Response	
Terminus 5	No Response	
A	No Response	
B	No Response	
C	No Response	
D	No Response	
E	No Response	
F	No Response	
G	No Response	
H	No Response	
I	No Response	

Eloy		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	No Response	
K	No Response	
L	No Response	
M	No Response	
N	No Response	
O	No Response	
P	No Response	
Q	No Response	
R	No Response	
S	No Response	
T	No Response	
U	No Response	
V	No Response	
W	No Response	

Eloy		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	No Response	
Y	Unfavorable	
Z	Unfavorable	
AA	Unfavorable	
AB	No Response	
AC	No Response	
AD	No Response	
AE	No Response	
AF	No Response	
AG	No Response	
AH	No Response	
AI	No Response	
AJ	No Response	
AK	Favorable	
AL	Favorable	
AM	No Response	

	Eloy	
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	No Response	
AO	No Response	
Q3		
Q4		

Florence		
Segment No.	Rating	Comments
Terminus 1	Unfavorable	Okay to continue north to connect to 60, but let's not lose Ironwood in the process.
Terminus 2	Favorable	...but seems more critical how N-S ties into 24 and 202. Would not locate 60 terminus any further east.
Terminus 3	Unfavorable	Does not seem to offer any advantages. Likely inconsistent with current and projected travel patterns.
Terminus 4	Unfavorable	Need to maintain 87, even if turned over to local cities. Inconsistent with Coolidge, Eloy and Pinal County plans.
Terminus 5	Unfavorable	Most logical. Consistent with Eloy, Coolidge and Pinal County plans. Best option for economic development.
A	Unfavorable	See Ironwood comment above. Can't afford to lose a critical, and one of few, N-S surface arterials.
B	Unfavorable	See Ironwood comments above. Ironwood too critical of a surface arterial to lose. Impacts to ex. devel. too great.
C	Unfavorable	Devastating for Florence. Creates a Florence bypass. Negatively impacts that hwy.
D	Unfavorable	Devastating for Florence. Creates a Florence bypass. Negatively impacts ex. And planned developments.
E	Favorable	Only works if proper tie into US 60, 24 and/or 202. Avoid Ironwood.
F	Unfavorable	Moves too far west too soon. Loss of access and econ. Opportunities along railroad. Impacts ex. Development.
G	Favorable	Could work as alternate to approved Florence route. Need to watch how connects to "L", address impacts to Quail Run Road, reduce impacts to ex. devel.
H	Unfavorable	Creates a Florence bypass. Impact on AMR. Does not work under any conditions.
I	Favorable	Logical connection to 60, but still likely more critical to look at how this works with SR24.

Segment No.	Florence	
	Rating	Comments
J	Favorable	Could work with Florence's plans. See comments on "I" above. Would not go any further east w/ the N-S.
K	Favorable	An option that could possibly work with Florence's plans.
L	Favorable	An option that could possibly work with Florence's plans.
M	Unfavorable	Not viable for Florence. Would support a far east route, which would not be consistent with Florence's preferences.
N	Unfavorable	Leads to Unfavorable terminus. Inconsistent with ex. And projected travel patterns.
O	Favorable	Works with Florence General Plan. We would be willing to work with ADOT and others on further refinements.
P	Favorable	Works with Florence General Plan. We would be willing to work with ADOT and others on further refinements.
Q	Unfavorable	Splits AMR and Merrill Ranch. Does not offer as many access and econ. Development opportunities as "A" and "V".
R	Unfavorable	Too far east and poor terminus. Inconsistent with ex. And projected travel patterns.
S	Unfavorable	Too far east. Inconsistent with ex. And project travel patterns. Sup. Vistas growth too far off to support seg.
T	Unfavorable	Horrible for Florence and unrealistic being so close to Magma Dam. High costs, poor access, and loss of econ. Devel. Benefits.
U	Favorable	An option to V. Do need to weigh cost/benefits with extra CAP crossings.
V	Favorable	Avoids extra CAP crossings that V has, but has a greater impact to Merrill Ranch.
W	Unfavorable	See "T". Plus this segment also impacts Florence military reservation and is too close to 79.

	Florence	
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	Favorable	The best for Florence and helps us preserve long-term visibility of core Florence. Downtown interchange critical.
Y	Unfavorable	Creates a Florence bypass. Impacts ex. Devel. Lose ex. Surface arterials. Not consistent with County, Florence or Coolidge plans.
Z	Unfavorable	Lose 87, splits core of Coolidge. Inconsistent with County, Eloy and Coolidge plans.
AA	Unfavorable	Lose 87 + too close to railroad. Inconsistent with Eloy and Coolidge plans.
AB	Favorable	Works with Florence's plans. Also consistent with Coolidge's plans.
AC	Unfavorable	AN works better and is more consistent with Coolidge and County preferences.
AD	Favorable	Works with local preferences.
AE	Unfavorable	Too far west. Inconsistent with local plans.
AF	Unfavorable	Too far west. Inconsistent with local plans.
AG	Unfavorable	Too far west. Inconsistent with local plans.
AH	Favorable	Preferred segment that connects to other preferred segments.
AI	Favorable	Alternative to "AK", but AK preferable and more consistent with local plans.
AJ	Favorable	AI alternate if "AI" chosen over preferred "AK".
AK	Favorable	Preferred. Consistent with local plans.
AL	Favorable	Preferred. Consistent with local plans.
AM	Favorable	Our preferred route is AB, but with some tweaks, AM could likely work. Imp. To evaluate impacts to Valley Farms Rd and community, 230kV, etc.

	Florence	
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	Favorable	Works with Florence alignment
AO	Unfavorable	Prefer AB and then AM. AO could impact Waste Management site, some planned developments and development of economically viable 287 TI.
Q3		Best relieves traffic on local streets; Best connects to cities and towns; Based on input received from agencies and jurisdictions
Q4		Thanks for noting our preferences and referring to our preferred and approved corridor alignment. We look forward to working with ADOT and the N-S team on further refinements to the corridor and ultimately the selection of a final N-S alignment that is mutually acceptable to Florence, Pinal County and stakeholders.

Pinal County		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
Terminus 1	Unfavorable	This alternative would wipeout Pinal County resident's only continuous north south facility.
Terminus 2	Unfavorable	Begin at Alt 2 moving south westerly crossing CAP terminating the proposed SR 24 study at E/G.
Terminus 3	Unfavorable	
Terminus 4	Unfavorable	
Terminus 5	Unfavorable	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
A	Unfavorable	This alternative would wipeout Pinal County resident's only continuous north south facility.
B	Unfavorable	This alternative would wipeout Pinal County resident's only continuous north south facility.
C	Unfavorable	This alternative would wipeout Pinal County resident's only continuous north south facility.
D	Unfavorable	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
E	Favorable	Only if E alternative begins with in the SR 24 study area as depicted on open house handouts. We would maintain a desire to keep the corridor just west of the CAP canal.
F	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
G	Favorable	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
H	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
I	No Response	Begin at Alt 2 moving south westerly crossing CAP terminating the proposed SR 24 study at E/G.

Pinal County		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	Unfavorable	Does appear to have benefit within the next 10-15 years.
K	Unfavorable	Does appear to have benefit within the next 10-15 years.
L	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
M	Unfavorable	Does appear to have benefit within the next 10-15 years.
N	Unfavorable	Does appear to have benefit within the next 10-15 years.
O	Unfavorable	Does appear to have benefit within the next 10-15 years.
P	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
Q	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
R	Unfavorable	Does appear to have benefit within the next 10-15 years.
S	Unfavorable	Does appear to have benefit within the next 10-15 years.
T	Unfavorable	Does appear to have benefit within the next 10-15 years.
U	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
V	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
W	Unfavorable	Does appear to have benefit within the next 10-15 years.

<i>Segment No.</i>	Pinal County	
	<i>Rating</i>	<i>Comments</i>
X	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
Y	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
Z	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AA	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AB	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AC	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AD	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AE	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AF	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AG	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AH	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AI	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AJ	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AK	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AL	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AM	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.

Pinal County		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
AO	No Response	Pinal County supports the local cities and towns desires for north south alternatives. See attached pdf.
Q3		Best relieves traffic on local streets; Best connects to employment centers; Best connect to cities and towns; Based on input received from agencies and jurisdictions
Q4		I realize we identified four but feel that these are very important. Thank you for your attention and the opportunity to input.

Queen Creek		
Segment No.	Rating	Comments
Terminus 1	Unfavorable	The Town supports Apache Junction's desire for the ultimate terminus to be further east, and we believe the initial connection between the N-S Freeway and other Maricopa County freeways should be via SR-24. This approach would be from northbound N-S freeway to westbound SR-24 to northbound 202 to westbound US-60.
Terminus 2	Favorable	The Town supports this connection as the ultimate connection between US-60 and SR-24, although east of the CAP canal the freeway should be identified as a "Phase 2" project and occur after "Phase 1" of the N-S freeway connects 1_10 to SR-24.
Terminus 3	Unfavorable	The Town does not support this far eastern connection.
Terminus 4	No Response	
Terminus 5	No Response	
A	Unfavorable	The Town does not support Segment A for the same reason we do not support Terminus 1.
B	Unfavorable	The Town does not support the northern portion of Segment B (north of the SR-24 alignment) for the same reason we do not support Terminus 1.
C	No Response	
D	No Response	
E	Favorable	The Town supports the middle portion of Segment E - the portion that overlaps with the SR-24 study area. As previously mentioned, the initial connection between the N-S Freeway and other Maricopa County freeways should be via SR-24. The Town does not support the far northerly portion of Segment E (north of the SR-24 alignment) for the same reason we do not support Terminus 1.
F	No Response	
G	No Response	
H	No Response	
I	Favorable	The Town support Segment I as the northern portion of a "Phase 2" connection between SR-24 and the US-60 Freeways.

Queen Creek		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
J	Unfavorable	The Town does not support Segments J, M, N, R or S because we favor an alignment not shown on the map - a proposed new Segment that would connec Segment I to Segment E, somewhere between the Germann Road and Ocotillo Road alignments.
K	No Response	
L	No Response	
M	Unfavorable	The Town does not support Segments J, M, N, R or S because we favor an alignment not shown on the map - a proposed new Segment that would connec Segment I to Segment E, somewhere between the Germann Road and Ocotillo Road alignments.
N	Unfavorable	The Town does not support Segments J, M, N, R or S because we favor an alignment not shown on the map - a proposed new Segment that would connec Segment I to Segment E, somewhere between the Germann Road and Ocotillo Road alignments.
O	No Response	
P	No Response	
Q	No Response	
R	Unfavorable	The Town does not support Segments J, M, N, R or S because we favor an alignment not shown on the map - a proposed new Segment that would connec Segment I to Segment E, somewhere between the Germann Road and Ocotillo Road alignments.
S	Unfavorable	The Town does not support Segments J, M, N, R or S because we favor an alignment not shown on the map - a proposed new Segment that would connec Segment I to Segment E, somewhere between the Germann Road and Ocotillo Road alignments.
T	No Response	
U	No Response	
V	No Response	
W	No Response	

Queen Creek		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
X	No Response	
Y	No Response	
Z	No Response	
AA	No Response	
AB	No Response	
AC	No Response	
AD	No Response	
AE	No Response	
AF	No Response	
AG	No Response	
AH	No Response	
AI	No Response	
AJ	No Response	
AK	No Response	
AL	No Response	
AM	No Response	

Queen Creek		
<i>Segment No.</i>	<i>Rating</i>	<i>Comments</i>
AN	No Response	
AO	No Response	
Q3		Best connects to employment centers; Best connects to cities and towns; Based on input received from agencies and jurisdictions
Q4		Thank you for the opportunity to comment. We recognize that our recommendations are a hybrid approach, but were surprised when the Comment Form Map did not include a connection between Terminus 2 and Segment E. The Town has done our best to coordinate with surrounding jurisdictions (Apache Junction and Pinal County) to develop our ultimate recommendations. We have not commented on alignments south of the SR-24 corridor area, but support the recommendations of those communities that are impacted by the new N-S freeway (Eloy, Coolidge, Florence, Pinal County). Attached for your information and use is a revised map showing our alignment preferences. Thank you again for the opportunity to comment.

APPENDIX C

Public Workshop Notification

JOIN US AT A PUBLIC WORKSHOP

NORTH-SOUTH CORRIDOR STUDY

POSSIBLE ROUTE ALTERNATIVES BETWEEN US 60 AND I-10 IN PINAL COUNTY

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Each workshop will begin at 6 p.m. and will be identical in content and format. The study team will give a brief presentation at 6:15 p.m. and attendees will break out into small groups to view and discuss the possible route alternatives on maps. Materials from the Intercity Rail Study will be available.

Since the October 2010 public meetings, possible route alternatives have been identified between US 60 in Apache Junction and I-10 near Eloy and Picacho (see map). The goal of the workshops is to gather specific opinions or concerns from residents or landowners affected by the possible routes. The public's comments will be a factor in determining which route alternatives will be considered for additional study. The team is also evaluating the consequences of not making any improvements (no-build alternative).

If you are unable to attend a workshop, you may visit the study website at www.azdot.gov/northsouthcorridorstudy to view or download the possible route alternatives, additional project information or a comment form. You may also submit your comments using the following methods:

- Complete the website's electronic comment form
- Email your comments to northsouthstudy@azdot.gov
- Fax your completed comment form to 520-327-4687
- Mail your completed comment form to the ADOT Outreach Team at 2540 N. Tucson Blvd., Tucson, AZ 85716

If you do not have access to the Internet, you may request study information by phone at 520-327-6077, ext. 120. Public comments must be received online or by mail before Dec. 22, 2011, in order to be part of the official public record.

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TODD EMERY
ADOT Tucson District Engineer

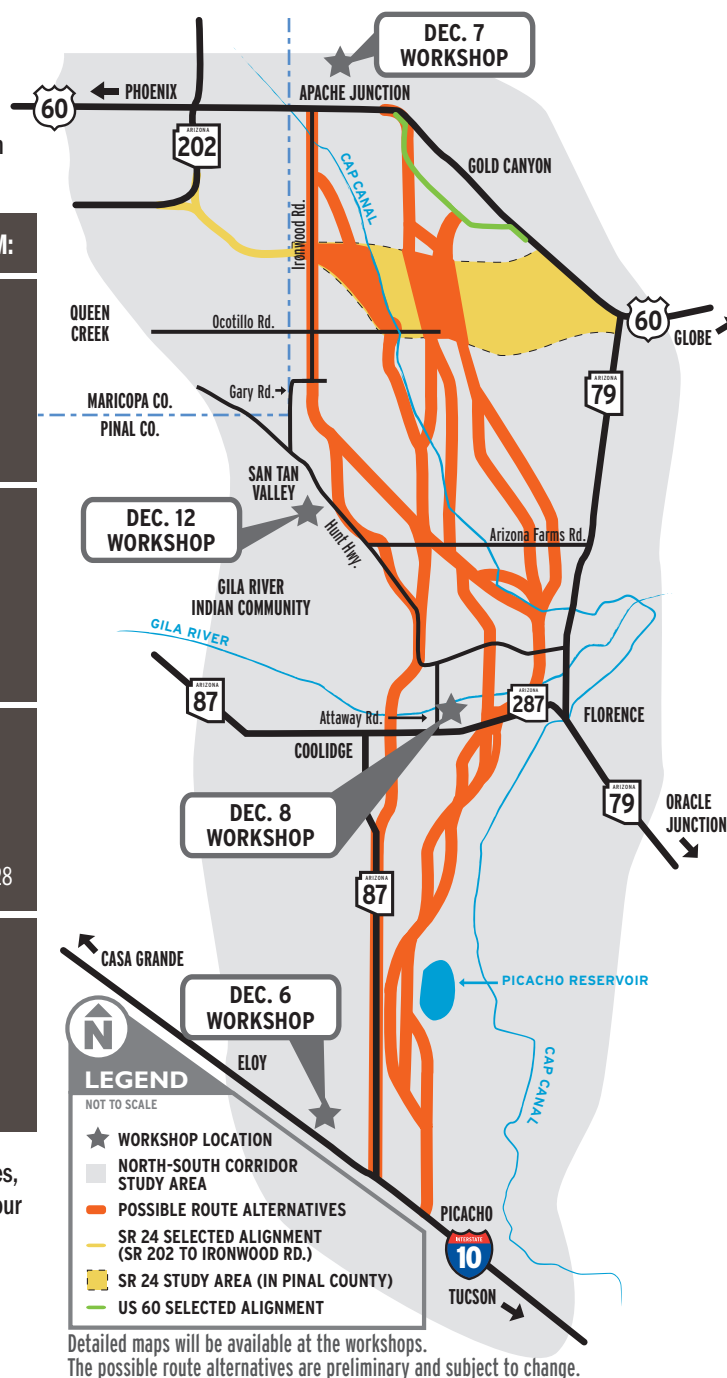
JAVIER GURROLA
ADOT Project Manager

JENNIFER TOTH
ADOT State Engineer



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FOUR WORKSHOPS TO CHOOSE FROM:

Tuesday, Dec. 6

6 to 8 p.m.

Santa Cruz Valley Union
High School Cafeteria
900 N. Main St., Eloy, AZ 85131

Wednesday, Dec. 7

6 to 8 p.m.

Apache Junction Moose Lodge
Large Meeting Room
350 W. 16th Ave., Apache Junction, AZ 85120

Thursday, Dec. 8

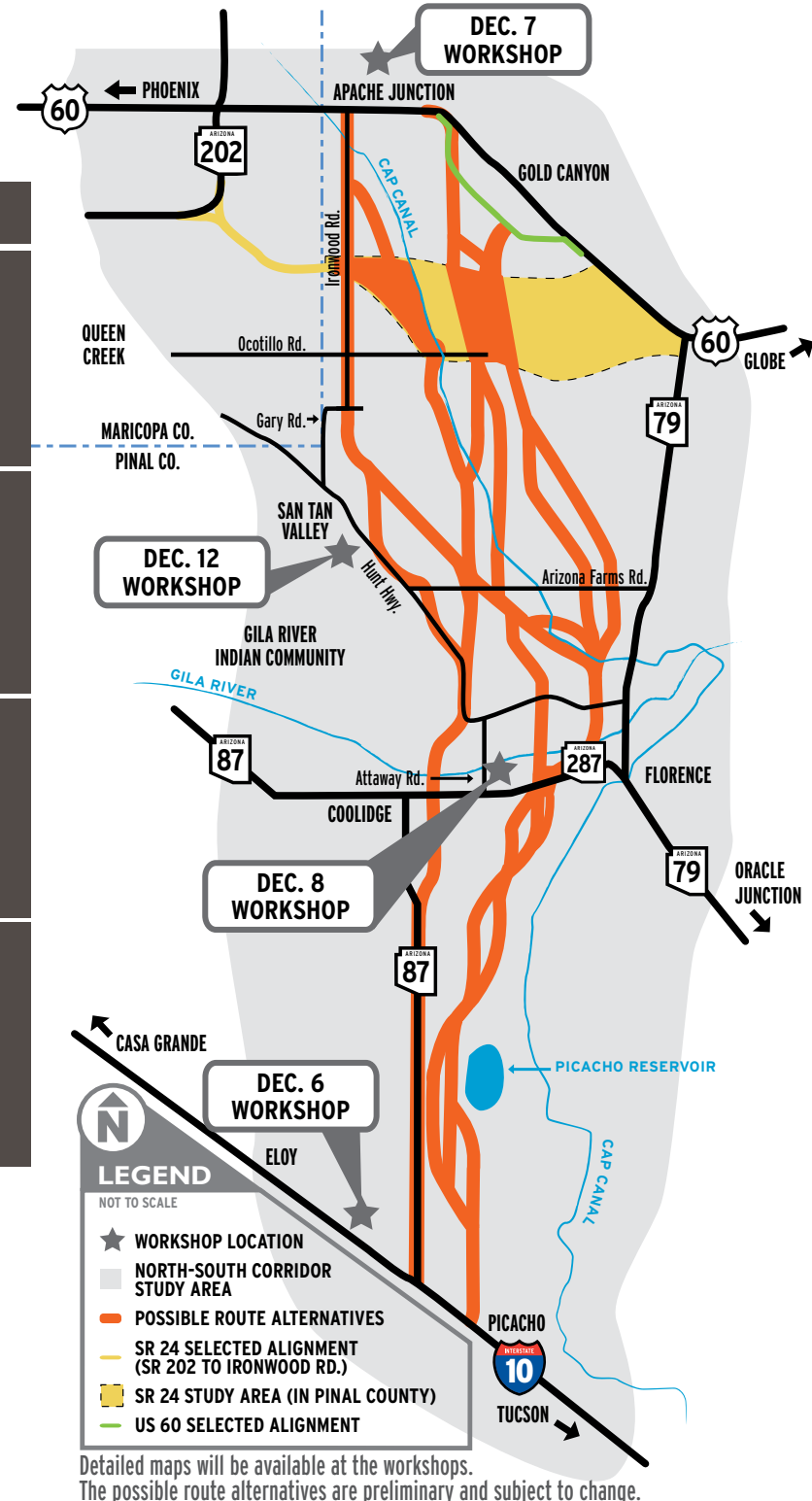
6 to 8 p.m.

Coolidge-Florence
Elks Lodge
2241 N. Attaway Road, Coolidge, AZ 85128

Monday, Dec. 12

6 to 8 p.m.

Walker Butte Elementary School
Cafeteria
29697 N. Desert Willow Blvd.
San Tan Valley, AZ 85142



TODD EMERY

ADOT Tucson District Engineer

JAVIER GURROLA

ADOT Project Manager

JENNIFER TOTH

ADOT State Engineer



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TODD EMERY
ADOT Tucson District Engineer

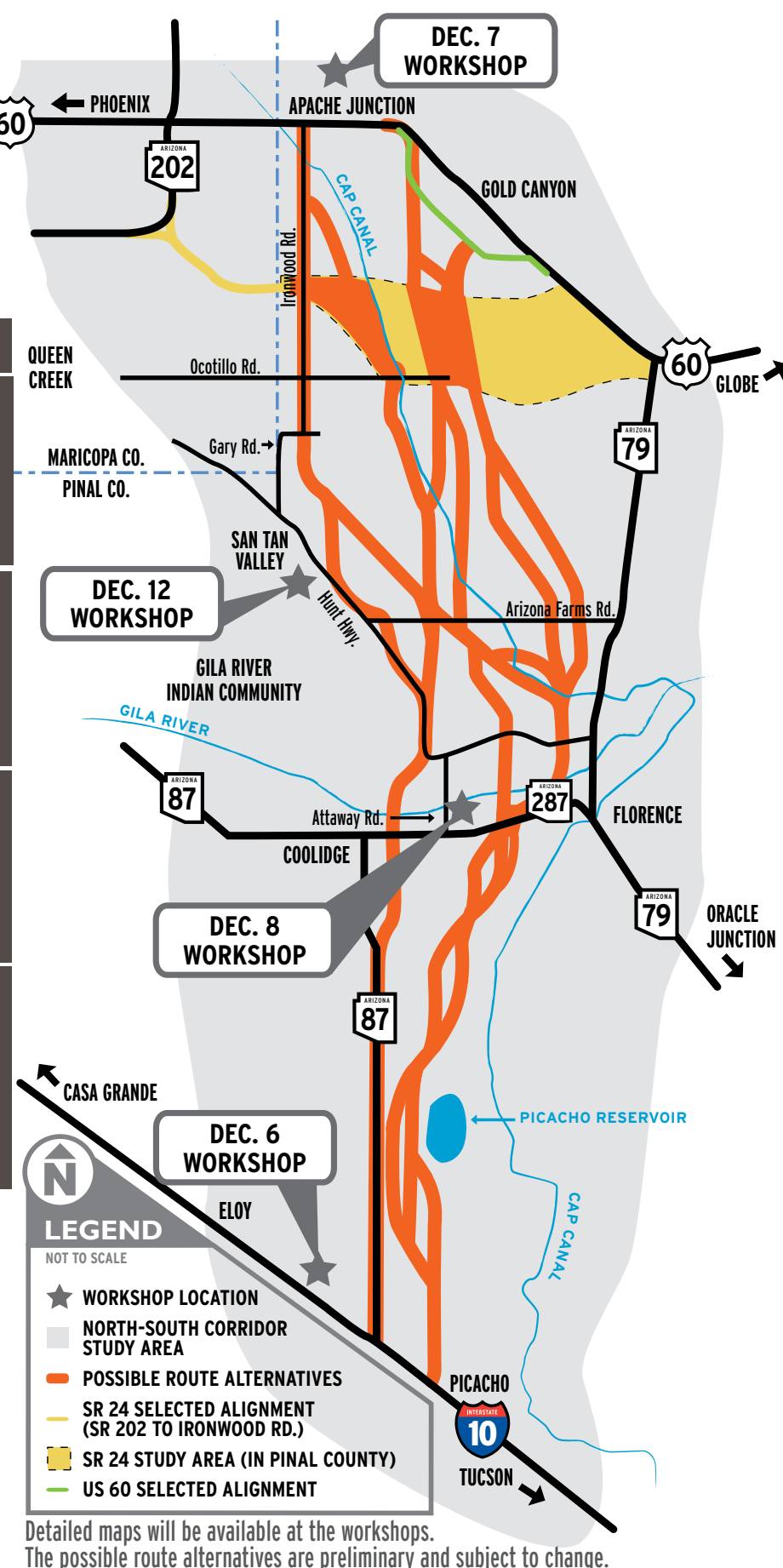
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TODD EMERY
ADOT Tucson District Engineer

JAVIER GURROLA
ADOT Project Manager

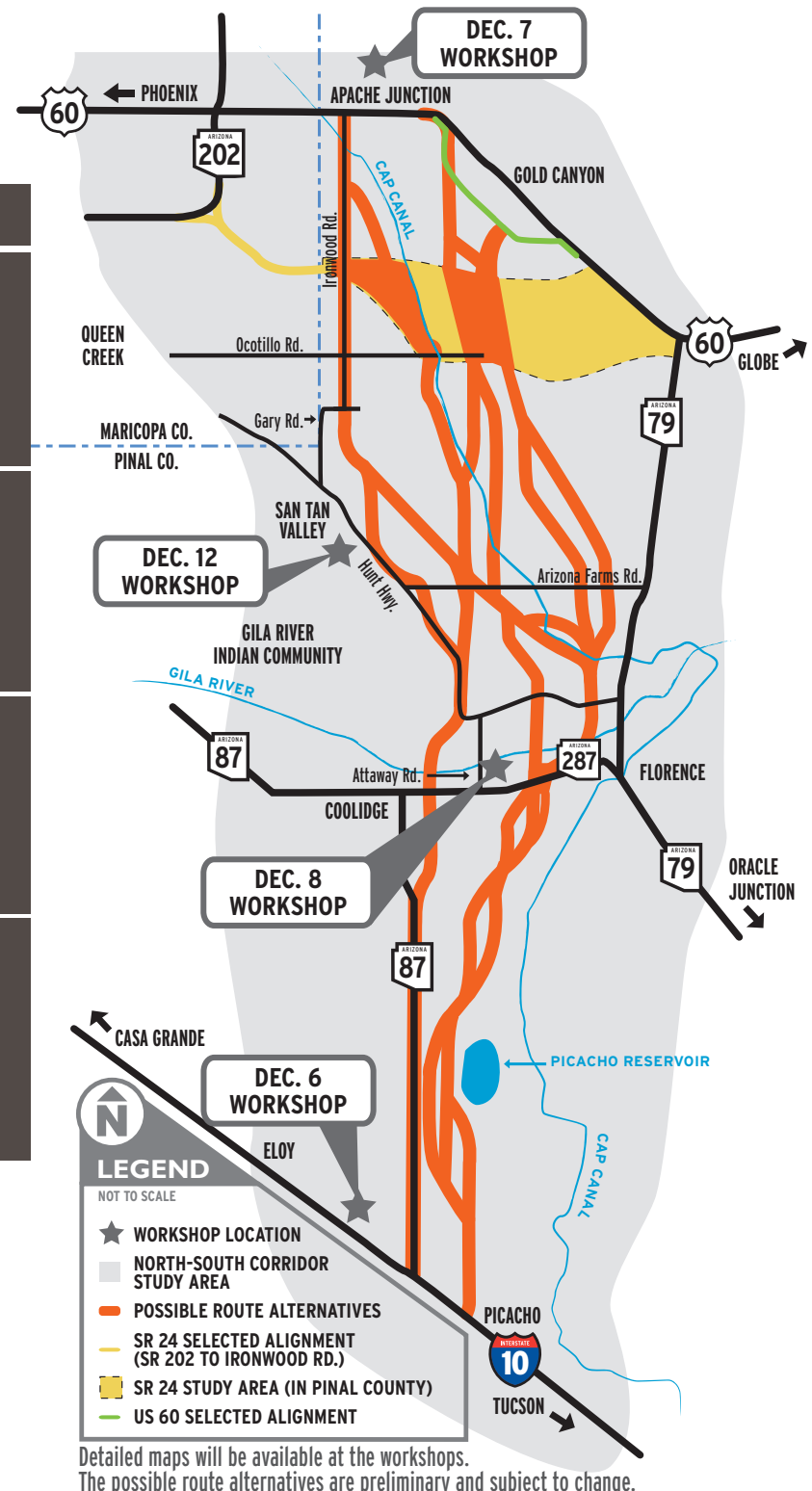
JENNIFER TOTH
ADOT State Engineer



THIS NEWSPAPER NOTICE AND OTHER PROJECT INFORMATION ARE AVAILABLE AT www.azdot.gov/northsouthcorridorstudy

Americans with Disabilities Act: Persons with a disability may request reasonable accommodations by calling 520-327-6077. Requests should be made by Nov. 22, 2011. This document is available in alternative formats. Please contact the ADOT Outreach Team at 520-327-6077 for a copy.

ADOT Project No.: 999 PN 000 H7454 01L Federal Aid No.: STP-999-A(BBM)



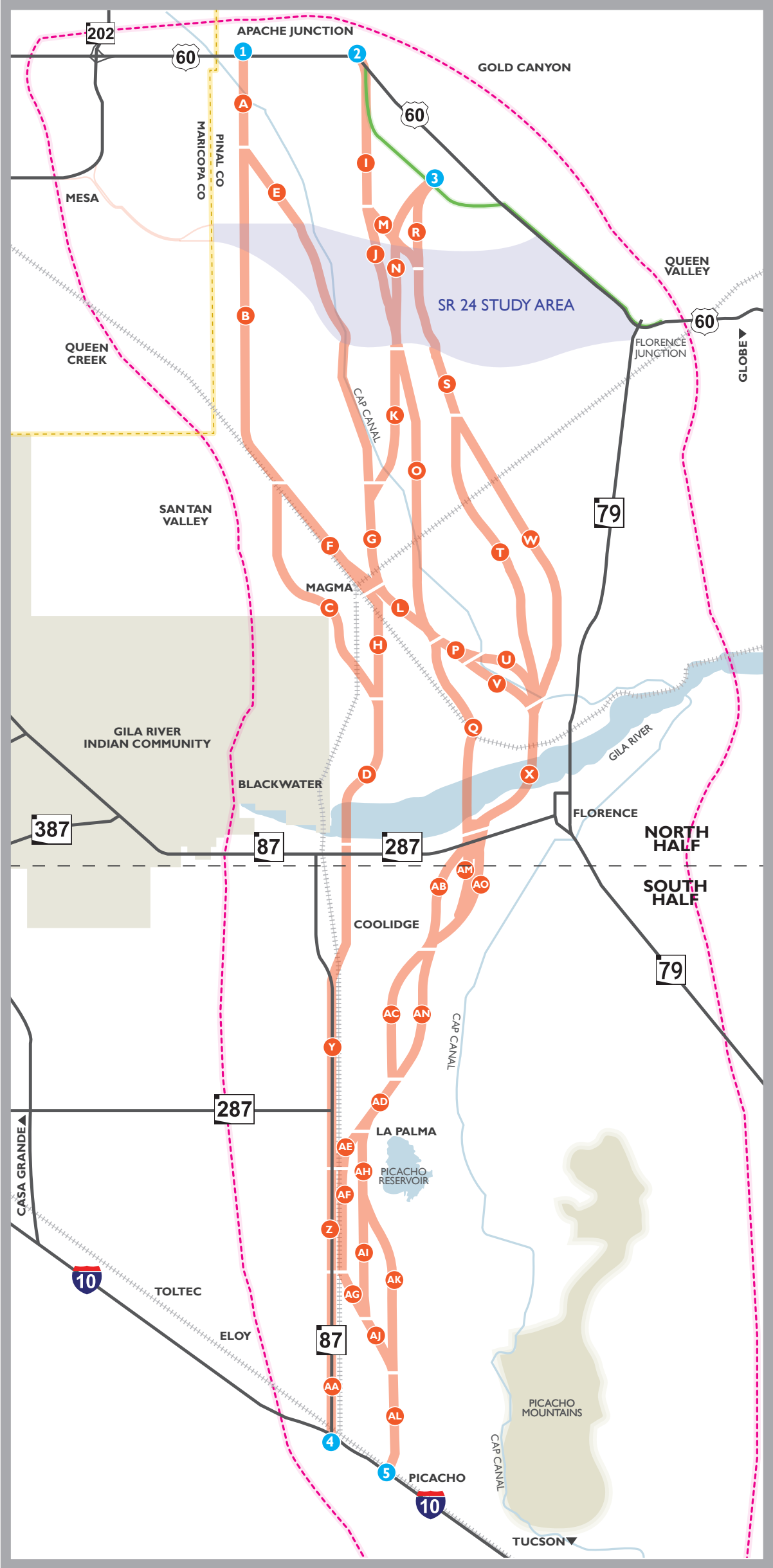
Apache Junction/Gold Canyon Independent - Nov. 16, 2011

APPENDIX D

Public Workshop Materials

North-South Corridor Study

POTENTIAL NEW TRANSPORTATION ROUTE BETWEEN US 60 AND INTERSTATE 10 IN PINAL COUNTY



WE WANT TO HEAR FROM YOU

Expected growth in Pinal County supports the need for a new transportation route. The Arizona Department of Transportation and the Federal Highway Administration are studying the area between US 60 near Apache Junction and I-10 near Eloy and Picacho.

The purpose of the study is to identify and evaluate a possible route to provide a connection between US 60 and I-10. The study team started evaluating a 900 square-mile study area to identify a Corridor Opportunity Area that was presented at the fall 2010 public and agency scoping meetings.

After receiving input from the public and various agencies, and evaluating technical data, the team has identified possible route alternatives as presented here in this comment form.

The goal of the comment form is to gather specific opinions or concerns from individuals who live, work and travel through the study area. The public’s comments will be a factor in determining which route alternatives will be selected for additional study.

Please turn to the next page to provide your comments on the segments that are being evaluated in this phase of the study. Your feedback is important to us!

PLEASE TURN TO THE
NEXT PAGE TO FILL OUT
THE COMMENT FORM.

Northern Route Alternatives

ADOT Project No.: 999 PN 000 H7454 01L

Instructions:

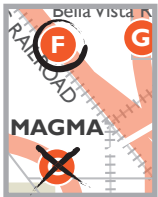
Each ● with a letter inside it represents a segment of the potential North-South Corridor that would connect US 60 and I-10.

Step 1: Please circle the segments you find favorable on the two maps.

Step 2: Please cross out or X the segments you find unfavorable on the two maps.

Step 3: You can also draw a line anywhere on the map to show where you would like a segment or route.

Step 4: We want to know why you selected these segments. Please find the segments you marked in the list below and explain why you find them favorable or unfavorable.



Comments:

A Follows Ironwood Dr between US 60 and Elliot Rd—crosses CAP Canal
☐ Favorable ☐ Unfavorable
Why? _____

B Follows Ironwood Dr/Gantzel Rd between Elliot Rd and Skyline Dr; parallels portion of railroad
☐ Favorable ☐ Unfavorable
Why? _____

C Follows Gantzel Rd/Hunt Hwy—veers around the Gila River Indian Community
☐ Favorable ☐ Unfavorable
Why? _____

D Follows Hunt Hwy on the west side of Anthem at Merrill Ranch—crosses Gila River on Christensen Rd
☐ Favorable ☐ Unfavorable
Why? _____

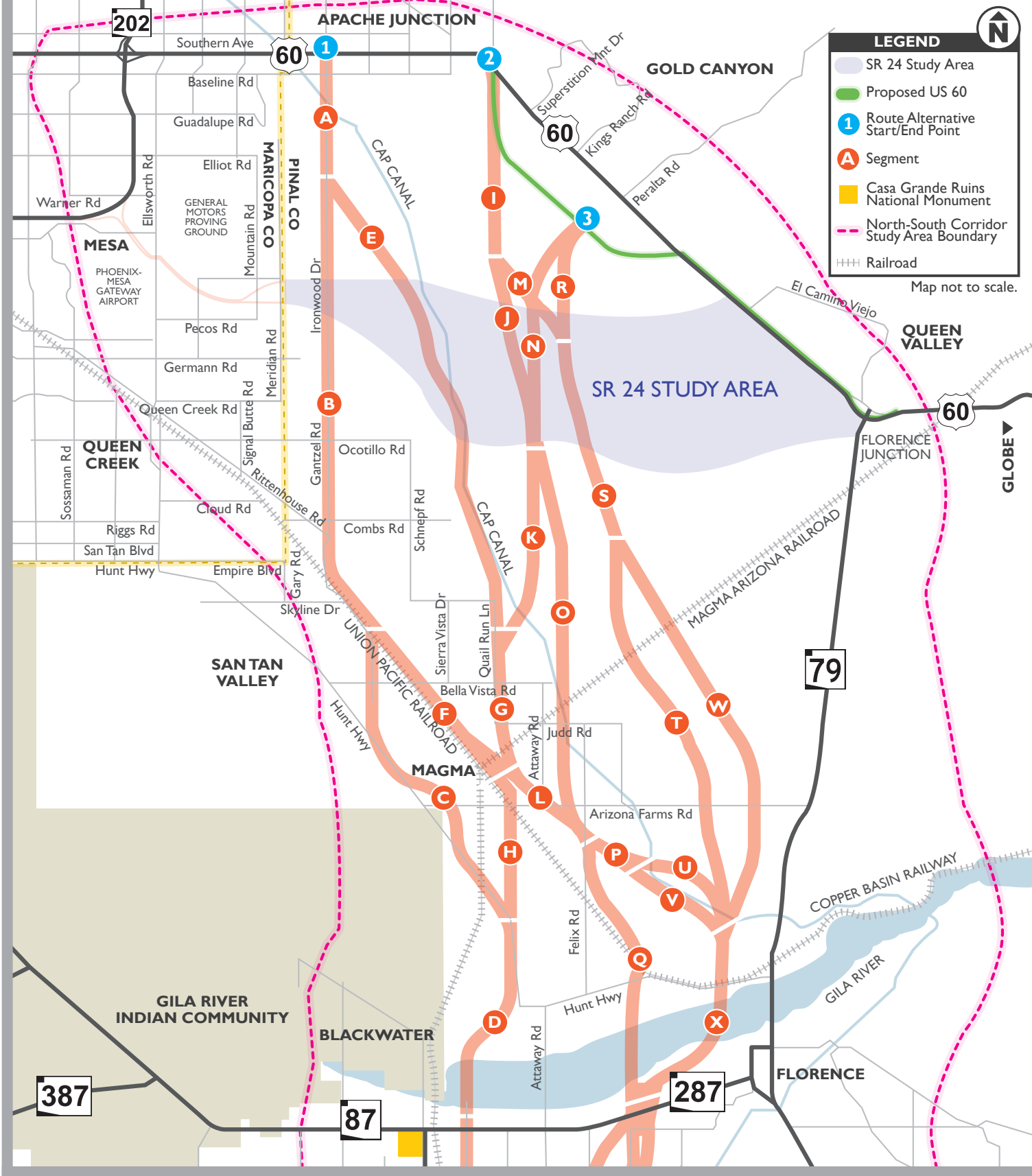
E New route between Ironwood Dr and Quail Run Ln west of CAP Canal
☐ Favorable ☐ Unfavorable
Why? _____

F New route between Gantzel Rd and Quail Run Ln; parallels railroad
☐ Favorable ☐ Unfavorable
Why? _____

G North of Judd Rd, follows Quail Run Ln; new route south of Judd Rd; — crosses the Magma RR, and the SRP 500kV transmission line
☐ Favorable ☐ Unfavorable
Why? _____

H New route along approximate extension of Quail Run Ln, south of Arizona Farms Rd, and east of Magic Ranch residential community
☐ Favorable ☐ Unfavorable
Why? _____

I New route south of US 60 along a future extension of Mountain View Rd on State Trust Land—located on possible future US 60 realignment
☐ Favorable ☐ Unfavorable
Why? _____



J New route between future extension of Williams Field Rd and Ocotillo Rd on State Trust Land—veers around Powerline, Vineyard, Rittenhouse flood structures and CAP Canal
☐ Favorable ☐ Unfavorable
Why? _____

K New route between Ocotillo Rd and Quail Run Ln—crosses Queen Creek Wash and CAP Canal
☐ Favorable ☐ Unfavorable
Why? _____

L New route south of Magma Rd connecting western and eastern routes; impacts future Dobson Farms and Arizona Farms developments
☐ Favorable ☐ Unfavorable
Why? _____

M New route connecting Start/End Point 2 routes with Start/End Point 3 routes
☐ Favorable ☐ Unfavorable
Why? _____

N New route connecting Start/End Point 3 routes with Start/End Point 2 routes
☐ Favorable ☐ Unfavorable
Why? _____

O New route between Ocotillo Rd and Felix Rd—crosses Queen Creek Wash, Magma RR and CAP Canal
☐ Favorable ☐ Unfavorable
Why? _____

P New route east of Felix Rd and Crestfield Manor development; impacts future Aspen Farms and Paloroso developments
☐ Favorable ☐ Unfavorable
Why? _____

Q New route between Felix Rd and SR 287, parallels railroad between Anthem and future Merrill Ranch development—crosses Gila River along future extension of Valley Farms Rd; Parallels SRP 500kV transmission line
☐ Favorable ☐ Unfavorable
Why? _____

R New route south from Start/End Point 3 on State Trust Land
☐ Favorable ☐ Unfavorable
Why? _____

S New route on State Trust Land—crosses Queen Creek Wash
☐ Favorable ☐ Unfavorable
Why? _____

T New route west of Magma Dam; impacts future Magma Ranch II and Skyview Farms developments
☐ Favorable ☐ Unfavorable
Why? _____

U New route veers around future Merrill Ranch development—crosses CAP Canal at two locations
☐ Favorable ☐ Unfavorable
Why? _____

V New route parallels CAP Canal; impacts future north section of Merrill Ranch development
☐ Favorable ☐ Unfavorable
Why? _____

W New route east of Magma Dam; crosses US Army National Guard and Florence proving grounds
☐ Favorable ☐ Unfavorable
Why? _____

X New route northwest of Florence downtown area- crosses Gila River just east of proposed Florence Copper Project
☐ Favorable ☐ Unfavorable
Why? _____

Federal Aid No.: STP-999-A(BBM)

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

☐ Favorable ☐ Unfavorable

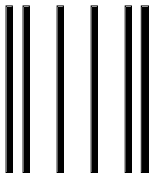
Why? _____

☐ Favorable ☐ Unfavorable
Why? _____

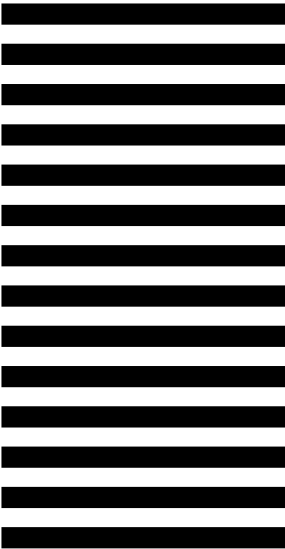
☐ Favorable ☐ Unfavorable

Why? _____

☐ Favorable ☐ Unfavorable
Why? _____



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TUCSON AZ 85775-6547



Please fold here to mail in your comments

Q

What do you think are the most important factors in selecting a possible route alternative?

Please place a check next to the three (3) factors you consider most important.

☐ Best relieves traffic on local streets

☐ Best relieves traffic on other highways and freeways

☐ Best connects to employment centers

☐ Best connects to other destinations (e.g. school/shopping/recreation)

☐ Best connects to cities and towns

☐ Best connects to other major routes (I-10, US 60, SR 87, SR 287, etc.)

☐ Lowest cost

☐ Least impact to existing development

☐ Least impact to planned future development

☐ Least impact to natural areas and open space

☐ Makes best use of existing roads and highways

☐ Input received from the public

☐ Input received from local governments

☐ Other: _____

Q

At this time there is no funding identified for the North-South Corridor. If the road were constructed as a tolled facility would you support and/or use the new highway?

☐ Yes, I would support the tolled highway

☐ Yes, I would use the tolled highway

☐ No, I would not support the tolled highway and would continue to use existing highways to reach my destination(s)

☐ Comments: _____

Contact Information

Workshop Attended: ☐ Dec. 6 ☐ Dec. 7 ☐ Dec. 8 ☐ Dec. 12 ☐ Other

Name _____ Email _____

Address _____

The Arizona Department of Transportation appreciates your participation. Public comments are an important part of the study and are welcome at any time for review and consideration. Comments returned by Thursday, January 12, 2012 will be included in the summary of these public meetings. Please submit your comments to the ADOT Outreach Team:

Mail: 2540 N. Tucson Blvd., Tucson, AZ 85716

Phone: 520-327-6077, ext. 120

Fax: 520-327-4687

Email: northsouthstudy@azdot.gov

www.azdot.gov/northsouthcorridorstudy

North–South Corridor Study Public Workshops

Agenda

Eloy Santa Cruz Valley Union High School Tuesday, Dec. 6	Apache Junction Moose Lodge Meeting Room Wednesday, Dec. 7	Coolidge Elks Lodge Meeting Room Thursday, Dec. 8	San Tan Valley Walker Butte Elementary School Monday, Dec. 12
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- 6 p.m. Open House**
Please visit the information stations to view displays and maps. Study team members are available to answer questions.
- 6:15 p.m. Presentation**
Welcome and Introductions
Teresa Guillen, Arizona Department of Transportation Senior Community Relations Officer
- Study Overview and Possible Route Alternatives**
Javier Gurrola, ADOT Predesign Project Manager
Dave Perkins, Kimley-Horn & Associates
- 6:45 p.m. Workshop Sessions**
Detailed maps and comment forms are available at each table. We invite you to discuss possible route alternatives in-depth with study team members and provide input regarding which possible route alternatives are or are not favorable to you.
- 7:45 p.m. Open House Continues**
- 8 p.m. Adjourn**

Comment Forms: Please fill out a comment form. This is one of the best ways to share and document your opinions with the study team.

Study Information: Additional study information, copies of the displays and the PowerPoint presentation used at tonight's meeting may be found at www.azdot.gov/northsouthcorridorstudy.

CONNECT North-South Corridor Study

Potential New Transportation Route

from US 60



to Interstate 10

North-South Corridor Study Potential New Transportation Route Fact Sheet

Overview

Expected growth in Pinal County supports the need for a new transportation route. The Arizona Department of Transportation and Federal Highway Administration are studying the area between US 60 near Apache Junction and I-10 near Eloy and Picacho. The purpose of the study is to identify and evaluate a possible route to provide a connection between US 60 and I-10.

Study Process

The study is anticipated to be completed in 2013 and will include:

- *Environmental Impact Statement* (EIS), as required by the National Environmental Policy Act (NEPA), to provide an examination of environmental impacts for each of the proposed route alternatives, including hazardous materials, cultural and biological resources, socioeconomic and geological conditions, land ownership, air quality, noise impacts and water resources.
- *Alternatives Selection Report* to document development and review of possible route alternatives, including the impact of not making any improvements (a no-build option).
- *Location/Design Concept Report* (L/DCR) to document a preferred route alternative, define initial right of way needs and present an implementation plan, along with project costs and preliminary design plans.

Possible Route Alternatives

The study is in the alternative selection phase, which means the team is looking at a range of *possible route alternatives*, including the impacts of not making any improvements (also known as a no-build option).

The study team started by evaluating a 900 square-mile study area to identify a Corridor Opportunity Area that was presented at the fall 2010 public and agency scoping meetings.

In summer 2011, a newsletter was sent to approximately 55,000 area residents, businesses and property owners with a map showing corridor segments.

After receiving input from the public and various agencies, and evaluating technical data, the team has identified possible route alternatives as presented at the winter 2011 public workshops.

The possible route alternatives include possible new roadways, improvements to existing roadways, locations on both sides of the CAP canal and alternatives that take rail and transit into consideration.

To determine the possible route alternatives, the study team looked at:

- Public, agency and jurisdictional input
- Technical assessment
- Purpose and need criteria
- Existing roadways and utilities
- Rail and transit

North–South Corridor Study Potential New Transportation Route Fact Sheet – Continued

The study team now needs to determine which possible route alternatives will work best. The study team will screen the possible route alternatives using specific criteria:

- Regional service and accessibility: How the possible route alternative may link to other transportation features in the area, provide congestion relief, accommodate the Intercity Rail, and provide accessibility to communities, including employment and activity centers
- Impacts, including water resources, environmental, noise, development and open space factors
- Public and agency input
- Cost, including construction and right of way acquisition

Next Steps

After screening the possible route alternatives, the study team will select at least two possible route alternatives, along with a no-build option, for detailed assessment in the EIS and DCR phase. The possible route alternatives selected will go through a more detailed analysis and will be presented to the public for additional review and feedback.

Public Participation

Public participation is an important and ongoing part of the study. Since the study began in 2009, the team has given many presentations to stakeholder groups. In fall 2010, the study team held four public scoping meetings and one agency scoping meeting. During fall and winter 2010, the study team held multiple agency coordination meetings. For summary reports of these meetings, please visit www.azdot.gov/northsouthcorridorstudy.

Other Projects in the Area

The study team is collaborating with other project teams along the North–South Corridor Study area to maximize the benefits for area residents and motorists who travel through Pinal County and the state of Arizona. The study and project teams the North–South Corridor Study team is collaborating with include:

- State Route 24 (formerly State Route 802) Study
www.azdot.gov/ValleyFreeways/SR24
- Intercity Rail Study
<http://www.azdot.gov/intercityrail>
- US 60 Alignment Study: Superstition Freeway to Florence Junction
www.azdot.gov/Highways/Valley_Freeways/US60/Pinal_County/index.asp
- I-10 Corridor Study: Jct. I-8 to Tangerine Road
www.i10tucsondistrict.com/i8totang2
- I-10 Widening: SR 87 to Picacho
www.i10tucsondistrict.com/87toPP-traffic-interchange

Contact Information

- Javier Gurrola, ADOT Predesign Project Manager, 602-712-7687, jgurrola@azdot.gov
- Teresa Guillen, ADOT Communication and Community Partnerships, 602-828-8075, tguillen@azdot.gov
- ADOT Outreach Team, 520-327-6077, northsouthstudy@azdot.gov
- Media inquiries, please call 800-949-8057

North-South Corridor Study Potential New Transportation Route Frequently Asked Questions

Where is the study located?

The study area extends from US 60 near Apache Junction to I-10 near Eloy and Picacho.

Why is the Arizona Department of Transportation working on this study?

Planned growth in the study area shows the need for a new transportation corridor. The completion of the study would help determine right of way needs ahead of future development. It is also an important step in obtaining future funding for construction.

What is the study schedule?

The study is currently in the alternative selection phase. This will be followed by an Environmental Impact Statement (EIS) and Location/Design Concept Report (L/DCR) phase. The study is anticipated to be completed in 2013.

What is an alternative selection phase?

The North-South Corridor Study team needs to identify all reasonable alternatives and then screen those possible route alternatives to determine which will work best. After screening the possible route alternatives, the study team will select at least two possible route alternatives, along with the impacts of not making any improvements (also known as a no-build option), for detailed assessment in the EIS and DCR phase.

What is an Environmental Impact Statement (EIS)?

For studies that will have a significant impact, the National Environmental Policy Act (NEPA) requires an EIS document that will provide an examination of environmental impacts for each of the proposed route alternatives. The team will evaluate hazardous materials, cultural and biological resources, socioeconomic and geological conditions, land ownership, air quality, noise impacts and water resources.

What is a Location/Design Concept Report (L/DCR)?

Once the study team has narrowed down possible route alternatives, they will study them more in depth during the preparation of the L/DCR. The L/DCR will include a preferred route alternative, define initial right of way needs and present an implementation plan. Project costs and preliminary design plans will also be included.

What is a possible route alternative?

A possible route alternative is a possible alignment for the transportation corridor. To determine the possible route alternatives, the team considered public, agency and jurisdictional input; technical assessments; purpose and need criteria; existing roadways and utilities; and rail and transit. The general width of a route alternative during this phase of the project is 1,500 feet. The final width of a possible route is still to be determined.

How will ADOT fund the construction of this corridor?

ADOT cannot seek funding for construction until the study is complete and has a better understanding of what may be needed. At that time, ADOT will pursue many funding options, including state, federal and public-private partnerships.

What is a Public-Private Partnership (P3)?

A P3 refers to the contractual agreement between a public agency and a private sector entity that allows the private sector entity to have greater participation in the delivery of a transportation project when providing funding. Using traditional project delivery methods, ADOT bears all of the risks and responsibilities for a project. Under a P3, the private partner takes on some or all of the projects risks and responsibilities. There are many types of P3s. For roadway and bridge projects, P3s typically involve an up-front investment by a private partner who then designs, builds, finances, operates and maintains the facility in exchange for future revenues generated by the facility. These revenues typically come from tolls paid by the users of the facility. Please visit www.azdot.gov/p3 for more information.

North–South Corridor Study Potential New Transportation Route Frequently Asked Questions – Continued

Where is the corridor going to be located?

It has not yet been determined where the corridor would be located. Currently, the study is in the alternative selection phase. The team is currently seeking public input on the possible route alternatives.

Will existing roads be used, such as State Route 79 and State Route 87?

Possible route alternatives may or may not include existing roads.

Will existing and planned development be avoided?

Route alternatives were developed to minimize impacts on existing and planned development to the extent possible. The amount of impact will be included as a factor in the route alternatives screening process. The study team will continue to coordinate with city, town and county planning staff within the study area.

Is the study team aware of the fissures in the area?

The team is aware of and taking into consideration both ground subsidence (the gradual settling or sinking of a land area) and fissures (cracks or crevices in the ground that may form as a result of subsidence) for route alternatives.

Is the study team aware of Salt River Project's current and planned development?

Yes, and the study team is working collaboratively with Salt River Project.

What about the change in air quality that a new transportation route may create?

The study team will look at both the current and future air quality conditions of possible route alternatives and evaluate potential impacts.

Will you take wildlife habitats and crossings into consideration?

The team will study area wildlife, vegetation, threatened and endangered species, current habitat and wildlife crossings. These will be considered as the team develops possible route alternatives. The study team is coordinating with the Arizona Game & Fish Department and U.S. Fish & Wildlife Service.

What about the Union Pacific Railroad yard near I-10 and Picacho?

The study team is collaborating with all railroad companies within the study area. For more information regarding the Union Pacific Railroad, please visit www.up.com.

What about commuter rail?

The North-South Corridor Study team is working collaboratively with the ADOT Intercity Rail Study team. For more information about the ADOT Intercity Rail Study, please visit <http://www.azdot.gov/intercityrail>.

How will the North-South Corridor Study impact other ADOT projects?

The North-South Corridor Study team is collaborating with the US 60 Study, State Route 24 (formerly State Route 802) Study, I-10 Corridor Study and I-10 Widening: State Route 87 to Picacho project teams to enhance the projects and maximize the benefits to the state of Arizona.

- US 60: www.azdot.gov/Highways/valley_freeways/us60/pinal_county/index.asp
- State Route 24: www.azdot.gov/valleyfreeways/sr24
- I-10 Corridor Study: www.i10tucsondistrict.com/i8totang2
- I-10 Widening: SR87 to Picacho: www.i10tucsondistrict.com/87topp-traffic-interchange

How can I provide comments about the North-South Corridor Study?

Mail: ADOT Outreach Team
2540 N. Tucson Blvd.
Tucson, AZ 85716

Email: northsouthstudy@azdot.gov
Phone: 520-327-6077
Fax: 520-327-4687

www.azdot.gov/northsouthcorridorstudy

ADOT Intercity Rail Study: A current study that is exploring possible routes to connect Phoenix and Tucson by rail.

Alignment: Potential or planned route.

Corridor: A wide area of land where a route alternative may potentially be located in the future.

Corridor Opportunity Area: The 300 square-mile area within the North–South Corridor Study project study area is being evaluated for a potential new transportation route. The Corridor Opportunity Area was presented to the public in fall 2010.

Corridor Segment: Smaller sections of the Corridor Opportunity Area to help easily identify opportunities and challenges that may determine whether the selected route alternative could be placed there.

Cultural Resources: Historic buildings or districts, archaeological sites and Native American historical and cultural sites.

Environmental Impact Statement (EIS): A document required by the National Environmental Policy Act (NEPA) that records the findings and impacts of the proposed project to the human and natural environment. It also explains what steps would be taken to lessen or mitigate major impacts that may be caused by the proposed project.

Facility: A highway or freeway built to accommodate multimodal transportation needs.

Fissure: Crack or crevice in the ground that may form as a result of the gradual settling or sinking of a land area.

Geotechnical: The use of technology to determine the earth's composition or soil structure that is conducted before engineering projects begin.

Location/Design Concept Report (L/DCR): A technical study and analysis of potential route alternatives. It identifies a preferred alternative, defines initial right of way requirements and recommends an implementation plan that includes project costs and preliminary design plans.

Mitigation: Efforts made to lessen the severity or extent of potential major impacts to the public or the environment from the proposed project.

Multimodal: A combination of multiple types of transportation modes that includes bicycles, public transit, vehicles, pedestrians and other forms of transportation.

National Environmental Policy Act (NEPA): A law that requires all federal agencies to evaluate what possible impacts a proposed project would have on humans and the natural environment. It was established to create procedural requirements in the form of environmental documents for local, state and federal projects that involve federal funds. NEPA includes three levels of environmental documentation, based on the level of anticipated environmental impact, which are: an Environmental Impact Statement (EIS), Environmental Assessment (EA) and Categorical Exclusion (CE). It is used as a tool for decision-making, based on the positive and negative environmental effects identified for a proposed project. ADOT projects that use federal funds must follow the NEPA process for obtaining the necessary environmental clearance.

No-Build Option: Evaluation of not taking action or not making improvements within the corridor.

Possible Route Alternative: Possible options, opportunities or places to locate a roadway or transportation improvement.

Public-Private Partnerships (P3): A partnership between a public agency and private-sector organizations or individuals committed to building or improving public transportation facilities by helping with funding that could enhance or add improvements to public roadways, transit opportunities and other transportation facilities.

Right of Way (ROW): The public or private land needed for construction or roadway improvements.

Screening: The process to narrow down the possible route alternatives. To narrow down the alternatives, the study team will evaluate public input, agency input and technical analysis, including engineering and environmental considerations, rail and transit, and the potential cost of each possible route alternative.

Stakeholder: A person, company, group or agency that may be directly or indirectly affected by a project or study.

Subsidence: The gradual settling or sinking of a land area. May lead to cracks or crevices in the ground. Land subsidence is often attributed to excessive ground-water pumping.

Sun Corridor: The area in Arizona between the Arizona/Mexico border and the Prescott area. (A significant level of growth is anticipated in this corridor over the next 20 to 30 years.)



North-South Corridor Study



December 2011
Public Workshops

Federal Aid No. STP-999-A(BBM)
ADOT Project No. 999 PN 000 H7454 01L

ADOT Study Team Members

Welcome and Introductions:

Teresa Guillen

ADOT Senior Community Relations Officer

Presenters:

Javier Gurrola, ADOT Project Manager

Dave Perkins, Kimley-Horn & Associates

North-South Corridor Study

December 2011

Tonight's Topics

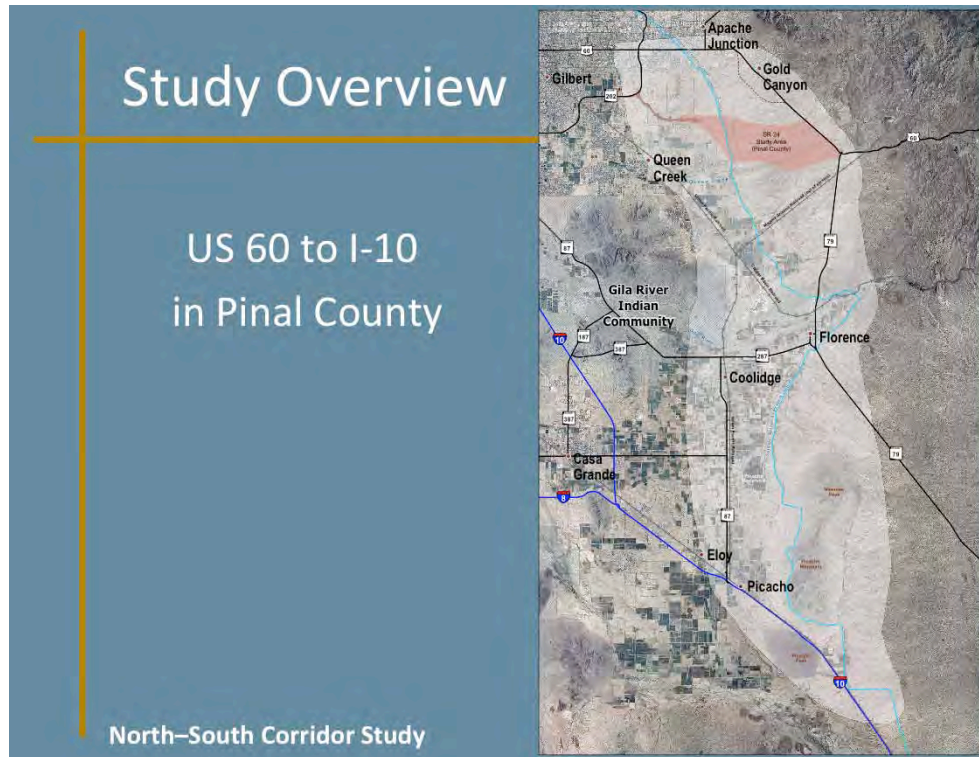
- Study Overview
- Why We Are Doing This Study
- What We Have Accomplished to Date
- Where We Are Now
- What's Next
- How You Can Participate



North-South Corridor Study



December 2011



The study area:

- Extends from US 60 near Apache Junction south to I-10 near the town of Picacho.
- The northern 1/3 consists primarily of undeveloped desert, which is mostly state trust land. It also includes a potential interchange with the State Route 24 study.
- The middle 1/3, which is bisected by the Gila River, is comprised of mostly agricultural land; Coolidge and Florence are both south of the river.
- The southern 1/3 also consists primarily of agricultural land, and includes the Picacho Reservoir and the Picacho Mountains.
- The primary objective for this study is to evaluate a high-capacity connection between US 60 and I-10 in this portion of Pinal County, which is expected to experience high growth between now and 2050.

Study Overview (con't)



- Currently in study phase
- Anticipated completion of preliminary engineering and environmental studies in 2013
- Potential design and construction not yet funded

North-South Corridor Study

December 2011

Planning studies conducted by ADOT in recent years in consultation with state, county, local and tribal stakeholders have determined the need for a high-capacity transportation corridor in Pinal County.

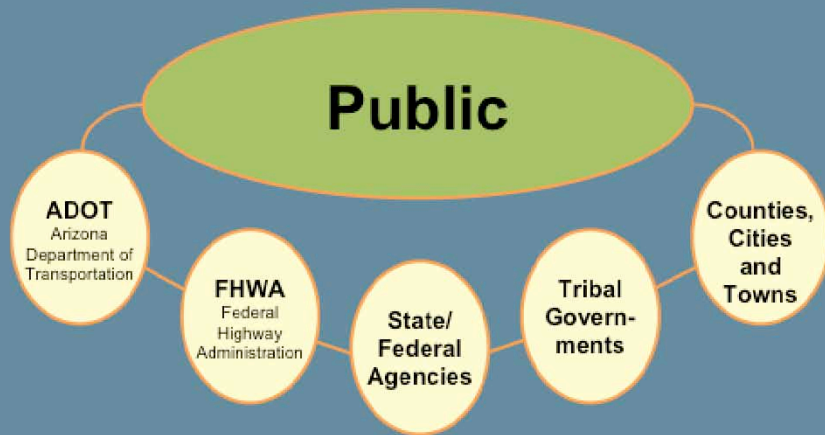
We are currently in the study phase. For a study of this magnitude, it includes preparation of a Location/Design Concept Report (L/DCR) and an Environmental Impact Statement (EIS). The L/DCR is a preliminary engineering design document that details engineering components required for a new transportation facility and its associated costs. The EIS documents any anticipated impacts to the environment for the build alternative and is developed per the National Environmental Policy Act (NEPA).

If a build alternative is selected, it is at that point design and construction could be planned. There is currently no funding identified for these two phases. However, due to current legislation, ADOT can enter into a Public Private Partnership (P3) with a private entity.

The North-South Corridor has been identified as a possible candidate for a tolled facility. On the comment form we have included a question regarding whether or not you would support a tolled facility.

For more information about (P3), please visit: www.azdot.gov/p3

Study Partners and Stakeholders



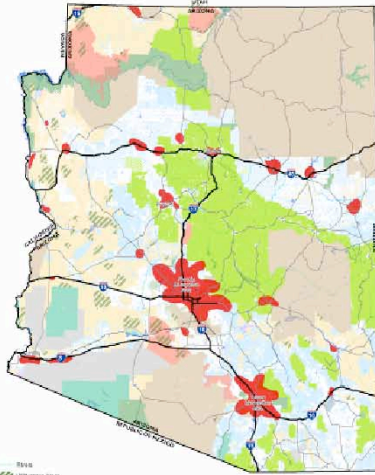
North-South Corridor Study

December 2011

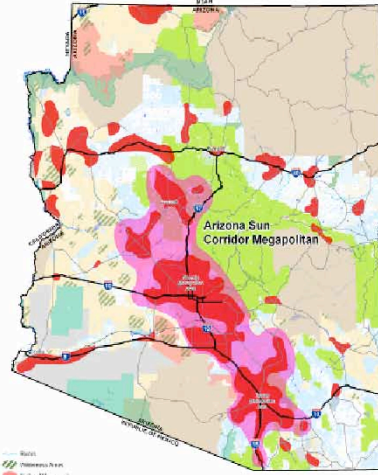
ADOT is committed to working closely with community members, businesses and public officials; involving the public in the decision-making process; and continuing to provide information as the project moves forward.

Each of our stakeholders are important and involved in the study. Each shown here has the responsibility of representing the public interest.

Why We Are Doing This



2005 Growth Areas
Population: 6 million



2050 Growth Areas
Population: 14-15 million

Summary:

- Historically, Arizona has experienced significant population growth.
- While this has slowed over the past few years, over the long-term, Arizona will continue to grow.
- Planners have projected that AZ could more than double in population by 2050.
- As you can see, growth will occur in the present urban cores of Phoenix and Tucson and grow into a megapolitan area of more than 14 million in the **Sun Corridor** that stretches from Flagstaff to Nogales.
- Whether this growth will occur by 2050 is debatable but history tells us that AZ will continue to grow when the economy improves.

Purpose and Need

- Provide capacity for existing and future conditions
- Alleviate existing and future congestion
- Enhance the regional transportation system
- Improve access to future activity centers
- Consistent with local, regional and statewide plans

North-South Corridor Study

December 2011

- For the better part of 10 years, ADOT has been working with state, county, local, and tribal stakeholders to plan several important transportation corridors in Pinal County, including the North-South Corridor.
- This study, the North-South Corridor Study, is the next step in developing a major new transportation facility.
- In the North-South Corridor Study we will prepare an Environmental Impact Statement.
- One of the most important documents in an EIS is the Purpose and Need Statement (P&N).
- The P&N considers future growth and travel demand in a defined study area and answers the question – “Is the North-South Corridor needed?”
- The North-South Corridor is definitely needed to meet travel demand today and in the future, but it is not the total solution.

Purpose and Need (con't)

Must be supplemented by other improvements:

- Transit
- New roads
- Improvements to existing facilities
- Safety enhancements
- Enhancements to manage traffic and offer choices

North-South Corridor Study

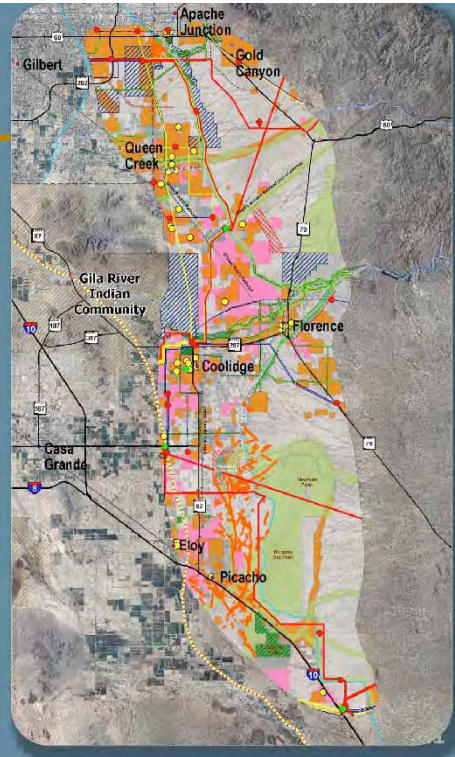
December 2011

- While our analysis has shown a new facility appears to be needed, it cannot by itself meet all of the future travel in the study area and must be supplemented by other transportation improvements, including new or improved local roads, use of technology to enhance traffic safety and operations, and transit.
- The North-South Corridor will accommodate the intercity rail if that study recommends the North-South alternative.

What We Have Accomplished

- Corridor planning

North-South Corridor Study

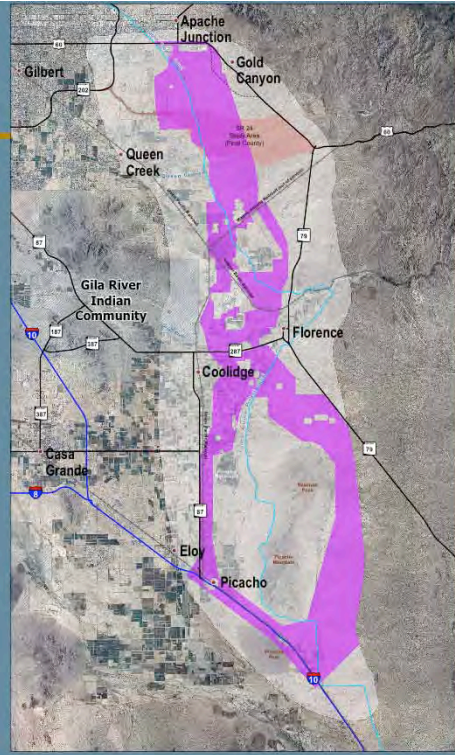


- Keep the P&N in mind as we review the information that we have developed for your review and use in filling out the comment forms.
- Our first step was to map study area features which identify opportunities for a North-South Corridor and which must be avoided if possible.
- Considerations: Open space, development, flood structures, fissures, etc.

What We Have Accomplished (con't)

- **Public and agency scoping**

North-South Corridor Study



- Public and agency scoping meetings were held one year ago and the public provided us with input on areas where the North-South Corridor was most feasible.

What We Have Accomplished (con't)

- Corridor segments as seen in summer 2011 newsletter

North-South Corridor Study

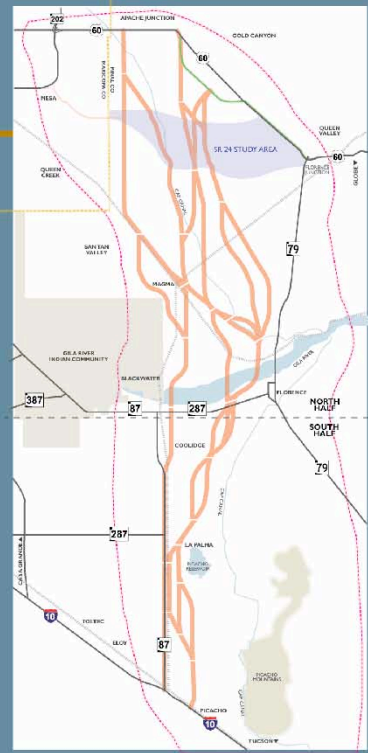


We conducted a detailed analysis of drainage, utilities, ground water subsidence and fissures, and economic development opportunities to further define opportunities for the North-South Corridor.

Possible Route Alternatives

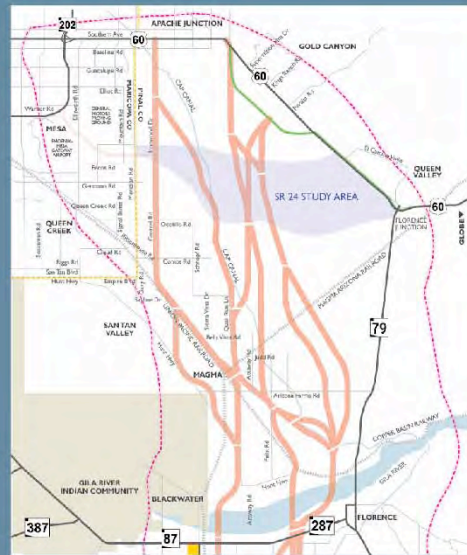
- NEPA Guidelines
- Public and Agency Input
- Purpose and Need
- Technical Evaluations
 - Drainage, geology and utility assessments
 - Economic development opportunities
 - Other studies
 - Available environmental information
- No-build option

North-South Corridor Study



- We used this information to develop a number of route alternatives for the North-South Corridor.
- The development of route alternatives considered many inputs listed here.
- National Environmental Policy Act (NEPA) must be considered to be eligible for federal funding.
- NEPA requires us to consider and objectively evaluate all reasonable and prudent alternatives.
- Some environmental agencies asked us to consider using existing roads for the North-South Corridor.
- The study team must narrow down these alternatives using detailed screening criteria and then recommend a smaller set of alternatives to carry forward into the EIS and L/DCR.
- The selected route alternatives will be evaluated with a no-build alternative.

NORTHERN HALF OF Possible route alternatives



December 2011

- There are three start/end points: 1) Ironwood, 2) the end of the Superstition Freeway, and 3) the future Peralta interchange of the US 60 reroute.
- Construction will soon start on SR 24 from Loop 202 to Ironwood road. SR 24 will continue east in the future and the North-South Corridor will have an interchange in the highlighted area north of the Queen Creek Wash.
- We have identified three crossing alternatives across the Gila River (one north of Florence, one near the new SRP 500kV power lines, and one west of Attaway).

SOUTHERN HALF OF Possible route alternatives



December 2011

- Two start/end points are located at 1) SR 87/I-10 interchange and 2) 2 miles east of SR 87.
- All route alternatives avoid the Picacho Reservoir.
- Route alternatives follow Fast Track, Vail Road, the rail road east of SR 87, or SR 87 itself.

Screening Route Alternatives

- Narrow down possible route alternatives
 - Public input (why we're here today)
 - Agency input
 - Technical factors (by study team)
 - Regional service and accessibility
 - Impacts
 - Cost

North–South Corridor Study



- Regional service and accessibility include factors such as linkage to other transportation features, congestion relief, accessibility to communities, employment, activity centers, and accommodation of the intercity rail.
- Impact factors include water resources, environmental, noise, development, economic development, and open space.
- Cost factors include construction and right-of-way acquisition.
- Following the screening of route alternatives, agency and public meetings will be conducted to present results.

Next Steps After Screening

- Select route alternatives for detailed assessment, along with the no-build option
 - Environmental Impact Statement (EIS)
 - Location/Design Concept Report (L/DCR)
- Ongoing public outreach
- Public hearings
- Select recommended alternative
- Completion of study – tentatively 2013

North–South Corridor Study

December 2011

- After screening of the route alternatives, one or more will be selected for detailed study in the EIS.
- During the EIS, public outreach will continue and a public hearing will be held to receive the public's input if a preferred route is identified.
- The study is scheduled for completion in 2013.

How You Can Participate

- Please join us in breakout sessions for a workshop discussion to ask questions
- Detailed maps and comment forms are available at each table
- Discuss the possible route alternatives in-depth
- Provide your input as to what you find favorable or unfavorable

North-South Corridor Study



4 Easy Steps

1. Circle favorable segments
2. Cross out unfavorable segments
3. Mark lines on the map, if you want
4. Give us your comments on segments you marked

North-South Corridor Study

Northern Route Alternatives

Instructions:

- Step 1: Circle the segments of the potential North-South Corridor that you would favor (SR 60 and SR 287).
- Step 2: Place an 'X' over the segments you find unfavorable on the map.
- Step 3: Draw lines on the map to show where you would like the corridor to run.
- Step 4: We want to know why you selected these segments. Please list the segments you marked as favorable and explain why you find them favorable or unfavorable.

Comments:

- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?



- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?
- Between Highway 60 and Highway 287 (SR 60 and SR 287)
 - ☐ Favorable ☐ Unfavorable
 - Why?

Additional Comments

- Additional space for comments
- Extra sheets of paper also available at tables

North-South Corridor Study



Submitting Comments

Back of comment form:

- Answer two questions on the back of the form
- Fill out your contact information

Leave at the registration desk or mail in

Also available online at
www.azdot.gov/northsouthcorridorstudy

North-South Corridor Study



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Please fold here to mail in your comments

Q What do you think are the most important factors in selecting a possible route alternative? Please place a check next to the three (3) factors you consider most important.

<input type="checkbox"/> Best relieves traffic on local streets	<input type="checkbox"/> Best connects to other major routes (I-10, US-90, SR-82, SR-282, etc.)	<input type="checkbox"/> Input received from the public
<input type="checkbox"/> Best relieves traffic on other highways and freeways	<input type="checkbox"/> Lowest cost	<input type="checkbox"/> Input received from local governments
<input type="checkbox"/> Best connects to employment centers	<input type="checkbox"/> Least impact to existing development	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Best connects to other destinations (e.g., schools, shopping, recreation)	<input type="checkbox"/> Least impact to planned future development	_____
<input type="checkbox"/> Best connects to cities and towns	<input type="checkbox"/> Least impact to natural areas and open space	_____
	<input type="checkbox"/> Makes best use of existing roads and highways	_____

Q At this time there is no funding identified for the North-South Corridor. If the road were constructed as a tolled facility would you support and/or use the new highway?

<input type="checkbox"/> Yes, I would support the tolled highway	Comments: _____ _____ _____
<input type="checkbox"/> No, I would not support the tolled highway	
<input type="checkbox"/> No, I would not support the tolled highway and would continue to use existing highways to reach my destination(s).	

Contact Information

Workshop attended: ☐ Dec. 6 ☐ Dec. 7 ☐ Dec. 8 ☐ Dec. 11 ☐ Other _____

Name _____ Email _____

Address _____

The Arizona Department of Transportation solicits your participation. Public comments are an important part of the study and are welcome at any time for review and consideration. Comments received by Tuesday, January 11, 2012, will be reviewed in the summary of these public meetings. Please submit your comments to the ADOT Outreach Team.

Mail: 2540 N. Tucson Blvd., Tucson, AZ 85716
 Phone: 520-627-6077, ext. 126
 Fax: 520-627-6687
 Email: northsouthstudy@azdot.gov
www.azdot.gov/northsouthcorridorstudy

Forms must be returned no later than Jan. 12, 2012, to be included in the summary of this meeting.



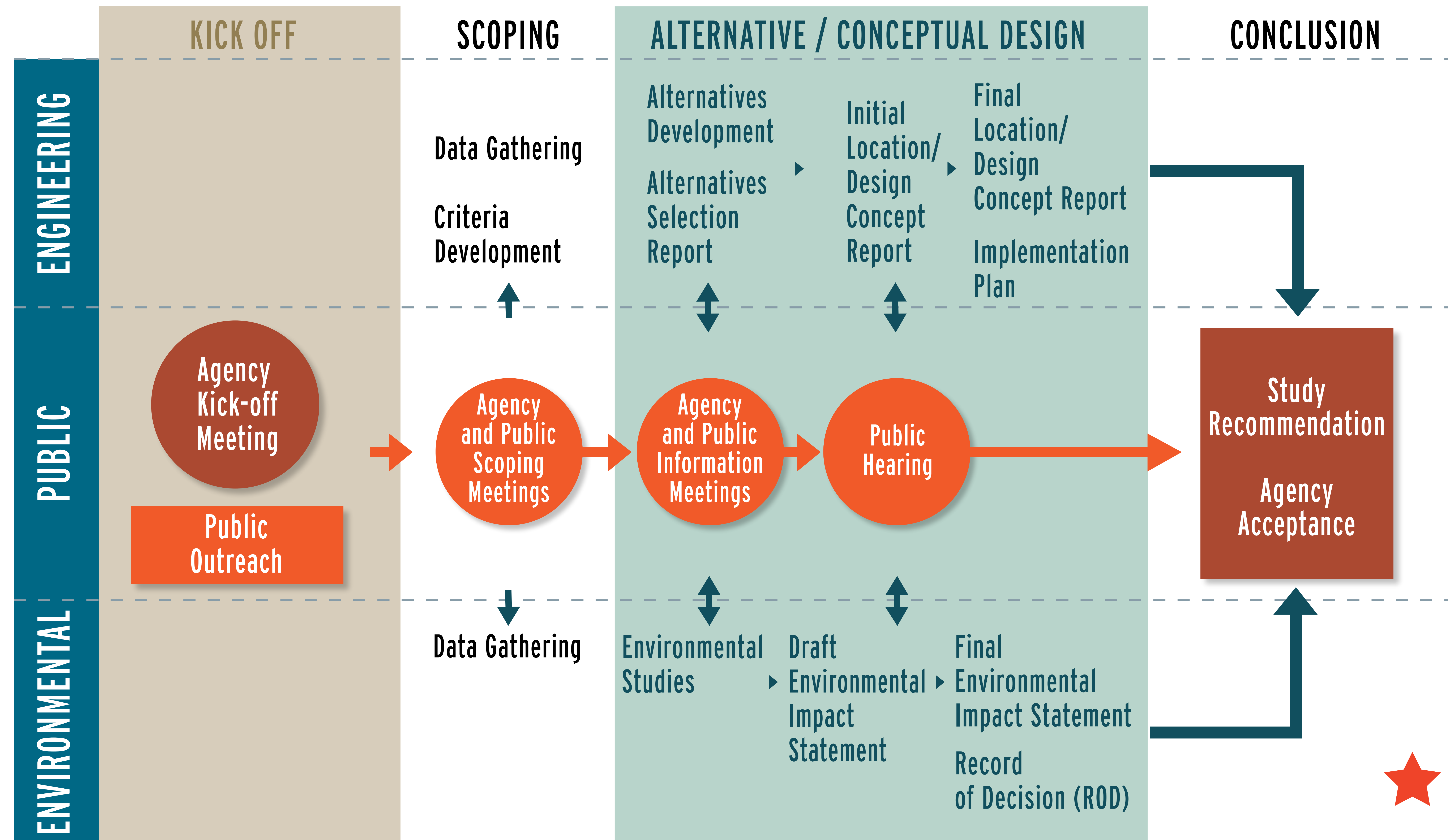
Thank you!

Workshop sessions are beginning
Time to provide your comments

North-South Corridor Study

December 2011

STUDY PROCESS



North–South Corridor Study

ENVIRONMENTAL STUDIES



- **Neighborhood/residential considerations**
- **Socioeconomic considerations**
- **Environmental justice**
- **Land use**
- **Water resources**
- **Noise**
- **Habitat connectivity**
- **Air quality**
- **Cultural resources**
- **Biological resources**
- **Visual resources**
- **Hazardous materials**
- **Public parks/recreation**
- **Secondary and cumulative impacts**

North–South Corridor Study

ENGINEERING ELEMENTS



TRAFFIC ANALYSES

Evaluate design-year traffic conditions to determine the function and capacity of the corridor.

ALTERNATIVE DEVELOPMENT

Develop and evaluate reasonable alternatives including the no-build alternative. Select alternatives to be further evaluated as part of the Environmental Impact Statement.

ROADWAY DESIGN AND GEOMETRY

Define alignment and profile consistent with applicable guidelines.

MODAL OPTIONS

Identify and evaluate the feasibility of accommodating alternative modes of travel in the corridor, including bus, rail, bus rapid transit, park and ride, etc.

INTERCHANGES

Determine location, configuration and capacity of possible new traffic interchanges with the existing and planned roadway system.

RIGHTS-OF-WAY

Define right-of-way limits and access controls to guide land-use decisions and preserve right-of-way.

DRAINAGE FEATURES

Design infrastructure to accommodate rivers, washes, CAP canal and other drainage features within the corridor right-of-way.

IMPLEMENTATION PLAN

Recommend a phased construction plan consistent with available funding and need for the corridor.

North-South Corridor Study

STUDY NEED



- **Address needs identified in local, regional and statewide plans**
- **Address lack of regional transportation capacity**
- **Address challenges related to the existing networks and transportation system linkages**

North-South Corridor Study

STUDY PURPOSE



PROVIDE ACCESS TO RAPIDLY GROWING AREAS OF PINAL COUNTY

- Accommodate growth-induced traffic to relieve anticipated congestion
- Provide traffic relief to I-10
- Provide a direct connection to the eastern portion of the Phoenix metropolitan area

APPENDIX E

Public Workshop Comments on Factors

Most Important Factors Summary

Best relieves traffic on local streets	<u>66</u>	Lowest cost	<u>31</u>
Best relieves traffic on other highways/freeways	<u>54</u>	Least impact to existing development	<u>108</u>
Best connects to employment centers	<u>41</u>	Least impact to planned development	<u>24</u>
Best connects to other destinations	<u>24</u>	Least impact to natural areas/open space	<u>23</u>
Best connects to cities/towns	<u>57</u>	Makes best use of existing roads/hwys	<u>35</u>
Best connects to other major routes	<u>97</u>	Input received from public	<u>34</u>
Other (see comments below)	<u>31</u>	Input received from local gov't	<u>11</u>

Provides a better freeway route to Tucson from Apache Junction. Current is 202 to 10 & This is much shorter.

must be part of a comprehensive multi-model system that supports economic developmt.

The path that reflects what local municipalities have expressed as the best routes for economic development and future planning.

good to connect to major routes and lease impact to Florence but make traffic better.

the route that the city's support & that would foster more comercial growth like a mall

Most efficient to make roads least disruptive to existing traffic & development

There needs to be room to grow 30-50 years from now.

Noted in following order from top to bottom: 2,3,1,4,5,6

Noted in the following order:

1 Best connects / 2 Lowest cost / 3 Makes best use of existing roads/hwys

Input from the builders of the road

Long term econ. develop-

Input from property owners in study corridor

many people don't know about this proposal. You guys need to put it out on the news, radio, or just buy some tv time to talk about it. All the friends and people I talked to were very interested and loved the idea

In reference to FACTOR "Best connects to other major routes" crossed out "SR 87, SR 287" and added "SR 24"

For Factor "Least impact to existing development", contact scratched out the word "least" and added "no", and scratched out "development" and wrote "residents" and added a #1 next to the Factor

Input from major property owners along freeway corridor.

go down 60 & 79

Using existing roads would be fine in some of the areas listed but using residential area roads is un acceptable. Most people using this hwy will be passing through twice a day if that and the residents have to live there everyday. Use land that is least effective on our Arizona Residents.

Most Important Factors Summary

Best relieves traffic on local streets	66	Lowest cost	31
Best relieves traffic on other highways/freeways	54	Least impact to existing development	108
Best connects to employment centers	41	Least impact to planned development	24
Best connects to other destinations	24	Least impact to natural areas/open space	23
Best connects to cities/towns	57	Makes best use of existing roads/hwys	35
Best connects to other major routes	97	Input received from public	34
Other (see comments below)	31	Input received from local gov't	11

Provides a long-term solution to a problem that will continue to get worse -- instead of just providing short-term relief or band-aid solutions.

The San Tan area is growing like crazy and Ironwood is getting too much traffic during rush hour (plus the speed limits don't match the natural flow of traffic). A good highway that isn't too far east would fix this.

see other comments

No Route that would take away personal homes to make way for the freeway

Most Direct

Least impact on State Trust Land

We own or represent the property owners of approximately 1,200 acres at Arizona Farms and Attaway. The approved planned area development is called Arizona Farms. We have spent a long time working with the Town of Florence on the future planning of our farm. We have worked with several of the large property owners and the town on where we want this future corridor to go. This is why I have selected the favorable or non favorable routes. Thank you.
Seth Keeler

What is best for the local citizens.

Listen to local government. They have already heard from all of us

support what the towns want, they ar the local voice of the people.

local city government is as "grassroots" of an opinion as you can get. Please support their adopted alignment.

need a commercial center, Florence has that with there community supported alignment

develop/build a rail system - use existing rail infrastructure

APPENDIX F

Public Workshop Comments on Funding

Comments

My Taxes pay for existing roads-would not pay for a Toll Road. I am not in a big hurry to go anywhere

would use the Ironwood/60 Bus out west to Power Rd for work & also use Ironwood/Hunt Hwy for my sec. job. The car I have is unreliable

I would not oppose a tolled highway but I would not use it

HAVING LIVED IN STATES WITH A TOLL WAY SYSTEM THEY SEEM TO BECOME A MAGNET FOR GRAFT AND GREED AND OUT SOURCED MANAGEMENT BEYOND US BORDERS.

No NAFTA superhighway or any part of it.

I hate toll roads & will always avoid them!

Depends on toll cost

I travel existing roads three or more times per week. I would rather see a tax to support construction and maintenance.

If a toll would get the project built faster I would support it. Toll would/should be no more than \$0.10 per mile.

As we move foreward, wehave to look at all forsible alternatives, that will make this critical corridor a reality. This areas is a very important part of the Sun Corridor and also to the economic future of Central AZ.

Tolled roads divert traffic. This route will greatly impact economic development, but a toll road will divert "customers" from the local economies.

Toll roads would deter local users from taking them and continue to overload existing roads.

The freeway is needed and a toll is a good option to get things started ASAP.

Once tolls get started for special projects like this, they never go away. I wouldn't save anytime or miles by using this route for my daily commute.

I was raised in an area w/Toll roads (midwest) and I despised them-I still do and would not use it. I would drive 30+ miles out of my way to avoid a toll. As a young adult I would get out of my car-cover my plates & run the tolls.

A toll facility is far more profitable to no facility.

For occasional use only. See additional comment. Toll roads in Denver have not produced the income anticipated. Care needs to be taken in not over estimating income if a toll highway is constructed.

Maximize taxes & fed money other than putting yet another fiancial burden on tax payers. avoid overspending and assign contract to lowest bidder. not friends, family or "special interest". Do not raises taxes & fund this. Enough with unethical politicians

People would just avoid it so no use building it

or ? How much would it cost? Never been tolled in my life so not familiar. If it would be to expensive to drive on people would not use it and it would be useless

But I wouldn't like it. Why do we have to pay alone? None of the other towns have to do that.

If all freeways in AZ were tollways. I would support this. However, I would pay taxes to maintain Freeways in NW valley that I do not use while also paying a toll for my local tollway that other parts of the valley do not pay for. This does not seem fair.

Open Road Tolling

Rent/Purchase Transponders for individual cars

Reasonable rate (contrast to will rogers in ok)

Comments

Absolutely, make a reasonable amt. of toll for all axle sizes-make transponders for vehicles w/ an open toll lane(s) (example ill. dept. of transportation)

Limited finances for senior's

As with everything the amount of toll per mile may be an issue.

Would re-evaluate quickest & least expensive way to Phoenix areas. I'd only use a toll route if I saved time and money spent on fuel.

Not in favor. Would limit use and lessen effectiveness.

it depends on cost of toll. Would definately pay a toll to get to 10 on southern route.

Having Tolles provide for paying for the Roadways. From Chicago have used these.

Toll road, how proved disastrous in other study-have been entities of themselves

Tolls never go away, traffic jams

This is an abject lesson in futility

Too many contractors want state-feds to pay for the road then turn it over to toll rd. no expense for them.

Toll highway can be built a.s.a.p. with chinese investors...they would snap it up in a N.Y. minute!

Have the snow pay for the toll roads

My association with Toll Roads is that there is a projected price of use that is raised by request to the legislature. More lies.

No toll road, if a toll road is installed I would not use it.

Highways should remain public property. I avoid toll roads or much as 2 can

I don't like tollways-some are confusing also. Once they're in place, they never disappear

No-once in place the funds will be used for other purposes and probably be put in a slush fund and everone will have their fingers in it. (Bad idea-I would not use it.)

I am against toll roads in AZ. Our roads should be available for all to use.

Toll road construction thru public lands is a benefit for the affluent. I gives them a way to live further from work, and not have to put up with the traffic congestion, that less affluent people must put up with.

Depends on cost and timelines. I am opposed to toll road at this time but would consider change of pace is reasonable.

Extensive study will be needed to support a toll road-

Tolls: Only if guarantee that after a specified time period they went away. Tolls should be at exits & entrances only

This seems to be a model that has worked well in other cities. (Including Austin, Dallas, Fort Worth)

Tolled roads have to many tolled booths and can get very expensive. I could change my mind if I knew how mutch it would cost to use and how many booths would exist.

I would use the tolled highway. However, with the projected development(s), wouldn't the increase in taxpayers make it possible to fund as needed??

Comments

I think a toll hwy keeps traffic down and it helps thw hwy maintain. But I am not sure if people would use the hwy or still use the back roads as they do now. If the toll was reasonable I think it might work but like California the tolls are 3-8 dollars and I do not think the people would pay that kind of money.

Mass transit would be greatly preferred to roadways. I would be willing to pay to use the mass transit rather than the roadway.

If you can't budget what really is a needed major corridor that you are proposing other than considering to make it a toll road, our state is doing an extremely poor job of taking care of the growing state and need for new major roads that don't affect existing neighborhood and residential homes communities. I've been on many toll roads, but they go completely around the city and existing residential neighborhoods. They DO NOT go right smack dab down someones residential area. It is the states responsibility to budget for these types of needed developments. Most of the people who would be using this road would actually people who live and work in the surrounding cities. Paying a toll to get to work on top of other expenses to get to work and pay taxes to this state is out of the question in my book. I'd rather move to a state that cares about the communities its suppose to serve. I took a poll just in the community where I live along with my coworkers who live in all different areas and they all say the same thing. NO TO TOLL ROAD for this purpose.

I pay enough in taxes! Seeing that this probably won't happen for at least 20+ years, I'll probably be dead by then or close to it!!

If it can get me from San Tan Valley to Mesa easily I'll pay the toll, especially if the speed limit is something like 80+ (if Texas can do it so can we). If it goes to Florence I'll never use it because work is the other direction.

I am against tolls and would avoid them. Many other people I have talked to have said the same thing, therefore a toll road would only be a waste of money for a business and/or the state of Arizona to develop. Please keep in mind also that sometimes foreign companies will win the contracts on these toll roads, therefore, allowing revenue to go to them instead of keeping the money within the state.

We are too far east and south to be a tolled road. Save the tolls for the MOST volume areas. We already feel the toll of choosing the far southeast valley.

There's nothing wrong with the existing highways other than they need repairs one in awhile. I would not pay to make it to my destination 5 minutes quicker than the existing highways would. The economy is too down in the dumps still for this project. I feel in a way some of the proposed routes would b like trapping people where they have to pay to travel unlike the system we use now. I do not and would not support this project in any form!

I would prefer not to have a toll. The toll cost will be a big factor. If it is too high it will drive people away. Also there is the additional cost of the toll equipment and staff to maintain.

NO TOLL ROADS, PLEASE!!!

out of necessity because i am a resident

I used to live in a Toll Highway area. I avoided them and did not appreciate having to pay to commute on top of the expense of fuel and wear and tear on the car.

This was done in the Denver area with E-470 and the highway was sold to a Mexican company where the tolls no go. They are also very expensive. Tolls will be in the several dollars per trip. That portion of highway, E-470, remains under utilized and all predictions regarding pay-back of construction costs and car miles were grossly overestimated making it a "white elephant." Interstate 97 through New York was to be a "temporary" toll road and the temporary has lasted over sixty years.

A toll road may be the right financing mechanism here. It depends on how much it would cost to use. If it was too expensive, I would not use it.

You realize that this is one of the poorest surbaban areas right? Who would fund this with a toll.

Comments

As a former resident of the state of New Jersey home of the toll road. They only add to corruption and add unneeded cost i.e. toll booths and all the required maintance to operate them. If anything the New Jersey Turnpike and Parkway are perfect examples of why toll roads DO NOT work.

It would depend on what the toll would be, how much time it saved, and how convient it would be to use (both to access and to pay the tolls). Coins, tokens, electronicly?

I would be willing to pay a toll as long as it is reasonable

I would prefer a freeway, but if a tolled highway is the only way to get the project funded, I would use it.

Government collects enough of our money already

If I still had family living in Apache Junction, this corridor would be wonderful. I have, frequently, taken SR 79 to Phoenix to avoid traffic on I-10 prior to the I-10 road widening project; but, SR 79 is a little out of the way. I have taken SR 87 through Coolidge and connected to SR 79 before as well. I actually use this route if the toll were comparable to what I would save in gas and time by not using I-10 or SR 79. Though, now that I no longer have family in Apache Junction, the draw to travel "the back road" is greatly reduced... Also, how would the toll work with residents who live in that area? The road is for north-south travel, but I think a toll would significantly impact the residents of the area. I support a toll for travelers, but not necessarily for residents of the area...

Do NOT build a road- develop a rail system instead

Would depend upon reasonable expense to use it. Say 10 cents per 10 miles would be reasonable.

Shouldn't have to pay to use a road we already pay taxes on it.

Toll roads are expensive and I believe highways are part of public ownership

APPENDIX G

Public Workshop Comments on Segments

Segment A Summary

Favorable 87

Unfavorable 76

No Response 44

Is okay but prefer I where it would be more convenient to build and avoid

Same as D, E, F, and G

Favorable

Route 24 conection vary important

make a transfer to power Rd.

Reduce trafic
Trafic noise
Heavy Trucks

one of my routes to work (QC) from A.J.

starts closer in to Phoenix/Mesa

Only option that is still centrally located

Makes use of existing right of way. Currently carries very heavy traffic

Uses existing Roadway

Best way to go to 60 from Anthem

Continuation of "B" closer to 202 intersecting existing R/W

Direct, established route

I see no cause for objection to this

good connection to 60

direct route-use existing situation

most direct

use of exist Hwy.

use of existing hwy

Good starting point. Noted on map as FIRST CHOICE

On existing road, less environmental effect (nature)

Heavily used route already and connects US60 to many commercial center in S.T.V.

uses existing roads and is the most beneficial to existing developments

Direct connection to 60

helps unload Ironwood Dr. lower cost-less existing. bldgs more open land.

Segment A SummaryFavorable 87Unfavorable 76No Response 44

existing population need

closest to Phoenix

Ok

There is already access

avoid farming areas & areas already congested

share a lot of existing development

Direct route to 10

most westerly route traffic flow will be to the NW from/to the S.E

Direct access to I10 to the 60. Most direct.

works well or move E to Idaho.

existing right of way

Route already exists along Ironwood

Not my 1st choice. would rather see a new road. It is already crowded at that stretch of road.

Existing road

Best access for existing residence

Like to end up East at least this far (not farther E)

Good rt for commuters

eases congestion coming off US60 focuses on Queen Creek San Tan Valley residents

This the route that most residents take to get from Queen Creek, Coolidge and Johnson Ranch to get to the 60 FWY

More open road without to much interruption of residences already there.

Already Built

a interstate out here would nice

Most direct route to the 60 from San Tan Valley.

It supports Segment E.

Help relieve some of the traffic build up on Ironwood and US 60. Many people live in the Johnson Ranch area and therefore the Ironwood Off / On Ramp gets backed up.

Lower impact to existing communities.

Close in enough, not too far out.

Segment A Summary

Favorable 87

Unfavorable 76

No Response 44

easy access from US 60, possible loop with sr 24

no intrusion upon current residents.

Most of the traffic originates in the San Tan Valley area and heads toward Phoenix and Mesa. By connecting the San Tan Valley area with the Phoenix Metropolitan area will greatly reduce traffic congestion. As San Tan Valley grows we will need a more efficient way to travel toward the Greater Phoenix area.

The best access point to the US 60. Using I, R, N segments are a GIANT waste as NO existing developments exist, have no immediate economic impact, and could always be "added" later. We need ironwood to be a freeway NOW!

Easy access exit off of 60, central for most living east of this exit and south of it.

Most westerly. An unfavorable aspect would be disruption on existing Ironwood and prevention of access off of this section to currently developing areas.

Ironwood is a long stretch of road that is only 2 lanes going in and out of the Queen Creek/San Tan Valley area.

It is obvious that Ironwood is the most traveled thoroughfare in far east valley. This is road of choice and necessity for most residents of Johnson ranch and surrounding area. The housing around the Ironwood/Ganzel and Ocotillo and Combs area is growing. The hospital is located there also. Forward thinking would dictate that this is where road / highway should be and easier access to US 60 and US 202.

Lots of traffic using this stretch of Ironwood road to access US 60 to head west. Could remove existing golf course to the east of Ironwood to build new road and have local traffic use existing roadway.

most useful entry point & existing road

open land

Segment A is closer to a lot of commercial industry located at Signal Butte Road. Connecting at A would also help mitigate traffic for the AZ Renaissance Festival by reducing the traffic demands on US60 for persons who don't plan on attending the February festival. Also, keeping the US60 route separate from a new corridor would give more options for north-south travel in this area of the state in the case of accidents

give San Tan Valley a boost for growth

Unfavorable

There are 3 schools on this Road. High congestion Already EXISTS.

Could be alternate if connected to E

Not approved by Town of Florence

Leave existing large roads for ER bypass road(s) alternatives

Ironwood already is a good surface road

Need to preserve ex. surface arterial.

Does not increase road

Heavy population

Segment A Summary**Favorable** 87**Unfavorable** 76**No Response** 44

Too much development in place.

Disruption w/ existing traffic-appears more costly might piss off a bunch of citizens

Ironwood will be a good surface street as the freeway

Ironwood is a good arterial Road

Road OK as is

Eliminates good road

Ironwood Dr needs to be a reliever

to much traffic

Existing road

Ironwood Dr was recently upgraded as local collector-shouldn't be limited access or toll road way

preserve existing surface arterial

N end of A can't be widened enough at US60 bridge.

to far west, does not assist development of S.V.

goes through residential areas, trailer park, golf course

routes south affect existing RESIDENTIAL!

near residential area

This route is redundant to an existing highway (SR79) and would needlessly destroy the environment and negatively affect public health.

many reasons...

Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

Too close to residential neighborhoods

Too much noise in my neighborhood. Too close to existing homes.

Should not be built in any area that would take your personal home

Far too much impact to surrounding areas. Route I makes more sense for a northern point.

Ironwood Road already exists and we need another north south route to relieve traffic.

Segment A Summary

Favorable 87

Unfavorable 76

No Response 44

That area is already developed and would require excessive spending to acquire

area already has Ironwood Dr and Gantzel Rd. Highway would be wasted here

area too busy already - AJUSTD just N of 60 on Ironwood. Too many kids/buses & cars! Safety issues

connects to unfavorable segments "B" and "E"

cost; congestion during construction; negative impact on existing development

Construction has and will cause extreme transit issues. The Road is fairly new anyway.

Too busy already

Too many developed areas

Major reconstruction on relatively new road

Segment B Summary

Favorable 55

Unfavorable 110

No Response 42

Town would like this route but personally I favor E due to less impact on existing homes

Favorable

Route 24 conection Highly important

Existing right of way

Best way to get to 60 from Anthem

Good access o Airport in Mesa existing R/W

D, F, N, below and access to gateway airport

Already is high noise area from the R.R.

serves people of San Tan Valley

direct route-use existing situation

most direct

use of exist Hwy.

use of existing hwy

straight shot high traffic, high need

same as "A"

same as A

Direct and favorable for convention center future

existing population need

very logical

Direct route to 10

1. Most direct route 2.Uses land already committed to a roadway

Direct access I-10 to the 60 most direct.

existing roadway

Existing Road

Best access for existing residence. And sooner connection to SR24

Good rt for commuters

continues from section "A" allows for higher volume of traffic lowers commute times

Gantzel already busy- traffic would flow better with new corridor

Segment B Summary

Favorable 55

Unfavorable 110

No Response 42

Existing Road

We use Ironwood as a freeway now anyway.

it's already a main corridor and it makes sense. It's right in the middle of San Tan Valley and would benefit most residents

Most direct route to the 60 from San Tan Valley.

Help relieve some of the traffic build up on Ironwood going to and from Queen Creek. Many people live in this area and therefore Ironwood Rd. gets overly used

Less impact to established neighborhoods.

Same as D, E, F, and G

Most of the traffic originates in the San Tan Valley area and heads toward Phoenix and Mesa. By connecting the San Tan Valley area with the Phoenix Metropolitan area will greatly reduce traffic congestion. As San Tan Valley grows we will need a more efficient way to travel toward the Greater Phoenix area.

Yes! That road needs to be a Freeway ASAP!

same comments as on Segment A

For the same reasons as Segment A has. This will pass up and coming area near new Banner hospital, Johnson ranch and bring people to and from this growing area. To place further away will only stress the residents more in terms of travel. Convenience is key now instead of placing in out of way area. Place in center now prior to more growth. Easier access to US 60 and a quick East west to 202 from Ironwood area very much needed.

uses an existing road

give San Tan Valley a boost for growth

Unfavorable

connects to F, see below

Same as A above. Add in expanded traffic as Queen Creek ext grows.

Bisects too much current development

Travels thru very populated areas would get crowded with commuters

Not approved by Town of Florence

To close to existing Residences

same

see A

This arterial too critical to lose. Impacts ex. devel.

same.

Segment B SummaryFavorable 55Unfavorable 110No Response 42

same w/a

already too well travelled-heavy traffic

To disruptive to existing traffic

Cuts through large community.

Too much impact. expensive.

Traffic noise & too close to my home! Brand new development homes & stores

Displace too many existing businesses. expensive

Ironwood traffic flows very smoothly now. Gantzal is the only N/S route presently. If it becomes a freeway-and there's an accident-there's no other route!

Detrimental to existing development.

too many homes & businesses impacted

See A

Road OK as is

Same as A Impacts development

same as above

Surface roads are 4-lane now.

Existing road

developed areas

preserve critical arterial

already improved; dollars spent; huge disruption to whole area; won't increase traffic capacity by 3 more than 1/3

too populated-xxx subdivisions

Ironwood already developed-

Ironwood Dr. will be needed in addition to the freeway, adjacent to lots of existing residential

This street is already busy.

Does not avoid existing development

its a main rd. Already why would you want to make it into a freeway. Also traffic would be a nightmare since thats the only fast way to I-60

goes in front of Banner Medical Center

see A

Segment B Summary**Favorable** 55**Unfavorable** 110**No Response** 42

See A

There is already a 4 lane road that leads to that area. With residents and homes.

To much upheaval to the residences already in proposed area, other areas should be proposed so as to not dismantle property lines or already residing neighborhoods...

This route is redundant to an existing highway (SR79) and would needlessly destroy the environment and negatively affect public health.

Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

Too close to residential neighborhoods

Too redundant with Ironwood.

Too much noise in my neighborhood. Too close to existing homes.

Should not be built in any area that would take your personal home

Too many all ready established residential areas. We do not want a major freeway running through our neighborhood. We moved to this area to enjoy peace and quiet. We willingly moved 15 miles from the freeway. Build a new freeway in an open area & then let people decide if they want to buy or build there.

too close to residential and commerce

Far too much impact to surrounding areas

leads into congested residential, already developed, area

Ironwood Road already exists and we need another north south route to relieve traffic.

Already a heavily congested area for local traffic that is next to impossible to drive on at rush hours. I favor relieving the traffic from this north/south artery, and creating another option.

Does not work without A&C

Not enough ROW south of Germann to Skyline Dr, adjacent high voltage power line along Gantzel south of Germann to near Skyline Dr, will need to remove many homes and businesses along Gantzel Rd south of Germann.

same as A

dense development already. Would need frontage roads in addition to freeway

cost; congestion during construction; neg. impact on existing development

Segment B Summary

Favorable 55

Unfavorable 110

No Response 42

reverse engineering
to may existing homes
too disruptive

Using this segment of road would eliminate another north-south travel option for drivers. If the object behind the new corridor is to facilitate north-south movement, why remove what appears to be a major north-south thoroughfare? I suggest keeping Ironwood Dr/Gantzel Rd in this area so it may better function as an acceptable detour should an accident or maintenance be required on the corridor.

Construction has and will cause extreme transit issues. The Road is fairly new anyway.

Too busy already

Developments

Noise and same

Segment C Summary

Favorable 24

Unfavorable 110

No Response 73

F to H seems better

Curve adds to length and increases cost

The in with O.Q

Probably should skirt Johnson Ranch & stay on F

unsure

Favorable

This could work as well as H

Might save money over buying Gila Land

direct route

Most beneficial to existing developments

Relieves Hunt Highway congestion.

Direct route to 10

Direct access I1-0 to the 60. Most direct.

waste to tax \$\$ too curvy adds \$\$ but better choice

It's not as direct as Segments F/G/H but not bad.

This will help relieve Hunt Highway which is currently only a single lane road in both directions. Contractual agreements between Arizona and The Gila River Community is a concern though. In short, how much will they charge the Arizona taxpayers to run a highway through and will this charge be beneficial to the rest of Arizona in the long run?

Same as D, E, F, and G

Most of the traffic originates in the San Tan Valley area and heads toward Phoenix and Mesa. By connecting the San Tan Valley area with the Phoenix Metropolitan area will greatly reduce traffic congestion. As San Tan Valley grows we will need a more efficient way to travel toward the Greater Phoenix area.

I like this option better than alternatives, because it is most westerly.

San Tan Valley would have growth opportunities help to incorporate some day soon

Unfavorable

requires F, see below

same for reason in A & B

Not approved by Town of Florence

same

Segment C SummaryFavorable 24Unfavorable 110No Response 73

I've eliminated A & B

To close to Hunt

Florence bypass devastating. Loss of critical arterial. Impacts ex. devel.

same.

Not necessary

Too Indirect

To much congestion already in the area

Current work on Hunt. Current house is affected.

Seem like the noise level with the mountain there would be negative/enviro sensitive

Negative impact on Hunt Hwy neighborhood traffic.

too close to homes

Ironwood/Gantzel are good arterial Roads

Hunt Hwy is not a feasible option

No development available to the west of why. Not central.

No population base on the west side

dumb-developed areas exist. to many homes impacted

Bad to bypass Florence, need arterial

Where does all current traffic go for years of construction.

same

Hunt Hwy will be needed in addition to freeway, this segment is also adjacent to existing residential

This roadway is already too busy.

Does not avoid existing development

goes through residential & shopping area

just use existing Hunt Hwy

see A

See A

There has to many residential communities this will effect.

needs further explanation

Segment C SummaryFavorable 24Unfavorable 110No Response 73

This route is redundant to an existing highway (SR79) and would needlessly destroy the environment and negatively affect public health.

Because we like the route of F and H better. It disturbs less homes.

Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!! Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus heavy trucks makes way too much noise.

Seems to cut through my community of copper basin

follows segments A and B

Should not be built in any area that would take your personal home

There's no other way around that area, it would be a trap!

Too many already established residential areas. We do not want a major freeway running through our neighborhood. We moved to this area to enjoy peace and quiet. We willingly moved 15 miles from the freeway. Build a new freeway in an open area & then let people decide if they want to buy or build there.

too close to communities, closes San Tan valley off, disrupts mountain park

Far too much impact to surrounding areas

This route is not a good route because you would have to follow along the Ironwood alignment to get to this area.

Why move for the Indian community. Too many existing housing developments! In addition the proposed connection will miss Florence, the economic center of Pinal County.

Too far west, and not a straight shot to segment "D"

That area is already developed and would require excessive spending to acquire

same issue, has Hunt highway

Hunt hwy is already here, why spend money on a road that already has transport.

There is infrastructure already in place - This would be a waste of money

cost; congestion during construction; neg. impact on existing development

see B

Because I don't favor Segment B, I cannot favor Segment C. Segment C also maneuvers around hilly to mountainous terrain, which might necessitate more drainage related improvements.

Segment C Summary

Favorable 24

Unfavorable 110

No Response 73

Construction has and will cause extreme transit issues. Although the road needs repair, there are no alternatives at this time.

Too busy already

Developments

Segment D Summary

Favorable 73

Unfavorable 79

No Response 55

unsure

Segment D keeps a lot of the existing north-south travel in tact, while offering improvements to a lesser-used (so it seems), but existing roadway. Although, this option crosses the Gila River at one of the wider points of the river, it does so with minimal impact on the surrounding community. (Right-of-Way may be easier to buy.)

Favorable

Looks like sparcley populated area

see A B&C except if I 3 K are selected.

Best way to go to 60 from Anthem

existing R/W

Follows present traffic patterns and accesses most municipalities

Area already has lots of traffic

direct route

services large development area at Merrill ranch.

services large population area

Good route south. Few homes are affected.

follows existing road less new

same as A

Best route for current use.

Less existing displacement less expensive

Direct route to 10

Why the curve though-make it straight.

Most direct way South

Direct route I-10 to the 60 most direct

near residential development

easier access for populated areas

I would like to see a new road to Coolidge

existing road

Most direct route

same as sections E, G, & H

Segment D Summary

Favorable 73

Unfavorable 79

No Response 55

Does not effect a lot of residents it is mostly farm land.

Business

Easy access for a lot of people.

again, it's already a main corridor and used by all in this area. Would cause the least amount of impact on residents.

Most direct route to the 60 from San Tan Valley.

Very Direct Route to I-10. Not redundant with 79/77 route.

This will help relieve Hunt Highway which is currently only a single lane road in both directions.

Close in enough, not too far out.

easy transition to SR87 to I-10

They are the ones who need streamlined access

finished the proposed route with little intrusion.

Most of the traffic originates in the San Tan Valley area and heads toward Phoenix and Mesa. By connecting the San Tan Valley area with the Phoenix Metropolitan area will greatly reduce traffic congestion. As San Tan Valley grows we will need a more efficient way to travel toward the Greater Phoenix area.

Straight shot, centrally located to reach 87, 287, 387, south corridor segments, etc.

Most westerly.

This area is mostly undeveloped and close enough to developed areas to be an asset.

cont south, straight shot to "Y"

More direct pathway to southern routes, and newly constructed road that could be improved.

include Coolidge and help its growth

follow this straight down should cost much less. I would think.

Leads to Union Pacific Railway Line -cheapest way to build thoroughfare

Unfavorable

too close to Sun City Anthem

Too close to our development

Not approved by Town of Florence

Too close to Merrill Ranch

Too close to Hunt

See C above. This route would hurt Florence.

Segment D Summary**Favorable** 73**Unfavorable** 79**No Response** 55

same.

Road already there.

To close to Sun city Anthem-our home

too close to homes

Same as above

Too much traffic now.

see C above.

same

stay away from Hunt Hwy.

same

Hunt Hwy will be needed in addition to freeway, also impacts both existing & planned residential dev.

Does not avoid existing development

goes through Coolidge central area

see A

See A

neighborhoods already exist what happens to them?

This route is redundant to an existing highway (SR79) and would needlessly destroy the environment and negatively affect public health.

Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

follows Segment A, B, and C

Too much noise in my neighborhood. Too close to existing homes.

See Above

Far too much impact to surrounding areas

This is not a good route because again we need to create more routes to relieve traffic and this route would be on top of Hunt Highway.

Segment D Summary

Favorable 73

Unfavorable 79

No Response 55

Too far from Florence!

same as C

also a similar issue as C

same as C

conflicts with Anthem @ Merrill Ranch

cost; congestion during construction; neg. impact on existing development

see B

Too busy now. Also, too many developments

Segment E Summary

Favorable 53

Unfavorable 87

No Response 68

this could be an alternate to B

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Favorable

Looks like sparsley populated area

More direct route to Q which is the only decent path

Leaves local traffic roads as they are.

serves people in San Tan Valley

If connected to SR 24 or 202.

Faster more direct route south

Possible connection to SR-24

Further away from home better but close enough to get to.

Less existing displacement less expensive

New route is the only logical option

Funnels traffic to 60 and 202 towards Phoenix or SR 24.

A to E,G,H,D,Y,Z,AA, Less impact on existing population

Direct route I-10 to the 60. Most direct.

if connected to SR24 or 202

This would be a great roadway to help me get into town for work.

construction or traffic wont be in the way of each other. I think by going that rout the job can get done faster

allows for more of a direct route towards Coolidge & I-10, bypasses Queen Creek/San Tan Valley traffic

Does not effect as many residents and give people a nother choice to use other than Ironnwood.

only it it does not disrupt existing neighborhoods

It is alright because there is seems to go through undeveloped land, but we do like going down Ironwood better.

This would be the *best* route in my opinion. It cuts the most drive time off, supports the growing San Tan Valley sub-divisions in the area for the east valley commute and isn't redundant with any other route.

This area is just starting to develop. Therefore, it would be prudent now to buy up and develop out in this area in order to save tax payers in the long run. As humans continue to populate, this area will be under demand for development.

Segment E Summary

Favorable 53

Unfavorable 87

No Response 68

provides Queen Creek eastern access to the highway and also provides boundaries for community growth without disrupting current development. There are many road improvement opportunities and options for exits with this portion of the route. Personally I think this would be the most successful portion of the project.

Reduced flood control costs, no State Trust land used, CAP Canal is an existing sound barrier for residents on the East, better access to Gateway Airport/202/Phoenix, less miles of roadway to build, better access for Queen Creek/Riggs Rd/Hunt Hwy/Gantzel, and overall reduced cost.

skirts most residential areas where construction will not intrude on daily life. Construction should go much faster because of this.

Avoids existing congestion, while improving access as a viable alternative. Allows for growth, and the state already owns the land in the first place ;-)...

Removes traffic from currently heavily congested local roads yet runs close enough to them to maintain a steady flow of traffic combined with easy access for commuters.

open land

I favor Segment E over Segment B because it does not impact the existing Ironwood Road traffic. If the object behind the new corridor is to facilitate north-south movement, keeping the Ironwood Dr/Gantzel Rd in this area by creating another corridor would further expand the network of roads in southern Arizona. Segment E also minimizes the impact on the residential communities near N Ironwood Road at E Ocotillo Road.

Favorable

cost effective; less negative impact on existing development. Note my suggested change on map (road from section E to O at Judd Rd crossing over segment K)

Unfavorable

leads to G

same as in A

Could be alternate if connect to G & L to Q

Not approved by Town of Florence

I've eliminated A

same.

No desirable due to its destination to G

stupid route. wastes mileage. out of the way.

Route does not pass through commercial centers and does not connect to enough existing roads.

too close to homes

Second alternative to B and F

does no do good for econ.dev. behind the CAP-

Segment E SummaryFavorable 53Unfavorable 87No Response 68

Too many issues w/ CAP/Wild-cat lot owners

see A

See A

Abuts our development. Noise, property value depreciation, increase traffic in and around development

too close to our residential area

too remote and out of the way. Leave the farm land alone

Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

I live in Laredo Ranch and this particular route is close to our eastern border of our community. We already endure so many issues like cement factories, late night farming and flight paths, we don't need another factor of pollution and noise. Please consider an alternate route, there seems to be so many other options away from communities.

Too close to residential neighborhoods

Too much noise in my neighborhood. Too close to existing homes.

Too close to existing communities and neighborhoods. Pollution, noise, are issues

See Above

Too many already established residential areas. We do not want a major freeway running through our neighborhood. We moved to this area to enjoy peace and quiet. We willingly moved 15 miles from the freeway. Build a new freeway in an open area & then let people decide if they want to buy or build there.

Far too much impact to surrounding areas

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

This proposed route is too close to the communities of Laredo Ranch, Castlewood, and Pecan Creek. The added pollution, airborne and noise, are what we moved here to avoid. Ironwood is a perfect corridor to the 60 for these neighborhoods and any added corridor should be located farther east of these communities. the farther east away from current population centers may stimulate growth in the area it goes through.

Too close to my community

This does not work without A

too close to residential area

too close to Planned communities of Laredo Ranch and Castlegate

Segment E Summary

Favorable 53

Unfavorable 87

No Response 68

Too close to Ironwood Dr.

Ironwood lead in too busy at present

Too busy now. Also, too many developments

Segment F Summary

Favorable 47

Unfavorable 93

No Response 67

Town would like this route

unsure

Favorable

shortest, straightest route

Best way to go to 60 from Anthem

See D, above and H below

Already High noise area

only if it connects to L

Better direct route south

Reduces traffic on Hunt Hwy

Ok, straight route from Phoenix to Tucson, existing roads

Follows existing RR tracks so noise should not be as large an issue to residents.

see comments on next page.

Population need

New route is an option only if RR supports

Most direct route more central than C

Direct route I-10 to the 60. Most direct.

only if it connects to L

more direct

this would be a good road to get around Hunt Hwy.

would bring business were SRP is already working

Railroad

Most direct route to the 60 from San Tan Valley.

This area is just starting to develop. Therefore, it would be prudent now to buy up and develop out in this area in order to save tax payers in the long run. As humans continue to populate, this area will be under demand for development.

Better access for residential population and access to more commute alternatives

Why not, everybody already avoids living next to the train for the same reason, they don't like the noise!

keeps road noise next to existing noise source, less disruptive

Segment F Summary

Favorable 47

Unfavorable 93

No Response 67

alternate to C would be good

Unfavorable

location of future SRP 230kv transmission line (2018)

same as A

Not approved by Town of Florence

To close to existing Housing

I've eliminated A & B

Too close to Railroad

same.

To busy now area

Homes are affected

Too close to Copper Basin.

too close to homes-esp our home

See A-B

Ultimately leads to segment "B" (see comments on segment "B" above)

don't feel its needed if sections B,G & H are developed

see A

See A

There has to many residential communities this will effect.

Neighborhood exists too much displacement

This route is completely unaccepable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

follows unfavorable segment A and B

Too much noise in my neighborhood. Too close to existing homes.

Segment F Summary

Favorable 47

Unfavorable 93

No Response 67

See Above

Too many all ready established residential areas. We do not want a major freeway running through our neighborhood. We moved to this area to enjoy peace and quiet. We willingly moved 15 miles from the freeway. Build a new freeway in an open area & then let people decide if they want to buy or build there.

Highway would be too close to Poston Butte High School

Far too much impact to surrounding areas

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

It is more desirable to relieve local traffic jams on Ganzel/Ironwood and Hunt Hwy, leaving a those to be 2nd access road for local traffic, and this road does not allow that for it uses those roads as main segments.

This does not work without A&B.

connects to unfavorable segment "B"

negative impact on existing developement

see B

I favor Segment E. Please view reasons listed under Segments B and Segment E for more information.

Ties into the Ironwood/Gantzel Rd route, and eliminates much needed farm and open lands.

Too busy already

Too busy now. Also, too many developments

Segment G Summary

Favorable 69

Unfavorable 70

No Response 68

Favorable

Sparsley populated area

Approved by Town of Florence

Already an area with noise, etc.

Great location. In between 79 & Hunt

Keeps route W of CAP and could connect to SR 24.

Better direct route south

faster route to Hwy 60/Apache Junc. & Gold Canyon

Direct route South.

Far enough away from my home.

Less existing displacement less expensive

N/A

straight run to coolidge

Direct route I-10 to the 60. Most direct.

Keeps route w of cap and could connect to SR24

This would be a good road to help get through the back roads.

Most direct route

same as E

direct route to Coolidge & I-10

As long as it runs into H and not into L and P and Q.

This is the only Segment that supports Segment E, the best northern segment.

I am not familiar with this area.

Far enough away that construction will not interfere with exisiting Ironwood traffic and not too close to homes.

Property is already impacted by railroad and SRP lines.

Close in enough, not too far out.

same as D and E

still skirts most currently developed residential areas.

Can't build homes there anyway!

Segment G Summary

Favorable 69

Unfavorable 70

No Response 68

Roads already in place for this segment, they will just need upgrading. Removes traffic from currently heavily congested local roads yet runs close enough to them to maintain a steady flow of traffic combined with easy access for commuters.

This could be advantageous, if continued north and south. But it is easterly of current and probably near future development.

This area is mostly undeveloped and close enough to developed areas to be an asset.

less congestion during construction than B, C, & D; less neg. impact on existing development

open land

Segment G is the only segment which connects to my favored option, Segment E.

Route is approximately midway between Hunt hwy and SR 79, without interfering with current transit during construction.

Unfavorable

could impact SRP 500kv line maintenance

same as above. except if I J K are selected.

Could be alternate if connected to L to Q

same.

Not effecient for const w/ existing developmt & vehicle travel.

Bad route, over residential area with no high volume roads

No existing homes/roads/business to connect. Poor use of state trust land.

SRP solar plant

too close to homes

Second alternative to B and F

Too much impact on housing-\$

It's close to, but not adjacent to SRP power line thus create huge "Void" area

see A

See A

only if it disrupts existing srp and magma ranch

This route is completely unaccepable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

no no no no no

Segment G Summary

Favorable 69

Unfavorable 70

No Response 68

Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

See Above

the Srp 500kV transmission line, how often is work performed on said line? How often would there be a mass of vehicles crowding the area to work on the said line? What would happen if said line broke, how close would it come to the traffic?

Far too much impact to surrounding areas

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

straight shot south to "D"

conflicts with current or planned development

this could be an alternate to F

Segment H Summary

Favorable 65

Unfavorable 81

No Response 61

Favorable

Lightly populated

shortest, straightest

Best way to go to 60 from Anthem

See D above and ease of access from Hunt Highway

Pickup traffic from Magic Ranch easier.

Better direct route south

faster route to alternative route F/B & A instead of Hunt Hwy

Direct route South.

Good route down, less mileage from town

Less existing displacement less expensive

N/A

Great strait run to Coolidge-will cut down on farm equipment.

Most direct route South to I10

Direct route I-10 to the 60. Most direct.

more direct

This route would be preferred to help connect G & F to D.

missing most of existing homes

Most direct route

same as G section

Has very few residential homes is mostly farm land.

It goes through undeveloped land.

Most direct route to the 60 from San Tan Valley.

The other routes are too far east.

This area is just starting to develop. Therefore, it would be prudent now to buy up and develop out in this area in order to save tax payers in the long run. As humans continue to populate, this area will be under demand for development.

Far enough away that construction will not interfere with existing Ironwood traffic and not too close to homes.

Close in enough, not too far out.

Segment H Summary

Favorable 65

Unfavorable 81

No Response 61

access to hospital, connects G to D

Same as D, E, F, and G

continues through undeveloped area

Removes traffic from currently heavily congested local roads yet runs close enough to them to maintain a steady flow of traffic combined with easy access for commuters. Straight shot for flow of traffic, yet easy to jump off/on when needed.

favorable, if the alignment includes Segment G.

This area is mostly undeveloped and close enough to developed areas to be an asset.

There aren't a lot of travel options for residents of Magic Ranch Residential. This segment would add a major thoroughfare these residents could access which would expedite their travel time and connect them with other communities in this area of southern Arizona.

Most direct route, with few terrain or detour issues.

connect F to D

Relieves traffic on Ironwood & Gantzel - leads to rail line

Too close to existing homes

Unfavorable

same as in G

To close to Sun city anthem

Path to close to Coolidge proper

Not approved by Town of Florence

Brings freeway to close to Merrill Ranch existing housing

Cuts through existing housing

Dues not seem to be consistent w/ travel models.

would cause more of devaluation of property.

Too close to residential

same as above

not consistent w/travel models

Too close to magic ranch homes

Must connect to segment "D" (see comments on segment "D" above)

Too may RR crossings

Segment H SummaryFavorable 65Unfavorable 81No Response 61

see A

See A

neighborhood already exists

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

no no no no no

Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

Residential impact.

See Above

Far too much impact to surrounding areas

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Misses Florence!

not supported by local government AT ALL!

again, roads exist here, so do homes

feeds into same issue as C & D

conflicts with current or planned developments

negative impact on existing development

see B

Segment I Summary

Favorable 104

Unfavorable 44

No Response 59

Access to Apache Junction

Unable to locate on map

Favorable

most direct, utilizes 3

Less disruption to existing strvc tubes & people.

A good location for Junction. Equa distant to Apache Jct. a Gold Canyon

straighter shot to florence

Cost central access

I assume land would be cheaper than private or rez.

connects to 60, though better options connect to SR 24 or 202

new road

less dirsruptive

will need to widen 60.

Takes advantage of Hwy 60 already in place

Use of new 60 relocation

faster route to Apache Junction

Leads directly to US60

easily accessible from W60 & e60 to go South not too close to homes yet.

seems the most desirable & cleanest.

Good starting point. Allows for improvement. Noted on map asSECOND CHOICE

Ok, not so far out of the way for people coming from Phoenix, kind of out of the way for residents

Farther East more direct N-S to Exit S Take congestion off Ironwood

Better access without impacting population that now exists.

Quicker to Phx.

limit impact

To me looks more direct

Least impact on existing housing

uses #2 start/end point

Segment I Summary

Favorable 104

Unfavorable 44

No Response 59

Lower cost

It will cut out a lot of traffic through Bold Canyon-destination for work is Coolidge

Will encourage new development & located on state land.

Desired residential and commercial growth/state land

aAuds conjection

first really available route to south if one is on 60 going toward east; would gather some of AJ & western thereof traffic & then Gold Canyon cars

connects to 60 though better options connect to SR24 or 202

I think it would be better to have a new road

Less invasive to subdivisions

1. Better econ dev. for S.V. 2. possible alternate to by-pass-

State Trust Land

direct access to developments in the long term. bypasses gold canyon

not next to existing residential

Doesn't affect homes

join another section of US60

Has very few if any resident homes.

look at land scape if it doesn't disrupt existing neighborhood

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

LEAST IMPACT TO PRESENT HOMES

As Gold Canyon continues to grow, the current US 60 will be overloaded. Between all the activites (such as Women's Pro Golf, Country Thunder and the Renaissance Festival, this road is approaching its maximum limitations for road traffic in its current state of development.

Far enough away that construction will not interfere with exisiting Ironwood traffic and not too close to homes.

No impact to exhisting communities and neighborhoods.

It will have the least impact on existing routes. It will also help populate surrounding areas. Additional "freeways" further west makes it seem congested.I was unable to attend so my maps don't seem as detailed to match these questions. I prefer veering east at ocotillo and crossing the Gila River via the middle of the 3 options and veers closest to the reservoir and enters I10 just east of SR87.

Segment I Summary

Favorable 104

Unfavorable 44

No Response 59

Close in enough, not too far out.

Best northern connection point with minimal impact to surrounding areas

Probably the best route, I, J, O, Q as the least intrusive upon existing housing and developed population areas.

This creates a new route and has good separation from Ironwood and the 79 Highway.

This area is mostly undeveloped and close enough to developed areas to be an asset.

less residential area affected

most sensible local to support future growth

less impact on existing homes, etc.

connects to proposed US 60 realignment

this one makes the most sense

cost effective. And no impact on existing development.

open land

Most direct route, with few terrain or detour issues.

Will relieve traffic on Ironwood

Less population, less impact

Unfavorable

Too far out of city might make sense in 20 years not now.

too far to the east

Too far west to facilitate NW/SE traffic flow

Doesn't seem reasonable to me.

Too far East

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction in what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Too far east but would still be acceptable if the J/K/G/H/D segments were chosen.

See Above

Unnecessary expense with SR 24 and bad use of State Trust land/See K

Most of the traffic from Pinal county heads toward Phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

No, what a waste! Can always be done as an addition to segment E later!

Segment I Summary

Favorable 104

Unfavorable 44

No Response 59

Too far east for commuter traffic, segment "A" closer to Phoenix commuter traffic, shopping/entertainment/etc. destinations

too far easterly

I favor starting point 1, for reasons stated under Segment A.

Segment J Summary

Favorable 85

Unfavorable 52

No Response 70

no comment

Favorable

same as I

favorable alignment

straighter shot to florence

cost central access

Avoids potential Hazards-Flood etc.

Works with preferred Florence alignment.

same.

less disruptive

Better direct route south

faster route to Apache Junction

Perfect for everybody

Because it would be most efficient to build less disruptive to existing

Connection to SR-24. Few homes affected.

Most direct N-S.

Follow the natural route

Further from my home.

Direct and least impact on existing development.

Continue of I for Sam Reason

Will encourage new development & in state land.

Will bring new homes and retail store to state land

shorter no structures

nice split of future expected growth traffic for houses & industry

works with preferred Florence alignment

same as I

State Trust Land

Has very few if any resident homes.

Segment J Summary

Favorable 85

Unfavorable 52

No Response 70

if it would reduce congestion

Away from communities and a good base for growth

Would prefer something further West but this isn't as bad as M.

Far enough away that construction will not interfere with existing Ironwood traffic and not too close to homes.

Supports planned infrastructure and development, as long as it does not impact current communities and neighborhoods.

Close in enough, not too far out.

through unpopulated area.

This area is mostly undeveloped and close enough to developed areas to be an asset.

same as I

same as I

No existing development

open land

Most direct route, with few terrain or detour issues

Relieves traffic on Ironwood

Less populous

Unfavorable

see I

too far to the east

Traffic flow will be NW/SE from the Phoenix metropolitan area

Unsure about road.

too close to proposed section E & not close enough too long term development near section S

see A

See A

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction in what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Segment J Summary

Favorable 85

Unfavorable 52

No Response 70

Stay away from residential areas. This route ends up taking this project much too close to already developed homes further south. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

Freeway 202 should be handling this area? I am not 100% familiar with this area though.

See Above

Unfavorable

Does not make sense if you can connect segments S to M to I

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Who is this for, the coyotes?

Too far easterly

I favor starting point 1, for reasons stated under Segment A.

Segment K Summary

Favorable 38

Unfavorable 86

No Response 83

no comment

Favorable

same as I

Approved by Town of Florence

I see no reason to object.

Optional route to get to 60.

Better direct route south

faster route to Apache Junction/Hwy 60/Gold Canyon

No homes affected.

On the way to Coolidge. Otherwise I have to go to 79 up and around

optional route to get to 60.

This would be a good route from Sun Tan to Gold Canyon/Apache Jct.

Most direct route

Has very few if any resident homes.

as long as it leaves existing residences intact

Would prefer Route E but this isn't as bad as O or S.

Far enough away that construction will not interfere with existing Ironwood traffic and not too close to homes.

Close in enough, not too far out.

This area is mostly undeveloped and close enough to developed areas to be an asset.

open land

Most direct route, with few terrain or detour issues.

Relieves traffic on Ironwood - direct route to rail line

Unfavorable

see I

too close to 79

Would be toward existing problems & development

too close to homes

Costly and unnecessary crossing of the canal

Segment K SummaryFavorable 38Unfavorable 86No Response 83

why???

same as section J

see A

See A

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Stay away from residential areas. This route ends up taking this project much too close to already developed homes further south. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

I am unfamiliar with this area therefore I would not know how this would affect traffic.

Too close to existing development.

See Above

I may be confused but isn't the purpose to move traffic where they need to go at the cheapest cost. Flood control cost east of the CAP Canal would cost more than the west side of the CAP Canal. Connecting to the US 60 (with SR-24 and Ironwood) is unnecessary due to the commute of most people and by connecting to the 202 access to Phoenix Mesa Gateway Airport is improved along with access alternatives to the Phoenix metropolitan area. Use of State Trust Land lost, noise for local residents (I moved here 10 years ago for peace and quiet), pollution

Far too much impact to surrounding areas

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Starting to go west and then it will go east again. Doesn't make sense.

Who is the for, the Quail Hunters?

Too far easterly

impedes future growth

connects to unfavorable segment "G"

I favor starting point 1, for reasons stated under Segment A.

Segment L Summary

Favorable 45

Unfavorable 84

No Response 79

Favorable

could be used w/ I thru G

Quickest path to Q

Approved by Town of Florence

Will probably bring more development.

Good crossing at AZ Farms Road

Works with most of Florence alignment and consistent with travel models.

Population need

moves traffic further east from mountains and indian land.

consistent with travel model & connects Florence

Would be a good addition to the back roads at STV.

same as E

would help tie in sections G, H, D with M,S,T

What developments, these guys are probably already bankrupt. Buy it now while it's cheap!

less congestion during construction than B, C, & D. And no existing development to impact

open land

Unfavorable

Could be alternate if connected to G

this well become major commusale area & Florence supports it

proposed development com'l & residential

Avoid this area which is adjacent to excellent development & Aq.

Potentially connects to segments "F" & "B" (see comments on segment "E" above)

Traverses near existing homes & final plats in Mesquite Trails & Felix Farms

see A

See A

Leads to homes that have large properties that house many animals.

because it impacts dobson farms and arizona farms developments

wildhorse estates is a residential area.

Your Maps are wrong. There are current residential home communities along Felix Road between Arizona Farms and Hunt Highway. There are hundreds of homes. You are proposing to run a new transportation corridor (possibly 6-8 lanes) down the Northern portion of Felix where there are hundreds of residential homes right off of Felix with small children and animals. Running this type of corridor literally right on top of a development is NOT to the benefit of anyone. There is enough open land further east within segments I, M, S, W, X that would eliminate any need to propose a new corridor through segments L, P or Q (right on top of people which would displace them, devalue an already devalued home market, turn a rural area that people chose to buy/build a home at into an area with heavy fast moving traffic, noise and air pollution, and a huge environmental impact on this area. Wild Horse Estates is right next to Anthem and has another very large home development right on the north side of it. This IS an entire residential area.....not an area under construction or slated to be in construction starting in 2020. You need to revisit this corridor and move it and then update your maps so you are working with current information. I have NOT received any information or mail involving this proposal. I

To close to Crestfield Manor and Wildhorse Estates. We like our peace and quiet.

Stay away from residential areas. This route ends up taking this project much too close to already developed homes further south. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

Too far east. Would not support San Tan Valley.

How will this affect some of the farmers that are living out in that area now? Arizona Farms Road has lots of agricultural business. Cattle Ranchers use this area and US 79 too.

same

See Above

Too far out to be of much use.

unnecessary/See K/too expensive

Far too much impact to surrounding areas

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Too far easterly

This is not need if western route is not used.

this is not what the city adopted

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south.

Segment L Summary

Favorable 45

Unfavorable 84

No Response 79

Adds distance & expense

Unfavorable

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Segment M Summary

Favorable 34

Unfavorable 74

No Response 99

no opinion

To close to Crestfield Manor and Wildhorse Estates. We like our peace and quiet.

unsure

Favorable

obviously an area where this is Feasible.

want to move further east

Will encourage new development & in state land.

Ok to connect up N-O or S

same as I

not next to existing residential

See I

Has very few if any resident homes.

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

LEAST IMPACT TO PRESENT HOMES

Makes sense when connecting Segments S to I for a shorter route

This area is mostly undeveloped and close enough to developed areas to be an asset.

no existing development

Alternate to I-J-O-Q

Unfavorable

see I

To far out

Too far to the east

Favors unrealistic eastern routes T and W

Favors unrealistic eastern routes T and W

Don't see the reason for it.

where is this?

Segment M Summary

Favorable 34

Unfavorable 74

No Response 99

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Too far east. Would not support San Tan Valley.

Not familiar with this area.

See Above

Too far out to be of much use.

unnecessary/See K

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

This is not good because it is building a route that is getting too close to the 79 Highway.

Who is this for, the Jack Rabbits?

Too far easterly

feeds into very poor alignment option for future growth

feeds into a alignment unsuported by Florence

this does not support alignment adopted by municipalities

creates an alignment that impeades growth

I favor starting point 1, for reasons stated under Segment A.

Less direct path south.

Adds distance, too costly

Segment N Summary

Favorable 22

Unfavorable 79

No Response 106

no opinion

unsure

Favorable

Seems fairly straight.

faster route to Gold Canyon.

Ok to connect to O

favor #2

Would be a good connection point from US60 to K & O

Has very few if any resident homes.

This area is mostly undeveloped and close enough to developed areas to be an asset.

if this helps line up the highway with the supported current alignment

no existing development

Unfavorable

see I

To far out

Too far to the east

Better to connect to SR 24, 60 or 202

Better to connect to SR24, 60, or 202

same as section J & K

see A

See A

Where is this?

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Because I live in an EXISTING RESIDENTIAL area called WILDHORSE ESTATES that is right along Felix Road & Segment Q will no longer make it safe for my children to play outside their own house. Too much noise & pollution will also be produced. I purchased a house in this development because it was peaceful & quite & if you put an 6-8 lane highway in, it will no longer be peaceful & quite.

Segment N Summary**Favorable** 22**Unfavorable** 79**No Response** 106

Stay away from residential areas. This route ends up taking this project much too close to already developed homes further south. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

The route is too inefficient.

Not familiar with this area.

See Above

Too far out to be of much use.

unnecessary/See K

Does not make sense if you can connect segments S to M to I

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

C'mon, are you seriously putting in this in for the Gophers?

Too far easterly

I favor starting point 1, for reasons stated under Segment A.

Less direct path south.

Too costly

Segment O Summary

Favorable 73

Unfavorable 53

No Response 81

alternate-#2

unsure

Favorable

used w/ I thru J

straighter shot to florence

cost central access

Connect to I

Approved by Town of Florence

Again, Fairly straight run-lower maintenance.

good location if it connects to 60

Works with Florence alignment.

new rod

Better direct route south

more direct faster route to

Doesn't bother anything much no houses

The city of Florence supports this area & will create employment & commrseat

Because it would be most effecient to build

Most direct N-S Route

Follow natural route

Direct and least impact on existing development

Continue of direct route

Will encourage new development & in state land.

Commercial corridors on state land.

less development in area

good collector point for improved Bella Vista to west with dense housing & expected growth to east

Works with Florence alignment

straighter saves \$

Good route from STV to Gold Canyon/Apache Jct.

Segment O Summary

Favorable 73

Unfavorable 53

No Response 81

Away from communities and a good base for growth

through unpopulated area. faster (and hopefully cheaper) construction.

Good spacing and a straight shot.

We own property here and want this corridor to come through our farm.

This area is mostly undeveloped and close enough to developed areas to be an asset.

exactly what local government supports

the city of Florence has adopted this

open area

this alignment has already been adopted by Florence

least impact to developments

Town of Florence adopted their alignment!

cost effective. No impact on existing development.

Less impact on developed areas

Unfavorable

see I

Impact agricultural areas

Ignores difficulty w/ crossing Magma RR/CAP and huge dam

same as section J, K, N

see A

See A

Way to many residential homes that will be effected

Neighborhood already exists for correction officers too much displacement and disruption of travel would cause upheaval and dismissals or an already short staffed state facility...

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Please stay away from Felix road. There are a few homes there that do not to have freeways in there neighborhood, Keep it near Hunt Highway where the raods are already being used for traffic.

Segment O Summary

Favorable 73

Unfavorable 53

No Response 81

Because I live in an EXISTING RESIDENTIAL area called WILDHORSE ESTATES that is right along Felix Road & Segment Q will no longer make it safe for my children to play outside their own house. Too much noise & pollution will also be produced. I purchased a house in this development because it was peaceful & quite & if you put an 6-8 lane highway in, it will no longer be peaceful & quite.

Stay away from residential areas. This route ends up taking this project much too close to already developed homes further south. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

This route is too far east for commuters, but would be preferable to segments S/T/W.

Will this development affect the farm lands out in this area? Will this in return have a negative impact on Arizona's export business as well as feeding the people within the state?

See Above

Too far out to be of much use.

unnecessary/See K

Far too much impact to surrounding areas

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

No one would pay for this, why should you?

Utilizing segments E and G are closer in to San Tan Valley homes, and roads are already built in segment G.

I favor starting point 1, for reasons stated under Segment A.

Less direct path south.

Too costly - rail bed best alternative

Segment P Summary

Favorable 40

Unfavorable 83

No Response 84

Favorable

Approved by Town of Florence

Takes freeway away from housing development

Again-easy access usually brings more development.

good connection to AZ Farms Road

Works with Florence alignment.

Will meet good construction efficiency

Will encourage new development & in state land.

New corridor for transportation.

works with Florence alignment

We own property here and want this corridor to come through our farm.

What developments, these guys are probably already bankrupt. Buy it now while it's cheap!

This area is mostly undeveloped and close enough to developed areas to be an asset.

we went threw this with the city go with their support

no existing development

Unfavorable

adds length

unnecessary-

Takes the road too close to florence

see o above

disrupts developments devalues homes.

existing homes

comes near florence

interferes with planned development

Total invasion of existing homes in Crestfield Manor

widen Felix Rd & Hunt Hwy

see A

See A

Segment P SummaryFavorable 40Unfavorable 83No Response 84

Way to many residential homes that will be effected. And large property that house many animals.

Neighborhood already exists and ditto above comment

residential area

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Your Maps are wrong. There are current residential home communities along Felix Road between Arizona Farms and Hunt Highway. There are hundreds of homes. You are proposing to run a new transportation corridor (possibly 6-8 lanes) down the Northern portion of Felix where there are hundreds of residential homes right off of Felix with small children and animals. Running this type of corridor literally right on top of a development is NOT to the benefit of anyone. There is enough open land further east within segments I, M, S, W, X that would eliminate any need to propose a new corridor through segments L, P or Q (right on top of people which would displace them, devalue an already devalued home market, turn a rural area that people chose to buy/build a home at into an area with heavy fast moving traffic, noise and air pollution, and a huge environmental impact on this area. Wild Horse Estates is right next to Anthem and has another very large home development right on the north side of it. This IS an entire residential area.....not an area under construction or slated to be in construction starting in 2020. You need to revisit this corridor and move it and then update your maps so you are working with current information. I have NOT received any information or mail involving this proposal. I

Traffic already travels down Hunt, it would be better to keep the majority of the traffic where it already flows.

Because I live in an EXISTING RESIDENTIAL area called WILDHORSE ESTATES that is right along Felix Road & Segment Q will no longer make it safe for my children to play outside their own house. Too much noise & pollution will also be produced. I purchased a house in this development because it was peaceful & quite & if you put an 6-8 lane highway in, it will no longer be peaceful & quite.

Stay away from residential areas. This route ends up taking this project much too close to already developed homes further south. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

The route is too indirect.

Not familiar with this area.

Impact on planned communities/development.

See Above

Too far out to be of much use.

too expensive

Far too much impact to surrounding areas

Segment P Summary

Favorable 40

Unfavorable 83

No Response 84

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Getting too close to the 79 Highway.

Not necessary if using segments A, E, G, H, D -or- L, and Q. (Expense)

same as O

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south.

Too costly

Segment Q Summary

Favorable 70

Unfavorable 69

No Response 69

unsure

Favorable

used w/ I J etc

straighter shot to Florence

cost central access

500kv line already crews up future development, so put road there.

excellent path. puts road central to both Coolidge and Florence

Again seems a compatible use for the area.

Better direct route south

close to me doesn't bother many other area's and 500KW Line is located next to it

Most Direct N-S

Natural route

More direct to Florence

Close off ramp to new Florence Hospital.

same as I, J, O

Brings hwy. away from mountains to allow service to both east & west sides.

Should follow Christenson Rd.!

takes advantage of-utility easements & expected growth link roads

I think it is better to have a new road, that you don't have to move anything

straighter line

Nice addition to Florence/Coolidge

this route would go between Florence & Coolidge and we won't have to hear both towns cry about the FWY being too far from their town

State Route 287 is heavily used by people living in Coolidge, Casa Grande and the Florence area. As population increases, I have noticed a little more traffic congestion in this area. If this is not possible, may I suggest making State Route 287 a four lane highway?

finished the route in the most direct path to 287.

What developments, these guys are probably already bankrupt. Buy it now while it's cheap!

Only as an alternative to my first choice of segments A, E, G, H, D for reasons stated in previous responses

Segment Q Summary

Favorable 70

Unfavorable 69

No Response 69

This is a good route. It keeps the freeway in an established area that is already disrupted due to the SRP powerline. It does not impact the Coolidge airport in a negative manner and does not disrupt as many residents and single family homes. It will not have a negative impact on the property values as the power line has already done that. This route will be the least disruptive to the communities of Florence, Coolidge, and valley farms as a whole. Much of the right of way has already been established so the state will spend less money and move on this much quicker than most of the other routes. This was the route the City of Coolidge voted for many years ago and is still the best route.

This area is mostly undeveloped and close enough to developed areas to be an asset.

no existing development

open land

good route for a rail line in Florence area

Less impact

Unfavorable

Not approved by Town of Florence

To close to Merrill Ranch community

Cuts through planned housing

Further divides AMR and Merrill Ranch.

devalues homes

Too close to Sun City, Anthem-our home

too close to Anthem

Would be disruptive to existing building & Ag.

Divides Anthem & Merrill Ranch

Expensive condemnation for Final Plat lots in Mesquite Trails

widen Felix Rd / Hunt Hwy

see A

See A

Way to many residential homes that will be effected. And large property that house many animals.

ditti above comment

unacceptable. Residential area.

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Your Maps are wrong. There are current residential home communities along Felix Road between Arizona Farms and Hunt Highway. There are hundreds of homes. You are proposing to run a new transportation corridor (possibly 6-8 lanes) down the Northern portion of Felix where there are hundreds of residential homes right off of Felix with small children and animals. Running this type of corridor literally right on top of a development is NOT to the benefit of anyone. There is enough open land further east within segments I, M, S, W, X that would eliminate any need to propose a new corridor through segments L, P or Q (right on top of people which would displace them, devalue an already devalued home market, turn a rural area that people chose to buy/build a home at into an area with heavy fast moving traffic, noise and air pollution, and a huge environmental impact on this area. Wild Horse Estates is right next to Anthem and has another very large home development right on the north side of it. This IS an entire residential area.....not an area under construction or slated to be in construction starting in 2020. You need to revisit this corridor and move it and then update your maps so you are working with current information. I have NOT received any information or mail involving this proposal. I

See above comment.

Because I live in an EXISTING RESIDENTIAL area called WILDHORSE ESTATES that is right along Felix Road & Segment Q will no longer make it safe for my children to play outside their own house. Too much noise & pollution will also be produced. I purchased a house in this development because it was peaceful & quite & if you put an 6-8 lane highway in, it will no longer be peaceful & quite.

Stay away from residential areas. This route ends up taking this project much too close to already developed homes further south. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

Too far east for commuters but better than segment X.

See Above

Too far out to be of much use.

too expensive

Far too much impact to surrounding areas

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Need lot of ROW since it parallels existing 500 KV transmission line and a railroad.

this is not the alignment locals support

not supported by area residence

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south.

Segment Q Summary

Favorable 70

Unfavorable 69

No Response 69

Too costly

In proposed Anthem area!

Segment R Summary

Favorable 24

Unfavorable 84

No Response 99

Furthest eastern route and more central to N/S corridor

unsure

Favorable

not a bad route!

Strait run-state trust should save \$.

use vacant land

Cost effect using State Trust

same as sections I, M, S, & T

not next to existing residential

See I

Does not have many residential homes.

Far enough away from my EXISTING RESIDENTIAL; Wildhorse Estates along Felix Rd. Will still get noise, but at least it will be safe for my children.

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

This area is mostly undeveloped and close enough to developed areas to be an asset.

no existing development

Unfavorable

adds a TI to 3

see I

To far East

impacts natural areas.

too far to the east

Poor start lend location.

to far out east

Not desirable

Too far out.

Segment R Summary

Favorable 24

Unfavorable 84

No Response 99

goes wrong way.

Poor start/end location

waste of \$\$

where is this

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

SR-24 can handle this area.

Too far east for commuters and too indirect compared to A or I.

Not familiar with this area.

See Above

Too far out to be of much use.

unnecessary/See K

Does not make sense if you can connect segments S to M to I

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

We don't want freeways just for the birds and bunnies.

Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter traffic feeds into an option that would destroy planned growth

does not line up with supported alignment

opposite of what is supported by locals & towns!

I favor starting point 1, for reasons stated under Segment A.

Less direct path south.

Too long - costly

unsure

Favorable

Again State Trust Land.

uses vacant land

Undeveloped land

favor #1 preferred

Avoids existing development

same as section I & M

not next to existing residential

See I

Does not have many residential homes.

Far enough away from my EXISTING RESIDENTIAL; Wildhorse Estates along Felix Rd. Will still get noise, but at least it will be safe for my children.

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

LEAST IMPACT TO PRESENT HOMES

See Segment I

minimal impact to surrounding area

This area is mostly undeveloped and close enough to developed areas to be an asset.

cost effective. No impact on existing development.

Less impact on developments

Unfavorable

same as w/ R

see I

Not approved by Town of Florence

To far East

impacts natural areas.

Segment S SummaryFavorable 35Unfavorable 79No Response 93

too close to 79

Too far east and away from near & mid-term growth areas.

Not desirable due to far from any known development

too far east to meet growth demands

where is this

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Would not support San Tan Valley at all.

Not familiar with this area.

See Above

Too far out to be of much use.

unnecessary/See K

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

More for the Jack Rabbits? You know I bet the cacti thinks cool too? Who heck does this help?

Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter traffic

same as R

going threw state trust land makes no sence at all, why build it then?

same as S

I favor starting point 1, for reasons stated under Segment A.

Less direct path south.

Too costly

Segment T Summary

Favorable 25

Unfavorable 90

No Response 92

Too CLOSE to residential areas. There are so many other options that won't impact the property value and noise quality of those who live out here.

Favorable

ok

Again Access to Hwy's brings more development.

stays on west side of magma diversion dam

Preferred 1

Can avoid Magma Ranch (by combining w/ "W")

same as I, M & S. Tie in T with L

See I

Does not have many residential homes.

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

This area is mostly undeveloped and close enough to developed areas to be an asset.

no existing development

Less impact on developments

Unfavorable

see I

Not approved by Town of Florence

existing a agriculture area impacts natural area

see o above

too close to 79, military reservation and Magma Dam

Costly. Dam impacts. FMR impacts. Not serving growth areas. Loss of econ. devel.

too costly

to far out east

Stay off existing Rt 87-need additional

costly. dam impact. FMR impacts-Loss of econ.dev.

Segment T Summary

Favorable 25

Unfavorable 90

No Response 92

Too far from existing residence

see A

where is this

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Would not support San Tan Valley at all.

Not familiar with this area.

same

See Above

Too far out to be of much use.

unnecessary/See K

Too close to existing communities

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Why go this route? Magma Ranch II has already moved it's dirt, unlike Merrill Farms.

Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter traffic

same issue as S & R

would impact development in area in a negative way!

impedes future development of area

wouldn't support growth

I favor starting point 1, for reasons stated under Segment A.

Less direct path south.

Too costly - longer routes

Segment U Summary

Favorable 28

Unfavorable 84

No Response 95

Favorable

Approved by Town of Florence

Saves homeowner complaints if any

good link to set to AZ Farms Road

An alternate route to V

will pick up future development

Will encourage new development

Will bring new growth to Florence.

an alternative route to V

Preferred #1

This area is mostly undeveloped and close enough to developed areas to be an asset.

no existing development

Unfavorable

adds length/cost

same as R

see P

Could be an option

too costly for bridges & to. far east for aiding traffic in San Tan Valley

they won't like it

Expensive condemnation w/ entitled land

widen Felix Rd / Hunt Hwy

see A

See A

To many latge properties that house animals.

where is this

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Would require freeway to come to close to Felix to get to this section.

Segment U SummaryFavorable 28Unfavorable 84No Response 95

MUCH TOO CLOSE to residential areas. There are so many other options that won't impact the property value and noise quality of those who live out here.

Stay away from residential areas. This route causes this project to go much too close to already developed homes. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

Too indirect. Would not help San Tan Valley commuters.

Not familiar with this area.

Cost of two canal crossings.

See Above

cost of building 2 bridges and not as direct. Just don't put zig zag waves in it like Maricopa did on the Red Mountain and 101 in Scottsdale. Easier way to have more accidents.

Too far out to be of much use.

unnecessary/See K/too expensive

Does not make sense when connecting Segments X and W or T

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Don't pay for two bridges when you can buy the land through merrill ranch for cheap!

Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter traffic

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south. Multiple bridges over the CAp canal (Extra cost).

Too long - costly

Segment V Summary

Favorable 33

Unfavorable 79

No Response 95

Favorable

Approved by Town of Florence

More direct and keeps the freeway away from housing

Access brings Development.

good link to AZ Farms Road

An alternate route to U

Makes most commercial sense

an alternative route to U

#3 preferred

Future development, the land is worthless now!

This area is mostly undeveloped and close enough to developed areas to be an asset.

no existing development

Unfavorable

see u

same as P

see P

existing agriculture area. impacts natural area

devalues homes

they won't like that at Merrill Ranch

Expensive condemnation w/ entitled land

widen Felix Rd / Hunt Hwy

see A

See A

To many latge properties that house animals.

neighborhood already exists

This route is completely unaccepable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

Would require freeway to come to close to Felix to get to this segment.

Segment V Summary

Favorable 33

Unfavorable 79

No Response 95

MUCH TOO CLOSE to residential areas. There are so many other options that won't impact the property value and noise quality of those who live out here.

Too indirect. Would not help San Tan Valley commuters.

Not familiar with this area.

same

See Above

Too far out to be of much use.

unnecessary/See K/too expensive

Does not make sense when connecting Segments X and W or T

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter traffic

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south.

Costly - too long

Segment W Summary

Favorable 30

Unfavorable 85

No Response 92

less favorable

See I

unsure

Favorable

ok

Cannot Do much else w/this area.

Crazy! wrong side of Magma Dam!

Preferred #3

Combine w/ "T"

not next to existing residential

Leads closer to Florence CITY and has no homes that would be effected.

as long as it does not disrupt current dwellings

Impacts the least amout of residential areas and makes sense.

Far enough away from my EXISTING RESIDENTIAL; Wildhorse Estates along Felix Rd. Will still get noise, but at least it will be safe for my children.

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

LEAST IMPACT TO PRESENT HOMES

minimal impact to surrounding area

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

see P

Not approved by Town of Florence

existing agriculture area. impacts natural area

See o above

See T

Appears to be in flood plain of diversion dam

Segment W SummaryFavorable 30Unfavorable 85No Response 92

to close to E side of Magma Dam.

see T

it would cost more \$ from the impact on nat'l guard

Too far from existing residence

widen Felix Rd / Hunt Hwy

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact. The Army National Guard lands provide important and sensitive habitat for a variety of species.

Too close to AZ-79.

This is the worst possible route because it's too far East to help San Tan commuters and on top of that is indirect.

No additional highway is needed here. All the state needs to do is develop Highway 79 to a four lane highway. This will save taxpayers a considerable amount of money.

See Above

Too far out to be of much use.

unnecessary/See K/too expensive

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Now we can blow up the freeway while we commute to work! Yippee! No.

Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter traffic

same as stated above in R

this would make the highway of no benefit at all to the community

this alignment would be of no benefit to the local properties

same as T

disruptive to Nat'l Guard, etc.

I favor starting point 1, for reasons stated under Segment A.

Less direct path south.

Too costly - indirect route

Segment X Summary

Favorable 65

Unfavorable 60

No Response 82

See I

unsure

Favorable

ok

Best access to areas of residential and Business-Industry

Would encourage much-needed traffic into the downtown area.

Gives Florence an excellent access.

Bring more \$ from Tourists for Florence

goes around planned housing good option.

Most critical segment for long term sustainability of Florence.

Helps entry to Florence approach

Less disruptive and plans for the future growth. See Florence!

By all means this freeway need to be close to county seat

need to serve Florence the county seat

Will help Florence grow.

most critical segment for long term sustainability of Florence

not next to existing residential

Leads closer to Florence CITY and has no homes that would be effected.

as long as it does not disrupt current dwellings

Impacts the least amout of residential areas and makes sense.

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

LEAST IMPACT TO PRESENT HOMES

This will be needed to connect the proposed highway from Ironwood to I-10. Again though, I would be concerned with the farmers that live in this area and how it would affect Arizona exports and food for the locals. In depth studies would need ot be done in how this would affect the Arizona economy in the long run.

minimal impact to surrounding area

Segment X Summary

Favorable 65

Unfavorable 60

No Response 82

Keeps Florence, an important town for the ENTIRE valley's security connected. Just ask the Dept. of Homeland Security, the Army National Guard, FBI, ATF, etc... They are ALL based out there!

This area is mostly undeveloped and close enough to developed areas to be an asset.

no existing development

Less impact

Unfavorable

see P

to close in proximity for comfort. Road noise and poss. congestion also disruption to agriculture cond.

Negative impact on Florence Gardens & visibz idermesz

no easy access

Too close to development Florence gardens

No

too close to Hwy 79 with no benefit to town center local roads need to link Florence center with Hunt Hwy.

To far to the East. No gain.

just use existing 287 or 79. widen Felix Rd / Hunt Hwy

This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other roads, but it would be a new construction is what is now a mostly undeveloped desert landscape. This landscape is important for wildlife and people alike and should be kept intact.

It appears that this segment will be directly on our property and would negatively impact a well preserved Hohokam, ballcourt village known as Poston Butte Ruins. Depending on the exact location it could also interfere with our farming and sand & gravel operations and possibly even uproot us from our homes. Please don't consider this segment!!

Too close to AZ-79.

Too far East to help San Tan commuters and on top of that is too indirect.

See Above

Too far out to be of much use.

unnecessary/See K/too expensive

Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is unnecessary due to Ironwood Drive already connecting Pinal County to Apache Junction.

Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter traffic

Segment X Summary

Favorable 65

Unfavorable 60

No Response 82

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south.

help keep I-79 free for low traffic. Florence can grow more at Anthem

Too costly - indirect route

Segment Y Summary

Favorable 57

Unfavorable 62

No Response 88

unsure

Favorable

uses existing 87

w/ D Z AA

Uses existing right of way Straightest route least impact on environment

Best way to go to I10 to from Anthem

existing R/W

Same as AA, A below and most direct route

Strait Line Run. Much roadway already there.

Best route, straight shot, existing roads

Most direct Rt from US 60

Uses existing roads and less costly

Most direct route. Hwy 87 would be redundant if passed.

Direct route I-10 to the 60. Easy access to Coolidge

existing roadway

more reasonable

Would like to se road expanded

Existing Road

Most direct route

May help town of Coolidge growth. Close to future mall on Bartlett

uses already existing rds

Very little homes will be effected. Good routne to the Coolidge and the I-10.

Most direct route.

Current road for State Route 87 and 287 are used heavily. Something needs to be done to relieve the flow of traffic in this area. An Interstate Highway going by Coolidge on its way to the I-10 could help boost this cities fragile economy. Currently, Coolidge is barely surviving.

Most direct route to Tucson and would connect Coolidge,Eloy, and Picacho to San Tan Valley.

Roads already in, centrally located corridor

Segment Y Summary

Favorable 57

Unfavorable 62

No Response 88

This area is mostly undeveloped and close enough to developed areas to be an asset. This is a future development that may never happen.

cont south to run with an existing noise source to "Z"

It would provide another thoroughfare for residents of Coolidge and the farming community, without going directly through town, as SR87 currently does. Connecting to SR 87 would utilize the existing corridor, which connects to I-10, and would facilitate future commerce in Coolidge if the main corridor passes through town.

Most direct path south.

help Coolidge growth and expansion

Direct route less costly

Unfavorable

Too close to Coolidge

would require additional Row. Eliminates businesses in Coolidge

Not approved by City of Coolidge

If connection to 87 were further south it would avoid business at south edge of town

Bring freeway to close on North portion

Need to have a Freeway by-pass road for

Bypasses Florence

existing residences also 87 is a good alternate to Gilbert/Chandler

To disruptive

Stay off RT 87 Build new

Build alternative to existing road

Leaves SR87 as a feeder surface route.

bypass Florence

disrupts to many people in Coolidge on East side-wipes out eastside of town.

same as B & E

SR87 will be needed in addition to freeway (see also additional comment #1)

See A

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Segment Y Summary

Favorable 57

Unfavorable 62

No Response 88

Stay away from residential areas. This route causes this project to go much too close to already developed homes. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!!!

Too far out to be of much use.

unnecessary/too expensive

Far too much impact to surrounding areas

Too far from Florence.

There are gas lines that run along Christensen road as well as a new bridge that was just redone to help local traffic. Christensen Road would be very disruptive to the City of Coolidge and would negatively impact a number of the citizens. This would hurt the already depressed local economy and force economically challenged people to leave their homes. The railroad is also within a mile of Christensen Road which would create a railroad, freeway, and major power line within 5 miles of each other. This would destroy property values in an already depressed area.

Segment Z Summary

Favorable 65

Unfavorable 54

No Response 88

unsure

Favorable

see Y

see Y

existing road way cheaper-rail line noise already their

uses existing right of way. straightest route

Best way to go to I10 from Anthem

existing R/W

Same as AA Below

Strait Run-High Traffic area

Best route, existing roads

Most direct Route from US60

same as Y

Same as Y. Best use of Hwy 87 corridor

Direct route I-10 to the 60. Most direct.

existing roadway

Would like to see road expanded

Existing Road

Most direct route

see section Y

Not to many houses. Great access for the I-10.

Most direct route.

Current road for State Route 87 and Selma are used by many. Something needs to be done to relieve the flow of traffic in this area. An Interstate Highway going by Coolidge on its way to the I-10 could help boost this cities fragile economy. Currently, Coolidge is barely surviving.

Most direct route to Tucson and would connect Coolidge,Eloy, and Picacho to San Tan Valley.

Too far from Florence.

Roads already in, centrally located corridor

This area is mostly undeveloped and close enough to developed areas to be an asset.

Segment Z Summary

Favorable 65

Unfavorable 54

No Response 88

cont to "AA"

I prefer connecting into the major, existing north-south corridor here because I believe that was the intended purpose of SR87. Using the existing roadway here would reduce project costs and keep the number of interchanges on I-10 the same, reducing the number of access points to I-10.

Most direct path south.

more direct connection to I-10

Follow existing rd

Unfavorable

Takes over existing highway

removes existing access roads

Not approved by City of Coolidge

same as above

Lose 87 w/ this option.

same as Y

Leaves SR87 as a feeder surface route.

see AA please

jLose 87 w this option

Bad news for current 2ESL Curbs to much relocation to many problems with law suits

good existing road, leave for business frontage off freeway

See comment on segment "Y" above

See A

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Stay away from residential areas. This route causes this project to go much too close to already developed homes. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!!!

Too far out to be of much use.

Segment Z Summary

Favorable 65

Unfavorable 54

No Response 88

unnecessary/too expensive

Far too much impact to surrounding areas

Direct route - shortest distance - less costly

unsure

Favorable

see Y

see Y

uses existing right of way

Best way to go to I10 from Anthem

Uses existing Hwy & R/W

Currently the traffic pattern-least change

Strait Run high Traffic area.

Best route, straight shot, existing roads

Most direct route from US60

same as Y

Same as Y and Z

Most direct route from the I-10-To the 60. Most direct

existing roadway

follow railroad

Would like to see road expanded

Existing Road

Intersect with I-10 as far west as possible for better access to I8

Most direct route

Existing route

see section Y

Not to many houses. Great access for the I-10.

Most direct route.

Current road for State Route 87 and Arica are used by many. Something needs to be done to relieve the flow of traffic in this area, especially when I-10 is closed down and rerouted for accidents or bad weather. An Interstate Highway going by Eloy on its way to the I-10 could help boost this cities fragile economy. Currently, Eloy is barely surviving. Much farmland out here though, so a in depth study would need to be done to see how this would affect the farmers living out their.

Most direct route to Tucson and would connect Coolidge,Eloy, and Picacho to San Tan Valley.

Segment AA Summary

Favorable 62

Unfavorable 51

No Response 94

Save da money!

Roads already in, centrally located corridor

This area is mostly undeveloped and close enough to developed areas to be an asset.

cont to "4"

I prefer connecting into the major, existing north-south corridor here because I believe that was the intended purpose of SR87. Using the existing roadway here would reduce project costs and keep the number of interchanges on I-10 the same, reducing the number of access points to I-10.

Most direct path south.

Follow existing rd

Unfavorable

To close to our subdivision-To much traffic on 87-Road noise

Existing interchange area is a mess new @ AL better

see Z

removes existing access roads

Not approved by City of Coolidge

same as above

Lose 87 w/ this option.

Leaves SR87 as a feeder surface route.

do not use current 87-it's a good artery with local access. not good for limiting access/tolls

see Z

same as B & E but instea of I-60 to I-10

good existing road, leave as alternate route

See comment on segment "Y" above

See A

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Segment AA Summary

Favorable 62

Unfavorable 51

No Response 94

Stay away from residential areas. This route causes this project to go much too close to already developed homes. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!!!

Far too much impact to surrounding areas

Direct route less costly

Segment AB Summary

Favorable 51

Unfavorable 43

No Response 114

no opinion

unsure

Favorable

Ok, but not as good as D to Y to Z to AA

Does not follow 500 KVA lines

meets Coolidge sitting resolution

Approved by City of Coolidge

Would make easy access for the Developments.

works with Florence alignment

similar to AM-AD AM-no preferable to disruption on Felix Rd w/AB

less mileage down

Keep west of potential fissure area

creates commercial corridors, optimizes 3 avenues of transportation

bypasses coolidge

works with Florence alignment

Supported by major area property owners and Coolidge City Council (Also see additional comment #2)

If it came through from X, but please avoid Q. But We prefer using Highway 87 routes Y,Z,and AA

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

Good alt route with minimal impact to established communities

Connects Florence.

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

Prefer existing routes to carving new routes

Do not like city vote-in route was much better

widen/re-structure existing rds to accomodate new decelopments

Segment AB Summary

Favorable 51

Unfavorable 43

No Response 114

See A

This effects to many homes and property that house animals.

neighborhood already exists

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Not shown on map.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural business.

unnecessary/too expensive

Sorry, I do not see this on the provided map

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south, no advantage seen to having the route farther east.

Indirect route too costly

Segment AC Summary

Favorable 39

Unfavorable 51

No Response 117

no opinion

unsure

Favorable

Future path for Westport Mall

meets Coolidge sitting resolution

Area is unused (virtually) now.

works with Florence alignment

similar w/AN east of existing power plant

Direct route

same as above

Does not contribute to NW/SE flow pattern

works with Florence alignment

See commenry on AB

Good alt route with minimal impact to established communities

Connects Florence.

This would be the lesser of some evils but not the perfect route. It would be better to be on Valley Farms Road running accross Coolidge and turning somewhere accross the City of Mesa owned land to get to Eloy. Do not let the developers selcct this route through their lobbyists. The investors have already taken their toll on Central AZ.

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

Goes through Development Agreement

Not approved by City of Coolidge

why curve over \$\$\$

see AB

Puts freeway on West side of future mall site which is undesirable to mall developer of City

See A

This effects to many homes and property that house animals.

neighborhood already exists

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Stay away from residential areas. This route causes this project to go much too close to already developed homes. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

Too indirect.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

use middle route crossing the river.

Only if utilizing segment Q which I prefer more centrally located segment D

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south, no advantage seen to having the route farther east.

Too costly

Segment AD Summary

Favorable 80

Unfavorable 24

No Response 103

no opinion

unsure

Favorable

connect to 87

cost central access

Connect to AC

Good & open

meets Coolidge sitting resolution

Approved by City of Coolidge

Probably avoids potential hazards

Would work with Florence alignment

All farm but that is not going to be used for houses

logical connection w/AC-AN

Ok, straight down, roads there

Direct.

same

would work with Florence alignment

Avoids Picacho reservoir which has environmental impact and endangered species.

same as E

Supported by major area property owners and Coolidge City. Good transition between "AH" & "AN"

See comment on AB

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

Good alt route with minimal impact to established communities

Connects Florence.

This area is mostly undeveloped and close enough to developed areas to be an asset.

Segment AD Summary

Favorable 80

Unfavorable 24

No Response 103

after AD either route south is acceptable

Unfavorable

see AB

See A

This effects to many homes and property that house animals.

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Too indirect.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

Only as a second route if not using only if not using D, Y, Z, AA. D, Y, Z, AA is my first choice.

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south, no advantage seen to having the route farther east.

Indirect route

unsure

Favorable

connect to 87

Probably avoids potential hazards & pollution of Reservoir

Ok, if coming from Q, direct route down

Easement already in-close to railroad

take the strighter way

Connects Florence.

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

To close to 87 and RR

Not approved by City of Coolidge

better alternatives (not much left of reservoir)

Unecessary duplication. Hwy 87 becomes redundant.

other alternatives are better

see AB

Too close to SR87/UPRR corridor (see additional comment #1)

See A

This effects to many homes and property that house animals.

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Stay away from residential areas. This route causes this project to go much too close to already developed homes. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!

No advantage over Y/Z.

Segment AE Summary

Favorable 30

Unfavorable 63

No Response 114

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

AH is better route

Not necessary.

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south, no advantage seen to having the route farther east.

Indirect route

unsure

Favorable

Parallels existing road-people could have a choice.

Ok, Z is better

easements already in close to Railroad

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

Too close to 87 and RR

Not approved by City of Coolidge

better alternatives

Move farther East

same as AE

see AE

see AB

See comment on Segment "AE" above

See A

This effects to many homes and property that house animals. And does not make sense not to use the 87.

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Stay away from residential areas. This route causes this project to go much too close to already developed homes. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!!!

No advantage over Y/Z.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

AH is better route

Segment AF Summary

Favorable 21

Unfavorable 64

No Response 122

Use existing highway

Not necessary.

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south, no advantage seen to having the route farther east.

Rail line more direct

unsure

Favorable

Again already a high noise area.

Ok cuts over for Tucson

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

Not approved by City of Coolidge

better alternatives

does not follow 87

see AF

see AB

See comment on Segment "AE" above

See A

This effects to many homes and property that house animals. And does not make sense not to use the 87.

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Stay away from residential areas. This route causes this project to go much too close to already developed homes. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!!!

Indirect compared to AA.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

AI or AK is better route

Use existing highway

Not necessary.

Segment AG Summary

Favorable 18

Unfavorable 67

No Response 122

I prefer connecting into the major, existing north-south corridor here because I believe that was the intended purpose of SR87. Using the existing roadway here would reduce project costs and keep the number of interchanges on I-10 the same, reducing the number of access points to I-10.

Less direct path south, no advantage seen to having the route farther east.

Rail line more direct

unsure

Favorable

no opinion

cost central access to cities town

Connects AD & AK

meets Coolidge sitting resolution

Approved by City of Coolidge

Again strait Run.

Better than options to west

new rod.

No housing developments that will be affected

Furthest from existing SR87

Direct

better than other option to west

staighter

same as E

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

Good alt route with minimal impact to established communities

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

Too close to reservoir

see AB

See A

This effects to many homes and proprty that house animals. And does not make sense not to use the 87.

Segment AH Summary

Favorable 64

Unfavorable 35

No Response 109

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

No advantage over Y/Z.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

Use existing highway

Only as a 2nd choice if for some reason you cannot do D, Y, Z, AA.

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south, no advantage seen to having the route farther east.

Rail line more direct

Unfavorable

Keeps separation from SR87/UPRR corridor and is supported by property owners & City of Eloy

unsure

Favorable

Again strait Run.

option to AK

option to AK

same as E

Good alt route with minimal impact to established communities

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

Not approved by City of Coolidge

Disruption to local traffic & existing farm operations & Vail Rd.

Reservoir

see AB

Inadequate separation from SR87/UPRR corridor due to location in Eloy's planned employment corridor

See A

This effects to many homes and property that house animals. And does not make sense not to use the 87.

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Stay away from residential areas. This route causes this project to go much too close to already developed homes. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential areas and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!!!

No advantage over Y/Z/AA.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

Use existing highway

Segment AI Summary

Favorable 32

Unfavorable 56

No Response 119

if local traffic is a challenge then utilize segments Q, AC, AD, AH, AI, AJ, AL for 2nd centrally located, straightest shot (only if not using D, Y, Z, AA)

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south, no advantage seen to having the route farther east.

Rail line more direct

unsure

Favorable

Moves, noise away from developed areas-might bring more devel.

option to AK

new rod.

Ok for going to Tucson, not as good as AA

option to AK

why curves xxx?

same as E

Good alt route with minimal impact to established communities

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

Not approved by City of Coolidge

Close to residential on Wheeler Rd. & too close to future Prison

see AB

See comment on Segment "AI" above

See A

This effects to many homes and property that house animals. And does not make sense not to use the 87.

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Stay away from residential areas. This route causes this project to go much too close to already developed homes. People do not want a 4 to 6 lane highway along residential corridors. Heavy traffic plus the heavy trucks will make way too much noise. By the time you get this thing built or within five years after its built, your suggested furthest east route will be very close to residential ares and possibly already surrounded. Just look at the growth that happened to the East valley between 1980 & 2000. Please think ahead!!! Save the taxpayers some money for a change. Plus consider the traffic noise that can and will be heard for miles away from this project. Most of us taxpayers in Pinal county have moved this far out to stay away from the congested and noisy traffic areas of Maricopa County. Build it in the least developed area PLEASE!!!!!!

No advantage over AA.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

Segment AJ Summary

Favorable 32

Unfavorable 54

No Response 121

Use existing highway

if local traffic is a challenge then utilize segments Q, AC, AD, AH, AI, AJ, AL for 2nd centrally located, straightest shot (only if not using D, Y, Z, AA)

I prefer connecting into the major, existing north-south corridor here because I believe that was the intended purpose of SR87. Using the existing roadway here would reduce project costs and keep the number of interchanges on I-10 the same, reducing the number of access points to I-10.

Less direct path south, no advantage seen to having the route farther east.

Rail line more direct

unsure

Favorable

cost central access to cities towns

Fast track is uncluttered

Preffered by Eloy.

Approved by City of Coolidge

Again fairly strait. Leaves more desert for view East & West

works with AL

Close to developments that it can be used to travel.

Least disruptive & straighter path to pt 5 junction

Direct

does not follow 87

work with AL

Compatible with Eloy's planned employment corridor, supported by City and property owners (see segment Modification on Map & Additional Comment #3)

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

Good alt route with minimal impact to established communities

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

off AH, out of the way

Closer to Fissures

see AB

See A

This effects to many homes and property that house animals. And does not make sense not to use the 87.

Segment AK Summary

Favorable 53

Unfavorable 38

No Response 116

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

No advantage over Y/Z/AA.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

Use existing highway

Not necessary

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south, no advantage seen to having the route farther east.

Rail line more direct

using existing routes has minimal impact on wildlife. I no longer hear the coyotes at night. I miss them.

unsure

Favorable

fewer home affected

stay away from AA

cost central access to cities towns

If right of way exists-use it

same as above

Approved by City of Coolidge

Again in strait Run.

good term invs

No developments nearby that could be affected

Furthest away from SR87 & local traffic

Direct route down useful.

Direct

Provides for new interchange development. Away from SR87 at I-10.

uses #5 start/ent point

least congested

good terminus

closer to pima county/proposed railroad yard/new development

No fissures

same as E

Keeps adequate spacing with SR87/UPRR corridor & is supported by property owners and City of Eloy

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

Good alt route with minimal impact to established communities

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

cost of re-doing I-10 just completed

see AB

See A

This effects to many homes and property that house animals. And does not make sense not to use the 87.

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

No advantage over Y/Z/AA.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

Use existing highway

Not necessary. If local traffic is a challenge on current 87, then utilize segments Q, AC, AD, AH, AI, AJ, AL for 2nd centrally located, straightest shot (only if not using D, Y, Z, AA)

I prefer connecting into the major, existing north-south corridor here because I believe that was the intended purpose of SR87. Using the existing roadway here would reduce project costs and keep the number of interchanges on I-10 the same, reducing the number of access points to I-10.

Less direct path south, no advantage seen to having the route farther east.

Rail line more direct

no opinion

unsure

Favorable

closer access to florence

cost central access to cities towns

Already R.O.W for SRP-Why not no one else can use This area.

could work with X

Best location for straight line-should be cheapest of 3 alt. legs could disrupt local traffic on Valley Farms

Direct route down, less mileage

Most direct does this conflict w/ "cultural areas?" If so, move to AD

Direct

could work with X

This area is already compromised with power lines. Why compromise 2 area? Put everything here is all residents know what is there. This was original.

Keep East of Valley Farms Rd. - Align w/ power lines

same as E

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

Good alt route with minimal impact to established communities

Connects Florence

This route has the least impact and is already damaged financially due to the power line. There is already an established right of way the public is use to and this route would disrupt the least amount of established people.

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

Not approved by City of Coolidge

Could be an option

see AB

Segment AM Summary

Favorable 46

Unfavorable 45

No Response 116

Cuts diagonally through major land holdings west of Valley Farms Rd and is not supported by City of Coolidge

See A

This effects to many homes and property that house animals.

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Not shown on map.

I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on the agricultural / cattle business.

I don't see this marked on map, but if it's where I think it is, it's not necessary if using segment Y

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

4 generations lives here

Rail line more direct

no opinion

unsure

Favorable

straighter shot to I-10

cost central access to cities towns

preserves development agreements

Approved by City of Coolidge

Avoids complications of P.C. planned area

works with Florence alignment and AL

Close to the Coolidge Airport supposed to be new airport so it would be logical to put it next to it.

Similar W/AC Furthest from Power Plant in Randolph

Direct

works with Florence alignment of AL

Less disruptive to future mall, airport, and existing citizens.

same as E

Keeps freeway on east side of future mall site per developer and City of Coolidge Resolution. (Also see additional Comment #4)

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

I am not familiar with Wheeler Road, but Attaway road needs to be developed. This area is developing on its' own anyways, so it would be better if the state bought up land now before there is too much commercial / housing development in the Attaway Rd area.

Good alt route with minimal impact to established communities

Connects Florence

This area is mostly undeveloped and close enough to developed areas to be an asset.

Unfavorable

Could be an option

Segment AN Summary

Favorable 62

Unfavorable 37

No Response 108

Ok. Already developed, but not a ton of houses

Too close to homeowners

see AB

See A

This effects to many homes and property that house animals.

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

No advantage over Y.

Not necessary if using Y, Z, AA

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Rail line more direct

no opinion

I am not familiar with Martin Rd, but State Route 287 has many areas that are developing now. A new highway will be cheaper to build now in anticipation for a bigger population growth in this area later on.

unsure

Favorable

Avoids potential problems w/cultural areas, Lawsuits, work stoppage, etc.

Best location to minimize impact on locals preferable to AM-AB

It avoids existing traffic & business

Possible if it will not disturb "cultural lands"

The least developed area. This route would cause the least harm to current home owners. The noise level created by this route does the least damage. Construction on this route. This route would cause the least traffic congestion. This route would probably be one of the cheapest routes for construction cost. This route would cause the majority of people less traffic congestion, noise and overall loss in property values that have already taken a VERY DEEP PLUNGE.

Good alt route with minimal impact to established communities

Connects Florence

This area is mostly undeveloped and close enough to developed areas to be an asset.

either AO/AM/AB

Unfavorable

Not approved by City of Coolidge

Could be an option

might work if still connects to X and avoid landfill

Out of the way. Not intuitive

To far west, leads the wrong way

see AB

See comment on Segment "AM"

See A

This effects to many homes and property that house animals.

Segment AO Summary

Favorable 30

Unfavorable 54

No Response 123

If a build alternative is determined to be necessary, improvements should be made to existing highways (SR287 and SR87) rather than expanding smaller roads or building new ones. Ideally, alternate modes of transportation would be used to eliminate the need to build or expand any roads.

Not shown on map.

Sorry I do not see this on map provided

I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be built east and only re-direct traffic back towards the west. Option Q, the bridge, would be nearly as costly as option D since they both appear to cross at wide points. Option X could be evaluated to determine whether or not it is cost effective to take the road so far east and back-track to the west after crossing at a less-wide part of the river.

Less direct path south, no advantage seen to having the route farther east.

Rail line more direct

ADDITIONAL COMMENTS

Comments

we need turn lanes on 87 to access our subdivision between Houser Rd & Shedd Rd

Why not use the existing roadway from Apache Junction to Oracle Junction-widen to 4 lane roadway! Ok?

Preferred Route was chosen for northern route alternatives to provide the Town of Florence a economic development advantage from the corridor.

Major importance is Route 24 to get out west from Ironwood & 60 is highly needed for more job opportunities & colleges. If I could get to PHX that would be much appreciated.

Bus route from US-60 and Ironwood would be great. Even better if it can travel East to west. There is jobs and routes that we are not able to get through. It's really hard to find a job without public transportation.

Easiest Route for trucking and commerce

This appears to be a proposed part of the "projected" NAFTA super highway that is being forced upon the American Public.

I request a copy of the map on aerial (on the various tables) be sent to me @ town of Queen Creek ATTN: Tom Narva 22350 S. Ellsworth Rd QC,AZ 85142
When public workshops complete.

From F&G to H&L to south I show favorable w/o comment; from that point north is of more concern to me & the town of Q.C.

In my opinion the most economical route would be: I, J, K, G, H, D, H, Z, AG, AS, AL

My personal choice for route is:
A, E, G, H, D, Y, Z, AG, AJ, AL

Town of Queen Creek would like:
A, B, F, H, D, Y, Z, AG, AJ, AL

I will bring comment forms to others @ the town.

I currently use AJ-Ironwood-Gantzel-Hunt-Attaway-287-87-10 frequently

as a former state prison employee. the need for a smoother, faster route to the Florence prison complexes would be helpful. Also to use as much existing road bed to help control cost.

Not that concerned with south alignment

I would be in favor of using Hunt Highway if the Roadway could be moved West as I have drawn on the map and marked CI

A&B Ironwood is a good road that provides an alternative route for locals. I'm very impressed with the valley's surface routes such as Baseline, Southern, Ellsworth, Power, Etal. Please consider a new route

ADDITIONAL COMMENTS

Comments

I personally would like to see the road made as much strait line as practicable. I think the fewer the curves-the more even the flow of traffic & I also think the straighter roads will save lives during Haboobs & Low intensity dust storms.

The best route would avoid Hunt Highway and Highway 79. We need these existing highways in addition to a new ADOT freeway.

Also, need to intersect AZ Farms Road in an area that will attract future retail and commercial development.

1. Add segment for E to connect to SR24 or 202.
 2. Please consider multi-modal options.
 3. Please recognize adopted preferences of local communities, such as Florence.
 4. Need to figure out how the N-S will tie into the 24.
 5. Analyze if NS and 24 built, is the US60 re-route still necessary?
 6. Avoid impacting Magna Dam and Florence Military Reservation.
-

How many access roads to service roads?

Would like a copy of table map if possible.

put Hwy on an angel so it intersects I-10 at Oro Valley, Picture Rocks, Tucson. Rds. already exist according to this map. It would not save time. the current plan will disrupt existing developments. Putting the Hwy on an angel would cut a cross open unused land with less devaluation of property.

Partnership with private entity-"Private entity" must post bond in case they claim "bankruptcy" after they get the funds & stick taxpayers with the cost.

You can run it down the 87 then get on 287 and from there take route Q:

In general use most direct routes
-avoid areas of development or cultural items.
-make use of open lands.

Use of exist Hwys or roads would only work if exist. Communities did not have to be bought out for road R/W as the cost would be excessive.

support what the citys support, support commurseal development

tried to stay away from existing roads and citizenery
straightest route

-Road abouts preferred to signals.

Southern Route is left blank because I should not choose who is affected below the 287.

We're waiting for the rail!!
We'll use it every day! We'll pay for it!
Please use existing roads! They are in the best locations for a path into town!

Don't pull a North 202 and swing it way out of the way! We never use it, it takes too long even though it's empty

Not enough homes/people live in the far east valley to require a freeway that connects to US 60 East of Ironwood. The most useful route would be via the existing Ironwood/Gantzel Route which is very heavily used already. A

ADDITIONAL COMMENTS

Comments

freeway east of Ironwood would not relieve this traffic from Ironwood.

This area suffers from a severe lack of public transportation that, if existed, may negate the need for a freeway.

The corridor from N-A to S-AA seems to be the most direct route from I-60 to the I10

Looking at the area that has the greater population (now or potential) this seems to be consistent in design principle.

Also to lessen the traffic on city streets

Using the existing roads and what is the most beneficial to the existing development should be most important points. Of all the routes only one fits the needs of the most people and uses the most existing roads.

Also from "C" on Hunt Hwy. Hunt Hwy should be 4 lanes to Maricopa County where it meets Ellsworth Road.

My recommendation

N-S Route

2 Most Direct route N-S

1 Alleviates Traffic/Congestion

J on existing roads

O

Q

AM

AN

AD

AH

AI

AJ

AL

S

Thank you for including the public in your considerations

Not just towns & taxing bodies

This route may keep disruption of residential areas to a minimum during construction. Once completed it will provide a great road w/exit-entrances to the west.

Keep high residential areas just that...

Residential!

This should keep high traffic noise & speed away from residential areas.

an alternative from "C" may be to jog over to "F" and run parallel to R.R.

This effort is essential to alleviate current congestion. Hunt Highway is a daily nightmare.

Please! don't put in B

Thank you!!!

We need an additional N/S route-besides Gantzel Rd.

Future development will be to the east of Gantzel. Build the freeway with future development in mind.

Gantzel area is already developed. Freeway would be after the fact.

ADDITIONAL COMMENTS

Comments

The desert is disappearing and will continue to do so in the future! Such is the nature of development

Not familiar or concerned with Southern section.
But, think it should be an alternative to existing Route 87.

Northern Route
Stay East of CAP canal to minimize impact on existing residential areas

Stay off existing major roads-Ironwood, Hunt Hwy-needed for local traffic. Removing then would not improve traffic

Southern Route
Stay East and off existing major roads.

Minimize impact on existing residential areas & preserve existing roads for use

Note on Northern Route Alternatives Map:
Ironwood is already a mess w/no shoulders to get off of. May as well use it for the freeway & do it right. Still to many rollovers on Ironwood-due to no shoulders!

Indicated routes would appear to be very central to Pinal while funneling traffic towards Phoenix which is the established pattern.

Road needs to service both east and west slots.

Indicated route allows for less disruption of existing development.

Existing surface routes are maintained and can be enhanced.

Thank you for the opportunity to offer input!!

Serves a lot of existing development direct logical

Route #2-#5
I,J,O,Q,AO AC AD AH AK AL
Less impact on population

using existing right of ways saves money and can speed construction of job. Connect to I10 at point H
Some people want the road to go through thier areas-Not thinking of traffic and the cost as long at it makes their cities.

Best route point 2 to point 4 using Christenson-Clemence Rd. straight shot.

input from builder of the road as to best route
Any of the segments could work so I do not find any to be unfavorable

These choices are very confusing

Why have so many?

You can't please all the people

Run road where there is less cost.

Run road where less people are up set about the road in their back yard.

ADDITIONAL COMMENTS

Comments

2. Important to locate corridor close to ex. development & where development forecasted over next 10,20,30, 40 years. Locating too far east in Superstition vistas does not seem to address current transportation route needs.
3. Try to avoid existing using surface arterials as we'll need those to work with the new corridor.
4. Follow preferences of local jurisdictions.
5. Try to avoid taking existing homes and commercial developments, e.g. along Hunt or Ironwood.

The other map doesn't really affect me to get to Coolidge

Above I have marked the desired route by "x" over the markers.

It appears to me that the least upheaval would be to build E to G but Ironwood A,B,F is currently in place.

At points F & G there is a merging to the point L to Point Q then Point AB then Point AC then AD to AC at which time there is a merge with the 87 at Z then AA

Special consideration The Felix family was living in the area prior to the Mexican War of 1845 after he surrender the family lost all their properties, which were thousands acres. The U.S. government gave them the choice of moving to present Mexico or purchasing a square mile of property and becoming citizens.

They are still here.

I think the Felix name should be considered in the naming of the road. GL.

Try to keep it next to Power lines & canals & train tracks. These are usually unfavorable areas for homes & families. Keep to the east for future use by people buying future homes & having business' out there.

come near all communities but not through them

A route east of Picacho mountains to 79 could be a shorter less costly route to 60. Route marked with A will serve the current population best.

I would still use Rt 87 to Rt 10

I live in the San Tan Valley area. Nearly all of my travel is to the North West, to the area enclosed by the 202 loop.

This new route should tie into the 202 loop, not proceed north to 60 at Apache Junction

This would avoid duplicating two major North/South highways from 60 to Warner Rd within 5 miles of each other.

The route as marked appears to be the most economical as well.

Keep freeway from existing communities

Please recognize the long term sustainability & economic development opportunities for town like Florence & Coolidge.

Route #2 I circled is what I like.

I really don't have any strong feelings about the southern route alternatives

I think it would be better to have a new road, that nothing has to be moved.

I feel it is better to use existing right of ways whenever possible. Land has already been purchased, environmental issues dealt with, and it is serving an existing population. These factors may result in expedited construction.

My concern with using existing right of ways is the upheaval to traffic already using this crowded roadway during

ADDITIONAL COMMENTS

Comments

construction.

I very much favor including consideration & planning for alternative transportation at the same time.

Why can't you existing route? The proceeding questions are irrelevant to me. I am a member of the working poor. The only thing I own besides a vehicle is my mobile home. I realize that those empowered to make this decision will not regard my wishes. I have a greedy landlord who raises our space rent to the maximum % at each legal opportunity.

My rent was \$140=monthly in 2003. Now 8 years later it is \$312+.

I just wish someone would make me, an offer, which would allow me to move where I can live the rest of my life with dignity.

I am 78 years of age-and still work my 40 hrs. per week.

NOW THIS!

Welcome to my American Dream.

B. Thoma
654 E Ranch Sp 171
San Tan Valley
85140

On Northern Route Alternatives map:
Road drawn from Peralta Rd to I; Could be county road link to N-S freeway

Widening existing roads like Ironwood, Gantsville & Hunt Hwy should not be done. For all the years of disruption you get minimal additional capacity. They are cost in-effective. Where do all the people go to get around the construction? They over tax other roads.

RE: US60 bypass around Gold Canyon. If SR24 was completed first, I believe the traffic on 60 would be diminished enough to eliminate that by-pass.

am cont: route that city of coolidge supported. councilmember curry wanted new route to the west but he resigned from city council so his opinion is out. This route makes the most sense. There is already an easement as well as an "established don't's" I support this contz.

XXX-
the 24 xxx-indicated- & the N-South become the proposed by pass-

Existing facilities such as Ironwood Dr. & Hunt Highway will be needed in addition to the new freeway. Any segments that replace these roadways should be elimintaed.

I would propose that we take advantage of there not being an off ramp on the meridian Rd. and use it to create a new road.

I do not think that following an existing road would be beneficial to traffic issue than one already preventent.

By using existing road impact on communities will be less.

ADDITIONAL COMMENTS

Comments

near term residence should receive priority over long term development. In addition, access to Coolidge Airport and Banner Ironwood Hospital should be considered.

Overall would prefer to end up a bit East on 60 but not to far E.

Concerned about housing development (Wheeler Tract) on Wheeler Rd.

XX

Disturbs few currently developed/settled areas

Straight line much cheaper to build

Leaves 87 a viable alternate route

Opens new lands to future development

Lower acquisition costs

Much State & Busi Land on this route

Dont let the liberals or their non sense stop or pro-long the construction. Get this starte ASAP if the state or liberals trys to get in the way put it out in public and we will put pressure on those who are trying to stop it. Many people dont know about this FWY. You neen to put it out more so you can get more support.

The reason why I chose the rout I chose is because I believe the county could realy use some growth to the east of the rout I chose. It is good for the county because it would bring more business, people, and money to the county.

If both SR 24 and Section I joined E at an interchange it would give anybody going North A choise of Hwy 202 or by the superstition mountains.

I have traveled this corridor in which all of these proposals exist many, many times.

I like the idea of using existing rds/highways as much as possible. Specifically with the southern half of the corridor.

I feel that short term plans should be focused on the Northern half of the corridor, with emphasis on alleviating the congestion at the US 60 & Ironwood area.

Thank You.

My preferred option is the "No Build" option - My rationale is that once the road is built the entire valley from Hwy 60 South will be filled with houses and strip malls. 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 our future 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. The study that projects the massive growth and the need for this project has been rendered obsolete by the economic conditions that have occurred since this study was started.

Fro the most part I-10 is only four lanes and should be widened to eight lanes from Phoenix to Tucson before any more money is spent on this project.

ADDITIONAL COMMENTS

Comments

EPA environmental impact studies are a waste of time and money given that this project will result in what I have stated in the first paragraph. The result will be air and noise pollution and loss of natural habitat for the many desert plants and animals. Impacts to humans should be the focus of the EPA studies which I'm sure will still be done, but the EPA will not worry about impacts to us humans until we are on the "endangered" list which is where we are headed if we continue the urban sprawl.

The ADOT Alternate Routes maps are flawed in that they do not accurately show the residential areas that are adjacent to the possible routes. If housing areas still have vacant lots and/or construction underway AND existing occupied homes, then that area must be shown as residential for purposes of this study. ADOT needs to physically drive the proposed routes to see where there are completed residences and then update the study maps. With this correct information it will be seen that the routes that do not impact existing residences in the North corridor are segments I,M,R,S,W,X. To me these are the only acceptable route segments with the Hwy 79 existing corridor being the best route but one that is not presently an option.

I live in Wildhorse Estates which is on the West side of Felix Rd and just North of the CBRR tracks. Our area is completely built out and has been since 2006 but is shown as yellow (Planned Development). The development to our North (Crestfield Manor) has many occupied residences but is also shown as yellow. Farther North at Empire Rd and Gantzel Rd (West side), Bella Vista Rd, and West side of Gantzel Rd it is all residential and is also shown as yellow. These are just a few of the errors on the study maps. These errors need to be corrected and the routes re-evaluated based on accurate maps. At the meetings we were told that the routes were chosen to minimize impacts to residential areas, but that is not truly the case.

The timing of these meetings was very poor since they and the comment period are all over shadowed by the Holidays. I question the meeting notification process since I received a mail to my residence address to "Resident". I am curious as to why the mailings were not sent out using the Pinal County tax assessor mailing address of record. The owner, who is going to be impacted by this project in many cases is not the physical resident at the impacted address or may get their mail at a different address (PO Box, etc). I have discussed this project with some of my neighbors and they are not aware of the project and never received the mailing for the meeting notice for December.

I'm looking forward to seeing the results of the comments that have resulted from the December 2011 meetings.

This letter, and the attached comment form from the December 2011 open house meetings, are sent on behalf of the corridor study area property owners and stakeholders listed below. This group owns and/or manages approximately 13,700 total acres within the corridor study area. The attached comment form represents the collective alignment preferences of this group for the southern area route alternatives.

- Property Reserve, Inc. - 3,860 acres
- Walton Development & Management (USA), Inc. - 1,546 acres
- Langley Properties - 2,250 acres
- WDP Partners - 320 acres
- Cardon-Hiatt Companies - 5,724 acres

While our stakeholder group has met extensively with ADOT and the corridor study team, we felt it was important to formally convey our group's alignment preferences through the comment forms provided at the December open house meetings. You will note that the alignment preferences indicated are consistent with those supported by the City of Eloy, the City of Coolidge and the Town of Florence. Please feel free to contact me directly at (480)240-5648 if you have any questions.

1) Any freeway alignment in the SR87/UPRR corridor will create serious access issues to adjacent property via the east-west arterial streets, and will effectively kill Eloy's planned employment/industrial corridor and hurt job creation in the area (applies to segments Y, Z, AA, AE, AF, AG, AI and AJ).

ADDITIONAL COMMENTS

Comments

2) For segment "AB", the curve north toward 287 should begin north of Vah Ki Inn Road.

3) See modification to "AK" on map to avoid planned residential development.

4) For segment "AN", start the curve to the west 1/2 mile between Kleck & Randolph in order to avoid planned residential development.

You NEED to stay away from all existing homes & neighborhoods your maps are incorrect. I have found that almost all your areas marked in yellow have homes or existing neighborhoods. I feel this is how you will justify your route. There is a lot of unused land out there find a route away from homes & neighborhoods!

Redo your maps and redo your study!

It doesn't make sense to use areas that will effect the residents that moved out here to get away from the city life. I understand that there is a need for people to travel through but a lot of these routes that you have presented will effect many of us. I do not understand why you would not take the 60 to the 79 and cross through the East side of Florence and Coolidge and go down through Eloy. There is a lot of farm land needed to produce crops, residential homes, and large properties that this will effect when just east of the 79 running all the way down east of Coolidge there is open land not being used for any crop, very little residents and very little property being used for animals. I live off of Felix between Arizona Farms and Hunt Hwy. On your maps you do not have my acre lot subdivision or the 2 residential home subdivisions next to me listed. This is not open land we have families with small children, horses, and other animals that we enjoy and the loud 6 to 8 lane hwy will effect us. Please feel free to contact me if you have any questions about our subdivision and where we are located. 480-244-1841. Thank you, Wild Horse Estate Resident.

Please always include affected neighborhoods in planning before decisions are made

I support a build alternative that includes only mass transit options and does not construct any new or expand any existing roads. We need to be looking toward the future and long-term planning. Roads only provide short-term solutions and are soon very congested. Alternatively, mass transit can provide long-term solutions, carry more people than roads, and are more beneficial to both people and the environment. Roads, on the other hand, are extremely detrimental to the environment and to public health. The North-South Corridor is an environmentally-sensitive area that is very important to people and wildlife alike, as well as for its own intrinsic values. We should minimize disruption of this area as much as possible.

You should really look at using Highway 79 as the proposed corridor for the eastern side. Its already there, has no homes directly along until you hit city of Florence. Its already set up as a highway. Please rethink putting a new major corridor down Felix Road where there are real people with children who live directly off of this road. Also, need to reclassify this area as "Existing Residential" because it is and your maps are wrong. Seems the majority of the new corridors don't have nearly the close proximity to residential areas as the one you are proposing putting directly down Felix Road. Again homes are within yards of that road, not miles. You need to eliminate this corridor proposal from your study. Thank you.

Our big concern is we don't want to start adding traffic to areas with homes where there is no traffic to begin with, like our neighborhoods on Felix Road. We suggest putting the traffic in areas where there is already a flow and pattern of traffic or out far where there is no home development at all.

The furthest East you can keep this project would be the cheapest in construction. The best route for the majority of people in Pinal County, because it would; cause the least damage to property values, cause the least traffic noise to homeowners that moved to Pinal County to get away from traffic noise and congestion. The farthest east route within twenty years would show wise future planning and probably save money for the taxpayers now and in the future. Also, if your going to build it, build it large enough for the future. It's not going to be nearly as expensive now as a

ADDITIONAL COMMENTS

Comments

widening project 10 to 15 years from now like you've had to do with US 60.

I WOULD LIKE WILDHORSE ESTATES LOCATED NEAR FELIX & ARIZONA FARMS RD. TO SHOW AS RESIDENTIAL AREA. I DO NOT WANT ANY ROUTE THAT HAS SEGMENTS L, P, Q, NEAR MY PROPERTY. SEGMENTS I, M, S, W, X, WILL HAVE THE LEAST IMPACT TO PRESENT HOMES.

The North-South corridor is a great idea. Please keep in mind commuters from San Tan Valley to the Phx area when selecting routes.

Balance transportaion demand with quality of life. Connect us to the Valley (given the extreme increase in population of this area, without impacting current and proposed development and infrastructure, to support this population. Minimize environmental impact, where possible to promote growth (population, economic, and quality of life). Not easy, but can be accomplished.

This proposed idea is a good for the community but the economy is still down. People will do EVERYTHING they can to go around these toll areas. Will there be pay raises? People can't afford this, and if it goes in to affect people will go around these areas either making them late for work or upsetting them cause they have to get up earlier to leave earlier and go around not to mention getting home later. Nobody wants that. This all seems like a HUGE headache. If this would've been proposed when the economy wasn't so bad I could see it working out but with the economy being as bad as it is its just going to take more of the peoples time. I strongly disagree with this idea in its full extent!

A straight line is the shortest distance and the least expensive. Also the population clusters are better served by using the shortest distance methodology. I personnally do not want to give developers the State Trust Lands if a highway is put through or there won't be any for use anymore.

There is an incredible amount of unused land in the surrounding populated areas. Everywhere you look there is brown dirt, desolation and land that has nothing on it, or is not planned for any use at all. Running a major corridor right thru populated areas like Coolidge and the San Tan Valley communities does not make sense at all. Property values will be hit even harder and the quality of life will drop dramatically. While a corridor connecting I-10 to Rt 60 would be a benefit that I would take advantage of and support. It must be put in areas that make sense.

Main concern is any noise abatement on the proposed route. Road noise and that type of noise polution can certainly ruin one of the reasons why many have migrated to the southern sub-divisions.

In general, build it sooner than later

This project should have been started years ago. There is only one route for the 100,000's of residence of the south east valley to reach any highway or inter-state. This route is through residential areas which is not efficient or safe. This corridor would save fuel for those that live in the areas and make the residential roads safer for pedestrians. This project should be fast tracked and finished as quickly as possible. With the current state of the economy the cost will be less now then what they would be when the economy rebounds. With the low price of housing in southern parts of the valley the traffic condition have continued to become more and more unbearable. Completion of this project would also relieve congestion on US60, northern I10 and the loop 202. To not build this corridor would be an extreme error in judgement that people of Arizona will pay for, for year to come.

I look forward to the connection between US 60 & I-10. I am not familiar with the area in Southern Route Alternatives, but I would hope that residential areas will be avoided in both Northern & Southern routes.

The valley's growth corridor will be shaken by this highway. Please support the alignment that the cities & towns have adopted.

THANK YOU!

ADDITIONAL COMMENTS

Comments

alignment currently, this must hold sway in your decision. Thanks for your attention!

If/when there will be the 60 bypass around Gold Canyon area that would be the ideal time to do ALL construction.

My thoughts are to use as much open space undeveloped area as possible. Less impact on citizens- less costs?? faster construction.

Enjoyed your presentation. Thank you for allowing our input.

It is critically important that ADOT keep in the forefront of their minds when considering the alignment that many of the towns have already gone through the public process and adopted alignments.

Notably - Florence with unanimous council consent.

Please support what the town do. They are our voice!

Your consideration is appreciated!

It would be more costly and cause tremendous traffic congestion to change an existing road into a freeway than to start from scratch on open land.

A freeway placed next to existing housing developments is very unfair to the people who bought homes/property in that area. It would have a major negative impact on the quality of life, noise, traffic, added businesses, crime, and reduced property values.

A highway of this size should not be round thru already existing housing developments* It will destroy the quality of life for residents.

*Means homes have already been constructed

Recommended route A-E-G-H-D-Y-Z-AA.

Develop a passenger rail system [augmented by BRT (Bus Rapid Transit) if necessary]. Focus on rail. Do NOT build more freeways. Use existing rail lines to develop a workable transit system.

Great idea as will give better access to gateway airport being further away for downtown Phoenix. Encourage more carrier to use gateway as flyers can get to area with SR 24.

Take some pressure off of I-10 to Tucson.

They SRP told us power line wasn't going on our property & it did. You think when you live on family homestead & out in country you would be saved from being forced off your land.

Least impact to Arizona Water Company's existing and planned water facilities including water mains, potable water production wells, booster stations, storage tanks and other utility facilities.

Ironwood routes are too busy already and Hunt Hwy is also too congested. Too many developments are impacted by the noise and pollution.

ADDITIONAL COMMENTS

Comments

(On Northern Route map) Why - 2050 population could double! No funding for project could enter with private public partnership - 1.Toll Road?

(Crossed out 1 and 2, drew line going west and connecting with Route 24.)

Additional comments: It is apparent to me Route 24 off 202 that heads SE to E solves the exit of 60 south. Take 202 to 24.

1. Direct to Florence Junction

2. Route to 10 with several options!

Most of major traffic trucks go to Florence Junction then east to Globe or Florence south!

APPENDIX H

Public Workshop Comment Form Summary

Name/ Date	Mtg/Comment Type	Comment		
Jon Orton 12/06/11	Public Workshop	Segments:	U	Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to other destinations
	Comment Form	A	V	
Additional comments:		B	W	
		C	X	
		D	Y	
		E	Z	
		F	AA Unfavorable	
		G	AB	Funding: No: not support/won't use
		H	AC	
		I	AD	
		J	AE	
		K	AF	
		L	AG	
		M	AH	
		N	AI	
		O	AJ	Response: N/A
		P	AK	
		Q	AL	
		R	AM	
		S	AN	
		T	AO	

Name/ Date	Mtg/Comment Type	Comment			
Hubert McKeever 12/06/11	Public Workshop	Segments:		U	Factors: Best relieves traffic/hwys & frwys Best connects to other destinations Best connects to cities/towns
	Comment Form	A		V	
Additional comments: we need turn lanes on 87 to acess our subdivision between Houser Rd & Shedd Rd		B		W	
		C		X	
		D		Y	
		E		Z Unfavorable	
		F		AA Unfavorable	To close to our subdivision-To much traffic on 87-Road noise
		G		AB	
		H		AC	Funding: No: not support/won't use
		I		AD	My Taxes pay for existing roads-would not pay for a Toll Road. I am not in a big hurry to go anywhere
		J		AE	
		K		AF	
		L		AG	
		M		AH Favorable	
		N		AI Favorable	
		O		AJ	
		P		AK Favorable	Response: N/A
		Q		AL Favorable	fewer home affected
		R		AM	
		S		AN	
		T		AO	

Name/ Date	Mtg/Comment Type	Comment			
Dr. John Maher, PhD	Public Workshop	Segments:		U	Factors:
	12/7/11	Comment Form	A	V	
B			W		
Additional comments: Why not use the existing roadway from Apache Junction to Oracle Junction-widen to 4 lane roadway! Ok?		C	X		
	D	Y			
	E	Z			
	F	AA			
	G	AB		Funding:	
	H	AC			
	I	AD			
	J	AE			
	K	AF			
	L	AG			
	M	AH			
	N	AI			
	O	AJ		Response:	
	P	AK		N/A	
	Q	AL			
	R	AM			
	S	AN			
T	AO				

Name/ Date	Mtg/Comment Type	Comment			
Eddie Lamperez 12/07/11	Public Workshop	Segments:			
	Comment Form	A Unfavorable	U Favorable	Factors: Best connects to cities/towns Least impact to planned developmt Input rec'd from local gov't	
Additional comments: Preffered Route was chosen for northern route alternatives to provide the Town of Florence a economic development advantage from the corridor.		B Unfavorable	V Favorable		
		C Unfavorable	W Unfavorable		
		D Unfavorable	X Favorable		
		E Unfavorable	Y	Funding: Yes: support tolled hwy Yes: use tolled hwy	
		F Unfavorable	Z		
		G Unfavorable	AA		
		H Unfavorable	AB		
		I Favorable	AC		
		J Favorable	AD	Response: N/A	
		K Unfavorable	AE		
		L Unfavorable	AF		
		M Favorable	AG		
		N Favorable	AH		
		O Favorable	AI		
		P Favorable	AJ		
		Q Unfavorable	AK		
		R Unfavorable	AL		
		S Unfavorable	AM		
		T Unfavorable	AN		
			AO		

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Melissa Kess	Public Workshop	Segments:			
12/07/11	Comment Form	A Favorable	Route 24 conection vary important	U Unfavorable	Factors: Best connects to employment ctrs Best connects to other destinations Best connects to other major routes
		B Favorable	Route 24 conection Highly important	V Unfavorable	
		C Favorable		W Favorable	
		D Favorable		X Favorable	
		E Unfavorable		Y Favorable	Funding: Yes: use tolled hwy would use the Ironwood/60 Bus out west to Power Rd for work & also use Ironwood/Hunt Hwy for my sec. job. The car I have is unrelyable
		F Unfavorable		Z Favorable	
		G Unfavorable		AA Favorable	
		H Unfavorable		AB Unfavorable	
		I Favorable		AC Unfavorable	
		J Favorable		AD Unfavorable	
		K Unfavorable		AE Unfavorable	
		L Unfavorable		AF Unfavorable	
		M Unfavorable		AG Unfavorable	
		N Unfavorable		AH Unfavorable	
		O Favorable		AI Unfavorable	
		P Unfavorable		AJ Unfavorable	
		Q Favorable		AK Unfavorable	Response: N/A
		R Favorable		AL Unfavorable	
		S Favorable		AM Unfavorable	
		T Unfavorable		AN Unfavorable	
				AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment		
David A. Duarte 12/07/11	Public Workshop	Segments:		
	Comment Form			
Additional comments: Bus route from Us-60 and Ironwood would be great. Even better if it can travel East to west. There is jobs and routes that we are not able to get through. It's really hard to find a job without public transportation.			U	Factors:
		A Favorable make a transfer to power Rd.	V	Best relieves traffic/hwys & frwys
		B	W	Best connects to employment ctrs
		C	X	Best connects to other destinations
		D	Y	Best connects to cities/towns
		E	Z	Best connects to other major routes
		F	AA	
		G	AB	
		H	AC	Funding:
		I	AD	No: not support/won't use
		J	AE	
		K	AF	
		L	AG	
		M	AH	
		N	AI	
		O	AJ	Response:
		P	AK	N/A
		Q	AL	
		R	AM	
		S	AN	
		T	AO	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Karen Ames	Public Workshop	Segments:			
	12/7/11	A Favorable	V Unfavorable	Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt	
Additional comments: Easiest Route for trucking and commerce		B Unfavorable	W Unfavorable		
		C Unfavorable	X Unfavorable		
		D Favorable	Y Favorable		
		E Favorable	Z Favorable		
		F Unfavorable	AA Favorable		
		G Favorable	AB Unfavorable	Funding: Yes: use tolled hwy	
		H Favorable	AC Unfavorable		
		I Unfavorable	AD Unfavorable		
		J Unfavorable	AE Unfavorable		
		K Unfavorable	AF Unfavorable		
		L Unfavorable	AG Unfavorable		
		M Unfavorable	AH Unfavorable		
		N Unfavorable	AI Unfavorable		
		O Unfavorable	AJ Unfavorable	Response: N/A	
		P Unfavorable	AK Unfavorable		
		Q Unfavorable	AL Unfavorable		
		R Unfavorable	AM Unfavorable		
		S Unfavorable	AN Unfavorable		
		T Unfavorable	AO Unfavorable		

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment						
Tom Novy	Public Workshop	Segments:			U Unfavorable	adds length/cost	Factors: Best relieves traffic/hwys & frwys Best connects to other major routes Lowest cost	
12/7/11	Comment Form	A Favorable			V Unfavorable	see u		
		B Unfavorable	connects to F, see below		W Favorable			
Additional comments:		C Unfavorable	requires F, see below		X Favorable			
		D Favorable			Y Favorable	uses existing 87		
		E Unfavorable	leads to G		Z Favorable	see Y		
		F Unfavorable	location of future SRP 230kv transmission line (2018)		AA Favorable	see Y		
		G Unfavorable	could impact SRP 500kv line maintenance		AB Favorable	Ok, but not as good as D to Y to Z to AA	Funding: No: not support/won't use	
		H Favorable			AC Unfavorable			
		I Favorable	most direct, utilizes 3		AD Unfavorable			I would not oppose a tolled highway but I would not use it
		J Favorable			AE Unfavorable			
		K Favorable			AF Unfavorable			
		L Favorable			AG Unfavorable			
		M Favorable			AH Unfavorable		Response: N/A	
		N Favorable			AI Unfavorable			
		O Favorable			AJ Unfavorable			
		P Unfavorable	adds length		AK Unfavorable			
		Q Favorable			AL Unfavorable			
		R Unfavorable	adds a TI to 3		AM Unfavorable			
		S Favorable			AN Unfavorable			
		T Favorable			AO Unfavorable			

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment		
Bud Lambert 12/7/11	Public Workshop	Segments:		
	Comment Form	A Favorable	Reduce trafic Trafic noise	U Unfavorable
Additional comments:		B Unfavorable		V Unfavorable
		C Unfavorable		W Unfavorable
		D Favorable	Looks like sparcley populated area	X Unfavorable
		E Favorable	Looks like sparsley populated area	Y
		F		Z
		G Favorable	Sparsley populated area	AA
		H Favorable	Lightly populated	AB
		I Unfavorable		AC
		J Unfavorable		AD
		K Unfavorable		AE
		L Unfavorable		AF
		M Unfavorable		AG
		N Unfavorable		AH
		O Unfavorable		AI
		P Unfavorable		AJ
		Q Unfavorable		AK
		R Unfavorable		AL
		S Unfavorable		AM
		T Unfavorable		AN
				AO
Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to other major routes				
Funding: No: not support/won't use HAVING LIVED IN STATES WITH A TOLL WAY SYSTEM THEY SEEM TO BECOME A MAGNET FOR GRAFT AND GREED AND OUT SOURCED MANAGEMENT BEYOND US BORDERS.				
Response: N/A				

Name/ Date	Mtg/Comment Type	Comment				
John Dittmar 12/7/11	Public Workshop	Segments:				
	Comment Form	A Unfavorable	There are 3 schools on this Road. High conjection Already EXISTS.	U Unfavorable	same as R	Factors: Best connects to cities/towns Lowest cost Least impact to existing developmt
Additional comments: This appears to be a proposed part of the “projected” NAFTA super highway that is being forced upon the American Public.		B Unfavorable	Same as A above. Add in expanded traffic as Queen Creek ext grows.	V Unfavorable	same as P	
		C Unfavorable	same for reason in A & B	W Favorable	ok	
		D Favorable	see A B&C except if I 3 K are selected.	X Favorable	ok	
		E Unfavorable	same as in A	Y Favorable	w/ D Z AA	
		F Unfavorable	same as A	Z Favorable	see Y	
		G Unfavorable	same as above. except if I J K are selected.	AA Favorable	see Y	
		H Unfavorable	same as in G	AB	no opinion	Funding: No: not support/won't use No NAFTA superhighway or any part of it.
		I Favorable	Less disruption to existing strvc tubes & people.	AC	no opinion	
		J Favorable	same as I	AD	no opinion	
		K Favorable	same as I	AE Unfavorable		
		L Favorable	could be used w/ I thru G	AF Unfavorable		Response: N/A
		M	no opinion	AG Unfavorable		
		N	no opinion	AH Favorable	no opinion	
		O Favorable	used w/ I thru J	AI Unfavorable		
		P Unfavorable	unnecessary-	AJ Unfavorable		
		Q Favorable	used w/ I J etc	AK Unfavorable		
		R Favorable	not a bad route!	AL Unfavorable		
		S Unfavorable	same as w/ R	AM	no opinion	
		T Favorable	ok	AN	no opinion	
				AO	no opinion	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Anonymous	Public Workshop	Segments:		U	Factors:
		A		V Favorable	
12/07/11	Comment Form	B		W	
		C		X Favorable	
Additional comments:		D		Y	
		E		Z	
		F		AA	
		G Favorable		AB Favorable	
		H		AC	Funding:
		I Favorable	A good location for Junction. Equa distant to Apache Jct. a Gold Canyon	AD Favorable	
		J Favorable	favorable alignment	AE	
		K Favorable		AF	
		L Favorable		AG	
		M		AH Favorable	
		N		AI Favorable	
		O		AJ	
		P Favorable		AK	Response:
		Q		AL Favorable	N/A
		R		AM	
		S		AN Favorable	
		T		AO	

Factors:

Funding:

Response:
N/A

Name/ Date	Mtg/Comment Type	Comment			
Thomas T. Narva, SR. 12/7/11	Public Workshop	Segments:		U	Factors: Least impact to existing developmt Other
	Comment Form	A Favorable	one of my routes to work (QC) from A.J.	V	
Additional comments: I request a copy of the map on aerial (on the various tables) be sent to me @ town of Queen Creek ATTN: Tom Narva 22350 S. Ellsworth Rd QC,AZ 85142 When public workshops complete. From F&G to H&L to south I show favorable w/o comment; from that point north is of more concern to me & the town of Q.C. In my opinion the most economical route would be: I, J, K, G, H, D, H, Z, AG, AS, AL My personal choice for route is: A, E, G, H, D, Y, Z, AG, AJ, AL Town of Queen Creek would like: A, B, F, H, D, Y, Z, AG, AJ, AL I will bring comment forms to others @ the town. I currently use AJ-Ironwood-Gantzel-Hunt-Attaway-287-87-10 frequently		B	Town would like this route but personally I favor E due to less impact on existing homes	W	Funding: No: not support/won't use I hate toll roads & will always avoid them!
		C	F to H seems better	X	
		D Favorable		Y Favorable	
		E Favorable		Z Favorable	
		F	Town would like this route	AA Unfavorable	
			Existing interchange area is a mess new @ AL better		
		G Favorable		AB	
		H Favorable		AC	
		I Favorable		AD	
		J Favorable		AE	
		K Favorable		AF	Response:
		L Unfavorable		AG Favorable	
		M Favorable		AH	
		N		AI	
		O		AJ Favorable	
		P		AK	
		Q		AL Favorable	
			stay away from AA		
		R		AM	
		S		AN	
		T		AO	

Name/ Date	Mtg/Comment Type	Comment				
Dennis D. Hall 12/7/11	Public Workshop	Segments:			U	Factors: Best connects to employment ctrs Lowest cost Best use of existing roads/hwys
	Comment Form	A			V	
Additional comments: as a former state prison employee. the need for a smoother, faster route to the florence prison complexes would be helpfull. Also to use as much existing road bed to help control cost.		B			W	
		C			X	
		D			Y	
		E			Z Favorable existing road way cheaper-rail line noise already their	
		F			AA	
		G			AB	
		H			AC	Funding: No: not support/won't use
		I Favorable straighter shot to florence			AD Favorable connect to 87	
		J Favorable straighter shot to florence			AE Favorable connect to 87	Depends on toll cost
		K			AF	
		L			AG	
		M			AH	
		N			AI	
		O Favorable straighter shot to florence			AJ	
		P			AK	Response: N/A
		Q Favorable straighter shot to florence			AL	
		R			AM Favorable closer access to florence	
		S			AN Favorable straighter shot to I-10	
		T			AO	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Donald E. Meadows	Public Workshop	Segments:		U	Factors: Best relieves traffic/hwys & frwys Best connects to cities/towns Best connects to other major routes
		A		V	
12/8/11	Comment Form	B		W	
Additional comments:		C		X	Funding: No: not support/won't use I travel existing roads three or more times per week. I would rather see a tax to support construction and maintenance.
		D		Y	
		E		Z	
		F		AA	
		G		AB	
		H		AC	
		I Favorable	Cost central access	AD Favorable	
		J Favorable	cost central access	AE	
		K		AF	
		L		AG	
		M		AH Favorable	Response: N/A
		N		AI	
		O Favorable	cost central access	AJ	
		P		AK Favorable	
		Q Favorable	cost central access	AL Favorable	
		R		AM Favorable	
		S		AN Favorable	
		T		AO	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment		
Gary W. Sethney 12/8/11	Public Workshop	Segments:		
	Comment Form	A Unfavorable	Could be alternate if connected to E	U Unfavorable
Additional comments:		B Unfavorable		V Unfavorable
		C Unfavorable		W Unfavorable
		D Unfavorable	to close to Sun City athem	X Unfavorable
		E Unfavorable	Could be alternate if connect to G & L to Q	Y
		F Unfavorable		Z
		G Unfavorable	Could be alternate if connected to L to Q	AA
		H Unfavorable	To close to Sun city anthem	AB
		I	Access to Apache Junction	AC
		J Favorable		AD
		K Unfavorable		AE
		L Unfavorable	Could be alternate if connected to G	AF
		M Unfavorable		AG
		N Unfavorable		AH
		O Favorable	Connect to I	AI
		P Unfavorable		AJ
		Q Favorable		AK
		R Unfavorable		AL
		S Unfavorable		AM
		T Unfavorable		AN
				AO
Factors: Best connects to cities/towns Least impact to planned developmt				
Funding: Yes: support tolled hwy Yes: use tolled hwy				
Response: N/A				

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Charles Tuomi 12/8/11	Public Workshop	Segments:			
	Comment Form	A Favorable	starts closer in to Phoenix/Mesa	V Unfavorable	Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
Additional comments: Not that concerned with south alignment		B Unfavorable	Bisects too much current development	W Unfavorable	
		C Unfavorable		X Unfavorable	
		D Unfavorable	Too close to our development	Y Unfavorable	
		E Favorable		Z Unfavorable	Funding: Yes: support tolled hwy Yes: use tolled hwy If a toll would get the project built faster I would support it. Toll would/should be no more than \$0.10 per mile.
		F Unfavorable		AA Unfavorable	
		G Favorable		AB Unfavorable	
		H Unfavorable		AC Unfavorable	
		I Unfavorable		AD Unfavorable	Response: N/A
		J Unfavorable		AE Unfavorable	
		K Unfavorable		AF Unfavorable	
		L Favorable		AG Unfavorable	
		M Unfavorable		AH Unfavorable	
		N Unfavorable		AI Unfavorable	
		O Unfavorable		AJ Unfavorable	
		P Unfavorable		AK Unfavorable	
		Q Favorable	500kv line already crews up future development, so put road there.	AL Favorable	If right of way exists-use it
		R Unfavorable		AM Favorable	
		S Unfavorable		AN Unfavorable	
		T Unfavorable		AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment				
William Pertzborn, Jr.	Public Workshop	Segments:				Factors: Best relieves traffic/local streets Lowest cost Least impact to existing developmt
		A	Favorable	Only option that is still centrally located	V Unfavorable see P	
12/8/11	Comment Form	B	Unfavorable	Travels thru very populated areas would get crowded with commuters	W Unfavorable see P	
		C	Unfavorable		X Unfavorable see P	
Additional comments:		D	Unfavorable		Y Unfavorable Too close to Coolidge	
		E	Favorable	More direct route to Q which is the only decent path	Z Unfavorable Takes over existing highway	
		F	Unfavorable		AA Unfavorable see Z	
		G	Favorable		AB Favorable Does not follow 500 KVA lines	
		H	Unfavorable	Path to close to Coolidge proper	AC Favorable Future path for Westport Mall	Funding: Yes: support tolled hwy Yes: use tolled hwy
		I	Unfavorable	Too far out of city might make sense in 20 years not now.	AD Favorable Connect to AC	
		J	Unfavorable	see I	AE Unfavorable	
		K	Unfavorable	see I	AF Unfavorable	
		L	Favorable	Quickest path to Q	AG Unfavorable	
		M	Unfavorable	see I	AH Favorable	
		N	Unfavorable	see I	AI Favorable	
		O	Unfavorable	see I	AJ Favorable	
		P	Unfavorable	Takes the road too close to florence	AK Unfavorable	Response: N/A
		Q	Favorable	exellent path. puts road central to both Coolidge and Florence	AL Favorable	
		R	Unfavorable	see I	AM Unfavorable	
		S	Unfavorable	see I	AN Unfavorable	
		T	Unfavorable	see I	AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment			
Lyle Piggott 12/8/11	Public Workshop	Segments:	U	Factors:	
	Comment Form	A	V	Best relieves traffic/hwys & frwys	
Additional comments:		B	W	Best connects to employment ctrs	
		C	X Favorable	Best access to areas of residential and Business-Industry	
		D	Y		
		E	Z		
		F	AA		
		G	AB		
		H	AC	Funding:	
		I	AD Favorable	Good & open	
		J	AE		
		K	AF		
		L	AG		
		M	AH Favorable	Connects AD & AK	
		N	AI		
		O	AJ		
		P	AK Favorable	Fast track is uncluttered	
		Q	AL Favorable	same as above	
		R	AM		
		S	AN		
		T	AO	Response: N/A	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment		
Gilbert Lopez 12/8/11	Public Workshop	Segments:	U	Factors: Best connects to employment ctrs Input rec'd from public Other
	Comment Form	A	V	
Additional comments:		B	W	
		C	X	
		D	Y	
		E	Z	
		F	AA	
		G	AB Favorable meets Coolidge sitting resolution	Funding: Yes: support tolled hwy Yes: use tolled hwy As we move foreward, wehave to look at all forsible alternatives, that will make this critical corridor a reality. This areas is a very important part of the Sun Corridor and also to the economic future of Central AZ.
		H	AC Favorable meets Coolidge sitting resolution	
		I	AD Favorable meets Coolidge sitting resolution	
		J	AE	
		K	AF	
		L	AG	
		M	AH Favorable meets Coolidge sitting resolution	
		N	AI	
		O	AJ	
		P	AK Favorable Preffered by Eloy.	Response: N/A
		Q	AL	
		R	AM	
		S	AN	
		T	AO	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Jill Dusenberry 12/8/11	Public Workshop	Segments:	U	Factors:	
	Comment Form	A	V	Best relieves traffic/hwys & frwys	
Additional comments:		B	W	Best connects to cities/towns	
		C	X	Input rec'd from local gov't	
		D	Y Unfavorable	would require additional Row. Eliminates businesses in Coolidge	
		E	Z Unfavorable	removes existing access roads	
		F	AA Unfavorable	removes existing access roads	
		G	AB Favorable		
		H	AC Unfavorable	Goes through Development Agreement	
		I	AD Favorable	Funding:	
		J	AE Unfavorable	To close to 87 and RR	
		K	AF Unfavorable	Too close to 87 and RR	
		L	AG Unfavorable		
		M	AH Favorable		
		N	AI Favorable		
		O	AJ Favorable		
		P	AK Favorable	Response:	
		Q	AL Favorable	N/A	
		R	AM Favorable		
		S	AN Favorable	preserves development agreements	
		T	AO Unfavorable		

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment				
Scott J. Bowles 12/8/11	Public Workshop	Segments:				Factors: Best connects to other major routes Input rec'd from local gov't Other
	Comment Form	A Unfavorable	Not approved by Town of Florence	V Favorable	Approved by Town of Florence	
Additional comments:		B Unfavorable	Not approved by Town of Florence	W Unfavorable	Not approved by Town of Florence	
		C Unfavorable	Not approved by Town of Florence	X Favorable	Would encourage much-needed traffic into the downtown area.	
		D Unfavorable	Not approved by Town of Florence	Y Unfavorable	Not approved by City of Coolidge	
		E Unfavorable	Not approved by Town of Florence	Z Unfavorable	Not approved by City of Coolidge	
		F Unfavorable	Not approved by Town of Florence	AA Unfavorable	Not approved by City of Coolidge	
		G Favorable	Approved by Town of Florence	AB Favorable	Approved by City of Coolidge	
		H Unfavorable	Not approved by Town of Florence	AC Unfavorable	Not approved by City of Coolidge	Funding: No: not support/won't use Tolled roads divert traffic. This route will greatly impact economic development, but a toll road will divert “customers” from the local economies.
		I		AD Favorable	Approved by City of Coolidge	
		J		AE Unfavorable	Not approved by City of Coolidge	
		K Favorable	Approved by Town of Florence	AF Unfavorable	Not approved by City of Coolidge	
		L Favorable	Approved by Town of Florence	AG Unfavorable	Not approved by City of Coolidge	
		M		AH Favorable	Approved by City of Coolidge	
		N		AI Unfavorable	Not approved by City of Coolidge	
		O Favorable	Approved by Town of Florence	AJ Unfavorable	Not approved by City of Coolidge	Response: N/A
		P Favorable	Approved by Town of Florence	AK Favorable	Approved by City of Coolidge	
		Q Unfavorable	Not approved by Town of Florence	AL Favorable	Approved by City of Coolidge	
		R		AM Unfavorable	Not approved by City of Coolidge	
		S Unfavorable	Not approved by Town of Florence	AN Favorable	Approved by City of Coolidge	
		T Unfavorable	Not approved by Town of Florence	AO Unfavorable	Not approved by City of Coolidge	

Name/ Date		Mtg/Comment Type	Comment				
Gary Fransen		Public Workshop	Segments:		U Unfavorable		Factors: Best connects to other major routes Least impact to planned developmt Best use of existing roads/hwys
12/8/11		Comment Form	A Favorable	Makes use of existing right of way. Currently carries very heavy traffic	V Unfavorable		
			B Favorable	Existing right of way	W Unfavorable		
Additional comments:			C	Curve adds to length and increases cost	X Unfavorable		
			D Favorable		Y Favorable Uses existing right of way Straightest route least impact on environment		
			E Unfavorable		Z Favorable uses existing right of way. straightest route		
			F Favorable	shortest, straightest route	AA Favorable uses existing right of way		
			G Unfavorable		AB Unfavorable Prefer existing routes to carving new routes		
			H Favorable	shortest, straightest	AC Unfavorable		
			I Unfavorable		AD Unfavorable		Funding: No: not support/won't use Toll roads would deter local users from taking them and continue to overload existing roads.
			J Unfavorable		AE Unfavorable		
			K Unfavorable		AF Unfavorable		
			L Unfavorable		AG Unfavorable		
			M Unfavorable		AH Unfavorable		
			N Unfavorable		AI Unfavorable		
			O Unfavorable		AJ Unfavorable		Response: N/A
			P Unfavorable		AK Unfavorable		
			Q Unfavorable		AL Unfavorable		
			R Unfavorable		AM Unfavorable		
			S Unfavorable		AN Unfavorable		
			T Unfavorable		AO Unfavorable		

Name/ Date	Mtg/Comment Type	Comment
Mary Ann Fransen	Public Workshop	Segments:
	Comment Form	A Favorable
Additional comments:		B Favorable
		C Unfavorable
		D Favorable
		E Unfavorable
		F Favorable
		G Unfavorable
		H Favorable
		I Unfavorable
		J Unfavorable
		K Unfavorable
		L Unfavorable
		M Unfavorable
		N Unfavorable
		O Unfavorable
		P Unfavorable
		Q Unfavorable
		R Unfavorable
		S Unfavorable
		T Unfavorable
		U Unfavorable
		V Unfavorable
		W Unfavorable
		X Unfavorable
		Y Unfavorable If connection to 87 were further south it would avoid business at south edge of town
		Z Favorable
		AA Favorable
		AB Unfavorable
		AC Unfavorable
		AD Unfavorable
		AE Unfavorable
		AF Unfavorable
		AG Unfavorable
		AH Unfavorable
		AI Unfavorable
		AJ Unfavorable
		AK Unfavorable
		AL Unfavorable
		AM Unfavorable
		AN Unfavorable
		AO Unfavorable
		Factors: Best connects to other major routes Least impact to existing developmt Best use of existing roads/hwys
		Funding: No: not support/won't use
		Response: N/A

Name/ Date	Mtg/Comment Type	Comment				
Dale Vogelgesang	Public Workshop	Segments:				
		A Favorable	Uses existing Roadway	U Unfavorable	Could be an option	Factors: Best relieves traffic/hwys & frwys Best connects to employment ctrs Best connects to cities/towns Least impact to existing developmt Least impact to planned developmt
12/8/11	Comment Form	B Unfavorable	To close to existing Residences	V Favorable	More direct and keeps the freeway away from housing	
		C Unfavorable		W Unfavorable		
		D Unfavorable	To close to Merrill Ranch	X Favorable	Gives Florence an excellent access.	
Additional comments: I would be in favor of using Hunt Highway if the Roadway could be moved West as I have dran on the map and marked CI		E Favorable		Y Unfavorable	Bring freeway to close on North portion	Funding: Yes: support tolled hwy Yes: use tolled hwy The freeway is needed and a toll is a good option to get things started ASAP.
		F Unfavorable	To close to existing Housing	Z Unfavorable		
		G Favorable		AA Unfavorable		
		H Unfavorable	Brings freeway to close to Merrill Ranch existing housing	AB Favorable		
		I Unfavorable		AC Favorable		Response: N/A
		J Unfavorable		AD Favorable		
		K Unfavorable		AE Unfavorable		
		L Favorable		AF Unfavorable		
		M Unfavorable	To far out	AG Unfavorable		
		N Unfavorable	To far out	AH Favorable		
		O Unfavorable		AI Favorable		
		P Favorable	Takes freeway away from housing development	AJ Favorable		
		Q Unfavorable	To close to Merrill Ranch community	AK Unfavorable		
		R Unfavorable	To far East	AL Favorable		
		S Unfavorable	To far East	AM Unfavorable	Could be an option	
		T Unfavorable		AN Unfavorable	Could be an option	
				AO Unfavorable	Could be an option	

Name/ Date	Mtg/Comment Type	Comment				
Charlie Anderson	Public Workshop					
	12/8/11					
Additional comments:						
		Segments:		U	Unfavorable	Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
		A	Unfavorable Leave existing large roads for ER bypass road(s) alternatives	V	Unfavorable	
		B	Unfavorable same	W		
		C	Unfavorable same	X		
		D	Unfavorable	Y	Unfavorable Need to have a Freeway by-pass road for	Funding: No: not support/won't use Once tolls get started for special projects like this, they never go away. I wouldn't save anytime or miles by using this route for my daily commute.
		E	Unfavorable	Z	Unfavorable same as above	
		F	Unfavorable	AA	Unfavorable same as above	
		G	Unfavorable	AB		
		H	Unfavorable	AC	Unfavorable	Response: N/A
		I		AD		
		J	Unfavorable	AE	Unfavorable	
		K	Unfavorable	AF	Unfavorable	
		L	Unfavorable	AG	Unfavorable	
		M		AH		
		N	Unfavorable	AI		
		O	Unfavorable	AJ		
		P	Unfavorable	AK		
		Q	Unfavorable	AL		
		R		AM		
		S		AN		
		T		AO		

Name/ Date	Mtg/Comment Type	Comment			
Jim Nadeau 12/8/11	Public Workshop	Segments:			
	Comment Form	A Unfavorable	Ironwood already is a good surface road	V Unfavorable	Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to cities/towns
		B Unfavorable	see A	W Unfavorable	
		C Unfavorable	I've eliminated A & B	X Unfavorable	
		D Favorable		Y Favorable	
Additional comments: A&B Ironwood is a good road that provides an alternative route for locals. I'm very impressed with the valleys surface routes such as Baseline, Southern, Ellsworth, Power, Etal. Please consider a new route		E Unfavorable	I've eliminated A	Z Favorable	
		F Unfavorable	I've eliminated A & B	AA Favorable	
		G Favorable		AB Favorable	
		H Favorable		AC Favorable	
		I Favorable		AD Favorable	Funding: No: not support/won't use
		J Favorable		AE Unfavorable	
		K Favorable		AF Unfavorable	
		L Unfavorable		AG Unfavorable	
		M Unfavorable		AH Favorable	Response: N/A
		N Unfavorable		AI Favorable	
		O Favorable		AJ Favorable	
		P Unfavorable		AK Favorable	
		Q Favorable		AL Favorable	
		R Unfavorable		AM Favorable	
		S Unfavorable		AN Favorable	
		T Unfavorable		AO Favorable	

Name/ Date	Mtg/Comment Type	Comment		
Stacy Brimhall	Public Workshop	Segments:	U	Favorable
		A	V	Unfavorable
12/8/11	Comment Form	B Unfavorable	W	Unfavorable
		C Unfavorable	X	Favorable
Additional comments:		D Unfavorable	Y	Unfavorable
		E	Z	Unfavorable
		F Unfavorable	AA	Unfavorable
		G Unfavorable	AB	Favorable
		H Unfavorable	AC	Unfavorable
		I	AD	Favorable
		J	AE	Unfavorable
		K Unfavorable	AF	Unfavorable
		L Unfavorable	AG	Unfavorable
		M	AH	Favorable
		N	AI	Unfavorable
		O Favorable	AJ	Unfavorable
		P Favorable	AK	Favorable
		Q Unfavorable	AL	Favorable
		R Unfavorable	AM	Unfavorable
		S Unfavorable	AN	Favorable
		T Unfavorable	AO	Unfavorable
			Factors:	
			Funding:	
			Yes: support tolled hwy	
			Response:	
			N/A	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment		
Jeff Moser	Public Workshop	Segments:		
		A Unfavorable	U Unfavorable	Factors: Least impact to existing developmt Input rec'd from public Input rec'd from local gov't
12/8/11	Comment Form	B Unfavorable	V Favorable	
Additional comments:		C Unfavorable	W Unfavorable	
		D Unfavorable	X Favorable	
		E Unfavorable	Y Unfavorable	
		F Unfavorable	Z Unfavorable	
		G Unfavorable	AA Unfavorable	
		H Unfavorable	AB Favorable	Funding: No: not support/won't use
		I Favorable	AC Unfavorable	
		J Favorable	AD Favorable	
		K Unfavorable	AE Unfavorable	
		L Unfavorable	AF Unfavorable	
		M Unfavorable	AG Unfavorable	
		N Unfavorable	AH Favorable	
		O Favorable	AI Unfavorable	
		P Favorable	AJ Unfavorable	Response: N/A
		Q Unfavorable	AK Favorable	
		R Unfavorable	AL Favorable	
		S Unfavorable	AM Unfavorable	
		T Unfavorable	AN Favorable	
			AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment			
Louis Demarino 12/8/11	Public Workshop	Segments:		U	Factors: Best relieves traffic/local streets Best connects to cities/towns Best connects to other major routes
	Comment Form	A Favorable	Best way to go to 60 from Anthem	V	
Additional comments:		B Favorable	Best way to get to 60 from Anthem	W	
		C Favorable	This could work as well as H	X	
		D Favorable	Best way to go to 60 from Anthem	Y Favorable	Best way to go to I10 to from Anthem
		E		Z Favorable	Best way to go to I10 from Anthem
		F Favorable	Best way to go to 60 from Anthem	AA Favorable	Best way to go to I10 from Anthem
		G		AB	Funding: Yes: support tolled hwy Yes: use tolled hwy
		H Favorable	Best way to go to 60 from Anthem	AC	
		I		AD	
		J		AE	
		K		AF	Response: N/A
		L		AG	
		M		AH	
		N		AI	
		O		AJ	
		P		AK	
		Q		AL	
		R		AM	
		S		AN	
		T		AO	

Name/ Date	Mtg/Comment Type	Comment				
Carol Pearson 12/8/11	Public Workshop	Segments:			U Unfavorable	Factors: Best connects to other major routes Least impact to existing developmt Best use of existing roads/hwys
	Comment Form	A Favorable	Continuation of “B” closer to 202 intersecting existing R/W	V Unfavorable	existing agriculture area. impacts natural area	
Additional comments:		B Favorable	Good access o Airport in Mesa existing R/W	W Unfavorable	existing agriculture area. impacts natural area	
		C		X Unfavorable	to close in proximity for comfort. Road noise and poss. congestion also disruption to agriculsture cond.	Funding: No: not support/won't use
		D Favorable	existing R/W	Y Favorable	existing R/W	
		E		Z Favorable	existing R/W	
		F Favorable		AA Favorable	Uses existing Hwy & R/W	
		G		AB		
		H Favorable		AC		
		I Unfavorable		AD		
		J Unfavorable		AE		
		K		AF		
		L		AG		
		M		AH		Response: N/A
		N Unfavorable		AI		
		O Unfavorable		AJ		
		P Unfavorable		AK		
		Q Unfavorable		AL		
		R Unfavorable	impacts natural areas.	AM		
		S Unfavorable	impacts natural areas.	AN		
		T Unfavorable	existing a agriculture area impacts natural area	AO		

Name/ Date	Mtg/Comment Type	Comment					
Mitch Pearson	Public Workshop	Segments:			U		Factors: Best connects to other major routes Least impact to existing developmt Best use of existing roads/hwys
12/8/11	Comment Form	A Favorable	Direct, established route		V		
		B Favorable	D, F, N, below and access to gateway airport		W Unfavorable	See o above	
Additional comments:		C		X			
		D Favorable	Follows present traffic patterns and accesses most municipalities		Y Favorable	Same as AA, A below and most direct route	
		E		Z Favorable	Same as AA Below		
		F Favorable	See D, above and H below		AA Favorable	Currently the traffic pattern-least change	
		G		AB			
		H Favorable	See D above and ease of access from Hunt Highway		AC		Funding: No: not support/won't use
		I		AD			
		J		AE			
		K		AF			
		L		AG			
		M		AH			
		N		AI			
		O Unfavorable	Impact agricultural areas		AJ		
		P Unfavorable	see o above		AK		Response: N/A
		Q		AL			
		R		AM			
		S		AN			
		T Unfavorable	see o above		AO		

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment				
Zak Solberg Draskovich	Public Workshop	Segments:				
	12/8/11	Comment Form				
Additional comments: I personally would like to see the road made as much strait line as practicable. I think the fewer the curves-the more even the flow of traffic & I also think the straighter roads will save lives during Haboobs & Low intensity dust storms.		A Favorable	I see no cause for objection to this	U Favorable	Saves homeowner complaints if any	Factors: Best relieves traffic/local streets Best connects to other major routes Lowest cost
		B Favorable	Already is high noise area from the R.R.	V Favorable	Access brings Development.	
		C Favorable	Might save money over buying Gila Land	W Favorable	Cannot Do much else w/this area.	
		D Favorable	Area already has lots of traffic	X Favorable	Bring more \$ from Tourists for Florence	
		E Favorable	Leaves local traffic roads as they are.	Y Favorable	Strait Line Run. Much roadway already there.	
		F Favorable	Already High noise area	Z Favorable	Strait Run-High Traffic area	
		G Favorable	Already an area with noise, etc.	AA Favorable	Strait Run high Traffic area.	
		H Favorable	Pickup traffic from Magic Ranch easier.	AB Favorable	Would make easy access for the Developments.	
		I Favorable	I assume land would be cheaper than private or rez.	AC Favorable	Area is unused (virtually) now.	Funding: No: not support/won't use I was raised in an area w/Toll roads (midwest) and I despised them-I still do and would not use it. I would drive 30+ miles out of my way to avoid a toll. As a young adult I would get out of my car-cover my plates & run the tolls.
		J Favorable	Avoids potential Hazards-Flood etc.	AD Favorable	Probably avoids potential hazards	
		K Favorable	I see no reason to object.	AE Favorable	Probably avoids potential hazards & pollution of Reservoir	
		L Favorable	Will probably bring more development.	AF Favorable	Parallels existing road-people could have a choice.	
		M Favorable	obviously an area where this is Feasible.	AG Favorable	Again already a high noise area.	
		N Favorable	Seems fairly straight.	AH Favorable	Again strait Run.	
		O Favorable	Again, Fairly straight run-lower maintenance.	AI Favorable	Again strait Run.	
		P Favorable	Again-easy access usually brings more development.	AJ Favorable	Moves, noise away from developed areas-might bring more devel.	
		Q Favorable	Again seems a compatible use for the area.	AK Favorable	Again fairly strait. Leaves more desert for view East & West	Response: N/A
		R Favorable	Strait run-state trust should save \$.	AL Favorable	Again in strait Run.	
		S Favorable	Again State Trust Land.	AM Favorable	Already R.O.W for SRP-Why not no one else can use This area.	
		T Favorable	Again Access to Hwy's brings more development.	AN Favorable	Avoids complications of P.C. planned area	
				AO Favorable	Avoids potential problems w/cultural areas, Lawsuits, work stoppage, etc.	

Name/ Date	Mtg/Comment Type	Comment				
Anonymous 12/8/11	Public Workshop	Segments:				
	Comment Form	A	Favorable	good connection to 60	U Favorable	good link to set to AZ Farms Road
Additional comments: The best route would avoid Hunt Highway and Highway 79. We need these existing highways in addition to a new ADOT freeway. Also, need to intersect AZ Farms Road in an area that will attract future retail and commercial development.		B	Favorable	serves people of San Tan Valley	V Favorable	good link to AZ Farms Road
		C	Unfavorable	To close to Hunt	W Favorable	Crazy! wrong side of Magma Dam!
		D	Unfavorable	Too close to Hunt	X Favorable	goes around planned housing good option.
		E	Favorable	serves people in San Tan Valley	Y	
		F	Unfavorable	Too close to Railroad	Z	
		G	Favorable	Great location. In between 79 & Hunt	AA	
		H	Unfavorable	Cuts through existing housing	AB	
		I	Unfavorable	too far to the east	AC	
		J	Unfavorable	too far to the east	AD	
		K	Unfavorable	too close to 79	AE	
		L	Favorable	Good crossing at AZ Farms Road	AF	
		M	Unfavorable	Too far to the east	AG	
		N	Unfavorable	Too far to the east	AH	
		O	Favorable	good location if it connects to 60	AI	
		P	Favorable	good connection to AZ Farms Road	AJ	
		Q	Unfavorable	Cuts through planned housing	AK	
		R	Unfavorable	too far to the east	AL	
		S	Unfavorable	too close to 79	AM	
		T	Unfavorable	too close to 79, military reservation and Magma Dam	AN	
					AO	
					Factors: Best connects to other destinations Best connects to cities/towns Least impact to existing developmt	
					Funding: No: not support/won't use	
					Response: N/A	

Name/ Date	Mtg/Comment Type	Comment		
Hillary Douglas	Public Workshop	Segments:		
		U Favorable	Factors:	
12/8/11	Comment Form	A Unfavorable	V Favorable	Best relieves traffic/local streets
		B Unfavorable	W Unfavorable	Best connects to cities/towns
Additional comments:		C Unfavorable	X Favorable	Input rec'd from local gov't
		D Unfavorable	Y Unfavorable	
		E Favorable	Z Unfavorable	
		F Favorable	AA Unfavorable	
		G Favorable	AB Favorable	
		H Unfavorable	AC Favorable	Funding:
		I Favorable	AD Favorable	Yes: support tolled hwy
		J Favorable	AE Unfavorable	Yes: use tolled hwy
		K Favorable	AF Unfavorable	
		L Favorable	AG Unfavorable	
		M Unfavorable	AH Favorable	
		N Unfavorable	AI Favorable	
		O Favorable	AJ Favorable	
		P Favorable	AK Favorable	Response:
		Q Unfavorable	AL Favorable	N/A
		R Unfavorable	AM Favorable	
		S Unfavorable	AN Favorable	
		T Unfavorable	AO Unfavorable	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment				
Mark Eckhoff 12/8/11	Public Workshop	Segments:				
	Comment Form	A Unfavorable	Need to preserve ex. surface arterial.	U Favorable	An alternate route to V	Factors: Best relieves traffic/local streets Best connects to employment ctrs Best connects to cities/towns
Additional comments: 1. Add segment for E to connect to SR24 or 202. 2. Please consider multi-modal options. 3. Please recognize adopted preferences of local communities, such as Florence. 4. Need to figure out how the N-S will tie into the 24. 5. Analyze if NS and 24 built, is the US60 re-route still necessary? 6. Avoid impacting Magna Dam and Florence Military Reservation.		B Unfavorable	This arterial too critical to lose. Impacts ex. devel.	V Favorable	An alternate route to U	
		C Unfavorable	Florence bypass devastating. Loss of critical arterial. Impacts ex. devel.	W Unfavorable	See T	
		D Unfavorable	See C above. This route would hurt Florence.	X Favorable	Most critical segment for long term sustainability of Florence.	
		E Favorable	If connected to SR 24 or 202.	Y Unfavorable	Bypasses Florence	
		F Favorable	only if it connects to L	Z Unfavorable	Lose 87 w/ this option.	
		G Favorable	Keeps route W of CAP and could connect to SR 24.	AA Unfavorable	Lose 87 w/ this option.	
		H Unfavorable	Dues not seem to be consistent w/ travel models.	AB Favorable	works with Florence alignment	
		I Favorable	connects to 60, though better options connect to SR 24 or 202	AC Favorable	works with Florence alignment	Funding: Yes: support tolled hwy Yes: use tolled hwy A toll facility is far more profitable to no facility.
		J Favorable	Works with preferred Florence alignment.	AD Favorable	Would work with Florence alignment	
		K Favorable	Optional route to get to 60.	AE Unfavorable	better alternatives (not much left of reservoir)	
		L Favorable	Works with most of Florence alignment and consistent with travel models.	AF Unfavorable	better alternatives	
		M Unfavorable	Favors unrealistic eastern routes T and W	AG Unfavorable	better alternatives	Response: N/A
		N Unfavorable	Better to connect to SR 24, 60 or 202	AH Favorable	Better than options to west	
		O Favorable	Works with Florence alignment.	AI Favorable	option to AK	
		P Favorable	Works with Florence alignment.	AJ Favorable	option to AK	
		Q Unfavorable	Further divides AMR and Merrill Ranch.	AK Favorable	works with AL	
		R Unfavorable	Poor start lend location.	AL Favorable	good term invs	
		S Unfavorable	Too far east and away from near & mid-term growth areas.	AM Favorable	could work with X	
		T Unfavorable	Costly. Dam impacts. FMR impacts. Not serving growth areas. Loss of econ. devel.	AN Favorable	works with Florence alignment and AL	
				AO Unfavorable	might work if still connects to X and avoid landfill	

Name/ Date	Mtg/Comment Type	Comment			
Twyn Armstrong 12/8/11	Public Workshop	Segments:			
	Comment Form	A Unfavorable	Does not increase road	U Unfavorable	Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to other major routes Least impact to existing developmt
Additional comments:		B Unfavorable	same.	V Unfavorable	
		C Unfavorable	same.	W	
		D Unfavorable	same.	X Unfavorable	
		E Unfavorable	same.	Y Unfavorable	Funding: Yes: support tolled hwy Yes: use tolled hwy
		F Unfavorable	same.	Z Unfavorable	
		G Unfavorable	same.	AA Unfavorable	
		H		AB Unfavorable	
		I Favorable	new road	AC Unfavorable	Response: N/A
		J Favorable	same.	AD Favorable	
		K Unfavorable		AE Unfavorable	
		L Unfavorable		AF Unfavorable	
		M Unfavorable		AG Unfavorable	
		N Favorable		AH Favorable	
		O Favorable	new rod	new rod.	
		P Unfavorable		AI Favorable	
		Q Favorable		AJ Favorable	
		R		new rod.	
		S		AK Unfavorable	
		T Unfavorable		AL Favorable	
				AM Favorable	
				AN Unfavorable	
				AO Unfavorable	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Anonymous 12/8/11	Public Workshop	Segments:			
	Comment Form	A Favorable	direct route-use existing situation	U Unfavorable	Factors: Best relieves traffic/hwys & frwys Lowest cost Least impact to natural areas/open space
Additional comments:		B Favorable	direct route-use existing situation	V Unfavorable	
		C Favorable	direct route	W Unfavorable	
		D Favorable	direct route	X Unfavorable	
		E		Y	Funding: Yes: support tolled hwy Yes: use tolled hwy For occasional use only. See additional comment. Toll roads in Denver have not produced the income anticipated. Care needs to be taken in not over estimating income if a toll highway is constructed.
		F		Z	
		G		AA	
		H		AB	
		I		AC	
		J		AD	
		K		AE	
		L		AF	
		M		AG	
		N		AH	
		O		AI	Response: N/A
		P Unfavorable		AJ	
		Q		AK	
		R Unfavorable		AL	
		S Unfavorable		AM	
		T Unfavorable		AN	
				AO	

Name/ Date	Mtg/Comment Type	Comment			
Earl Stegman 12/8/11	Public Workshop	Segments:			
	Comment Form	A Favorable	U Unfavorable	Factors: Best connects to other major routes Least impact to existing developmt Best use of existing roads/hwys	
Additional comments:		B Favorable	V Unfavorable		
		C Favorable	W Unfavorable		
		D Favorable	X Unfavorable	Negative impact on florence Gardens & visbz idermesz	
		E Favorable	Y Favorable		
		F Favorable	Z Favorable		
		G Favorable	AA Favorable		
		H Favorable	AB	Funding: No: not support/won't use	
		I Favorable	AC Favorable		
		J Favorable	AD Favorable		
		K Favorable	AE		
		L Favorable	AF		
		M Unfavorable	AG		
		N Unfavorable	AH		
		O Favorable	AI		
		P Unfavorable	AJ	Response: N/A	
		Q Favorable	AK		
		R Unfavorable	AL		
		S Unfavorable	AM Favorable		
		T Unfavorable	AN Unfavorable		
			AO Unfavorable		

Name/ Date	Mtg/Comment Type	Comment		
Leo Strait 12/8/11	Public Workshop	Segments:		
	Comment Form	A Favorable	most direct	U
Additional comments: How many access roads to service roads? Would like a copy of table map if possible.		B Favorable	most direct	V
		C		W
		D Favorable		X
		E		Y Favorable
		F Favorable		Z Favorable
		G		AA Favorable
		H Favorable		AB
		I		AC
		J		AD
		K		AE
		L		AF
		M		AG
		N		AH
		O		AI
		P		AJ
		Q		AK
		R		AL
		S		AM
		T		AN
				AO
		Factors: Best relieves traffic/local streets Best connects to other destinations Best use of existing roads/hwys		
		Funding: Yes: use tolled hwy		
		Response:		

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Maryann Kaczmarek	Public Workshop	Segments:			U
		A			V Unfavorable devalues homes
12/8/11	Comment Form	B			W
Additional comments: put Hwy on an angel so it intersects I -10 at Oro Valley, Picture Rocks, Tucson. Rds. already exist according to this map. It would not save time. the current plan will disrupt existing developments. Putting the Hwy on an angel would cut a cross open unused land with less devaluation of property.		C			X Unfavorable no easy access
		D			Y
Partnership with private entity-” Private entity” must post bond in case they claim “bankruptcy” after they get the funds & stick taxpayers with the cost.		E			Z
		F			AA
		G			AB
		H	Unfavorable	would cause more of devaluation of property.	AC
		I	Favorable	less dirsruptive	AD
		J	Favorable	less disruptive	AE
		K			AF
		L			AG
		M			AH
		N			AI
		O			AJ
		P	Unfavorable	disrupts developments devalues homes.	AK
		Q	Unfavorable	devalues homes	AL
		R	Favorable	use vacant land	AM
		S	Favorable	uses vacant land	AN
		T	Unfavorable	too costly	AO
					Factors: Best relieves traffic/local streets Lowest cost Least impact to existing developmt
					Funding: No: not support/won't use Maximize taxes & fed money other than putting yet another fiancial burden on tax payers. avoid overspending and assign contract to lowest bidder. not friends, family or “special interest”. Do not raises taxes & fund this. Enough with unethical politicians
					Response: N/A

Name/ Date	Mtg/Comment Type	Comment			
Dorian Espinoza	Public Workshop	Segments:			
		A Unfavorable	U Unfavorable	Factors: Best relieves traffic/local streets Best connects to other destinations Best connects to cities/towns Best connects to other major routes Least impact to existing developmt Best use of existing roads/hwys Other	
12/8/11	Comment Form	B Unfavorable	V Unfavorable		
Additional comments: You can run it down the 87 then get on 287 and from there take route Q:		C Unfavorable	W Unfavorable	Funding: No: not support/won't use People would just avoid it so no use building it	
		D Unfavorable	X Unfavorable		
		E Unfavorable	Y Unfavorable		
		F Unfavorable	Z Favorable		
		G Unfavorable	AA Favorable		
		H Unfavorable	AB Favorable		
		I Favorable	AC Favorable		
		J Unfavorable	AD Favorable		
		K Unfavorable	AE Favorable		
		L Unfavorable	AF Favorable		
		M Favorable	AG Unfavorable		
		N Favorable	AH Unfavorable		
		O Favorable	AI Unfavorable		
		P Unfavorable	AJ Unfavorable		
		Q Favorable	AK Unfavorable	Response: N/A	
		R Unfavorable	AL Unfavorable		
		S Unfavorable	AM Unfavorable		
		T Unfavorable	AN Unfavorable		
			AO Unfavorable		

Name/ Date	Mtg/Comment Type	Comment			
Jack Hamilton	Public Workshop	Segments:			
		U	Unfavorable	Factors:	
12/8/11	Comment Form	A	Unfavorable Heavy population	V	Unfavorable
		B	Unfavorable	W	Unfavorable
Additional comments:		C	Unfavorable	X	Unfavorable
		D	Unfavorable Road already there.	Y	Unfavorable
		E	Unfavorable	Z	Unfavorable
		F		AA	
		G		AB	Unfavorable
		H	Unfavorable	AC	Unfavorable
		I	Favorable will need to widen 60.	AD	Favorable
		J	Favorable	AE	Unfavorable
		K	Unfavorable	AF	Unfavorable
		L	Unfavorable	AG	Unfavorable
		M	Unfavorable	AH	Favorable
		N	Unfavorable	AI	Unfavorable
		O	Favorable	AJ	Unfavorable
		P	Unfavorable	AK	Favorable
		Q	Favorable	AL	Favorable
		R	Unfavorable to far out east	AM	Unfavorable
		S	Unfavorable	AN	Favorable
		T	Unfavorable to far out east	AO	Favorable
				Funding:	
				No: not support/won't use	
				Response:	
				N/A	

Name/ Date	Mtg/Comment Type	Comment				
Barbara Hamilton	Public Workshop					
	12/8/11					
Additional comments:						
In general use most direct routes						
-avoid areas of development or						
cultural items.						
-make use of open lands.						
		Segments:		U	Unfavorable	Factors: Best relieves traffic/hwys & frwys Best connects to other major routes Least impact to existing developmt
		A Unfavorable	Too much development in place.	V	Unfavorable	
		B Unfavorable		W	Unfavorable	
		C Unfavorable	Not necessary	X	Unfavorable	Too close to development Florence gardens
		D Unfavorable		Y	Unfavorable	
		E Unfavorable		Z	Unfavorable	
		F Unfavorable		AA		
		G Unfavorable		AB	Unfavorable	
		H Unfavorable		AC	Unfavorable	Funding: No: not support/won't use
		I Favorable	Takes advantage of Hwy 60 already in place	AD	Favorable	
		J Favorable		AE	Unfavorable	
		K Unfavorable		AF	Unfavorable	
		L Unfavorable		AG	Unfavorable	
		M Unfavorable		AH	Favorable	
		N Unfavorable		AI	Unfavorable	
		O Favorable		AJ	Unfavorable	Response: N/A
		P Unfavorable		AK	Favorable	
		Q Favorable		AL	Favorable	
		R Unfavorable		AM	Unfavorable	
		S Unfavorable		AN	Favorable	
		T Unfavorable		AO	Favorable	

Name/ Date	Mtg/Comment Type	Comment		
Dale Gastaldin 12/8/11	Public Workshop	Segments:		
	Comment Form	A Favorable	use of exist Hwy.	U
Additional comments: Use of exist Hwys or roads would only work if exist. Communities did not have to be bought out for road R/W as the cost would be excessive.		B Favorable	use of exist Hwy.	V
		C		W
		D Favorable	services large development area at Merrill ranch.	X
		E Favorable	Faster more direct route south	Y
		F Favorable	Better direct route south	Z
		G Favorable	Better direct route south	AA
		H Favorable	Better direct route south	AB
		I Favorable	Better direct route south	AC
		J Favorable	Use of new 60 relocation	AD
		K Favorable	Better direct route south	AE
		L		AF
		M		AG
		N		AH
		O Favorable	Better direct route south	AI
		P		AJ
		Q Favorable	Better direct route south	AK
		R		AL
		S		AM
		T		AN
				AO
				Factors: Best connects to other destinations Best connects to other major routes Best use of existing roads/hwys
				Funding: Yes: support tolled hwy Yes: use tolled hwy
				Response: N/A

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Name/ Date	Mtg/Comment Type	Comment			
Sharon Gastaldin	Public Workshop	Segments:		U	Factors: Best connects to other destinations Best connects to other major routes Best use of existing roads/hwys
	Comment Form	A Favorable	use of existing hwy	V	
B Favorable		use of existing hwy	W		
C		X			
D Favorable		services large population area	Y		
E		Z			
F Favorable		Reduces traffic on Hunt Hwy	AA		
G Favorable		faster route to Hwy 60/Apache Junc. & Gold Canyon	AB		
H Favorable		faster route to alternative route F/B & A instead of Hunt Hwy	AC	Funding: Yes: support tolled hwy Yes: use tolled hwy	
I Favorable		faster route to Apache Junction	AD		
J Favorable		faster route to Apache Junction	AE		
K Favorable		faster route to Apache Junction/Hwy 60/Gold Canyon	AF		
L		AG			
M		AH			
N Favorable		faster route to Gold Canyon.	AI		
O Favorable		more direct faster route to	AJ		
P		AK	Response: N/A		
Q Favorable		AL			
R		AM			
S		AN			
T		AO			

Factors:
Best connects to other destinations
Best connects to other major routes
Best use of existing roads/hwys

Funding:
Yes: support tolled hwy
Yes: use tolled hwy

Response:
N/A

Name/ Date	Mtg/Comment Type		Comment	
Brian Espinoza 12/8/11	Public Workshop	Segments:		U
	Comment Form	A		V
Additional comments:		B		W
		C		X
		D		Y
		E		Z
		F		AA
		G		AB
		H		AC
		I Favorable	Leads directly to US60	AD Favorable All farm but that is not going to be used for houses
		J Favorable	Perfect for everybody	AE
		K		AF
		L		AG
		M		AH Favorable No housing developments that will be affected
		N		AI
		O Favorable	Doesn't bother anything much no houses	AJ
		P		AK Favorable Close to developments that it can be used to travel.
		Q Favorable	close to me doesn't bother many other area's and 500KW Line is located next to it	AL Favorable No developments nearby that could be affected
		R		AM
		S		AN Favorable Close to the Coolidge Airport supposed to be new airport so it would be logical to put it next to it.
		T		AO

Name/ Date	Mtg/Comment Type	Comment			
Josh Bagley	Public Workshop	Segments:		U Favorable	Factors: Best connects to employment ctrs Best connects to cities/towns Other
12/12/11	Comment Form	A Unfavorable	V Favorable		
		B Unfavorable	W Unfavorable		
Additional comments: support what the citys support, support commurseal development		C Unfavorable	X Unfavorable		
		D Unfavorable	Y Unfavorable		
		E Unfavorable	Z Unfavorable		
		F Unfavorable	AA Unfavorable		
		G Favorable	AB Favorable		
		H Unfavorable	AC Favorable	Funding: Yes: use tolled hwy	
		I Favorable	AD Favorable		
		J Favorable	AE Favorable		
		K Unfavorable	AF Favorable		
		L Unfavorable this well become major commusale area & Florence supports it	AG Favorable		
		M Unfavorable	AH Favorable		
		N Favorable	AI Favorable		
		O Favorable The city of Florence supports this area & will create employment & commrseat	AJ Favorable		
		P Favorable	AK Favorable	Response: N/A	
		Q Unfavorable	AL Favorable		
		R Unfavorable	AM Favorable		
		S Unfavorable	AN Favorable		
		T Unfavorable	AO Favorable		

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Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment				
Charles Vogel 12/12/11	Public Workshop	Segments:				U
	Comment Form	A Unfavorable	Disruption w/ existing traffic-appears more costly might piss off a bunch of citizens	V		Factors: Best relieves traffic/local streets Least impact to existing developmt
Additional comments: tried to stay away from existing roads and citizenery straightest route		B Unfavorable	same w/a	W Unfavorable	Appears to be in flood plain of diversion dam	
		C Unfavorable	Too Indirect	X Favorable	Helps entry to Florence approach	
		D Unfavorable		Y Unfavorable		
		E		Z Unfavorable		
		F		AA		
		G		AB Favorable	similar to AM-AD AM-no preferrable to disruption on Felix Rd w/AB	Funding: No: not support/won't use
		H		AC Favorable	similar w/AN east of existing power plant	
		I Favorable		AD Favorable	logical connection w/AC-AN	
		J		AE		
		K		AF		
		L		AG		
		M Favorable	want to move further east	AH Favorable	Furthest from existing SR87	
		N		AI Unfavorable	Disruption to local traffic & existingfarm operations & Vail Rd.	
		O		AJ		
		P		AK Favorable	Least disruptive & straighter path to pt 5 junction	Response: N/A
		Q		AL Favorable	Furthest away from SR87 & local traffic	
		R	Furthest eastern route and more central to N/S corridor	AM Favorable	Best location for straight line-should be cheapest of 3 alt. legs could disrupt local traffic on Valley Farms	
		S Favorable		AN Favorable	Similar W/AC Furthest from Power Plant in Randolph	
		T Favorable	stays on west side of magma diversion dam	AO Favorable	Best location to minimize impact on locals preferable to AM-AB	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Jane Vogel	Public Workshop				
12/12/11	Comment Form	Segments:		U	Factors: Best relieves traffic/local streets Least impact to existing developmt Input rec'd from public
		A Unfavorable	Ironwood will be a good surface street as the freeway	V	
		B Unfavorable	already too well travelled-heavy traffic	W Unfavorable	to close to E side of Magma Dam.
Additional comments:		C		X	Favorable
		D Unfavorable	To close to Sun city Anthem-our home	Y	Unfavorable existing residences also 87 is a good alternate to Gilbert/Chandler
		E		Z	Unfavorable same as Y
		F		AA	
		G		AB	Favorable
		H Unfavorable	Too close to residential	AC	Funding: No: not support/won't use
		I	Favorable easily accessible from W60 & e60 to go South not too close to homes yet.	AD	
		J		AE	
		K		AF	
		L Unfavorable	proposed development com'l & residential	AG	
		M	Favorable	AH	Favorable
		N		AI	Favorable
		O		AJ	Favorable
		P Unfavorable	existing homes	AK	Response: N/A
		Q Unfavorable	Too close to Sun City, Anthem-our home	AL	
		R		AM	
		S	Favorable	AN	Favorable
		T	Favorable	AO	

Name/ Date	Mtg/Comment Type	Comment
Kay Stoneburner 12/12/11	Public Workshop	<div><div>Segments:</div><div>U</div></div>
	Comment Form	<div><div>A</div><div>V Favorable</div></div>
Additional comments:		<div><div>B</div><div>W</div></div>
		<div><div>C</div><div>X Favorable</div></div>
		<div><div>D</div><div>Y</div></div>
		<div><div>E</div><div>Z</div></div>
		<div><div>F</div><div>AA</div></div>
		<div><div>G</div><div>AB</div></div>
		<div><div>H</div><div>AC</div></div>
		<div><div>I Favorable</div><div>AD</div></div>
		<div><div>J Favorable</div><div>AE</div></div>
		<div><div>K</div><div>AF</div></div>
		<div><div>L</div><div>AG</div></div>
		<div><div>M</div><div>AH</div></div>
		<div><div>N</div><div>AI</div></div>
		<div><div>O Favorable</div><div>AJ</div></div>
		<div><div>P Favorable</div><div>AK</div></div>
		<div><div>Q Unfavorable too close to Anthem</div><div>AL</div></div>
		<div><div>R</div><div>AM</div></div>
		<div><div>S</div><div>AN</div></div>
		<div><div>T</div><div>AO</div></div>

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment				
Gerry Stoneburner	Public Workshop	Segments:		U	Favorable	will pick up future development
		A	Is okay but prefer I where it would be more convenient to build and avoid	V		
12/12/11	Comment Form	B	Unfavorable To disruptive to existing traffic	W	less favorable	
Additional comments: -Road abouts preferred to signals.		C	Unfavorable To much congestion already in the area	X	Favorable	Less disruptive and plans for the future growth. See Florence!
		D	Unfavorable	Y	Unfavorable	To disruptive
		E	Unfavorable No desirable due to its destination to G	Z	Unfavorable	
		F	Unfavorable To busy now area	AA		
		G	Unfavorable Not effecient for const w/ existing developmt & vehicle travel.	AB		
		H	Unfavorable same as above	AC		
		I	Favorable seems the most desirable & cleanest.	AD	Favorable	
		J	Favorable Because it would be most efficient to build less disruptive to existing	AE		
		K	Unfavorable Would be toward existing problems & development	AF		
		L	Unfavorable Avoid this area which is adjacent to excellent development & Aq.	AG		
		M		AH	Favorable	
		N		AI		
		O	Favorable Because it would be most effecient to build	AJ		
		P	Favorable Will meet good construction efficiency	AK	Favorable	
		Q	Unfavorable Would be disruptive to existing building & Ag.	AL	Favorable	
		R	Unfavorable Not desirable	AM		
		S	Unfavorable Not desirable due to far from any known development	AN	Favorable	
		T	Unfavorable	AO	Favorable	It avoids existing traffic & business
						Factors: Least impact to existing developmt Other
						Funding: No: not support/won't use
						Response: N/A

Name/ Date	Mtg/Comment Type	Comment		
Dillon Feeney 12/12/11	Public Workshop	Segments:		U
	Comment Form	A Favorable	Good starting point. Noted on map as FIRST CHOICE	V
Additional comments: Southern Route is left blank because I should not choose who is affected below the 287.		B Unfavorable	Cuts through large community.	W
		C Unfavorable	Current work on Hunt. Current house is affected.	X
		D Favorable	Good route south. Few homes are affected.	Y
		E Favorable	Possible connection to SR-24	Z
		F Unfavorable	Homes are affected	AA
		G Favorable	Direct route South.	AB
		H Favorable	Direct route South.	AC
		I Favorable	Good starting point. Allows for improvement. Noted on map asSECOND CHOICE	AD
		J Favorable	Connection to SR-24. Few homes affected.	AE
		K Favorable	No homes affected.	AF
		L		AG
		M		AH
		N		AI
		O		AJ
		P		AK
		Q		AL
		R		AM
		S		AN
		T		AO
				Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to planned developmt Other
				Funding: No: not support/won't use
				Response: N/A

Name/ Date	Mtg/Comment Type	Comment						
Jennifer O'Hare	Public Workshop	Segments:				U	Unfavorable	Factors: Best connects to other major routes Least impact to natural areas/open space Best use of existing roads/hwys
12/12/11	Comment Form	A	Favorable	On existing road, less environmental effect (nature)	V	Unfavorable		
		B	Favorable	straight shot high traffic, high need	W	Unfavorable		
		C	Unfavorable	Seem like the noise level with the mountain there would be negative/enviro sensitive	X	Unfavorable		
Additional comments: We're waiting for the rail!! We'll use it every day! We'll pay for it! Please use existing roads! They are in the best locations for a path into town!		D	Favorable	follows existing road less new	Y	Favorable	Best route, straight shot, existing roads	Funding: Yes: use tolled hwy
E	Unfavorable	stupid route. wastes mileage. out of the way.	Z	Favorable	Best route, existing roads			
F	Favorable	Ok, straight route from Phoenix to Tucson, existing roads	AA	Favorable	Best route, straight shot, existing roads			
G	Unfavorable	Bad route, over residential area with no high volume roads	AB	Favorable	less mileage down			
Don't pull a North 202 and swing it way out of the way! We never use it, it takes too long even though it's empty		H	Favorable	Good route down, less mileage from town	AC	Favorable	Direct route	But I wouldn't like it. Why do we have to pay alone? None of the other towns have to do that.
I	Favorable	Ok, not so far out of the way for people coming from Phoenix, kind of out of the way for residents	AD	Favorable	Ok, straight down, roads there			
J	Favorable		AE	Favorable	Ok, if coming from Q, direct route down			
K	Unfavorable		AF	Favorable	Ok, Z is better			
L	Favorable		AG	Favorable	Ok cuts over for Tucson	Response: N/A		
M	Unfavorable		AH	Unfavorable	Too close to reservoir			
N	Unfavorable		AI	Unfavorable	Reservoir			
O	Favorable		AJ	Favorable	Ok for going to Tucson, not as good as AA			
P	Unfavorable		AK	Unfavorable	off AH, out of the way			
Q	Favorable		AL	Favorable	Direct route down useful.			
R	Unfavorable		AM	Favorable	Direct route down, less mileage			
S	Unfavorable		AN	Unfavorable	Ok. Already developed, but not a ton of houses			
T	Unfavorable		AO	Unfavorable	Out of the way. Not intuitive			

Name/ Date	Mtg/Comment Type	Comment				
Anthony O'Hare	Public Workshop	Segments:				
	12/12/11	Comment Form				
Additional comments: Not enough homes/people live in the far east valley to require a freeway that connects to US 60 East of Ironwood. The most useful route would be via the existing Ironwood/Gantzel Route which is very heavily used already. A freeway east of Ironwood would not relieve this traffic from Ironwood. This area suffers from a severe lack of public transportation that, if existed, may negate the need for a freeway.		A Favorable	Heavily used route already and connects US60 to many commercial center in S.T.V.	U Unfavorable	Factors: Best connects to other major routes Least impact to natural areas/open space Best use of existing roads/hwys	
		B Favorable	same as "A"	V Unfavorable		
		C Unfavorable		W Unfavorable		
		D Favorable		X Unfavorable		
		E Unfavorable	Route does not pass through commercial centers and does not connect to enough existing roads.	Y Favorable	Most direct Rt from US 60	Funding: No: not support/won't use If all freeways in AZ were tollways. I would support this. However, I would pay taxes to maintain Freeways in NW valley that I do not use while also paying a toll for my local tollway that other parts of the valley do not pay for. This does not seem fair.
		F Favorable	Follows existing RR tracks so noise should not be as large an issue to residents.	Z Favorable	Most direct Route from US60	
		G Unfavorable	No existing homes/roads/business to connect. Poor use of state trust land.	AA Favorable	Most direct route from US60	
		H Favorable		AB Unfavorable		
		I Unfavorable		AC Unfavorable		
		J Unfavorable		AD Favorable		
		K Unfavorable		AE Favorable		
		L Favorable		AF Favorable		
		M Unfavorable		AG Favorable		
		N Unfavorable		AH Unfavorable		
		O Unfavorable		AI Unfavorable		
		P		AJ Favorable		
		Q Favorable		AK Unfavorable		Response: N/A
		R Unfavorable		AL Favorable		
		S Unfavorable		AM Favorable		
		T Unfavorable		AN Favorable		
				AO Favorable		

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Name/ Date	Mtg/Comment Type	Comment			
Bob & Frances Mutolo	Public Workshop	Segments:			
		A Favorable	U Unfavorable	Factors: Best relieves traffic/local streets Lowest cost Best use of existing roads/hwys	
12/12/11	Comment Form	B Favorable	V Unfavorable		
Additional comments: The corridor from N-A to S-AA seems to be the most direct route from I-60 to the I10		C Favorable	W Unfavorable		
		D Favorable	X Unfavorable		
Looking at the area that has the greater population (now or potential) this seems to be consistant in design principle.		E Unfavorable	Y Favorable		
		F Unfavorable	Z Favorable		
Also to lessen the traffic on city streets		G Unfavorable	AA Favorable		
		H Unfavorable	AB Unfavorable		
		I Unfavorable	AC Unfavorable	Funding: No: not support/won't use	
		J Unfavorable	AD Unfavorable		
		K Unfavorable	AE Unfavorable		
		L Unfavorable	AF Unfavorable		
		M Unfavorable	AG Unfavorable		
		N Unfavorable	AH Unfavorable		
		O Unfavorable	AI Unfavorable		
		P Unfavorable	AJ Unfavorable		
		Q Unfavorable	AK Unfavorable	Response: N/A	
		R Unfavorable	AL Unfavorable		
		S Unfavorable	AM Unfavorable		
		T Unfavorable	AN Unfavorable		
			AO Unfavorable		

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment				
LeRoy Hall 12/12/11	Public Workshop	Segments:				
	Comment Form	A Favorable	uses existing roads and is the most beneficial to existing developments	U Unfavorable	Factors: Best relieves traffic/local streets Best connects to employment ctrs Lowest cost	
Additional comments: Using the existing roads and what is the most beneficial to the existing development should be most important points. Of all the routes only one fits the needs of the most people and uses the most existing roads. Also from "C" on Hunt Hwy. Hunt Hwy should be 4 lanes to Maricopa County were it meets Ellsworth Road.		B Favorable	same as A	V Unfavorable		
		C Favorable	Most beneficial to existing developments	W Unfavorable		
		D Favorable	same as A	X Unfavorable		
		E Unfavorable		Y Favorable	Uses existing roads and less costly	Funding: No: not support/won't use
		F Unfavorable		Z Favorable	same as Y	
		G Unfavorable		AA Favorable	same as Y	
		H Unfavorable		AB Unfavorable		
		I Unfavorable		AC Unfavorable		Response: N/A
		J Unfavorable		AD Unfavorable		
		K Unfavorable		AE Unfavorable		
		L Unfavorable		AF Unfavorable		
		M Unfavorable		AG Unfavorable		
		N Unfavorable		AH Unfavorable		
		O Unfavorable		AI Unfavorable		
		P Unfavorable		AJ Unfavorable		
		Q Unfavorable		AK Unfavorable		
		R Unfavorable		AL Unfavorable		
		S Unfavorable		AM Unfavorable		
		T Unfavorable		AN Unfavorable		
				AO Unfavorable		

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Public Involvement Summary - Comment Forms

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Name/ Date	Mtg/Comment Type	Comment						
John Bittles 12/12/11	Public Workshop	Segments:			U	Unfavorable	Factors: Best relieves traffic/hwys & frwys Best connects to other major routes Least impact to natural areas/open space	
	Comment Form	A Unfavorable			V	Unfavorable		
		B Unfavorable			W	Unfavorable		
Additional comments: My recommendation N-S Route 2 Most Direct route N-S I Alleviates Traffic/Congestion J on existing roads O Q AM AN AD AH AI AJ AL S Thank you for including the public in your considerations Not just towns & taxing bodies		C Unfavorable			X	Unfavorable		
		D Unfavorable			Y	Unfavorable	Stay off RT 87 Build new	
		E Unfavorable			Z	Unfavorable		
		F Unfavorable			AA	Unfavorable		
		G Unfavorable			AB	Unfavorable		
		H			AC	Unfavorable		Funding:
		I	Favorable	Farther East more direct N-S to Exit S Take congestion off Ironwood	AD	Favorable		Yes: support tolled hwy Yes: use tolled hwy Open Road Tolling Rent/Purchase Transponders for individual cars Reasonable rate (contrast to will rogers in ok)
		J	Favorable	Most direct N-S.	AE	Unfavorable		
		K Unfavorable			AF	Unfavorable	Move farther East	
		L Unfavorable			AG	Unfavorable		
		M Unfavorable			AH	Favorable		
		N Unfavorable			AI	Favorable		
		O	Favorable	Most direct N-S Route	AJ	Favorable		
		P Unfavorable			AK	Unfavorable	Closer to Fissures	Response: N/A
		Q	Favorable	Most Direct N-S	AL	Favorable		
		R Unfavorable			AM	Favorable	Most direct does this conflict w/ “cultural areas?” If so, move to AD	
		S Unfavorable			AN			
		T	Unfavorable	Stay off existing Rt 87-need additional	AO	Favorable	Possible if it will not disturb “cultural lands”	

Name/ Date	Mtg/Comment Type	Comment				
Penelope Eller 12/12/11	Public Workshop	Segments:				
	Comment Form	A Unfavorable	U Unfavorable	V Unfavorable	W Unfavorable	Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Least impact to natural areas/open space
Additional comments: This route may keep disruption of residential areas to a minimum during construction. Once completed it will provide a great road w/exit-entrances to the west. Keep high residential areas just that... Residential! This should keep high traffic noise & speed away from residential areas.		B Unfavorable	X Unfavorable	Y Unfavorable	Z Unfavorable	
		C Unfavorable	AA Unfavorable	AB Favorable	Keep west of potential fissure area	
		D Unfavorable	AC Unfavorable	AD Favorable		Funding: Yes: support tolled hwy
		E Unfavorable	AE Unfavorable	AF Unfavorable		Absolutely, make a reasonable amt. of toll for all axle sizes-make transponders for vehicles w/ an open toll lane(s) (example ill. dept. of tranportation
		F Unfavorable	AG Unfavorable	AH Favorable		
		G Unfavorable	AI Unfavorable	AJ Unfavorable		
		H Unfavorable	AK Favorable	AL Favorable		
		I Favorable	Better access without impacting population that now exists.	AM Unfavorable		Response: N/A
		J Favorable	Follow the natural route	AN Favorable		
		K Unfavorable		AO		
		L Unfavorable				
		M Unfavorable				
		N Unfavorable				
		O Favorable	Follow natural route			
		P Unfavorable				
		Q Favorable	Natural route			
		R Unfavorable				
		S Unfavorable				
		T Unfavorable				

Name/ Date	Mtg/Comment Type	Comment			
Gretchen Garlitz 12/12/11	Public Workshop	Segments:			
	Comment Form	A Unfavorable	U Unfavorable	V Unfavorable	Factors: Least impact to existing developmt Least impact to planned developmt Least impact to natural areas/open space
Additional comments:		B Unfavorable	W Favorable	X Favorable	
		C Unfavorable	Y Unfavorable	Z Favorable	
		D Unfavorable	AA Favorable	AB Favorable	Funding: No: not support/won't use Limited finances for senior's
		E Unfavorable	AC Favorable	AD Favorable	
		F Unfavorable	AE Favorable	AF Unfavorable	
		G Unfavorable SRP solar plant	AG Unfavorable	AH Unfavorable	Response: N/A
		H Unfavorable	AI Unfavorable	AJ Unfavorable	
		I Unfavorable	AK Unfavorable	AL Unfavorable	
		J Unfavorable	AM Unfavorable	AN Unfavorable	
		K Unfavorable	AO Unfavorable		
		L Unfavorable			
		M Unfavorable			
		N Unfavorable			
		O Unfavorable			
		P Unfavorable			
		Q Unfavorable			
		R Favorable Cost effect using State Trust			
		S Favorable Undeveloped land			
		T Unfavorable			

Name/ Date	Mtg/Comment Type	Comment			
Robert A. Adams 12/12/11	Public Workshop	Segments:			
	Comment Form	A Favorable	Direct connection to 60	V Unfavorable	Factors: Best relieves traffic/hwys & frwys Best connects to cities/towns Best connects to other major routes
Additional comments: an alternative from “C” may be to jog over to “F” and run parrallel to R.R.		B Favorable	Direct and favorable for convention center future	W Unfavorable	
		C Favorable	Relieves Hunt Highway congestion.	X Unfavorable	
		D Favorable	Best route for current use.	Y	
This effort is essential to alleviate current congestion. Hunt Highway is a daily nightmare.		E Unfavorable		Z	Funding: Yes: support tolled hwy Yes: use tolled hwy As with everything the amount of toll per mile may be an issue.
		F Favorable	see comments on next page.	AA	
		G Unfavorable		AB	
		H Unfavorable		AC	
		I Unfavorable		AD	
		J Unfavorable		AE	
		K Unfavorable		AF	
		L Unfavorable		AG	
		M		AH	Response: N/A
		N Unfavorable		AI	
		O Unfavorable		AJ	
		P Unfavorable		AK	
		Q Unfavorable		AL	
		R Unfavorable		AM	
		S Unfavorable		AN	
		T Unfavorable		AO	

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Name/ Date	Mtg/Comment Type	Comment		
Wayne Jenkins 12/12/11	Public Workshop	Segments:		
	Comment Form	A Favorable	helps unload Ironwood Dr. lower cost-less existing. bldgs more open land.	U
Additional comments:		B Unfavorable	Too much impact. expensive.	V
		C		W
		D Favorable		X
		E Favorable		Y Favorable
		F		Z Favorable
		G Favorable		AA Favorable
		H Unfavorable		AB
		I		AC
		J		AD Favorable
		K		AE Favorable
		L Favorable		AF
		M		AG
		N		AH
		O		AI
		P		AJ
		Q Favorable		AK
		R		AL
		S		AM Favorable
		T		AN Favorable
				AO
Factors:				Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to other major routes Lowest cost Least impact to existing developmt Input rec'd from public Input rec'd from local gov't
Funding:				
Response:				N/A

Name/ Date	Mtg/Comment Type	Comment		
Dennis Boyce	Public Workshop	Segments:		
			U	Factors:
12/12/11	Comment Form	A Favorable existing population need	V	Best relieves traffic/local streets
		B Favorable existing population need	W	Best connects to cities/towns
Additional comments:		C	X	Best connects to other major routes
		D	Y	Input rec'd from public
		E	Z	
		F Favorable Population need	AA	
		G	AB	
		H	AC	Funding:
		I	AD	Yes: support tolled hwy
		J	AE	Yes: use tolled hwy
		K	AF	
		L Favorable Population need	AG	
		M	AH	
		N	AI	
		O	AJ	
		P	AK	Response:
		Q Favorable More direct to Florence	AL	N/A
		R	AM	
		S	AN	
		T	AO	

Name/ Date	Mtg/Comment Type	Comment		
Lori Goldfinger 12/12/11	Public Workshop	Segments:		
	Comment Form			
Additional comments: Please! don't put in B Thank you!!!				
			U	Factors: Best connects to other major routes Least impact to existing developmt Least impact to planned developmt
		A Favorable	V	
		B Unfavorable Traffic noise & too close to my home! Brand new development homes & stores	W	
		C Unfavorable	X	
		D	Y	
		E Favorable Further away from home better but close enough to get to.	Z	
		F Unfavorable	AA	
		G Favorable Far enough away from my home.	AB	
		H Favorable	AC	Funding: No: not support/won't use
		I Favorable	AD	
		J Favorable Further from my home.	AE	
		K Favorable	AF	
		L Favorable	AG	
		M Favorable	AH	
		N	AI	
		O	AJ	
		P	AK	Response: N/A
		Q	AL	
		R	AM	
		S	AN	
		T	AO	

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Name/ Date	Mtg/Comment Type	Comment			
Gregory Wolfe 12/12/11	Public Workshop	Segments:			U
	Comment Form	A Favorable	closest to Phoenix		V
Additional comments:		B Unfavorable	Displace too many existing businesses. expensive		W
		C			X
		D Favorable	Less existing displacement less expensive		Y
		E Favorable	Less existing displacement less expensive		Z
		F Unfavorable			AA
		G Favorable	Less existing displacement less expensive		AB
		H Favorable	Less existing displacement less expensive		AC
		I			AD
		J			AE
		K			AF
		L			AG
		M			AH
		N			AI
		O			AJ
		P			AK
		Q			AL
		R Unfavorable	Too far out.		AM
		S			AN
		T			AO
					Factors: Best connects to other major routes Lowest cost Least impact to existing developmt
					Funding: No: not support/won't use Would re-evaluate quickest & least expensive way to Phoenix areas. I'd only use a toll route if I saved time and money spent on fuel.
					Response: N/A

Name/ Date	Mtg/Comment Type	Comment			
D.D. Reimer	Public Workshop	Segments:		U	Factors: Best connects to cities/towns Best connects to other major routes Least impact to existing developmt
12/12/11	Comment Form	A Favorable	Ok	V	
		B Unfavorable	Ironwood traffic flows very smoothly now. Gantzal is the only N/S route presently. If it becomes a freeway-	W	
		C Unfavorable		X	
Additional comments: We need an additional N/S route- besides Gantzel Rd.		D Favorable		Y	
Future development will be to the east of Gantzel. Build the freeway with future development in mind.		E Favorable		Z	
		F Unfavorable		AA	
Gantzel area is already developed. Freeway would be after the fact.		G Favorable		AB	Funding: No: not support/won't use
		H Favorable		AC	
The desert is disappearing and will continue to do so in the future! Such is the nature of development		I Favorable		AD	
		J Favorable		AE	
		K Favorable		AF	
		L Favorable		AG	
		M		AH	
		N		AI	
		O		AJ	Response: N/A
		P Favorable		AK	
		Q Favorable		AL	
		R		AM	
		S		AN	
		T		AO	

Name/ Date	Mtg/Comment Type	Comment			
Norm Osborn 12/12/11	Public Workshop	Segments:		U	Factors: Best relieves traffic/local streets Least impact to existing developmnt Least impact to natural areas/open space
	Comment Form	A		V	
Additional comments: Not familiar or concerned with Southern section. But, think it should be an alternative to existing Route 87.		B Unfavorable	Detrimental to existing development.	W	
		C Unfavorable	Negative impact on Hunt Hwy neighborhood traffic.	X	
		D		Y Unfavorable	Build alternative to existing road
		E		Z	
		F Unfavorable	Too close to Copper Basin.	AA	
		G		AB	
		H		AC	
		I Favorable	Quicker to Phx.	AD Favorable	Direct.
		J Favorable	Direct and least impact on existing development.	AE	
		K		AF	
		L		AG	
		M		AH Favorable	Direct
		N		AI	
		O Favorable	Direct and least impact on existing development	AJ	
		P		AK Favorable	Direct
		Q Favorable	Close off ramp to new Florence Hospital.	AL Favorable	Direct
		R		AM Favorable	Direct
		S		AN Favorable	Direct
		T		AO	
				Funding: No: not support/won't use	
				Not in favor. Would limit use and lessen effectiveness.	
				Response: N/A	

Name/ Date	Mtg/Comment Type	Comment			
Diane Osborn	Public Workshop	Segments:			
		A Unfavorable		U Unfavorable	Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to planned developmt
12/12/11	Comment Form	B Unfavorable too many homes & businesses impacted		V Unfavorable	
Additional comments:		C Unfavorable too close to homes		W Unfavorable	
		D Unfavorable too close to homes		X Unfavorable	
		E Unfavorable too close to homes		Y Unfavorable	
		F Unfavorable too close to homes		Z Favorable	
		G Unfavorable too close to homes		AA Unfavorable	
		H Unfavorable		AB Favorable	Funding: Yes: support tolled hwy it depends on cost of toll. Would definately pay a toll to get to 10 on southern route.
		I Favorable limit impact		AC Favorable	
		J Favorable		AD Favorable	
		K Unfavorable too close to homes		AE Favorable	
		L Unfavorable		AF Favorable	
		M Unfavorable		AG Unfavorable	
		N Unfavorable		AH Unfavorable	
		O Favorable		AI Unfavorable	
		P Unfavorable		AJ Unfavorable	Response: N/A
		Q Favorable		AK Unfavorable	
		R Unfavorable		AL Unfavorable	
		S Unfavorable		AM Unfavorable	
		T Unfavorable		AN Unfavorable	
				AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment			
Jane Nadeau	Public Workshop	Segments:			
12/8/11	Comment Form	A Unfavorable	Ironwood is a good arterial Road	V Unfavorable	Factors: Best relieves traffic/hwys & frwys Least impact to existing developmt Input rec'd from public
Additional comments:		B Unfavorable	See A	W Unfavorable	
		C Unfavorable	Ironwood/Gantzel are good arterial Roads	X Unfavorable	
		D Unfavorable		Y Unfavorable	
		E Unfavorable		Z Unfavorable	Funding: No: not support/won't use
		F Unfavorable	See A-B	AA Unfavorable	
		G Unfavorable		AB Favorable	
		H Unfavorable		AC Favorable	
		I Favorable		AD Favorable	Response: N/A
		J Favorable		AE Unfavorable	
		K Unfavorable		AF Unfavorable	
		L Unfavorable		AG Unfavorable	
		M Unfavorable		AH Favorable	
		N Unfavorable		AI Unfavorable	
		O Favorable		AJ Unfavorable	
		P Unfavorable		AK Favorable	
		Q Favorable		AL Favorable	
		R Unfavorable		AM Unfavorable	
		S Unfavorable		AN Unfavorable	
		T Unfavorable		AO	

Name/ Date	Mtg/Comment Type	Comment		
Walt Wood 12/12/11	Public Workshop	Segments:		
	Comment Form	U		
Additional comments:		A Favorable	There is already access	V
		B Favorable		W
		C Favorable		X
		D Favorable		Y Favorable
		E		Z Favorable
		F		AA Favorable
		G Favorable	N/A	AB
		H Favorable	N/A	AC
		I		AD
		J		AE
		K		AF
		L		AG
		M		AH
		N		AI
		O		AJ
		P		AK
		Q		AL
		R		AM
		S		AN
		T		AO
				Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to cities/towns
				Funding: No: not support/won't use
				Response: N/A

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment		
Loretta Nielsen 12/12/11	Public Workshop	Segments:	U	Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best use of existing roads/hwys
	Comment Form	A Favorable	V	
Additional comments:		B Favorable	W	
		C Favorable	X	
		D Favorable	Y Favorable	
		E	Z	
		F	AA	
		G	AB	
		H	AC	Funding: Yes: use tolled hwy
		I	AD	
		J	AE	
		K	AF	
		L	AG	
		M	AH	
		N	AI	
		O	AJ	
		P	AK	Response: N/A
		Q	AL	
		R	AM	
		S	AN	
		T	AO	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Jim Wallace 12/12/11	Public Workshop	Segments:			U
	Comment Form	A Unfavorable	Road OK as is		V
Additional comments:		B Unfavorable	Road OK as is		W
		C	The in with O.Q		X
		D			Y
		E			Z
		F			AA
		G			AB Favorable
		H			AC
		I Favorable	To me looks more direct		AD Favorable
		J Favorable	Continue of I for Sam Reason		AE
		K			AF
		L			AG
		M			AH
		N			AI
		O Favorable	Continue of direct route		AJ
		P			AK Favorable
		Q Favorable	same as I, J, O		AL Favorable
		R			AM
		S			AN Favorable
		T			AO
					Factors: Best relieves traffic/hwys & frwys Best connects to other major routes Least impact to planned developmt
					Funding: Yes: support tolled hwy Yes: use tolled hwy Having Tolles provide for paying for the Roadways. From Chicago have used these.
					Response: N/A

Name/ Date	Mtg/Comment Type	Comment				
Phil Welch	Public Workshop	Segments:			U	Factors: Best connects to other major routes Least impact to existing developmt Input rec'd from public
12/12/11	Comment Form	A Unfavorable	Eliminates good road		V	
		B Unfavorable	Same as A Impacts development		W Favorable	
Additional comments:		C			X Favorable	Funding: No: not support/won't use Toll road, how proved disastrous in other study- have been entities of themselves
Northern Route Stay East of CAP canal to minimize impact on existing residential areas		D			Y	
Stay off existing major roads- Ironwood, Hunt Hwy-needed for local traffic. Removing then would not improve traffic		E			Z	
		F			AA	
		G			AB	
Southern Route Stay East and off existing major roads.		H			AC	
Minimize impact on existing residential areas & preserve existing roads for use		I Favorable	Least impact on existing housing		AD Favorable	
		J			AE	
		K			AF	
		L			AG	
		M Favorable			AH Favorable	Response: N/A
		N			AI	
		O			AJ	
		P			AK Favorable	
		Q			AL Favorable	
		R			AM	
		S Favorable			AN Favorable	
		T			AO Favorable	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment		
Cathy Warbington	Public Workshop	Segments:		U
		A Favorable	V	Factors: Least impact to existing developmt Input rec'd from public
12/12/11	Comment Form	B Favorable	W	
Additional comments: Note on Northern Route Alternatives Map: Ironwood is already a mess w/no shoulders to get off of. May as well use it for the freeway & do it right. Still to many rollovers on Ironwood- due to no shoulders!		C	Probably should skirt Johnson Ranch & stay on F	X
		D Favorable	Y	Favorable
		E		Z Favorable
		F Favorable	AA	Favorable
		G		AB
		H Favorable	AC	Funding: No: not support/won't use
		I	AD	
		J	AE	
		K	AF	
		L	AG	
		M	AH	
		N	AI	Response: N/A
		O	AJ	
		P	AK	
		Q	AL	
		R	AM	
		S	AN	
		T	AO	

Name/ Date	Mtg/Comment Type	Comment			
Anonymous 12/12/11	Public Workshop	Segments:			
	Comment Form	A Unfavorable	Ironwood Dr needs to be a reliever	U Unfavorable	Factors: Best connects to other major routes Least impact to existing developmt Input rec'd from local gov't
Additional comments:		B Unfavorable	same as above	V Favorable	
		C Unfavorable	Hunt Hwy is not a feasible option	W Unfavorable	
		D Unfavorable	Same as above	X Favorable	
		E Favorable	New route is the only logical option	Y Favorable	
		F Favorable	New route is an option only if RR supports	Z Favorable	
		G Favorable		AA Favorable	
		H Favorable		AB Favorable	
		I Unfavorable		AC Favorable	
		J Unfavorable		AD Favorable	Funding: Yes: support tolled hwy Yes: use tolled hwy
		K Unfavorable		AE Favorable	
		L Favorable		AF Favorable	
		M Unfavorable		AG Favorable	
		N Unfavorable		AH Favorable	
		O Unfavorable		AI Favorable	
		P Favorable		AJ Favorable	Response: N/A
		Q Unfavorable		AK Favorable	
		R Unfavorable		AL Favorable	
		S Unfavorable		AM Favorable	
		T Unfavorable		AN Favorable	
				AO Favorable	

Name/ Date	Mtg/Comment Type	Comment				
W. Kent Milroy	Public Workshop	Segments:				
		A Favorable		U Unfavorable		Factors: Best relieves traffic/hwys & frwys Best connects to other major routes Least impact to existing developmt Least impact to planned developmt
12/15/11	Comment Form	B Unfavorable	Surface roads are 4-lane now.	V Unfavorable		
Additional comments: Indicated routes would appear to be very central to Pinal while funneling traffic towards Phoenix which is the established pattern. Road needs to service both east and west slots. Indicated route allows for less disruption of existing development. Existing surface routes are maintained and can be enhanced. Thank you for the opportunity to offer input!!		C Unfavorable	No development available to the west of why. Not central.	W Unfavorable		
		D Unfavorable		X Unfavorable		
		E Favorable	Funnels traffic to 60 and 202 towards Phoenix or SR 24.	Y Unfavorable	Leaves SR87 as a feeder surface route.	
		F Unfavorable		Z Unfavorable	Leaves SR87 as a feeder surface route.	Funding: No: not support/won't use
		G Favorable		AA Unfavorable	Leaves SR87 as a feeder surface route.	
		H Unfavorable		AB Unfavorable		
		I Unfavorable		AC Unfavorable		
		J Unfavorable		AD Favorable		Response: N/A
		K Unfavorable		AE Unfavorable		
		L Favorable	moves traffic further east from mountains and indian land.	AF Unfavorable		
		M Unfavorable		AG Unfavorable		
		N Unfavorable		AH Favorable		
		O Unfavorable		AI Unfavorable		
		P Unfavorable		AJ Unfavorable		
		Q Favorable	Brings hwy. away from mountains to allow service to both east & west sides.	AK Favorable		
		R Unfavorable		AL Favorable	Provides for new interchange development. Away from SR87 at I-10.	
		S Unfavorable		AM Favorable		
		T Unfavorable		AN Favorable		
				AO Unfavorable		

Name/ Date	Mtg/Comment Type	Comment
Roc Arnett	Public Workshop	<div><div>Segments:</div><div>U</div><div>Factors:</div><div>Best use of existing roads/hwys</div><div>Best connects to other major routes</div></div>
12/8/11	Comment Form	<div><div>A</div><div>V</div></div>
Additional comments:		<div><div>B</div><div>W Favorable</div></div>
		<div><div>C</div><div>X Favorable</div></div>
		<div><div>D</div><div>Y</div></div>
		<div><div>E</div><div>Z</div></div>
		<div><div>F</div><div>AA</div></div>
		<div><div>G</div><div>AB</div></div>
		<div><div>H</div><div>AC</div><div>Funding:</div></div>
		<div><div>I Favorable</div><div>AD</div></div>
		<div><div>J</div><div>AE</div></div>
		<div><div>K</div><div>AF</div></div>
		<div><div>L</div><div>AG</div></div>
		<div><div>M Favorable</div><div>AH</div></div>
		<div><div>N</div><div>AI</div></div>
		<div><div>O</div><div>AJ</div></div>
		<div><div>P</div><div>AK</div><div>Response:</div><div>N/A</div></div>
		<div><div>Q</div><div>AL</div></div>
		<div><div>R</div><div>AM</div></div>
		<div><div>S Favorable</div><div>AN</div></div>
		<div><div>T Favorable</div><div>AO</div></div>

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Lela Steffey 12/07/11	Public Workshop	Segments:		U	Factors: Best relieves traffic/hwys & frwys Best connects to employment ctrs Best connects to cities/towns
	Comment Form	A Favorable	avoid farming areas & areas already congested	V	
Additional comments:		B		W Favorable	
		C		X Favorable	By all means this freeway need to be close to county seat
		D		Y	
		E Favorable		Z	
		F		AA	
		G		AB	
		H		AC	Funding: No: not support/won't use
		I		AD	
		J		AE	
		K		AF	
		L		AG	
		M		AH	
		N		AI	
		O		AJ	Response: N/A
		P		AK	
		Q		AL	
		R		AM	
		S Favorable		AN	
		T Favorable		AO	

Name/ Date	Mtg/Comment Type	Comment				
Warren Steffey 12/7/11	Public Workshop	Segments:			U	Factors: Best relieves traffic/hwys & frwys Best connects to employment ctrs Best connects to other major routes
	Comment Form	A Favorable	share a lot of existing development		V Favorable	
Additional comments: Serves a lot of existing development direct logical		B Favorable	very logical		W	
		C				X Favorable need to serve Florence the county seat
		D				Y
		E				Z
		F				AA
		G				AB
		H				AC
		I				AD
		J				AE
		K				AF
		L Favorable				AG
		M				AH
		N				AI
		O				AJ
		P Favorable				AK
		Q				AL
		R				AM
		S				AN
		T				AO
						Funding: No: not support/won't use
						Response: N/A

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment		
Charles Heinssen	Public Workshop	Segments:		
		A	Favorable Direct route to 10	U
12/7/11	Comment Form	B	Favorable Direct route to 10	V
		C	Favorable Direct route to 10	W
Additional comments: Route #2-#5 I,J,O,Q,AO AC AD AH AK AL Less impact on population		D	Favorable Direct route to 10	X
		E	Favorable A to E,G,H,D,Y,Z,AA, Less impact on existing population	Y Favorable
		F		Z Favorable
		G	Favorable	AA Favorable
		H	Favorable	AB
		I		AC
		J		AD
		K		AE
		L		AF
		M		AG
		N		AH
		O		AI
		P		AJ
		Q		AK
		R		AL
		S		AM
		T		AN
				AO
Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to cities/towns Lowest cost Least impact to existing developmt Best use of existing roads/hwys Other				
Funding: No: not support/won't use Tolls never go away, traffic jams				
Response: N/A				

Name/ Date	Mtg/Comment Type	Comment
Kathleen Van Dan Elzen	Public Workshop	<div><div>Segments:</div><div><div>U Unfavorable</div><div>Factors:</div></div></div>
12/8/11	Comment Form	<div><div>A Favorable</div><div>V Unfavorable</div></div>
Additional comments:		<div><div>B Favorable</div><div>W Unfavorable</div></div>
		<div><div>C Unfavorable</div><div>X</div></div>
		<div><div>D Favorable</div><div>Y Favorable</div></div>
		<div><div>E Unfavorable</div><div>Z Favorable</div></div>
		<div><div>F Favorable</div><div>AA Favorable</div></div>
		<div><div>G Unfavorable</div><div>AB</div><div>Funding:</div></div>
		<div><div>H Favorable</div><div>AC</div></div>
		<div><div>I Unfavorable</div><div>AD</div><div>This is an abject lesson in futility</div></div>
		<div><div>J Unfavorable</div><div>AE</div></div>
		<div><div>K Unfavorable</div><div>AF</div></div>
		<div><div>L Unfavorable</div><div>AG</div></div>
		<div><div>M Unfavorable</div><div>AH</div></div>
		<div><div>N Unfavorable</div><div>AI</div></div>
		<div><div>O Unfavorable</div><div>AJ</div><div>Response: N/A</div></div>
		<div><div>P Unfavorable</div><div>AK</div></div>
		<div><div>Q Unfavorable</div><div>AL</div></div>
		<div><div>R Unfavorable</div><div>AM</div></div>
		<div><div>S Unfavorable</div><div>AN</div></div>
		<div><div>T Unfavorable</div><div>AO</div></div>

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment		
Robert Flatley 12/8/11	Public Workshop	Segments:	U	Factors: Best relieves traffic/hwys & frwys Best connects to employment ctrs Least impact to planned developmt
	Comment Form	A	V	
Additional comments:		B	W	
		C	X	
		D	Y Unfavorable	
		E	Z Unfavorable	
		F	AA Unfavorable	
		G	AB Favorable	
		H	AC Unfavorable	Funding: Yes: support tolled hwy Yes: use tolled hwy
		I	AD Favorable	
		J	AE Unfavorable	
		K	AF Unfavorable	
		L	AG Unfavorable	
		M	AH Favorable	
		N	AI Unfavorable	
		O	AJ Unfavorable	
		P	AK	Response: N/A
		Q	AL	
		R	AM Unfavorable	
		S	AN Favorable	
		T	AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment			
H.W. Brock 12/8/11	Public Workshop	Segments:		U	Factors:
	Comment Form	A Unfavorable		V	Best relieves traffic/local streets
Additional comments: using existing right of ways saves money and can speed construction of job. Connect to I10 at point H Some people want the road to go through thier areas-Not thinking of traffic and the cost as long at it makes their cities. Best route point 2 to point 4 using Christenson-Clemence Rd. straight shot.		B Unfavorable		W	Best relieves traffic/hwys & frwys
		C Unfavorable		X	Best connects to cities/towns
		D Unfavorable	Too much traffic now.	Y Favorable	Best connects to other major routes
		E Unfavorable		Z Favorable	Lowest cost
		F Unfavorable		AA Favorable	Least impact to existing developmt
		G Unfavorable		AB Unfavorable	Best use of existing roads/hwys
		H		AC	Input rec'd from public
		I Favorable		AD Favorable	Funding:
		J Favorable		AE Favorable	No: not support/won't use
		K Favorable		AF	Too many contractors want state-feds to pay for the road then turn it over to toll rd. no expense for them.
		L Unfavorable		AG Unfavorable	
		M Favorable		AH Unfavorable	
		N		AI Unfavorable	
		O Favorable		AJ Unfavorable	Response: N/A
		P Unfavorable		AK	
		Q Favorable	Should follow Christenson Rd.!	AL Unfavorable	
		R Unfavorable		AM	
		S		AN	
		T		AO	

Name/ Date	Mtg/Comment Type	Comment		
Mary Reidling	Public Workshop	Segments:		
		U Unfavorable	Factors:	
12/8/11	Comment Form	A Favorable	V Unfavorable	Best connects to employment ctrs
		B Unfavorable	W Unfavorable	Best connects to other destinations
Additional comments:		C Unfavorable	X Unfavorable	Input rec'd from public
		D Unfavorable	Y Unfavorable	
		E Favorable	Z Unfavorable	
		F Unfavorable	AA Unfavorable	
		G Favorable	AB Favorable	
		H Unfavorable	AC Unfavorable	Funding:
		I Unfavorable	AD Favorable	No: not support/won't use
		J Unfavorable	AE Unfavorable	
		K Unfavorable	AF Unfavorable	
		L Favorable	AG Unfavorable	
		M Unfavorable	AH Favorable	
		N Unfavorable	AI Unfavorable	
		O Unfavorable	AJ Unfavorable	
		P Unfavorable	AK Favorable	Response:
		Q Favorable	AL Favorable	N/A
		R Unfavorable	AM Unfavorable	
		S Unfavorable	AN Favorable	
		T Unfavorable	AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment		
Ed Croyle 12/7/11	Public Workshop	Segments:		
	Comment Form	A	U	Factors:
Additional comments: input from builder of the road as to best route Any of the segments could work so I do not find any to be unfavorable		B	V	Best relieves traffic/local streets
		C	W	Best connects to other major routes
		D	X	Other
		E	Y	
		F	Z	
		G	AA	
		H	AB	
		I Favorable uses #2 start/end point	AC	Funding:
		J	AD	Yes: support tolled hwy
		K	AE	Yes: use tolled hwy
		L	AF	
		M	AG	
		N	AH	
		O	AI	
		P	AJ	Response:
		Q	AK	N/A
		R	AL Favorable uses #5 start/ent point	
		S	AM	
		T	AN	
			AO	

Name/ Date	Mtg/Comment Type	Comment
Kathleen Waldron	Public Workshop	<div><div>Segments:</div><div>U</div><div>Factors:</div></div>
12/7/11	Comment Form	<div><div>A Unfavorable to much traffic</div><div>V</div><div>Best relieves traffic/local streets</div></div>
<div><div>Additional comments:</div><div>These choices are very confusing</div><div>Why have so many?</div><div>You can't please all the people</div><div>Run road where there is less cost.</div><div>Run road where less people are up set about the road in their back yard.</div></div>		<div><div>B Unfavorable</div><div>W Unfavorable</div><div>Best connects to other major routes</div></div>
		<div><div>C Unfavorable</div><div>X Unfavorable No</div><div>Least impact to existing developmt</div></div>
		<div><div>D Favorable</div><div>Y Favorable</div><div></div></div>
		<div><div>E Unfavorable</div><div>Z Favorable</div><div></div></div>
		<div><div>F Unfavorable</div><div>AA Favorable</div><div></div></div>
		<div><div>G</div><div>AB</div><div></div></div>
		<div><div>H</div><div>AC</div><div>Funding:</div></div>
		<div><div>I</div><div>AD</div><div>No: not support/won't use</div></div>
		<div><div>J</div><div>AE Favorable</div><div></div></div>
		<div><div>K</div><div>AF</div><div></div></div>
		<div><div>L</div><div>AG</div><div></div></div>
		<div><div>M</div><div>AH</div><div></div></div>
		<div><div>N</div><div>AI</div><div></div></div>
		<div><div>O</div><div>AJ</div><div></div></div>
		<div><div>P</div><div>AK</div><div>Response:</div></div>
		<div><div>Q</div><div>AL</div><div>N/A</div></div>
		<div><div>R</div><div>AM Favorable</div><div></div></div>
		<div><div>S</div><div>AN Favorable</div><div></div></div>
		<div><div>T</div><div>AO Favorable</div><div></div></div>

Name/ Date	Mtg/Comment Type	Comment			
Anonymous	Public Workshop	Segments:		U Unfavorable	Factors:
	Comment Form	A Unfavorable		V Unfavorable	
B Unfavorable		W Unfavorable			
C Unfavorable		X Unfavorable			
D Unfavorable		Y Unfavorable			
E Unfavorable		Z Unfavorable			
F Unfavorable		AA Unfavorable			
G Unfavorable		AB Favorable	creates commercial corridors, optimizes 3 avenues of transportation same as above	Funding:	
H Unfavorable		AC Favorable			
I Unfavorable		AD Favorable	same		
J Unfavorable		AE Unfavorable			
K Unfavorable		AF Unfavorable			
L Unfavorable		AG Unfavorable			
M Unfavorable		AH Favorable			
N Favorable		AI Unfavorable			
O Favorable		AJ Unfavorable			
P Unfavorable		AK Favorable		Response: N/A	
Q Favorable		AL Favorable			
R Unfavorable		AM Unfavorable			
S Unfavorable		AN Unfavorable			
		T Unfavorable		AO Unfavorable	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Gilbert Olgin 12/12/11	Public Workshop	Segments:			
	Comment Form	A Unfavorable	U Favorable	V Favorable	Factors: Best relieves traffic/hwys & frwys Best connects to cities/towns Input rec'd from local gov't
Additional comments: 1. AP Tie into SR24 2. Important to locate corridor close to ex. development & where development forecasted over next 10,20,30, 40 years. Locating too far east in Superstition vistas does not seem to address current transportation route needs. 3. Try to avoid existing using surface arterials as we'll need those to work with the new corridor. 4. Follow preferences of local jurisdictions. 5. Try to avoid taking existing homes and commercial developments, e.g. along Hunt or Ironwood.		B Unfavorable	W Unfavorable	X Favorable	
		C Unfavorable	Y Unfavorable	Z Unfavorable	
		D Unfavorable	AA Unfavorable	AB Favorable	Funding: No: not support/won't use
		E Favorable	AC Favorable	AD Favorable	
		F Favorable	AE Unfavorable	AF Unfavorable	
		G Favorable	AG Unfavorable	AH Favorable	Response: N/A
		H Unfavorable	AI Favorable	AJ Favorable	
		I Favorable	AK Favorable	AL Favorable	
		J Favorable	AM Favorable	AN Favorable	
		K Favorable	AO		
		L Favorable			
		M Unfavorable			
		N Unfavorable			
		O Favorable			
		P Favorable			
		Q Unfavorable			
		R Unfavorable			
		S Unfavorable			
		T Unfavorable			

Name/ Date	Mtg/Comment Type	Comment		
Peter Burtoft 12/8/11	Public Workshop	Segments:		
	Comment Form	A Unfavorable	U Unfavorable	Factors: Best connects to cities/towns Best connects to other major routes Input rec'd from public
Additional comments:		B Unfavorable	V Unfavorable	
		C Unfavorable	W Unfavorable	
		D Unfavorable	X Unfavorable	
		E Unfavorable	Y Unfavorable	
		F Unfavorable	Z Unfavorable	
		G Unfavorable	AA Unfavorable	
		H Unfavorable	AB Unfavorable	
		I Favorable Lower cost	AC Unfavorable	Funding: Yes: support tolled hwy Yes: use tolled hwy Toll highway can be built a.s.a.p. with chinese investors...they would snap it up in a N.Y. minute!
		J Favorable	AD Favorable	
		K Unfavorable	AE Unfavorable	
		L Unfavorable	AF Unfavorable	
		M Unfavorable	AG Unfavorable	
		N Unfavorable	AH Favorable	
		O Favorable	AI Unfavorable	
		P Unfavorable	AJ Unfavorable	
		Q Favorable	AK Favorable	Response: N/A
		R Unfavorable	AL Favorable	
		S Unfavorable	AM Favorable	
		T Unfavorable	AN Favorable	
			AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment		
Susan Waltz 12/7/11	Public Workshop	Segments:		
	Comment Form	A	U	Factors:
Additional comments: The other map doesn't really affect me to get to coolidge		B	V	Best relieves traffic/local streets
		C	W	Best relieves traffic/hwys & frwys
		D Favorable	X	Best connects to employment ctrs
		Why the curve though-make it straight.	Y	Best connects to cities/towns
		E	Z	Lowest cost
		F	AA	Least impact to natural areas/open space
		G Favorable	AB	Funding:
		straight run to coolidge	AC	
		H Favorable	AD	No: not support/won't use
		Great strait run to Coolidge-will cut down on farm equipment.	AE	Response:
		I Favorable	AF	
		It will cut out a lot of traffic through Bold Canyon-destination for work is Coolidge	AG	N/A
		J	AH	
		K Favorable	AI	
		On the way to Coolidge. Otherwise I have to go to 79 up and around	AL	
		L	AM	
		M	AN	
		N	AO	
		O		
		P		
		Q		
		R		
		S		
		T		

Name/ Date	Mtg/Comment Type	Comment		
George E. Lewis 12/8/11	Public Workshop	Segments:	U	Factors:
	Comment Form	A Unfavorable	V	Lowest cost
Additional comments: Above I have marked the desired route by “x” over the markers. It appears to me that the least upheaval would be to build E to G but Ironwood A,B,F is currently in place. At points F & G there is a merging to the point L to Point Q then Point AB then Point AC then AD to AC at which time there is a merge with the 87 at Z then AA Special consideration The Felix family was living in the area prior to the Mexican War of 1845 after he surrender the family lost all theri properties, which were thousands acres. The U.S. government gave them the choice of moving to present Mexico or purchasing a square mile of property and becoming citizens. They are still here. I think the Felix name should be considered in the naming of the road. GL.		B Favorable	W	Least impact to existing developmt
		C	X	Least impact to natural areas/open space
		D	Y	Best use of existing roads/hwys
		E Unfavorable	Z Unfavorable	Funding: No: not support/won't use
		F Favorable	AA Unfavorable	
		G Unfavorable	AB Unfavorable	
		H	AC	
		I	AD Unfavorable	
		J	AE Unfavorable	
		K	AF	
		L Unfavorable	AG	
		M	AH	
		N	AI	
		O	AJ	Response: N/A
		P	AK	
		Q Unfavorable	AL	
		R	AM	
		S	AN Unfavorable	
		T	AO	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Carroll Michael 12/16/11	Public Workshop	Segments:			
	Comment Form	A Unfavorable	U Favorable	Will encourage new development	Factors: Best relieves traffic/local streets Best connects to employment ctrs Best connects to other destinations Best connects to cities/towns Best connects to other major routes Least impact to existing developmt Input rec'd from public
Additional comments:		B Unfavorable	V Favorable		
		C Unfavorable	W Unfavorable		
		D Unfavorable	X Favorable		
		E Unfavorable	Y Unfavorable		
		F Unfavorable	Z Unfavorable		
		G Unfavorable	AA Unfavorable		
		H Unfavorable	AB Unfavorable		
		I Favorable Will encourage new development & located on state land.	AC Unfavorable		Funding: No: not support/won't use
		J Favorable Will encourage new development & in state land.	AD Favorable		
		K Unfavorable	AE Unfavorable		
		L Unfavorable	AF Unfavorable		
		M Favorable Will encourage new development & in state land.	AG Unfavorable		
		N Favorable	AH Favorable		
		O Favorable Will encourage new development & in state land.	AI Unfavorable		
		P Favorable Will encourage new development & in state land.	AJ Unfavorable		
		Q Unfavorable	AK Favorable		Response: N/A
		R Unfavorable	AL Favorable		
		S Unfavorable	AM Favorable		
		T Unfavorable	AN Favorable		
			AO Favorable		

Name/ Date	Mtg/Comment Type	Comment				
Frank Goodard	Public Workshop	Segments:				
	12/16/11	A Unfavorable	Existing road	U Favorable	Will bring new growth to Florence.	Factors: Best relieves traffic/hwys & frwys Best connects to employment ctrs Best connects to other destinations Best connects to cities/towns Best connects to other major routes
Additional comments:		B Unfavorable	Existing road	V Favorable	Makes most commercial sense	
		C Unfavorable		W Unfavorable		
		D Unfavorable		X Favorable	Will help Florence grow.	
		E Unfavorable		Y Unfavorable		
		F Unfavorable		Z Unfavorable		Funding: No: not support/won't use No toll road, if a toll road is installed I would not use it.
		G Unfavorable		AA Unfavorable		
		H Unfavorable		AB Unfavorable		
		I Favorable	Desired residential and commercial growth/state land	AC Unfavorable		
		J Favorable	Will bring new homes and retail store to state land	AD Favorable		
		K Unfavorable		AE Unfavorable		Response: N/A
		L Unfavorable		AF Unfavorable		
		M Unfavorable		AG Unfavorable		
		N Unfavorable		AH Favorable		
		O Favorable	Commercial corridors on state land.	AI Unfavorable		
		P Favorable	New corridor for transportation.	AJ Unfavorable		
		Q Unfavorable		AK Favorable		
		R Unfavorable		AL Favorable		
		S Unfavorable		AM Unfavorable		
		T Unfavorable		AN Favorable		
				AO Favorable		

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Anonymous	Public Workshop	Segments:		U Unfavorable	Factors: Lowest cost Least impact to existing developmt Least impact to planned developmt
12/8/11	Comment Form	A Unfavorable		V Unfavorable	
		B Unfavorable		W Unfavorable	
Additional comments: Try to keep it next to Power lines & canals & train tracks. These are usually unfavarable areas for homes & families. Keep to the east for future use by people buying future homes & having business' out there.		C Unfavorable		X Unfavorable	
		D Unfavorable		Y Unfavorable	Funding: Yes: support tolled hwy
		E Unfavorable		Z Unfavorable	
		F Unfavorable		AA	
		G Unfavorable		AB Unfavorable	
		H Unfavorable		AC Unfavorable	Response: N/A
		I Favorable		AD Favorable	
		J Favorable		AE Unfavorable	
		K Unfavorable		AF Unfavorable	
		L Unfavorable		AG Unfavorable	
		M Unfavorable		AH Favorable	
		N Unfavorable		AI Unfavorable	
		O Favorable		AJ Unfavorable	
		P Unfavorable		AK Favorable	
		Q Favorable		AL Favorable	
		R Unfavorable		AM Favorable	
		S Unfavorable		AN Favorable	
		T Unfavorable		AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment			
Anonymous 12/16/11	Public Workshop	Segments:		U Unfavorable	Factors: Least impact to existing developmt Least impact to planned developmt
	Comment Form	A Unfavorable		V Unfavorable	
Additional comments: come near all communities but not through them		B Unfavorable		W Unfavorable	
		C Unfavorable		X Unfavorable	
		D Unfavorable		Y Unfavorable	
		E Unfavorable		Z Unfavorable	
		F Unfavorable		AA Unfavorable	
		G Unfavorable		AB Favorable bypasses coolidge	
		H Unfavorable		AC Unfavorable	Funding:
		I Favorable aAuids conjection		AD Favorable	
		J Favorable shorter no structures		AE Unfavorable	Response: N/A
		K Unfavorable		AF Unfavorable	
		L Unfavorable		AG Unfavorable does not follow 87	
		M Unfavorable		AH Favorable	
		N Unfavorable		AI Unfavorable	
		O Favorable less development in area		AJ Unfavorable	
		P Unfavorable comes near florence		AK Favorable does not follow 87	
		Q Favorable		AL Favorable least congested	
		R Unfavorable		AM Unfavorable	
		S Unfavorable		AN Favorable	
		T Unfavorable		AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment
Bob Putz	Public Workshop	Segments:
	12/16/11	Comment Form
Additional comments: A route east of picacho mountains to 79 could be a shorter less costly route to 60. Route marked with A will serve the current population best.		
		U
		Factors: Best relieves traffic/hwys & frwys Best connects to other major routes Least impact to existing developmt
		A Favorable
		V
		B
		W
		C
		X
		D Favorable
		Y Favorable
		E Favorable
		Z
		F
		AA
		G Favorable
		AB
		H Favorable
		AC
		I
		AD
		J
		AE Favorable
		K
		AF
		L
		AG
		M
		AH Favorable
		N
		AI Favorable
		O
		AJ
		P
		AK
		Response: N/A
		Q
		AL Favorable
		R
		AM
		S
		AN
		T
		AO
		Funding: No: not support/won't use

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment		
Anonymous 12/19/11	Public Workshop	Segments:	U	Factors: Best connects to cities/towns Least impact to existing developmt Least impact to natural areas/open space Best use of existing roads/hwys
	Comment Form	A Favorable	V Favorable	
Additional comments: I would still use Rt 87 to Rt 10		B Favorable	W	
		C	X Favorable	
		D	Y	
		E	Z	
		F Favorable	AA	
		G	AB	
		H	AC	Funding:
		I	AD	
		J Favorable	AE	
		K	AF	
		L	AG	
		M	AH	
		N	AI	
		O	AJ	Response: N/A
		P Favorable	AK	
		Q	AL	
		R	AM	
		S	AN	
		T	AO	

Name/ Date	Mtg/Comment Type	Comment			
Emily Webster 12/8/11	Public Workshop	Segments:			
	Comment Form	A Unfavorable	Ironwood Dr was recently upgraded as local collector- shouldn't be limited access or toll road way	U Unfavorable	too costly for bridges & to. far east for aiding traffic in San Tan Valley
Additional comments:		B		V	
		C		W	
		D		X Unfavorable	too close to Hwy 79 with no benefit to town center local roads need to link Florence center with Hunt Hwy.
		E		Y	
		F		Z Unfavorable	see AA please
		G		AA Unfavorable	do not use current 87-it's a good artery with local access. not good for limiting access/tolls
		H		AB Favorable	
		I Favorable	first really available route to south if one is on 60 going toward east; would gather some of AJ & western	AC	
		J Favorable	nice split of future expected growth traffic for houses & industry	AD Favorable	
		K		AE	
		L		AF	
		M		AG	
		N		AH Favorable	
		O Favorable	good collector point for improved Bella Vista to west with dense housing & expected growth to east	AI	
		P Unfavorable	interferes with planned development	AJ	
		Q Favorable	takes advantage of-utility easements & expected growth link roads	AK Favorable	
		R		AL Favorable	
		S		AM	
		T		AN Favorable	
				AO	
					Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
					Funding: Yes: support tolled hwy Yes: use tolled hwy
					Response: N/A

Name/ Date	Mtg/Comment Type	Comment				
Keith Greig 12/12/11	Public Workshop	Segments:			U	Factors: Best connects to other destinations Best connects to cities/towns Best use of existing roads/hwys
	Comment Form	A Favorable	most westerly route traffic flow will be to the NW from/to the S.E	V		
Additional comments: I live in the San Tan Valley area. Nearly all of my travel is to the North West, to the area enclosed by the 202 loop. This new route should tie into the 202 loop, not procede north to 60 at Apache Junction This would avoid duplicating tow major North/South highways from 60 to Warner Rd within 5 miles of each other.		B Favorable	1. Most direct route 2.Uses land already committed to a roadway	W		
		C Unfavorable	No population base on the west side	X		
		D Favorable	Most direct way South	Y Favorable	Most direct route. Hwy 87 would be redundant if passed.	
		E Unfavorable	Second alternitive to B and F	Z Favorable	Same as Y. Best use of Hwy 87 corridor	
		F Favorable	Most direct route more central than C	AA Favorable	Same as Y and Z	
		G Unfavorable	Second alternitive to B and F	AB		
		H Favorable	Most direct route South to I10	AC Favorable	Does not contribute to NW/SE flow pattern	Funding: No: not support/won't use
		I Unfavorable	Too far west to facilitate NW/SE traffic flow	AD		Highways should remain public property. I avoid toll roads or much as 2 can
		J Unfavorable	Traffic flow will be NW/SE from the Phoenix metropolitan area	AE Unfavorable	Uneccessary duplication. Hwy 87 becomes redundant.	
		K Unfavorable	Costly and uneccessary crossing of the canal	AF Unfavorable	same as AE	
		L Unfavorable		AG		
		M		AH		
		N		AI		
		O		AJ		
		P		AK		Response: N/A
		Q		AL		
		R Unfavorable	goes wrong way.	AM		
		S		AN		
		T		AO Unfavorable	To far west, leads the wrong way	

Name/ Date	Mtg/Comment Type	Comment													
James R. Tyus	Public Workshop	Segments:					U					Factors:			
12/20/11	Comment Form	A	Favorable	Direct access to I10 to the 60. Most direct.			V								
		B	Favorable	Direct access I-10 to the 60 most direct.			W								
Additional comments: The route as marked appears to be the most economical as well.		C	Favorable	Direct access I1-0 to the 60. Most direct.			X								
		D	Favorable	Direct route I-10 to the 60 most direct			Y	Favorable	Direct route I-10 to the 60. Easy access to Coolidge						
		E	Favorable	Direct route I-10 to the 60. Most direct.			Z	Favorable	Direct route I-10 to the 60. Most direct.						
		F	Favorable	Direct route I-10 to the 60. Most direct.			AA	Favorable	Most direct route from the I-10-To the 60. Most direct						
		G	Favorable	Direct route I-10 to the 60. Most direct.			AB							Funding:	
		H	Favorable	Direct route I-10 to the 60. Most direct.			AC								
		I				AD									
		J				AE									
		K				AF					Response: N/A				
		L				AG									
M				AH											
N				AI											
O				AJ											
P				AK											
Q				AL											
R				AM											
S				AN											
T				AO											

Name/ Date	Mtg/Comment Type	Comment			
Anonymous 12/12/11	Public Workshop	Segments:			
	Comment Form	A Favorable	works well or move E to Idaho.	U Favorable	Factors: Least impact to existing developmt Least impact to natural areas/open space Input rec'd from public
		B Unfavorable	developed areas	V Favorable	
		C Unfavorable	dumb-developed areas exist. to many homes impacted	W Unfavorable	
Additional comments: Keep freeway from exsisting communities		D Favorable		X Favorable	
		E Favorable		Y Favorable	
		F Unfavorable		Z Favorable	
		G Favorable		AA Favorable	
		H Favorable		AB Favorable	
		I Unfavorable		AC Favorable	Funding: No: not support/won't use
		J Unfavorable		AD Favorable	
		K Unfavorable		AE Favorable	
		L Favorable		AF Favorable	
		M Unfavorable		AG Favorable	
		N Unfavorable		AH Favorable	
		O Unfavorable		AI Favorable	
		P Favorable		AJ Favorable	
		Q		AK Unfavorable	Response: N/A
		R Unfavorable		AL Favorable	
		S Unfavorable		AM Favorable	
		T Unfavorable		AN Favorable	
				AO Unfavorable	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment					
Anonymous	Public Workshop	Segments:			U Favorable	an alternative route to V	Factors: Best connects to cities/towns
12/12/11	Comment Form	A Unfavorable	preserve existing surface arterial	V Favorable	an alternative route to U		
		B Unfavorable	preserve critical arterial	W Unfavorable	see T		
Additional comments: Please recognize the long term sustainability & economic development opportunities for town like Florence & Coolidge.		C Unfavorable	Bad to bypass Florence, need arterial	X Favorable	most critical segment for long term sustainability of Florence		
		D Unfavorable	see C above.	Y Unfavorable	bypass Florence		
		E Favorable	if connected to SR24 or 202	Z Unfavorable	jLose 87 w this option		
		F Favorable	only if it connects to L	AA Unfavorable	see Z		
		G Favorable	Keeps route w of cap and could connect to SR24	AB Favorable	works with Florence alignment		
		H Unfavorable	not consistent w/travel models	AC Favorable	works with Florence alignment	Funding: Yes: support tolled hwy Yes: use tolled hwy	
		I Favorable	connects to 60 though better options connect to SR24 or 202	AD Favorable	would work with Florence alignment		
		J Favorable	works with preferred Florence alignment	AE Unfavorable	other alternatives are better		
		K Favorable	optional route to get to 60.	AF Unfavorable	see AE		
		L Favorable	consistent with travel model & connects Florence	AG Unfavorable	see AF		
		M Unfavorable	Favors unrealistic eastern routes T and W	AH Favorable	better than other option to west		
		N Unfavorable	Better to connect to SR24, 60, or 202	AI Favorable	option to AK		
		O Favorable	Works with Florence alignment	AJ Favorable	option to AK		
		P Favorable	works with Florence alignment	AK Favorable	work with AL	Response: N/A	
		Q Unfavorable	Divides Anthem & Merrill Ranch	AL Favorable	good terminus		
		R Unfavorable	Poor start/end location	AM Favorable	could work with X		
		S Unfavorable	too far east to meet growth demands	AN Favorable	works with Florence alignment of AL		
		T Unfavorable	costly. dam impact. FMR impacts-Loss of econ.dev.	AO Unfavorable			

Name/ Date	Mtg/Comment Type	Comment
Kathleen Banks 12/12/11	Public Workshop	Segments:
	Comment Form	
Additional comments: Route #2 I circled is what I like. I really don't have any strong feelings about the southern route alternatives		
		U
		V
		W
		X
		Y
		Z
		AA
		AB
		AC
		AD
		AE
		AF
		AG
		AH
		AI
		AJ
		AK
		AL
		AM
		AN
		AO
		Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to other major routes
		Funding: No: not support/won't use I don't like tollways-some are confusing also. Once they're in place, they never disappear
		Response: N/A

Name/ Date	Mtg/Comment Type		Comment		
Robert Mullins	Public Workshop				
12/12/11	Comment Form	Segments:		U	Factors: Best relieves traffic/hwys & frwys Best connects to other destinations Best connects to other major routes
		A	V		
		B	W		
		C	X		
		D	Y		
		E	Z		
		F	AA		
		G	AB		
		H	AC		
		I Favorable	I think it would be better to have a new road	AD	Funding: No: not support/won't use
		J Favorable	same as I	AE	
		K		AF	
		L		AG	No-once in place the funds will be used for other purposes and probably be put in a slush fund and everone will have their fingers in it. (Bad idea-I would not use it.)
		M		AH	
		N		AI	
		O Favorable		AJ	
		P		AK	Response: N/A
		Q Favorable	I think it is better to have a new road, that you don't have to move anything	AL	
		R		AM	
		S		AN	
		T		AO	

Name/ Date	Mtg/Comment Type	Comment				
Jane Malek 12/7/11	Public Workshop	Segments:				
	Comment Form	A Favorable	existing right of way	V Unfavorable		Factors: Least impact to natural areas/open space Best use of existing roads/hwys Input rec'd from public
Additional comments: I feel it is better to use existing right of ways whenever possible. Land has already been purchased, environmental issues dealt with, and it is. serving an existing population. These factors may result in expedited construction. My concern with using existing right of ways is the upheaval to traffic already using this crowded roadway during construction. I very much favor including consideration & planning for alternative transportation at the same time.		B Favorable	existing roadway	W Unfavorable		
		C Unfavorable		X Unfavorable		
		D Favorable	near residential development	Y Favorable	existing roadway	
		E Unfavorable		Z Favorable	existing roadway	
		F Favorable	more direct	AA Favorable	existing roadway	
		G Unfavorable		AB Unfavorable		Funding: No: not support/won't use I am against toll roads in AZ. Our roads should be available for all to use.
		H Favorable	more direct	AC Unfavorable		
		I Unfavorable		AD Unfavorable		
		J Unfavorable		AE Unfavorable		
		K Unfavorable		AF Unfavorable		Response: N/A
		L Unfavorable		AG Unfavorable		
		M Unfavorable		AH Unfavorable		
		N Unfavorable		AI Unfavorable		
		O Unfavorable		AJ Unfavorable		
		P Unfavorable		AK Unfavorable		
		Q Unfavorable		AL Unfavorable		
		R Unfavorable		AM Unfavorable		
		S Unfavorable		AN Unfavorable		
		T Unfavorable		AO Unfavorable		

Name/ Date	Mtg/Comment Type	Comment			
B. Thoma 12/22/11	Public Workshop	Segments:	U	Factors:	
	Comment Form	A	V	Lowest cost	
Additional comments: Why can't you existing route? The proceeding questions are irrevelant to me. I am a member of the working poor. The only thing I own besides a vehicle is my mobile home. I realize that those empowered to make this decision will not regard my wishes. I have a greedy landlord who raises our space rent to the maximum % at each legal opportunity. My rent was \$140=monthly in 2003. Now 8 years later it is \$312+. I just wish someone would make me, an offer, which would allow me to move where I can live the rest of my life with dignity. I am 78 years of age-and still work my 40 hrs. per week. NOW THIS! Welcome to my American Dream. B. Thoma 654 E Ranch Sp 171 San Tan Valley 85140		B	W	Least impact to existing developmt	
		C	X	Least impact to natural areas/open space	
		D	Y	Best use of existing roads/hwys	
		E	Z		
		F	AA		
		G	AB		
		H	AC	Funding:	
		I	AD	No: not support/won't use	
		J	AE		
		K	AF		
		L	AG		
		M	AH		
		N	AI		
		O	AJ		
		P	AK	Response:	
		Q	AL	N/A	
		R	AM	using existing routes has minimal impact on wildlife. I no longer hear the coyotes at night. I miss them.	
		S	AN		
		T	AO		

Name/ Date	Mtg/Comment Type	Comment			
Thomas Krukow 12/7/11	Public Workshop	Segments:			U
	Comment Form	A Unfavorable	N end of A can't be widened enough at US60 bridge.	V	Factors: Best relieves traffic/hwys & frwys Least impact to existing developmt Least impact to planned developmt
Additional comments: On Northern Route Alternatives map: Road drawn from Peralta Rd to I; Could be county road link to N-S freeway Widening existing roads like Ironwood, Gantsville & Hunt Hwy should not be done. For all the years of disruption you get minimal additional capacity. They are cost in-effective. Where do all the people go to get around the construction? They over tax other roads. RE: US60 bypass around Gold Canyon. If SR24 was completed first, I believe the traffic on 60 would be diminished enough to eliminate that by-pass.		B Unfavorable	already improved; dollars spent; huge disruption to whole area; won't increase traffic capacity by 3 more	W	
		C Unfavorable	Where does all current traffic go for years of construction.	X	
		D Unfavorable	same	Y	
		E		Z	
		F		AA	
		G		AB	
		H		AC	Funding: No: not support/won't use
		I		AD	
		J		AE	Toll road construction thru public lands is a benefit for the affluent. I gives them a way to live further from work, and not have to put up with the traffic congestion, that less affluent people must put up with.
		K		AF	
		L		AG	
		M		AH	
		N		AI	
		O		AJ	
		P		AK	Response: N/A
		Q		AL	
		R		AM	
		S		AN	
		T		AO	

Name/ Date	Mtg/Comment Type	Comment
Diann Lesueur	Public Workshop	Segments:
	12/8/11	Comment Form
Additional comments:		
		U Unfavorable Factors:
		V Unfavorable
		W Unfavorable
		X Favorable
		Y Favorable
		Z Favorable
		AA Favorable
		AB Favorable Funding:
		AC Unfavorable No: not support/won't use
		AD Favorable
		AE Unfavorable
		AF Favorable
		AG Favorable
		AH Favorable
		AI Favorable
		AJ Favorable Response:
		AK N/A
		AL Favorable
		AM
		AN Favorable
		AO Favorable

Name/ Date	Mtg/Comment Type	Comment					
Jon Thompson	Public Workshop	Segments:		U		Factors:	
12/22/11	Comment Form	A		V		Best connects to other major routes	
		B		W			
Additional comments: am cont: route that city of coolidge supported. councilmember curry wanted new route to the west but he resigned from city council so his opinion is out. This route makes the most sense. There is already an easement as well as an “established dont’s” I support this contz.		C		X Unfavorable			
		D Unfavorable	stay away from Hunt Hwy.	Y	Unfavorable	disrubts to many people in Coolidge on East side-wipes out eastside of town.	
		E		Z	Unfavorable	Bad news for current 2ESL Curts to much relocation to many problems with law suits	
		F		AA Unfavorable			
		G		AB Unfavorable	Do not like city vote-in route was much better		
		H		AC			Funding:
		I		AD Favorable	Avoids Picacho reservoir which has environmental impact and endangered species.		Depends on cost and timelines. I am opposed to toll road at this time but would consider change of pace is reasonable.
		J		AE Favorable	Easement already in-close to railroad		
		K		AF Favorable	easements already in close to Railroad		
		L		AG			
		M		AH			
		N		AI			
		O		AJ			
		P		AK			Response: N/A
		Q		AL Favorable	closer to pima county/proposed railroad yard/new development		
		R		AM Favorable	This area is already compromised with power lines. Why compromise 2 area? Put everything here is all		
		S		AN Favorable	Less disruptive to future mall, airport, and existing citizens.		
T		AO					

Name/ Date	Mtg/Comment Type	Comment				
Mark Reidling 12/8/11	Public Workshop	Segments:				Factors:
	Comment Form	A Favorable	Route already exists along Ironwood	V Unfavorable	they won't like that at Merrill Ranch	
Additional comments:		B Unfavorable	too populated-xxx subdivisions	W Unfavorable	it would cost more \$ from the impact on nat'l guard	Funding: No: not support/won't use
		C Favorable	waste to tax \$\$ too curvy adds \$\$ but better choice	X Favorable		
		D Favorable	easier access for populated areas	Y Favorable	more reasonable	
		E		Z Favorable		
		F Unfavorable		AA Favorable	follow railroad	
		G Unfavorable	Too much impact on housing-\$	AB Favorable		
		H Unfavorable	Too close to magic ranch homes	AC Unfavorable	why curve over \$\$\$	
		I Favorable	Less invasive to subdivisions	AD Favorable		
		J Favorable		AE Favorable	take the strighter way	
		K Unfavorable	why???	AF Favorable		
		L Favorable		AG Favorable		Response: N/A
		M Favorable	Ok to connect up N-O or S	AH Favorable	staighter	
		N Favorable	Ok to connect to O	AI Favorable		
		O Favorable	straighter saves \$	AJ Favorable	why curves xxx?	
		P Favorable		AK		
		Q Favorable	straighter line	AL Favorable		
		R Unfavorable	waste of \$\$	AM		
		S Favorable		AN Favorable		
		T Favorable		AO Favorable		

Name/ Date	Mtg/Comment Type	Comment		
Debbie Marrs 12/7/11	Public Workshop	Segments:		
	Comment Form	A Unfavorable	U Unfavorable	Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Input rec'd from public
Additional comments:		B Unfavorable	V Unfavorable	
		C Unfavorable	W Favorable	
		D Unfavorable	X Favorable	
		E Unfavorable	Y	
		F Unfavorable	Z	
		G Favorable	AA	
		H Unfavorable	AB	
		I Favorable	AC	
		J Favorable	AD	
		K Favorable	AE	
		L Favorable	AF	
		M Unfavorable	AG	
		N Unfavorable	AH	
		O Favorable	AI	
		P Unfavorable	AJ	
		Q Favorable	AK	Funding: Yes: use tolled hwy
		R Favorable	AL	
		S Favorable	AM	
		T Unfavorable	AN	
			AO	Response: N/A

North-South Corridor Study Public Workshops December 2011
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Name/ Date	Mtg/Comment Type	Comment				
Roc Arnett 12/28/11	Public Workshop	Segments:				
	Comment Form	A Unfavorable	to far west, does not assist development of S.V.	U Favorable	Preferred #1	Factors: Best connects to employment ctrs Best connects to other major routes Other
Additional comments: XXX- the 24 xxx-indicated- & the N-South become the proposed by pass-		B Unfavorable	Ironwood already developed-	V Favorable	#3 preferred	
		C Unfavorable	same	W Favorable	Preferred #3	
		D Unfavorable	same	X Favorable		
		E Unfavorable	does no do good for econ.dev. behind the CAP-	Y		
		F Unfavorable		Z		
		G Unfavorable		AA		
		H Unfavorable		AB		
		I Favorable	1. Better econ dev. for S.V. 2. possible alternate to by-pass-	AC		Funding: Extensive study will be needed to support a toll road-
		J Unfavorable		AD		
		K Unfavorable		AE		
		L Unfavorable		AF		
		M Favorable		AG		Response: N/A
		N Favorable	favor #2	AH		
		O	alternate-#2	AI		
		P		AJ		
		Q		AK		
		R		AL		
		S Favorable	favor #1 preffered	AM		
		T Favorable	Preferred 1	AN		
				AO		

Name/ Date	Mtg/Comment Type	Comment			
Danny Owen	Public Workshop	Segments:		U	Factors: Other
	12/28/11	Comment Form	A	V	
B Unfavorable Ironwood Dr. will be needed in addition to the freeway, adjacent to lots of existing residential		W			
C Unfavorable Hunt Hwy will be needed in addition to freeway, this segment is also adjacent to existing residential		X			
D Unfavorable Hunt Hwy will be needed in addition to freeway, also impacts both existing & planned residential dev.		Y			
E		Z			
F Unfavorable Ultimately leads to segment “B” (see comments on segment “B” above)		AA			
G		AB			
H Unfavorable Must connect to segment “D” (see comments on segment “D” above)		AC	Funding: Yes: support tolled hwy Yes: use tolled hwy		
I		AD			
J		AE			
K		AF			
L Unfavorable Potentially connects to segments “F” & “B” (see comments on segment “E” above)		AG			
M		AH			
N		AI			
O		AJ			
P		AK	Response: N/A		
Q		AL			
R		AM			
S		AN			
T		AO			

Name/ Date	Mtg/Comment Type	Comment		
Paul Prechel 12/8/11	Public Workshop	Segments:		
	Comment Form	A Favorable	U Unfavorable	Factors: Best connects to other major routes Lowest cost Least impact to existing developmt
Additional comments:		B Favorable	V Unfavorable	
		C Unfavorable	W Unfavorable	
		D Unfavorable	X Unfavorable	
		E this could be an alternate to B	Y Unfavorable	
		F Favorable	Z Favorable	Funding: Yes: support tolled hwy Yes: use tolled hwy
		G this could be an alternate to F	AA Favorable	
		H Unfavorable	AB Unfavorable	
		I Unfavorable	AC Unfavorable	
		J Unfavorable	AD Favorable	
		K Unfavorable	AE Favorable	Response: N/A
		L Favorable	AF Unfavorable	
		M Unfavorable	AG Unfavorable	
		N Unfavorable	AH Unfavorable	
		O Unfavorable	AI Unfavorable	
		P Unfavorable	AJ Unfavorable	
		Q Favorable	AK Unfavorable	
		R Unfavorable	AL Unfavorable	
		S Unfavorable	AM Favorable	
		T Unfavorable	AN Favorable	
			AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment				
Travis Welton 12/30/11	Public Workshop	Segments:			U Unfavorable	Factors: Best relieves traffic/local streets Best connects to employment ctrs Best connects to cities/towns
	Comment Form	A Favorable	Not my 1st choice. would rather see a new road. It is already crowded at that stretch of road.	V Unfavorable		
Additional comments: I would propose that we take advantage of there not being an off ramp on the meridian Rd. and use it to create a new road. I do not think that following an existing road would be benefical to traffic issue than one already preventent.		B Unfavorable	This street is already busy.	W Unfavorable		
		C Unfavorable	This roadway is already to busy.	X Unfavorable		
		D Favorable	I would like to see a new road to Coolidge	Y Favorable	Would like to se road expanded	
		E Favorable	This would be a great roadway to help me get into town for work.	Z Favorable	Would like to see road expanded	
		F Favorable	this would be a good road to get around Hunt Hwy.	AA Favorable	Would like to see road expanded	
		G Favorable	This would be a good road to help get through the back roads.	AB Favorable		
		H Favorable	This route would be perfered to help connect G & F to D.	AC Favorable		
		I Unfavorable	Doesn't seen reasonable to me.	AD Favorable		
		J Unfavorable	Unsure about road.	AE Favorable		
		K Favorable	This would be a good route from Sun Tan to Gold Canyon/Apache Jct.	AF Favorable		
		L Favorable	Would be a good addition to the back roads at STV.	AG Favorable		
		M Unfavorable	Don't see the reason for it.	AH Favorable		
		N Favorable	Would be a good connection point from US60 to K & O	AI Favorable		
		O Favorable	Good route from STV to Gold Canyon/Apache Jct.	AJ Favorable		
		P Unfavorable		AK Favorable		
		Q Favorable	Nice addition to Florence/Coolidge	AL Favorable		
		R Unfavorable		AM Favorable		
		S Unfavorable		AN Favorable		
		T Unfavorable		AO Favorable		
					Response: N/A	

Name/ Date	Mtg/Comment Type	Comment						
Susan & Barry Wilson	Public Workshop	Segments:				U		Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
	12/12/11	Comment Form	A Favorable	Existing road		V		
B Favorable			Existing Road		W			
C				X				
Additional comments: By using existing road impact on communities will be less.		D Favorable	existing road		Y	Favorable	Existing Road	
		E				Z	Favorable	Existing Road
		F Favorable	would bring business were SRP is already working		AA	Favorable	Existing Road	
		G				AB		
		H Favorable	missing most of existing homes		AC		Funding: Yes: support tolled hwy Yes: use tolled hwy Tolls: Only if guarantee that after a specified time period they went away. Tolls should be at exits & entrances only	
I				AD				
J				AE				
K				AF				
		L				AG		
		M				AH		
		N				AI		
		O				AJ		
		P				AK		Response: N/A
		Q				AL		
		R				AM		
		S				AN		
		T				AO		

North-South Corridor Study Public Workshops December 2011
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Name/ Date	Mtg/Comment Type	Comment			
Ed Spilo 12/12/11	Public Workshop	Segments:			
	Comment Form	A Favorable	Best access for existing residence	U	Factors:
		B Favorable	Best access for existing residence. And sooner connection to SR24	V	Best connects to employment ctrs
		C Unfavorable		W Unfavorable	Best connects to other major routes
		D		Too far from existing residence	Best use of existing roads/hwys
Additional comments:		E		X	
Overall route should be the shortest, most direct path between US 60 and I-10. However the access for existing and near term residence should receive priority over long term development. In addition, access to Coolidge Airport and Banner Ironwood Hospital should be considered.		F Favorable		Y	
		G		Z	
		H		AA Favorable	Intersect with I-10 as far west as possible for better access to I8
		I		AB	
		J		AC	Funding:
		K		AD	No: not support/won't use
		L		AE	
		M		AF	
		N		AG	
		O		AH	
		P		AI	
		Q		AJ	Response:
		R		AK	N/A
		S		AL	
		T Unfavorable	Too far from existing residence	AM	
				AN	
				AO	

Name/ Date	Mtg/Comment Type	Comment										
Robert Brantley 12/07/11	Public Workshop	Segments:					U					Factors: Best relieves traffic/hwys & frwys Best connects to other major routes Least impact to existing developmt
	Comment Form	A					V					
Additional comments:		B					W					
		C					X					
		D Favorable	Most direct route				Y Favorable	Most direct route				
		E					Z Favorable	Most direct route				
		F					AA Favorable	Most direct route				
		G Favorable	Most direct route				AB					
		H Favorable	Most direct route				AC					
		I Favorable	State Trust Land				AD					
		J Favorable	State Trust Land				AE					
		K Favorable	Most direct route				AF					
		L					AG					
		M					AH					
		N					AI					
		O					AJ					
		P					AK					
		Q					AL					
		R					AM					
		S					AN					
T					AO							

North-South Corridor Study Public Workshops December 2011
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Name/ Date	Mtg/Comment Type	Comment					
Scott Lenz 12/12/11	Public Workshop	Segments:			U Unfavorable	Expensive condemnation w/ entitled land	Factors: Lowest cost Least impact to existing developmt Least impact to planned developmt
	Comment Form	A			V Unfavorable	Expensive condemnation w/ entitled land	
Additional comments:		B Unfavorable	Does not avoid existing development		W Favorable	Combine w/ “T”	
		C Unfavorable	Does not avoid existing development		X		
		D Unfavorable	Does not avoid existing development		Y		
		E Unfavorable	Too many issues w/ CAP/Wild-cat lot owners		Z		
		F		AA			
		G Unfavorable	It’s close to, but not adjacent to SRP power line thus create huge “Void” area		AB		
		H Unfavorable	Too may RR crossings		AC		
		I		AD			
		J		AE			
		K		AF			
		L Unfavorable	Traverses near existing homes & final plats in Mesquite Trails & Felix Farms		AG		
		M		AH			
		N		AI			
		O Unfavorable	Ignores difficulty w/ crossing Magma RR/CAP and huge dam		AJ		
P Unfavorable	Total invasion of existing homes in Crestfield Manor		AK				
Q Unfavorable	Expensive condemnation for Final Plat lots in Mesquite Trails		AL				
R		AM					
S Favorable	Avoids existing development		AN				
T Favorable	Can avoid Magma Ranch (by combining w/ “W”)		AO				
Funding: Yes: support tolled hwy Yes: use tolled hwy This seems to be a model that has worked well in other cities. (Including Austin, Dallas, Fort Worth)							
Response:							

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment				
Linda Henderson 12/23/11	Public Workshop	Segments:			U	Factors: Best relieves traffic/hwys & frwys Best connects to employment ctrs Best connects to other destinations
	Comment Form	A Favorable	Like to end up East at least this far (not farther E)		V	
Additional comments: Overall would prefer to end up a bit East on 60 but not to far E. Concerned about housing development (Wheeler Tract) on Wheeler Rd.		B Favorable			W	
		C			X Unfavorable	To far to the East. No gain.
		D Favorable			Y Favorable	May help town of Coolidge growth. Close to future mall on Bartlett
		E Favorable			Z	
		F Favorable			AA Favorable	Existing route
		G Favorable			AB	
		H			AC	Funding: No: not support/won't use
		I Unfavorable	Too far East		AD	
		J			AE	
		K			AF	
		L			AG	
		M			AH	
		N			AI	
		O			AJ Unfavorable	Close to residential on Wheeler Rd. & too close to future Prison
		P			AK	Response: N/A
		Q			AL Favorable	
		R			AM Favorable	
		S			AN Unfavorable	
		T			AO	

Name/ Date	Mtg/Comment Type	Comment			
Varr Myers 12/08/11	Public Workshop	Segments:			U
	Comment Form	A Favorable	Good rt for commuters		V
Additional comments: XX Disturbs few currently developed/settled areas Straight line much cheaper to build Leaves 87 a viable alternate route Opens new lands to future development Lower acquisition costs Much State & Busi Land on this route		B Favorable	Good rt for commuters		W
		C			X
		D			Y
		E			Z
		F			AA
		G			AB
		H Favorable			AC
		I Unfavorable			AD
		J			AE
		K			AF
		L			AG
		M			AH
		N			AI
		O			AJ
		P			AK
		Q			AL
		R			AM
		S			AN
		T			AO
Factors: Best relieves traffic/hwys & frwys Best connects to cities/towns Lowest cost Least impact to existing developmt					
Funding: No: not support/won't use					
Response: N/A					

Name/ Date	Mtg/Comment Type	Comment		
Thomas M. Wood	Public Workshop	Segments:		
		A Unfavorable	U Unfavorable	Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to employment ctrs Best connects to other destinations Best connects to cities/towns Best connects to other major routes Least impact to existing developmt Least impact to planned
1/3/12	Comment Form	B Unfavorable	V Unfavorable	
Additional comments:		C Unfavorable	W Favorable	
		D Unfavorable	X Favorable	
		E Unfavorable	Y Unfavorable	
		F Unfavorable	Z Unfavorable	
		G Unfavorable	AA Unfavorable	
		H Unfavorable	AB Unfavorable	
		I Favorable	AC Favorable	
		J Unfavorable	AD Favorable	
		K Unfavorable	AE Unfavorable	
		L Unfavorable	AF Unfavorable	
		M Favorable	AG Unfavorable	
		N Unfavorable	AH Favorable	
		O Unfavorable	AI Unfavorable	
		P Unfavorable	AJ Unfavorable	Funding: Yes: support tolled hwy Yes: use tolled hwy
		Q Unfavorable	AK Favorable	
		R Favorable	AL Favorable	
		S Favorable	AM Unfavorable	
		T Unfavorable	AN Unfavorable	
			AO Unfavorable	Response: N/A

Name/ Date	Mtg/Comment Type	Comment				
Salvador Chavez	Public Workshop	Segments:		U	Factors:	
1/6/12	Comment Form	A		V	Best relieves traffic/local streets	
		B Unfavorable	its a main rd. Already why would you want to make it into a freeway. Also trafic would be a nightmare since	W	Best connects to employment ctrs	
Additional comments:		C		X	Best connects to other destinations	
Dont let the liberals or their non sense stop or pro-long the construction. Get this starte ASAP if the state or liberals trys to get in the way put it out in public and we will put pressure on those who are trying to stop it. Many people dont know about this FWY. You neen to put it out more so you can get more support.		D		Y Unfavorable	same as B & E	Best connects to cities/towns
The reason why I chose the rout I chose is because I believe the county could realy use some growth to the east of the rout I chose. It is good for the county because it would bring more business, people, and money to the county.		E Favorable	construction or trafic wont be in the way of each other. I think by going that rout the job can get done faster	Z		Best connects to other major routes
		F		AA Unfavorable	same as B & E but instea of I-60 to I-10	Lowest cost
		G Favorable	same as E	AB		Least impact to existing developmt
		H		AC		Least impact to planned developmt
		I		AD Favorable	same as E	Funding:
		J		AE		No: not support/won't use
		K		AF		Tolled roads have to many tolled booths and can get very expensive. I could change my mind if I knew how mutch it would cost to use and how many booths would exist.
		L Favorable	same as E	AG		
		M		AH Favorable	same as E	
		N		AI Favorable	same as E	
		O		AJ Favorable	same as E	
		P		AK		Response:
		Q Favorable	this rout wold go between Florence & Coolidge and we wont have to hear bouth towns cry about the FWY	AL Favorable	same as E	N/A
		R		AM Favorable	same as E	
		S		AN Favorable	same as E	
		T		AO		

Name/ Date	Mtg/Comment Type	Comment			
David Faulkner 1/6/12	Public Workshop	Segments:		U	Factors: Best connects to cities/towns Least impact to existing developmt Other
	Comment Form	A Unfavorable	goes through residential areas, trailer park, golf course	V	
Additional comments: If both SR 24 and Section I joined E at an interchange it would give anybody going North A choise of Hwy 202 or by the superstition mountains.		B Unfavorable	goes in front of Banner Medical Center	W	
		C Unfavorable	goes through residential & shopping area	X	
		D Unfavorable	goes through Coolidge central area	Y	
		E		Z Unfavorable	good existing road, leave for business frontage off freeway
		F		AA Unfavorable	good existing road, leave as alternate route
		G		AB	
		H		AC	
		I		AD	
		J		AE	
		K		AF	
		L		AG	
		M		AH	
		N		AI	
		O		AJ	
		P		AK	
		Q		AL	
R		AM			
S		AN			
T		AO			

Name/ Date	Mtg/Comment Type	Comment
Sandra Wood 1/6/12	Public Workshop	Segments:
	Comment Form	
Additional comments:		
		U Unfavorable
		V Unfavorable
		W Favorable
		X Favorable
		Y Unfavorable
		Z Unfavorable
		AA Unfavorable
		AB Unfavorable
		AC Favorable
		AD Favorable
		AE Unfavorable
		AF Unfavorable
		AG Unfavorable
		AH Favorable
		AI Unfavorable
		AJ Unfavorable
		AK Favorable
		AL Favorable
		AM Unfavorable
		AN Unfavorable
		AO Unfavorable
		Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to employment ctrs Best connects to other destinations Best connects to cities/towns Best connects to other major routes Least impact to existing developmt Least impact to planned
		Funding: Yes: support tolled hwy Yes: use tolled hwy
		Response:

Name/ Date	Mtg/Comment Type	Comment				
Dana Gallagher 1/6/11	Public Workshop	Segments:				
	Comment Form	A Favorable	eases congestion coming off US60 focuses on Queen Creek San Tan Valley residents	U Unfavorable	widen Felix Rd / Hunt Hwy	Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Best connects to other major routes
Additional comments: I have traveled this corridor in which all of these proposals exist many, many times. I like the idea of using existing rds/highways as much as possible. Specifically with the southern half of the corridor. I feel that short term plans should be focused on the Northern half of the corridor, with emphasis on alleviating the congestion at the US 60 & Ironwood area. Thank You.		B Favorable	continues from section "A" allows for higher volume of traffic lowers commute times	V Unfavorable	widen Felix Rd / Hunt Hwy	
		C Unfavorable	just use existing Hunt Hwy	W Unfavorable	widen Felix Rd / Hunt Hwy	
		D Favorable	same as sections E, G, & H	X Unfavorable	just use existing 287 or 79. widen Felix Rd / Hunt Hwy	
		E Favorable	allows for more of a direct route towards Coolidge & I -10, bypasses Queen Creek/San Tan Valley traffic	Y Favorable	uses already existing rds	Funding: Yes: use tolled hwy I would use the tolled highway. However, with the projected development(s), wouldn't the increase in taxpayers make it possible to fund as needed??
		F Unfavorable	don't feel its needed if sections B,G & H are developed	Z Favorable	see section Y	
		G Favorable	direct route to Coolidge & I-10	AA Favorable	see section Y	
		H Favorable	same as G section	AB Unfavorable	widen/re-structure existing rds to accomodate new decelopments	
		I Favorable	direct access to developments in the long term. bypasses gold canyon	AC Unfavorable	see AB	
		J Unfavorable	too close to proposed section E & not close enough too long term development near section S	AD Unfavorable	see AB	
		K Unfavorable	same as section J	AE Unfavorable	see AB	
		L Favorable	would help tie in sections G, H, D with M,S,T	AF Unfavorable	see AB	
		M Favorable	same as I	AG Unfavorable	see AB	
		N Unfavorable	same as section J & K	AH Unfavorable	see AB	
		O Unfavorable	same as section J, K, N	AI Unfavorable	see AB	Response: N/A
		P Unfavorable	widen Felix Rd & Hunt Hwy	AJ Unfavorable	see AB	
		Q Unfavorable	widen Felix Rd / Hunt Hwy	AK Unfavorable	see AB	
		R Favorable	same as sections I, M, S, & T	AL Unfavorable	see AB	
		S Favorable	same as section I & M	AM Unfavorable	see AB	
		T Favorable	same as I, M & S. Tie in T with L	AN Unfavorable	see AB	
				AO Unfavorable	see AB	

Name/ Date	Mtg/Comment Type	Comment					
Terry Makdad	Public Workshop	Segments:			U Unfavorable	see A	Factors: Least impact to existing developmt Other
1/6/12	Comment Form	A Unfavorable	routes south affect existing RESIDENTIAL!		V Unfavorable	see A	
		B Unfavorable	see A		W Favorable	not next to existing residential	
Additional comments:		C Unfavorable	see A		X Favorable	not next to existing residential	Funding: No: not support/won't use
My preferred option is the “No Build” option - My rationale is that once the road is built the entire valley from Hwy 60 South will be filled with houses and strip malls. 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 our future 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. The study that projects the massive growth and the need for this project has been rendered obsolete by the economic conditions that have occurred since this study was started. Fro the most part I-10 is only four lanes and should be widened to eight lanes from Phoenix to Tucson before any more money is spent on this project. EPA environmental impact studies are a waste of time and money given that this project will result in what I have stated in the first paragraph. The result will be air and noise		D Unfavorable	see A		Y		
		E Unfavorable	see A		Z		
		F Unfavorable	see A		AA		
		G Unfavorable	see A		AB		
		H Unfavorable	see A		AC		
		I Favorable	not next to existing residential		AD		
		J Unfavorable	see A		AE		
		K Unfavorable	see A		AF		
		L Unfavorable	see A		AG		
		M Favorable	not next to existing residential		AH		
		N Unfavorable	see A		AI		
		O Unfavorable	see A		AJ		
		P Unfavorable	see A		AK		
		Q Unfavorable	see A		AL		
		R Favorable	not next to existing residential		AM		
		S Favorable	not next to existing residential		AN		
		T Unfavorable	see A		AO		Response: N/A

Name/ Date	Mtg/Comment Type	Comment
Sandra Walker 1/8/12	Public Workshop	<div>Segments:</div> <div>U</div>
	Comment Form	<div>V</div>
Additional comments:		<div>W Favorable</div>
		<div>X Favorable</div>
		<div>Y</div>
		<div>Z</div>
		<div>AA</div>
		<div>AB</div>
		<div>AC</div>
		<div>AD</div>
		<div>AE</div>
		<div>AF</div>
		<div>AG</div>
		<div>AH</div>
		<div>AI</div>
		<div>AJ</div>
		<div>AK</div>
		<div>AL</div>
		<div>AM</div>
		<div>AN</div>
		<div>AO</div>

Factors:
Least impact to existing developmt
Least impact to natural areas/open space

Funding:

Response:

Name/ Date	Mtg/Comment Type	Comment				
Chris Webb	Public Workshop	Segments:	U		Factors: Best connects to employment ctrs Input rec'd from local gov't Other	
1/9/12	Comment Form		V			
Additional comments: This letter, and the attached comment form from the December 2011 open house meetings, are sent on behalf of the corridor study area property owners and stakeholders listed below. This group owns and/or manages approximately 13,700 total acres within the corridor study area. The attached comment form represents the collective alignment preferences of this group for the southern area route alternatives. -Property Reserve, Inc. - 3,860 acres -Walton Development & Management (USA), Inc. - 1,546 acres -Langley Properties - 2,250 acres -WDP Partners - 320 acres -Cardon-Hiatt Companies - 5,724 acres While our stakeholder group has met extensively with ADOT and the corridor study team, we felt it was important to formally convey our group's alignment preferences through the comment forms provided at the December open house meetings. You will note that the alignment preferences indicated are consistent with those supported by the City of Eloy, the City of Coolidge and the Town of Florence. Please feel free to contact me directly at (480)240-5648 if you have any questions.		B	W		Funding: Yes: support tolled hwy Yes: use tolled hwy	
		C	X			
		D	Y	Unfavorable		SR87 will be needed in addition to freeway (see also additional comment #1)
		E	Z	Unfavorable		See comment on segment "Y" above
		F	AA	Unfavorable		See comment on segment "Y" above
		G	AB	Favorable		Supported by major area property owners and Coolidge City Council (Also see additional comment
		H	AC	Unfavorable		Puts freeway on West side of future mall site which is undesirable to mall developer of City
		I	AD	Favorable		Supported by major area property owners and Coolidge City. Good transition between "AH" & "AN"
		J	AE	Unfavorable		Too close to SR87/UPRR corridor (see additional comment #1)
		K	AF	Unfavorable		See comment on Segment "AE" above
		L	AG	Unfavorable		See comment on Segment "AE" above
		M	AH	Unfavorable		Keeps separation from SR87/UPRR corridor and is supported by property owners & City of Eloy
		N	AI	Unfavorable		Inadequate seperation from SR87/UPRR corridor due to location in Eloy's planned employment corridor
		O	AJ	Unfavorable		See comment on Segment "AI" above
		P	AK	Favorable		Compatible with Eloy's planned employment corridor, supported by City and property owners (see segment
		Q	AL	Favorable		Keeps adequate spacing with SR87/UPRR corridor & is supported by property owners and City of Eloy
		R	AM	Unfavorable		Cuts diagonally through major land holdings west of Valley Farms Rd and is not supported by City of
		S	AN	Favorable		Keeps freeway on east side of future mall site per developer and City of Coolidge Resolution. (Also see
		T	AO	Unfavorable		See comment on Segment "AM"

Name/ Date	Mtg/Comment Type	Comment					
Anne Quackenbush	Public Workshop	Segments:			U Unfavorable	See A	Factors: Least impact to existing developmt Input rec'd from public Other
1/9/12	Comment Form	A Unfavorable	near residential area		V Unfavorable	See A	
		B Unfavorable	See A		W	See I	
Additional comments: You NEED to stay away from all existing homes & neighborhoods your maps are incorrect. I have found that almost all your areas marked in yellow have homes or existing neighborhoods. I feel this is how you will justify your route. There is a lot of unused land out there find a route away from homes & neighborhoods! Redo your maps and redo your study!		C Unfavorable	See A		X	See I	
		D Unfavorable	See A		Y Unfavorable	See A	
		E Unfavorable	See A		Z Unfavorable	See A	
		F Unfavorable	See A		AA Unfavorable	See A	
		G Unfavorable	See A		AB Unfavorable	See A	
		H Unfavorable	See A		AC Unfavorable	See A	
		I Favorable	Doesn't affect homes		AD Unfavorable	See A	
		J Unfavorable	See A		AE Unfavorable	See A	
		K Unfavorable	See A		AF Unfavorable	See A	
		L Unfavorable	See A		AG Unfavorable	See A	
		M Favorable	See I		AH Unfavorable	See A	
		N Unfavorable	See A		AI Unfavorable	See A	
		O Unfavorable	See A		AJ Unfavorable	See A	
		P Unfavorable	See A		AK Unfavorable	See A	
		Q Unfavorable	See A		AL Unfavorable	See A	
		R Favorable	See I		AM Unfavorable	See A	
		S Favorable	See I		AN Unfavorable	See A	
		T Favorable	See I		AO Unfavorable	See A	
		Funding: No: not support/won't use					
Response: N/A							

Name/ Date	Mtg/Comment Type	Comment			
Rob & Carolyn Cox	Public Workshop	Segments:		U	Factors: Least impact to existing developmt
		A		V	
1/9/12	Comment Form	B		W	
Additional comments:		C		X	
		D		Y	
		E Unfavorable	Abuts our development. Noise, property value depreciation, increase traffic in and around	Z	
		F		AA	
		G		AB	Funding: No: not support/won't use
		H		AC	
		I		AD	
		J		AE	
		K		AF	
		L		AG	
		M		AH	
		N		AI	
		O		AJ	Response:
		P		AK	
		Q		AL	
		R		AM	
		S		AN	
		T		AO	

Name/ Date	Mtg/Comment Type	Comment		
Anonymous 1/9/12	Public Workshop	Segments:		U
	Comment Form	A		V
Additional comments:		B Favorable	Gantzel already busy- traffic would flow better with new corridor	W
		C		X
		D		Y
		E Unfavorable	too close to our residential area	Z
		F		AA
		G		AB
		H		AC
		I Favorable	join another section of US60	AD
		J		AE
		K		AF
		L		AG
		M		AH
		N		AI
		O		AJ
		P		AK
		Q		AL
		R		AM
		S		AN
		T		AO

Factors:
Best connects to other major routes
Least impact to existing developmt
Input rec'd from public

Funding:
Yes: use tolled hwy

Response:

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment		
Anonymous 1/10/12	Public Workshop	Segments:		
	Comment Form	A Unfavorable	U Favorable	Factors:
Additional comments:		B Unfavorable	V Favorable	
		C Favorable	W	
		D Unfavorable	X Favorable	
		E Unfavorable	Y	
		F Unfavorable	Z	
		G Unfavorable	AA	
		H Unfavorable	AB	Funding:
		I Favorable	AC	
		J Favorable	AD	
		K Favorable	AE	
		L Unfavorable	AF	
		M Favorable	AG	
		N Favorable	AH	
		O Favorable	AI	
		P Favorable	AJ	Response:
		Q Favorable	AK	
		R Favorable	AL	
		S Favorable	AM	
		T Favorable	AN	
			AO	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment					
Carrie Sears	Public Workshop	Segments:			U Unfavorable	To many latge properties that house animals.	Factors: Least impact to existing developmt Input rec'd from public Other
1/9/12	Comment Form	A Favorable	This the route that most residents take to get from Queen Creek, Coolidge and Johnson Ranch to get to		V Unfavorable	To many latge properties that house animals.	
		B Unfavorable	There is already a 4 lane road that leads to that area. With residents and homes.		W Favorable	Leads closer to Florence CITY and has no homes that would be effected.	
		C Unfavorable	There has to many residential communities this will effect.		X Favorable	Leads closer to Florence CITY and has no homes that would be effected.	
		D Favorable	Does not effect a lot of residents it is mostly farm land.		Y Favorable	Very little homes will be effected. Good routne to the Coolidge and the I-10.	
		E Favorable	Does not effect as many residents and give people a nother choice to use other than Ironnwood.		Z Favorable	Not to many houses. Great access for the I-10.	
		F Unfavorable	There has to many residential communities this will effect.		AA Favorable	Not to many houses. Great access for the I-10.	
		G		AB Unfavorable	This effects to many homes and property that house animals.	Funding: I think a toll hwy keeps traffic down and it helps thw hwy maintain. But I am not sure if people would use the hwy or still use the back roads as they do now. If the toll was reasonable I think it might work but like California the tolls are 3-8 dollars and I do not think the people would pay that kind of monev.	
		H Favorable	Has very few residential homes is mostly farm land.		AC Unfavorable		This effects to many homes and property that house animals.
		I Favorable	Has very few if any resident homes.		AD Unfavorable		This effects to many homes and property that house animals.
		J Favorable	Has very few if any resident homes.		AE Unfavorable		This effects to many homes and property that house animals.
		K Favorable	Has very few if any resident homes.		AF Unfavorable		This effects to many homes and property that house animals. And does not make sense not to use the 87.
		L Unfavorable	Leads to homes that have large properties that house many animals.		AG Unfavorable		This effects to many homes and property that house animals. And does not make sense not to use the 87.
		M Favorable	Has very few if any resident homes.		AH Unfavorable		This effects to many homes and proprty that house animals. And does not make sense not to use the 87.
		N Favorable	Has very few if any resident homes.		AI Unfavorable		This effects to many homes and proprty that house animals. And does not make sense not to use the 87.
		O Unfavorable	Way to many residential homes that will be effected		AJ Unfavorable		This effects to many homes and property that house animals. And does not make sense not to use the 87.
		P Unfavorable	Way to many residential homes that will be effected. And large property that house many animals.		AK Unfavorable		This effects to many homes and property that house animals. And does not make sense not to use the 87.
		Q Unfavorable	Way to many residential homes that will be effected. And large property that house many animals.		AL Unfavorable		This effects to many homes and property that house animals. And does not make sense not to use the 87.
		R Favorable	Does not have many residential homes.		AM Unfavorable		This effects to many homes and property that house animals.
		S Favorable	Does not have many residential homes.		AN Unfavorable		This effects to many homes and property that house animals.
		T Favorable	Does not have many residential homes.		AO Unfavorable		This effects to many homes and property that house animals.
Additional comments: It doesn't make sense to use areas that will effect the residents that moved out here to get away from the city life. I understand that there is a need for people to travel through but a lot of these routes that you have presented will effect many of us. I do not understand why you would not take the 60 to the 79 and cross through the East side of Florence and Coolidge and go down through Eloy. There is a lot of farm land needed to produce crops, residential homes, and large properties that this will effect when just east of the 79 running all the way down east of Coolidge there is open land not being used for any crop, very little residents and very little property being used for animals. I live off of Felix between Arizona Farms and Hunt Hwy. On your maps you do not have my acre lot subdivision or the 2 residential home subdivisions next to me listed. This is not open land we have families with small childern, horses, and other anmials that we enjoy and the loud 6 to 8 lane hwy will effect us. Please feel free to contact me if you have any questions about our subdivision and were we are located. 480-244-1841. Thank you, Wild Horse Estate Resident.							

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment				
Wendy Fuller 1/9/12	Public Workshop	Segments:				Factors: Best connects to other major routes Least impact to existing developmt Input rec'd from public
	Comment Form	A Favorable	More open road without to much interruption of residences already there.	V Unfavorable	where is this neighborhood already exists	
Additional comments: Please always include affected neighborhoods in planning before decissions are made		B Unfavorable	To much upheaval to the residences already in proposed area, other areas should be proposed so as	W Favorable	as long as it does not disrupt current dwellings	Funding: No: not support/won't use
		C Unfavorable	needs further explanation	X Favorable	as long as it does not disrupt current dwellings	
		D Unfavorable	neighborhoods already exist what happens to them?	Y Favorable		
		E Favorable	only it it does not disrupt existing neighborhoods	Z Favorable		
		F Unfavorable	Neighborhood exists too much displacement	AA Favorable		
		G Unfavorable	only if it disrupts existing srp and magma ranch	AB Unfavorable	neighborhood already exists	
		H Unfavorable	neighborhood already exists	AC Unfavorable	neighborhood already exists	
		I Favorable	look at land scape if it doesn't disrupt existing neighborhood	AD Favorable		
		J Favorable	if it would reduce congestion	AE Favorable		
		K Favorable	as long as it leaves existing residences intact	AF Favorable		
		L Unfavorable	because it impacts dobson farms and arizona farms developments	AG Favorable		Response: N/A
		M Unfavorable	where is this?	AH Favorable		
		N Unfavorable	Where is this?	AI Favorable		
		O Unfavorable	Neighboorhood already exists for correction officers too much displacement and disruption of travel would	AJ Favorable		
		P Unfavorable	Neighborhood already exists and ditto above comment	AK Favorable		
		Q Unfavorable	ditti above comment	AL Favorable		
		R Unfavorable	where is this	AM Favorable		
		S Unfavorable	where is this	AN Favorable		
		T Unfavorable	where is this	AO Favorable		

Name/ Date	Mtg/Comment Type	Comment		
Brenda McFarland	Public Workshop	Segments:		
		A	U	Factors:
1/7/12	Comment Form		V	Best connects to employment ctrs
		B	W Favorable	Best connects to other major routes
Additional comments:		C	X Favorable	Least impact to existing developmt
		D	Y	
		E	Z	
		F	AA	
		G	AB	
		H	AC	Funding:
		I Favorable	AD	Yes: use tolled hwy
		J	AE	Yes: support tolled hwy
		K	AF	
		L Unfavorable wildhorse estates is a residential area.	AG	
		M Favorable	AH	
		N	AI	
		O	AJ	
		P Unfavorable residential area	AK	Response:
		Q Unfavorable unacceptable. Residential area.	AL	
		R	AM	
		S	AN	
		T	AO	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment					
Tiffany Sprague	Public Workshop	Segments:			U Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	Factors: Least impact to natural areas/open space Other
1/6/12	Comment Form	A Unfavorable	This route is redundant to an existing highway (SR79) and would needlessly destroy the environment and	V Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other		
		B Unfavorable	This route is redundant to an existing highway (SR79) and would needlessly destroy the environment and	W Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other		
		C Unfavorable	This route is redundant to an existing highway (SR79) and would needlessly destroy the environment and	X Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other		
Additional comments: I support a build alternative that includes only mass transit options and does not construct any new or expand any existing roads. We need to be looking toward the future and long-term planning. Roads only provide short-term solutions and are soon very congested. Alternatively, mass transit can provide long-term solutions, carry more people than roads, and are more beneficial to both people and the environment. Roads, on the other hand, are extremely detrimental to the environment and to public health. The North-South Corridor is an environmentally-sensitive area that is very important to people and wildlife alike, as well as for its own intrinsic values. We should minimize disruption of this area as much as possible.		D Unfavorable	This route is redundant to an existing highway (SR79) and would needlessly destroy the environment and	Y Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		E	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	Z Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		F Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AA Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		G Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AB Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways	Funding: No: not support/won't use	
		H Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AC Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		I Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AD Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		J Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AE Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways	Mass transit would be greatly preferred to roadways. I would be willing to pay to use the mass transit rather than the roadway.	
		K Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AF Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		L Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AG Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		M Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AH Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		N Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AI Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		O Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AJ Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		P Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AK Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways	Response: N/A	
		Q Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AL Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
		R Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AM Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways		
S Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway (SR79) and other	AN Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways				
T Unfavorable	This route is completely unacceptable. Not only is it redundant to an existing highway	AO Unfavorable	If a build alternative is determined to be necessary, improvements should be made to existing highways				

Name/ Date	Mtg/Comment Type	Comment		
Jenna Kahl 1/6/12	Public Workshop	Segments:		
	Comment Form	A Favorable	U Unfavorable	Factors: Best connects to other destinations Best connects to cities/towns Best connects to other major routes
Additional comments:		B Unfavorable	V Unfavorable	
		C Unfavorable	W Unfavorable	
		D Favorable	X Unfavorable	
		E Favorable	Y Unfavorable	
		F Favorable	Z Favorable	
		G Favorable	AA Favorable	
		H Favorable	AB Favorable	
		I Unfavorable	AC Favorable	Funding: No: not support/won't use
		J Unfavorable	AD Favorable	
		K Unfavorable	AE Unfavorable	
		L Unfavorable	AF Favorable	
		M Unfavorable	AG Unfavorable	
		N Unfavorable	AH Unfavorable	
		O Unfavorable	AI Favorable	
		P Unfavorable	AJ Unfavorable	Response:
		Q Unfavorable	AK Unfavorable	
		R Unfavorable	AL Unfavorable	
		S Unfavorable	AM Favorable	
		T Unfavorable	AN Favorable	
			AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment
Colby Kahl	Public Workshop	<div><div>Segments:</div><div><div>U</div><div>Favorable</div></div></div>
1/5/12	Comment Form	<div><div>A</div><div>Favorable</div><div>V</div><div>Favorable</div></div>
Additional comments:		<div><div>B</div><div>Unfavorable</div><div>W</div><div>Favorable</div></div>
		<div><div>C</div><div>Unfavorable</div><div>X</div><div>Favorable</div></div>
		<div><div>D</div><div>Favorable</div><div>Y</div></div>
		<div><div>E</div><div>Favorable</div><div>Z</div></div>
		<div><div>F</div><div>Favorable</div><div>AA</div></div>
		<div><div>G</div><div>Favorable</div><div>AB</div></div>
		<div><div>H</div><div>Favorable</div><div>AC</div></div>
		<div><div>I</div><div>Favorable</div><div>AD</div></div>
		<div><div>J</div><div>Favorable</div><div>AE</div></div>
		<div><div>K</div><div>Favorable</div><div>AF</div></div>
		<div><div>L</div><div>Favorable</div><div>AG</div></div>
		<div><div>M</div><div>Favorable</div><div>AH</div></div>
		<div><div>N</div><div>Favorable</div><div>AI</div></div>
		<div><div>O</div><div>Favorable</div><div>AJ</div></div>
		<div><div>P</div><div>Favorable</div><div>AK</div></div>
		<div><div>Q</div><div>Favorable</div><div>AL</div></div>
		<div><div>R</div><div>Favorable</div><div>AM</div></div>
		<div><div>S</div><div>Favorable</div><div>AN</div></div>
		<div><div>T</div><div>Favorable</div><div>AO</div></div>
		<div><div>Factors:</div><div>Best connects to cities/towns</div><div>Best connects to other major routes</div><div>Least impact to existing developmt</div></div>
		<div><div>Funding:</div><div>Yes: support tolled hwy</div><div>Yes: use tolled hwy</div></div>
		<div><div>Response:</div></div>

Name/ Date	Mtg/Comment Type	Comment		
Linda & George Strouse-Brown	Public Workshop	Segments:		
		A	U	Factors:
1/3/12	Comment Form		V	Best connects to other major routes
		B	W	Least impact to existing developmt
Additional comments: You should really look at using Highway 79 as the proposed corridor for the eastern side. Its already there, has no homes directly along until you hit city of Florence. Its already set up as a highway. Please rethink putting a new major corridor down Felix Road where there are real people with children who live directly off of this road. Also, need to reclassify this area as "Existing Residential" because it is and your maps are wrong. Seems the majority of the new corridors don't have nearly the close proxy to residential areas as the one you are proposing putting directly down Felix Road. Again homes are within yards of that road, not miles. You need to eliminate this corridor proposal from your study. Thank you.		C	X	Best use of existing roads/hwys
		D	Y	
		E	Z	
		F	AA	
		G	AB	
		H	AC	Funding:
		I	AD	No: not support/won't use
		J	AE	
		K	AF	
		L Unfavorable	AG	
		Your Maps are wrong. There are current residential home communities alone Felix Road between Arizona	AH	
			AI	
			AJ	
		P Unfavorable	AK	Response:
		Your Maps are wrong. There are current residential home communities alone Felix Road between Arizona	AL	N/A
			AM	
			AN	
			AO	

Name/ Date	Mtg/Comment Type	Comment
Anonymous	Public Workshop	<div>Segments:</div> <div>U</div> <div>Factors:</div>
1/2/12	Comment Form	<div>A Favorable</div> <div>V</div>
		<div>B Unfavorable</div> <div>W</div>
Additional comments:		<div>C Unfavorable</div> <div>X</div>
		<div>D Favorable</div> <div>Y</div>
		<div>E Favorable</div> <div>Z</div>
		<div>F Unfavorable</div> <div>AA</div>
		<div>G Favorable</div> <div>AB</div> <div>Funding:</div>
		<div>H Favorable</div> <div>AC</div>
		<div>I</div> <div>AD</div>
		<div>J</div> <div>AE</div>
		<div>K</div> <div>AF</div>
		<div>L</div> <div>AG</div>
		<div>M</div> <div>AH</div>
		<div>N</div> <div>AI</div>
		<div>O</div> <div>AJ</div> <div>Response:</div>
		<div>P</div> <div>AK</div>
		<div>Q</div> <div>AL</div>
		<div>R</div> <div>AM</div>
		<div>S</div> <div>AN</div>
		<div>T</div> <div>AO</div>

North-South Corridor Study Public Workshops December 2011
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Name/ Date	Mtg/Comment Type	Comment		
Charlie Witek 1/2/12	Public Workshop	Segments:		U
	Comment Form	A Favorable	Already Built	V
Additional comments:		B Favorable	Existing Road	W
		C Unfavorable		X
		D Favorable	Business	Y Favorable
		E Unfavorable		Z Favorable
		F Favorable	Railroad	AA Favorable
		G		AB
		H Favorable		AC
		I Unfavorable		AD
		J		AE
		K		AF
		L		AG
		M		AH
		N		AI
		O		AJ
		P		AK
		Q		AL
		R		AM
		S		AN
		T		AO
				Factors: Best connects to cities/towns Lowest cost Least impact to existing developmt
				Funding: No: not support/won't use
				Response:

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment				
Benny Graves 1/2/12	Public Workshop	Segments:				
	Comment Form	A Favorable		U Unfavorable	Would require freeway to come to close to Felix to get to this section.	Factors: Best relieves traffic/local streets Least impact to existing developmt Best use of existing roads/hwys
Additional comments: Our big concern is we don't want to start adding traffic to areas with homes where there is no traffic to begin with, like our neighborhoods on Felix Road. We suggest putting the traffic in areas where there is already a flow and pattern of traffic or out far where there is no home developement at all.		B Favorable	We use Ironwood as a freeway now anyway.	V Unfavorable	Would require freeway to come to close to Felix to get to this segment.	
		C Unfavorable	Because we like the route of F and H better. It desturbs less homes.	W Favorable		
		D Favorable	Easy access for a lot of people.	X Favorable		
		E Favorable	It is alright because there is seems to go through undeveloped land, but we do like going down Ironwood	Y Favorable		Funding: No: not support/won't use
		F Favorable		Z Favorable		
				AA Favorable		
		G Favorable	As long as it runs into H and not into L and P and Q.	AB Favorable	If it came through from X, but please avoid Q. But We prefer using Highway 87 routes Y,Z,and AA	
		H Favorable	It goes through undeveloped land.	AC Favorable	See commeny on AB	Response: N/A
		I	Unable to locate on map	AD Favorable	See comment on AB	
		J	no comment	AE		
		K	no comment	AF		
		L Unfavorable	To close to Crestfield Manor and Wildhorse Estates. We like our peace and quiet.	AG		
		M	To close to Crestfield Manor and Wildhorse Estates. We like our peace and quiet.	AH		
		N Unfavorable		AI		
		O Unfavorable	Please stay away from Felix road. There are a few homes there that do not to have freeways in there	AJ		
		P Unfavorable	Traffic already travels down Hunt, it would be better to keep the majority of the traffic where it already flows.	AK		
		Q Unfavorable	See above comment.	AL		
		R Favorable		AM		
		S Favorable		AN		
		T Favorable		AO		

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Dawndi Katich 01/02/12	Public Workshop	Segments:			
	Comment Form	A Unfavorable	many reasons...	U Unfavorable	MUCH TOO CLOSE to residentail areas. There are so many other options that won't impact the property value
Additional comments:		B Favorable	it's already a main corriodor and it makes sense. It's right in the middle of San Tan Valley and would benefit	V Unfavorable	MUCH TOO CLOSE to residentail areas. There are so many other options that won't impact the property value
		C		W Favorable	Impacts the least amout of residential areas and makes sense.
		D Favorable	again, it's alreay a main corridor and used by all in this area. Would cause the least amount of impact on	X Favorable	Impacts the least amout of residential areas and makes sense.
		E Unfavorable	too remote and out of the way. Leave the farm land alone	Y	
		F Unfavorable		Z	
		G Unfavorable	no no no no no	AA	
		H Unfavorable	no no no no no	AB	
		I Unfavorable		AC	
		J		AD	
		K		AE	
		L Unfavorable		AF	
		M		AG	
		N		AH	
		O		AI	
		P Unfavorable		AJ	
		Q Unfavorable		AK	
		R		AL	
		S		AM	
		T	Too CLOSE to residentail areas. There are so many other options that won't impact the property value and	AN	
				AO	
Factors:					Best connects to cities/towns Best connects to other major routes Least impact to existing developmt
Funding:					Yes: support tolled hwy Yes: use tolled hwy
Response:					

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment			
Anonymous 12/31/11	Public Workshop	Segments:			
	Comment Form	A Unfavorable	U Unfavorable		Factors: Best relieves traffic/local streets Least impact to existing developmt Input rec'd from public
Additional comments:		B Unfavorable	V Unfavorable		
		C Unfavorable	W Favorable	Far enough away from my EXISTING RESIDENTIAL; Wildhorse Estates along Felix Rd. Will still get noise,	
		D Unfavorable	X Favorable		
		E Unfavorable	Y		
		F Unfavorable	Z		
		G Unfavorable	AA		
		H Unfavorable	AB		
		I Unfavorable	AC		Funding: No: not support/won't use
		J Unfavorable	AD		
		K Unfavorable	AE		
		L Unfavorable	AF		
		M Unfavorable	AG		
		N Unfavorable Because I live in an EXISTING RESIDENTIAL area called WILDHORSE ESTATES that is right along Felix	AH		
		O Unfavorable Because I live in an EXISTING RESIDENTIAL area called WILDHORSE ESTATES that is right along Felix	AI		
		P Unfavorable Because I live in an EXISTING RESIDENTIAL area called WILDHORSE ESTATES that is right along Felix	AJ		Response:
		Q Unfavorable Because I live in an EXISTING RESIDENTIAL area called WILDHORSE ESTATES that is right along Felix	AK		
		R Favorable Far enough away from my EXISTING RESIDENTIAL; Wildhorse Estates along Felix Rd. Will still get noise,	AL		
		S Favorable Far enough away from my EXISTING RESIDENTIAL; Wildhorse Estates along Felix Rd. Will still get noise,	AM		
		T Unfavorable	AN		
			AO		

Name/ Date	Mtg/Comment Type	Comment		
Anonymous 12/30/11	Public Workshop	Segments:		
	Comment Form	A Unfavorable	U Favorable	Factors: Best relieves traffic/local streets Least impact to existing developmt Input rec'd from public
Additional comments:		B Unfavorable	V Favorable	
		C Unfavorable	W Favorable	
		D Unfavorable	X Favorable	
		E Unfavorable	Y Favorable	
		F Unfavorable	Z Favorable	
		G Unfavorable	AA Favorable	
		H Unfavorable	AB Favorable	
		I Favorable	AC Favorable	Funding: No: not support/won't use
		J Unfavorable	AD Favorable	
		K Unfavorable	AE Favorable	
		L Favorable	AF Favorable	
		M Favorable	AG Favorable	
		N Favorable	AH Favorable	
		O Unfavorable	AI Favorable	
		P Favorable	AJ Favorable	
		Q Favorable	AK Favorable	Response:
		R Favorable	AL Favorable	
		S Unfavorable	AM Favorable	
		T Favorable	AN Favorable	
			AO Favorable	

Name/ Date	Mtg/Comment Type	Comment				
Chuck Buxton	Public Workshop					
12/29/11	Comment Form					
Additional comments:						
The furthest East you can keep this project would be the cheapest in construction. The best route for the majority of people in Pinal County, because it would; cause the least damage to property values, cause the least traffic noise to homeowners that moved to Pinal County to get away from traffic noise and congestion. The farthest east route within twenty years would show wise future planning and probably save money for the taxpayers now and in the future. Also, if your going to build it, build it large enough for the future. It's not going to be nearly as expensive now as a widening project 10 to 15 years from now like you've had to do with US 60.						
		Segments:	U	Unfavorable	Stay away from residential areas. This route causes this project to go much too close to already developed	Factors: Least impact to existing developmt Least impact to planned developmt Input rec'd from public
		A Unfavorable Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy	V	Unfavorable		
		B Unfavorable Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy	W	Favorable	The least developed area. This route would cause the least harm to current home owners. The noise level	
		C Unfavorable Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy	X	Favorable	The least developed area. This route would cause the least harm to current home owners. The noise level	
		D Unfavorable Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy	Y	Unfavorable	Stay away from residential areas. This route causes this project to go much too close to already developed	Funding: Yes: support tolled hwy Yes: use tolled hwy
		E Unfavorable Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy	Z	Unfavorable	Stay away from residential areas. This route causes this project to go much too close to already developed	
		F Unfavorable Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy	AA	Unfavorable	Stay away from residential areas. This route causes this project to go much too close to already developed	
		G Unfavorable Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy	AB	Favorable	The least developed area. This route would cause the least harm to current home owners. The noise level	
		H Unfavorable Stay away from residential areas. People do not want a 4 to 6 lane highway along residential corridors. Heavy	AC	Unfavorable	Stay away from residential areas. This route causes this project to go much too close to already developed	
		I Favorable The least developed area. This route would cause the least harm to current home owners. The noise level	AD	Favorable	The least developed area. This route would cause the least harm to current home owners. The noise level	
		J Unfavorable Stay away from residential areas. This route ends up taking this project much too close to already developed	AE	Unfavorable	Stay away from residential areas. This route causes this project to go much too close to already developed	
		K Unfavorable Stay away from residential areas. This route ends up taking this project much too close to already developed	AF	Unfavorable	Stay away from residential areas. This route causes this project to go much too close to already developed	
		L Unfavorable Stay away from residential areas. This route ends up taking this project much too close to already developed	AG	Unfavorable	Stay away from residential areas. This route causes this project to go much too close to already developed	
		M Favorable The least developed area. This route would cause the least harm to current home owners. The noise level	AH	Favorable	The least developed area. This route would cause the least harm to current home owners. The noise level	
		N Unfavorable Stay away from residential areas. This route ends up taking this project much too close to already developed	AI	Unfavorable	Stay away from residential areas. This route causes this project to go much too close to already developed	Response: N/A
		O Unfavorable Stay away from residential areas. This route ends up taking this project much too close to already developed	AJ	Unfavorable	Stay away from residential areas. This route causes this project to go much too close to already developed	
		P Unfavorable Stay away from residential areas. This route ends up taking this project much too close to already developed	AK	Favorable	The least developed area. This route would cause the least harm to current home owners. The noise level	
		Q Unfavorable Stay away from residential areas. This route ends up taking this project much too close to already developed	AL	Favorable	The least developed area. This route would cause the least harm to current home owners. The noise level	
		R Favorable The least developed area. This route would cause the least harm to current home owners. The noise level	AM	Favorable	The least developed area. This route would cause the least harm to current home owners. The noise level	
		S Favorable The least developed area. This route would cause the least harm to current home owners. The noise level	AN	Favorable	The least developed area. This route would cause the least harm to current home owners. The noise level	
		T Favorable The least developed area. This route would cause the least harm to current home owners. The noise level	AO	Favorable	The least developed area. This route would cause the least harm to current home owners. The noise level	

Name/ Date	Mtg/Comment Type	Comment		
Monte & Colleen Ferber	Public Workshop		U	Factors: Best connects to employment ctrs Best connects to other destinations Best connects to other major routes
		Segments:		
		A Favorable a interstate out here would nice	V	
12/28/11	Comment Form	B Favorable	W	
Additional comments:		C	X	
		D	Y	
		E Favorable	Z	
		F Favorable	AA	
		G Favorable	AB	
		H	AC	Funding: No: not support/won't use
		I	AD	
		J	AE	
		K	AF	
		L	AG	
		M	AH	
		N	AI	
		O	AJ	Response:
		P	AK	
		Q	AL	
		R	AM	
		S	AN	
		T	AO	

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Name/ Date	Mtg/Comment Type	Comment			
Ann Rankin 1/9/12	Public Workshop	Segments:	U	Factors:	
	Comment Form	A	V	Least impact to existing developmt	
Additional comments:		B	W	Least impact to natural areas/open space	
		C	X	Unfavorable	It appears that this segment will be directly on our property and would negatively impact a well preserved
		D	Y		
		E	Z		
		F	AA		
		G	AB		
		H	AC	Funding:	
		I	AD	No: not support/won't use	
		J	AE		
		K	AF		
		L	AG		
		M	AH		
		N	AI		
		O	AJ	Response:	
		P	AK		
		Q	AL		
		R	AM		
		S	AN		
		T	AO		

Name/ Date	Mtg/Comment Type	Comment		
Linda Kinsfather 12/27/11	Public Workshop	Segments:		
	Comment Form	A Favorable	U Unfavorable	Factors: Best connects to employment ctrs Best connects to cities/towns Best connects to other major routes
Additional comments:		B Favorable	V Unfavorable	
		C Unfavorable	W Unfavorable	
		D Unfavorable	X Unfavorable	
		E Unfavorable	Y Unfavorable	
		F Favorable	Z Unfavorable	
		G Unfavorable	AA Unfavorable	
		H Unfavorable	AB Favorable	
		I Favorable	AC Unfavorable	Funding: No: not support/won't use
		J Favorable	AD Favorable	I pay enough in taxes! Seeing that this probably won't happen for at least 20+ years, I'll probably be dead by then or close to it!!
		K Unfavorable	AE Unfavorable	
		L Favorable	AF Unfavorable	
		M Unfavorable	AG Unfavorable	
		N Unfavorable	AH Favorable	
		O Favorable	AI Unfavorable	
		P Unfavorable	AJ Unfavorable	
		Q Favorable	AK Favorable	Response:
		R Unfavorable	AL Favorable	
		S Unfavorable	AM Unfavorable	
		T Unfavorable	AN Favorable	
			AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment		
Sam Sabbara 12/23/11	Public Workshop	Segments:		U
	Comment Form	A Favorable	Most direct route to the 60 from San Tan Valley.	V
Additional comments:		B Favorable	Most direct route to the 60 from San Tan Valley.	W
		C Unfavorable	Seems to cut through my community of copper basin	X
		D Favorable	Most direct route to the 60 from San Tan Valley.	Y
		E		Z
		F Favorable	Most direct route to the 60 from San Tan Valley.	AA
		G		AB
		H Favorable	Most direct route to the 60 from San Tan Valley.	AC
		I		AD
		J		AE
		K		AF
		L		AG
		M		AH
		N		AI
		O		AJ
		P		AK
		Q		AL
		R		AM
		S		AN
		T		AO

Name/ Date	Mtg/Comment Type	Comment			
John Wallington 12/23/11	Public Workshop	Segments:		U	Factors: Best connects to other destinations Best connects to other major routes Least impact to existing developmt
	Comment Form	A		V	
B			W		
Additional comments:	C		X		
	D		Y		
	E	Unfavorable	I live in Laredo Ranch and this particular route is close to out eastern border of our community. We already	Z	
	F			AA	
	G			AB	
	H			AC	Funding: Yes: support tolled hwy Yes: use tolled hwy
	I			AD	
	J	Favorable	Away from communities and a good base for growth	AE	
	K			AF	
	L			AG	
	M			AH	
	N			AI	
	O	Favorable	Away from communities and a good base for growth	AJ	Response:
	P			AK	
	Q			AL	
	R			AM	
	S			AN	
	T			AO	

Factors:
Best connects to other destinations
Best connects to other major routes
Least impact to existing developmt

Funding:
Yes: support tolled hwy
Yes: use tolled hwy

Response:

Name/ Date	Mtg/Comment Type	Comment
Anonymous	Public Workshop	<div><div>Segments:</div><div>U</div><div>Factors:</div></div>
12/22/11	Comment Form	<div><div>A Favorable</div><div>V Unfavorable</div></div>
Additional comments:		<div><div>B Favorable</div><div>W Unfavorable Too close to AZ-79.</div></div>
		<div><div>C Favorable</div><div>X Unfavorable Too close to AZ-79.</div></div>
		<div><div>D Favorable</div><div>Y Favorable</div></div>
		<div><div>E Favorable</div><div>Z Favorable</div></div>
		<div><div>F Favorable</div><div>AA</div></div>
		<div><div>G Favorable</div><div>AB</div><div>Funding:</div></div>
		<div><div>H Favorable</div><div>AC</div></div>
		<div><div>I Favorable</div><div>AD</div></div>
		<div><div>J Favorable</div><div>AE</div></div>
		<div><div>K Favorable</div><div>AF</div></div>
		<div><div>L Unfavorable</div><div>AG</div></div>
		<div><div>M Unfavorable</div><div>AH</div></div>
		<div><div>N Unfavorable</div><div>AI</div></div>
		<div><div>O Unfavorable</div><div>AJ</div><div>Response:</div></div>
		<div><div>P Unfavorable</div><div>AK</div></div>
		<div><div>Q Unfavorable</div><div>AL</div></div>
		<div><div>R Unfavorable SR-24 can handle this area.</div><div>AM</div></div>
		<div><div>S Unfavorable</div><div>AN</div></div>
		<div><div>T Unfavorable</div><div>AO</div></div>

Name/ Date	Mtg/Comment Type	Comment		
Bryce Hagen 12/21/11	Public Workshop	Segments:		
	Comment Form	U		
Additional comments:		A Unfavorable	Too close to residential neighborhoods	V
		B Unfavorable	Too close to residential neighborhoods	W
		C Unfavorable	follows segments A and B	X
		D Unfavorable	follows Segment A, B, and C	Y
		E Unfavorable	Too close to residential neighborhoods	Z
		F Unfavorable	follows unfavorablesegment A and B	AA
		G		AB
		H		AC
		I		AD
		J		AE
		K		AF
		L		AG
		M		AH
		N		AI
		O		AJ
		P		AK
		Q		AL
		R		AM
		S		AN
		T		AO
		Factors: Lowest cost Least impact to existing developmt Least impact to natural areas/open space		
		Funding: No: not support/won't use		
		Response:		

Name/ Date	Mtg/Comment Type	Comment				
Nelson Chandler 12/21/11	Public Workshop					Factors: Best relieves traffic/local streets Best connects to employment ctrs Other
	Comment Form					
Additional comments: The North-South corridor is a great idea. Please keep in mind commuters from San Tan Valley to the Phx area when selecting routes.						
		Segments:	U	Unfavorable	Too indirect. Would not help San Tan Valley commuters.	Funding: Yes: support tolled hwy Yes: use tolled hwy If it can get me from San Tan Valley to Mesa easily I'll pay the toll, especially if the speed limit is something like 80+ (if Texas can do it so can we). If it goes to Florence I'll never use it because work is the other direction.
		A Favorable It supports Segment E.	V	Unfavorable	Too indirect. Would not help San Tan Valley commuters.	
		B Unfavorable Too redundant with Ironwood.	W	Unfavorable	This is the worst possible route because it's too far East to help San Tan commuters and on top of that is	
		C Favorable It's not as direct as Segments F/G/H but not bad.	X	Unfavorable	Foo far East to help San Tan commuters and on top of that is too indirect.	
		D Favorable Very Direct Route to I-10. Not redundant with 79/77 route.	Y	Favorable	Most direct route.	
		E Favorable This would be the *best* route in my opinion. It cuts the most drive time off, supports the growing San Tan	Z	Favorable	Most direct route.	
		F Favorable	AA	Favorable	Most direct route.	
		G Favorable This is the only Segment that supports Segment E, the best northern segment.	AB	Unfavorable	Not shown on map.	
		H Favorable The other routes are too far east.	AC	Unfavorable	Too indirect.	
		I Unfavorable Too far east but would still be acceptable if the J/K/G/H/D segments were chosen.	AD	Unfavorable	Too indirect.	
		J Favorable Would prefer something further West but this isn't as bad as M.	AE	Unfavorable	No advantage over Y/Z.	
		K Favorable Would prefer Route E but this isn't as bad as O or S.	AF	Unfavorable	No advantage over Y/Z.	
		L Unfavorable Too far east. Would not support San Tan Valley.	AG	Unfavorable	Indirect compared to AA.	
		M Unfavorable Too far east. Would not support San Tan Valley.	AH	Unfavorable	No advantage over Y/Z.	
		N Unfavorable The route is too inefficient.	AI	Unfavorable	No advantage over Y/Z/AA.	
		O Unfavorable This route is too far east for commuters, but would be preferable to segments S/T/W.	AJ	Unfavorable	No advantage over AA.	
		P Unfavorable The route is too indirect.	AK	Unfavorable	No advantage over Y/Z/AA.	
		Q Unfavorable Too far east for commuters but better than segment X.	AL	Unfavorable	No advantage over Y/Z/AA.	
		R Unfavorable Too far east for commuters and too indirect compared to A or I.	AM	Unfavorable	Not shown on map.	
		S Unfavorable Would not support San Tan Valley at all.	AN	Unfavorable	No advantage over Y.	
		T Unfavorable Would not support San Tan Valley at all.	AO	Unfavorable	Not shown on map.	
		Response: N/A				

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Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment						
John Connolly	Public Workshop	Segments:		U	Unfavorable	Not familiar with this area.	Factors: Best relieves traffic/hwys & frwys Best connects to cities/towns Best use of existing roads/hwys	
12/21/11	Comment Form	A	Favorable	Help relieve some of the traffic build up on Ironwood and US 60. Many people live in the Johnson Ranch	V	Unfavorable		Not familiar with this area.
		B	Favorable	Help relieve some of the traffic build up on Ironwood going to and from Queen Creek. Many people live in	W	Unfavorable		No additional highway is needed here. All the state needs to do is develop Highway 79 to a four lane
Additional comments:		C	Favorable	This will help relieve Hunt Highway which is currently only a single lane road in both directions. Contractual	X	Favorable	This will be needed to connect the proposed highway from Ironwood to I-10. Again though, I would be	
		D	Favorable	This will help relieve Hunt Highway which is currently only a single lane road in both directions.	Y	Favorable	Current road for State Route 87 and 287 are used heavily. Something needs to be done to relieve the	Funding: No: not support/won't use
		E	Favorable	This area is just starting to develop. Therefore, it would be prudent now to buy up and develop out in this area	Z	Favorable	Current road for State Route 87 and Selma are used by many. Something needs to be done to relieve the flow	
		F	Favorable	This area is just starting to develop. Therefore, it would be prudent now to buy up and develop out in this area	AA	Favorable	Current road for State Route 87 and Arica are used by many. Something needs to be done to relieve the flow	
		G	Favorable	I am not familiar with this area.	AB	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	I am against tolls and would avoid them. Many other people I have talked to have said the same thing, therefore a toll road would only be a waste of money for a business and/or the state of Arizona to develop. Please keep in mind also that sometimes foreign companies will win the contracts on these toll
		H	Favorable	This area is just starting to develop. Therefore, it would be prudent now to buy up and develop out in this area	AC	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	
		I	Favorable	As Gold Canyon continues to grow, the current US 60 will be overloaded. Between all the activites (such as	AD	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	
		J	Unfavorable	Freeway 202 should be handling this area? I am not 100% familiar with this area though.	AE	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	Response:
		K	Unfavorable	I am unfamiliar with this area therefore I would not know how this would affect traffic.	AF	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	
		L	Unfavorable	How will this affect some of the farmers that are living out in that area now? Arizona Farms Road has lots of	AG	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	
		M	Unfavorable	Not familiar with this area.	AH	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	
		N	Unfavorable	Not familiar with this area.	AI	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	
		O	Unfavorable	Will this development affect the farm lands out in this area? Will this in return have a negative impact on	AJ	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	
		P	Unfavorable	Not familiar with this area.	AK	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	
		Q	Favorable	State Route 287 is heavily used by people living in Coolidge, Casa Grande and the Florence area. As	AL	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	
		R	Unfavorable	Not familiar with this area.	AM	Unfavorable	I am unfamiliar with this area, but if it's like the rest of the area, a highway could have a negative impact on	
		S	Unfavorable	Not familiar with this area.	AN	Favorable	I am not familiar with Wheeler Road, but Attaway road needs to be developed. This area is developing on its'	
		T	Unfavorable	Not familiar with this area.	AO		I am not familiar with Martin Rd, but State Route 287 has many areas that are developing now. A new	

Name/ Date	Mtg/Comment Type	Comment			
Todd Potter	Public Workshop	Segments:		U Favorable	Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
12/20/11	Comment Form	A Unfavorable	Too much noise in my neighborhood. Too close to existing homes.	V Favorable	
		B Unfavorable	Too much noise in my neighborhood. Too close to existing homes.	W Favorable	
Additional comments:		C Unfavorable		X Favorable	
		D Unfavorable	Too much noise in my neighborhood. Too close to existing homes.	Y	
		E Unfavorable	Too much noise in my neighborhood. Too close to existing homes.	Z	
		F Unfavorable	Too much noise in my neighborhood. Too close to existing homes.	AA	
		G Favorable	Far enough away that construction will not interfere with exisiting Ironwood traffic and not too close to homes.	AB	Funding: Yes: support tolled hwy Yes: use tolled hwy
		H Favorable	Far enough away that construction will not interfere with exisiting Ironwood traffic and not too close to homes.	AC	
		I Favorable	Far enough away that construction will not interfere with exisiting Ironwood traffic and not too close to homes.	AD	
		J Favorable	Far enough away that construction will not interfere with exisiting Ironwood traffic and not too close to homes.	AE	
		K Favorable	Far enough away that construction will not interfere with exisiting Ironwood traffic and not too close to homes.	AF	
		L Unfavorable		AG	
		M		AH	
		N		AI	
		O Favorable		AJ	Response:
		P Favorable		AK	
		Q Favorable		AL	
		R Favorable		AM	
		S Favorable		AN	
		T Favorable		AO	

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Name/ Date	Mtg/Comment Type	Comment				
Bev Lennen 12/19/11	Public Workshop	Segments:				Factors: Best connects to other major routes Best use of existing roads/hwys Least impact to existing developmt Other
	Comment Form	A Favorable	Lower impact to existing communities.	V Unfavorable	same	
Additional comments: Balance transportaion demand with quality of life. Connect us to the Valley (given the extreme increase in population of this area, without impacting current and proposed development and infrastructure, to support this population. Minimize environmental impact, where possible to promote growth (population, economic, and quality of life). Not easy, but can be accomplished.		B Favorable	Less impact to established neighborhoods.	W	unsure	Funding: No: not support/won't use We are too far east and south to be a tolled road. Save the tolls for the MOST volume areas. We already feel the toll of choosing the far southeast valley.
		C	unsure	X	unsure	
		D	unsure	Y	unsure	
		E Unfavorable	Too close to existing communities and neighborhoods. Pollution, noise, are issues	Z	unsure	
		F	unsure	AA	unsure	
		G Favorable	Property is already impacted by railroad and SRP lines.	AB	unsure	
		H Unfavorable	Residential impact.	AC	unsure	
		I Favorable	No impact to exhisting communities and neighborhoods.	AD	unsure	
		J Favorable	Supports planned infrastructure and development, as long as it does not impact current communities and	AE	unsure	
		K Unfavorable	Too close to existing development.	AF	unsure	
		L Unfavorable	same	AG	unsure	Response: N/A
		M	unsure	AH	unsure	
		N	unsure	AI	unsure	
		O	unsure	AJ	unsure	
		P Unfavorable	Impact on planned communities/development.	AK	unsure	
		Q	unsure	AL	unsure	
		R	unsure	AM	unsure	
		S	unsure	AN	unsure	
		T Unfavorable	same	AO	unsure	

Name/ Date	Mtg/Comment Type	Comment				
Joe Ramsey 12/18/11	Public Workshop					
	Comment Form					
Additional comments:						
		Segments:	U	Unfavorable	See Above	Factors: Least impact to existing developmt Input rec'd from public Input rec'd from local gov't Other
		A Unfavorable Should not be built in any area that would take your personal home	V	Unfavorable	See Above	
		B Unfavorable Should not be built in any area that would take your personal home	W	Unfavorable	See Above	
		C Unfavorable Should not be built in any area that would take your personal home	X	Unfavorable	See Above	
		D Unfavorable See Above	Y	Unfavorable		Funding: No: not support/won't use
		E Unfavorable See Above	Z	Unfavorable		
		F Unfavorable See Above	AA	Unfavorable		
		G Unfavorable See Above	AB	Unfavorable		
		H Unfavorable See Above	AC	Unfavorable		Response:
		I Unfavorable See Above	AD	Unfavorable		
		J Unfavorable See Above	AE	Unfavorable		
		K Unfavorable See Above	AF	Unfavorable		
		L Unfavorable See Above	AG	Unfavorable		
		M Unfavorable See Above	AH	Unfavorable		
		N Unfavorable See Above	AI	Unfavorable		
		O Unfavorable See Above	AJ	Unfavorable		
		P Unfavorable See Above	AK	Unfavorable		
		Q Unfavorable See Above	AL	Unfavorable		
		R Unfavorable See Above	AM	Unfavorable		
		S Unfavorable See Above	AN	Unfavorable		
		T Unfavorable See Above	AO	Unfavorable		

Name/ Date	Mtg/Comment Type	Comment			
Cody Johnston 12/17/11	Public Workshop	Segments:			
	Comment Form	A Unfavorable		U Unfavorable	Factors: Best connects to employment ctrs Lowest cost Least impact to natural areas/open space
Additional comments: This proposed idea is a good for the community but the economy is still down. People will do EVERYTHING they can to go around these toll areas. Will there be pay raises? People can't afford this, and if it goes in to affect people will go around these areas either making them late for work or upsetting them cause they have to get up earlier to leave earlier and go around not to mention getting home later. Nobody wants that. This all seems like a HUGE headache. If this would've been proposed when the economy wasn't so bad I could see it working out but with the economy being as bad as it is its just going to take more of the peoples time. I strongly disagree with this idea in its full extent!		B Unfavorable		V Unfavorable	
		C Unfavorable	There's no other way around that area, it would b a trap!	W Unfavorable	
		D Unfavorable		X Unfavorable	Funding: No: not support/won't use There's nothing wrong with the existing highways other than they need repairs one in awhile. I would not pay to make it to my destination 5 minutes quicker than the existing highways would. The economy is too down in the dumps still for this project. I feel in a way some of the proposed routes would b like
		E Unfavorable		Y Unfavorable	
		F Unfavorable		Z Unfavorable	
		G Unfavorable	the Srp 500kV transmission line, how often is work performed on said line? How often would there be a	AA Unfavorable	
		H Unfavorable		AB Unfavorable	
		I Unfavorable		AC Unfavorable	
		J Unfavorable		AD Unfavorable	
		K Unfavorable		AE Unfavorable	
		L Unfavorable		AF Unfavorable	
		M Unfavorable		AG Unfavorable	
		N Unfavorable		AH Unfavorable	
		O Unfavorable		AI Unfavorable	
		P Unfavorable		AJ Unfavorable	
		Q Unfavorable		AK Unfavorable	
		R Unfavorable		AL Unfavorable	
		S Unfavorable		AM Unfavorable	
		T Unfavorable		AN Unfavorable	
				AO Unfavorable	Response: N/A

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Name/ Date	Mtg/Comment Type	Comment			
Pat Olsen 12/16/11	Public Workshop	Segments:			
	Comment Form	A	U	Unfavorable	cost of building 2 bridges and not as direct. Just don't put zig zag waves in it like Maricopa did on the Red
Additional comments:		B	V		Factors: Best relieves traffic/hwys & frwys Best connects to employment ctrs Other
		C	W		
		D	X		
		E	Y		
		F	Z		
		G	AA		
		H	AB		
		I Favorable	AC	Unfavorable	
		It will have the least impact on existing routes. It will also help populate surrounding areas. Additional		use middle route crossing the river.	
		J	AD		
		K	AE		Funding: Yes: support tolled hwy Yes: use tolled hwy I would prefer not to have a toll. The toll cost will be a big factor. If it is too high it will drive people away. Also there is the additional cost of the toll equipment and staff to maintain.
		L	AF		
		M	AG		
		N	AH		
		O	AI		
		P	AJ		
		Q	AK		
		R	AL		
		S Favorable	AM		
		See Segment I	AN		
		T	AO		Response:

Name/ Date	Mtg/Comment Type	Comment						
Don & Rachel Larsen	Public Workshop	Segments:			U	Unfavorable	Too far out to be of much use.	Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
	12/16/11	Comment Form	A	Favorable	Close in enough, not too far out.	V	Unfavorable	
B		Unfavorable	Too many all ready established residential areas. We do not want a major freeway running through our	W	Unfavorable	Too far out to be of much use.		
C		Unfavorable	Too many all ready established residential areas. We do not want a major freeway running through our	X	Unfavorable	Too far out to be of much use.		
Additional comments:		D	Favorable	Close in enough, not too far out.	Y	Unfavorable	Too far out to be of much use.	
		E	Unfavorable	Too many all ready established residential areas. We do not want a major freeway running through our	Z	Unfavorable	Too far out to be of much use.	
		F	Unfavorable	Too many all ready established residential areas. We do not want a major freeway running through our	AA			
		G	Favorable	Close in enough, not too far out.	AB			
		H	Favorable	Close in enough, not too far out.	AC			Funding: No: not support/won't use
		I	Favorable	Close in enough, not too far out.	AD			NO TOLL ROADS, PLEASE!!!
		J	Favorable	Close in enough, not too far out.	AE			
		K	Favorable	Close in enough, not too far out.	AF			
		L	Unfavorable	Too far out to be of much use.	AG			
		M	Unfavorable	Too far out to be of much use.	AH			
		N	Unfavorable	Too far out to be of much use.	AI			
		O	Unfavorable	Too far out to be of much use.	AJ			
		P	Unfavorable	Too far out to be of much use.	AK			
		Q	Unfavorable	Too far out to be of much use.	AL			
		R	Unfavorable	Too far out to be of much use.	AM			
		S	Unfavorable	Too far out to be of much use.	AN			
T	Unfavorable	Too far out to be of much use.	AO					

Name/ Date	Mtg/Comment Type	Comment			
Riley Smith 12/15/11	Public Workshop	Segments:			
	Comment Form	A Favorable	easy access from US 60, possible loop with sr 24	V Unfavorable	Factors: Best connects to cities/towns Best connects to other major routes Least impact to existing developmt
Additional comments:		B Unfavorable	too close to residential and commerce	W Unfavorable	
		C Unfavorable	too close to communities, closes san tan valley off, disrupts mountain park	X Unfavorable	
		D Favorable	easy transition to SR87 to -I10	Y	
		E Favorable	provides Queen Creek eastern access to the highway and also provides boundaries for community growth	Z	Funding: Yes: use tolled hwy out of necessity because i am a resident
		F Unfavorable	Highway would be too close to Poston Butte High School	AA	
		G Favorable		AB	
		H Favorable	access to hospital, connects G to D	AC	
		I Unfavorable		AD	Response:
		J Unfavorable		AE	
		K Unfavorable		AF	
		L Favorable		AG	
		M Unfavorable		AH	
		N Unfavorable		AI	
		O Unfavorable		AJ	
		P Unfavorable		AK	
		Q Favorable		AL	
		R Unfavorable		AM	
		S Unfavorable		AN	
		T Unfavorable		AO	

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Name/ Date	Mtg/Comment Type	Comment				
Dan Didesch 12/15/11	Public Workshop	Segments:				
	Comment Form	A	Same as D, E, F, and G	U	Unfavorable unnecessary/See K/too expensive	Factors: Best connects to employment ctrs Lowest cost Best use of existing roads/hwys Other
Additional comments: A straight line is the shortest distance and the least expensive. Also the population clusters are better served by using the shortest distance methodology. I personally do not want to give developers the State Trust Lands if a highway is put through or there won't be any for use anymore.		B	Favorable Same as D, E, F, and G	V	Unfavorable unnecessary/See K/too expensive	
		C	Favorable Same as D, E, F, and G	W	Unfavorable unnecessary/See K/too expensive	
		D	Favorable They are the ones who need streamlined access	X	Unfavorable unnecessary/See K/too expensive	
		E	Favorable Reduced flood control costs, no State Trust land used, CAP Canal is an existing sound barrier for residents on	Y	Unfavorable unnecessary/too expensive	Funding: Yes: support tolled hwy
		F	Favorable Better access for residential population and acessto more commute alternatives	Z	Unfavorable unnecessary/too expensive	
		G	Favorable same as D and E	AA		
		H	Favorable Same as D, E, F, and G	AB	Unfavorable unnecessary/too expensive	
		I	Unfavorable Unnecessary expense with SR 24 an bad use of State Trust land/See K	AC		Response: N/A
		J	Unfavorable Unfavorable	AD		
		K	Unfavorable I may be confused but isn't the purpose to move traffic where they need to go at the cheapest cost. Flood	AE		
		L	Unfavorable unnecessary/See K/too expensive	AF		
		M	Unfavorable unnecessary/See K	AG		
		N	Unfavorable unnecessary/See K	AH		
		O	Unfavorable unnecessary/See K	AI		
		P	Unfavorable too expensive	AJ		
		Q	Unfavorable too expensive	AK		
		R	Unfavorable unnecessary/See K	AL		
		S	Unfavorable unnecessary/See K	AM		
		T	Unfavorable unnecessary/See K	AN		
				AO		

Name/ Date	Mtg/Comment Type	Comment				
Dan Frantz 12/13/11	Public Workshop	Segments:				
	Comment Form	A Unfavorable	Far too much impact to surrounding areas. Route I makes more sense for a northern point.	V Unfavorable	Does not make sense when connecting Segments X and W or T	Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
Additional comments: There is an incredible amount of unused land in the surrounding populated areas. Everywhere you look there is brown dirt, desolation and land that has nothing on it, or is not planned for any use at all. Running a major corridor right thru populated areas like Coolidge and the San Tan Valley communities does not make sense at all. Property values will be hit even harder and the quality of life will drop dramatically. While a corridor connecting I-10 to Rt 60 would be a benefit that I would take advantage of and support. It must be put in areas that make sense.		B Unfavorable	Far too much impact to surrounding areas	W Favorable	Does not make sense when connecting Segments X and W or T minimal impact to surrounding area	
		C Unfavorable	Far too much impact to surrounding areas	X Favorable	minimal impact to surrounding area	
		D Unfavorable	Far too much impact to surrounding areas	Y Unfavorable	Far too much impact to surrounding areas	
		E Unfavorable	Far too much impact to surrounding areas	Z Unfavorable	Far too much impact to surrounding areas	
		F Unfavorable	Far too much impact to surrounding areas	AA Unfavorable	Far too much impact to surrounding areas	
		G Unfavorable	Far too much impact to surrounding areas	AB Favorable	Good alt route with minimal impact to established communities	Funding: No: not support/won't use I used to live in a Toll Highway area. I avoided them and did not appreciate having to pay to commute on top of the expense of fuel and wear and tear on the car.
		H Unfavorable	Far too much impact to surrounding areas	AC Favorable	Good alt route with minimal impact to established communities	
		I Favorable	Best northern connection point with minimal impact to surrounding areas	AD Favorable	Good alt route with minimal impact to established communities	
		J Unfavorable	Does not make sense if you can connect segments S to M to I	AE Unfavorable	AH is better route	
		K Unfavorable	Far too much impact to surrounding areas	AF Unfavorable	AH is better route	Response: N/A
		L Unfavorable	Far too much impact to surrounding areas	AG Unfavorable	AI or AK is better route	
		M Favorable	Makes sense when connecting Segments S to I for a shorter route	AH Favorable	Good alt route with minimal impact to established communities	
		N Unfavorable	Does not make sense if you can connect segments S to M to I	AI Favorable	Good alt route with minimal impact to established communities	
		O Unfavorable	Far too much impact to surrounding areas	AJ Favorable	Good alt route with minimal impact to established communities	
		P Unfavorable	Far too much impact to surrounding areas	AK Favorable	Good alt route with minimal impact to established communities	
		Q Unfavorable	Far too much impact to surrounding areas	AL Favorable	Good alt route with minimal impact to established communities	
		R Unfavorable	Does not make sense if you can connect segments S to M to I	AM Favorable	Good alt route with minimal impact to established communities	
		S Favorable	minimal impact to surrounding area	AN Favorable	Good alt route with minimal impact to established communities	
		T Unfavorable	Too close to existing communities	AO Favorable	Good alt route with minimal impact to established communities	

Name/ Date	Mtg/Comment Type	Comment		
Peter Hawthorne 12/13/11	Public Workshop	Segments:		
	Comment Form	A Favorable	no intrusion upon current residents.	U
Additional comments: Main concern is any noise abatement on the proposed route. Road noise and that type of noise pollution can certainly ruin one of the reasons why many have migrated to the southern sub-divisions.		B Unfavorable	leads into congested residential, already developed, area	V
		C		W
		D Favorable	finished the proposed route with little intrusion.	X
		E Favorable	skirts most residential areas where construction will not intrude on daily life. Construction should go much	Y Unfavorable
		F		Z
		G Favorable	still skirts most currently developed residential areas.	AA
		H Favorable	continues through undeveloped area	AB
		I Favorable	Probably the best route, I, J, O, Q as the least intrusive upon existing housing and developed population areas.	AC
		J Favorable	through unpopulated area.	AD
		K		AE
		L		AF
		M		AG
		N		AH
		O Favorable	through unpopulated area. faster (and hopefully cheaper) construction.	AI
		P		AJ
		Q Favorable	finished the route in the most direct path to 287.	AK
		R		AL
		S		AM
		T		AN
				AO
		Factors: Lowest cost Least impact to existing developmnt Input rec'd from public		
		Funding: No: not support/won't use		
		This was done in the Denver area with E-470 and the highway was sold to a Mexican company where the tolls no go. They are also very expensive. Tolls will be in the several dollars per trip. That portion of highway, E-470, remains under utilized and all predictions regarding pay-back of construction costs		
		Response: N/A		

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Name/ Date	Mtg/Comment Type	Comment				
Bryan Moore 12/16/11	Public Workshop	Segments:				
	Comment Form	A Favorable	Most of the traffic originates in the San Tan Valley area and heads toward Phoenix and Mesa. By connecting	V Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	Factors: Best connects to employment ctrs Best connects to cities/towns Best connects to other major routes
Additional comments:		B Favorable	Most of the traffic originates in the San Tan Valley area and heads toward Phoenix and Mesa. By connecting	W Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	
		C Favorable	Most of the traffic originates in the San Tan Valley area and heads toward Phoenix and Mesa. By connecting	X Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	
		D Favorable	Most of the traffic originates in the San Tan Valley area and heads toward Phoenix and Mesa. By connecting	Y Favorable	Most direct route to Tucson and would connect Coolidge,Eloy, and Picacho to San Tan Valley.	
		E Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	Z Favorable	Most direct route to Tucson and would connect Coolidge,Eloy, and Picacho to San Tan Valley.	Funding: Yes: support tolled hwy Yes: use tolled hwy
		F Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AA Favorable	Most direct route to Tucson and would connect Coolidge,Eloy, and Picacho to San Tan Valley.	
		G Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AB Unfavorable		
		H Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AC Unfavorable		
		I Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AD Unfavorable		Response:
		J Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AE Unfavorable		
		K Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AF Unfavorable		
		L Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AG Unfavorable		
		M Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AH Unfavorable		
		N Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AI Unfavorable		
		O Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AJ Unfavorable		
		P Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AK Unfavorable		
		Q Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AL Unfavorable		
		R Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AM Unfavorable		
		S Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AN Unfavorable		
		T Unfavorable	Most of the traffic from Pinal county heads toward phoenix and downtown Mesa. This route is	AO Unfavorable		

Name/ Date	Mtg/Comment Type	Comment
Don Stapley	Public Workshop	<div><div>Segments:</div><div><div>U</div><div>Favorable</div></div></div>
12/13/11	Comment Form	<div><div>A</div><div>Unfavorable</div><div>V</div><div>Favorable</div></div>
Additional comments:		<div><div>B</div><div>Unfavorable</div><div>W</div><div>Unfavorable</div></div>
		<div><div>C</div><div>Unfavorable</div><div>X</div><div>Favorable</div></div>
		<div><div>D</div><div>Unfavorable</div><div>Y</div></div>
		<div><div>E</div><div>Unfavorable</div><div>Z</div></div>
		<div><div>F</div><div>Unfavorable</div><div>AA</div></div>
		<div><div>G</div><div>Unfavorable</div><div>AB</div></div>
		<div><div>H</div><div>Unfavorable</div><div>AC</div></div>
		<div><div>I</div><div>Favorable</div><div>AD</div></div>
		<div><div>J</div><div>Favorable</div><div>AE</div></div>
		<div><div>K</div><div>Unfavorable</div><div>AF</div></div>
		<div><div>L</div><div>Unfavorable</div><div>AG</div></div>
		<div><div>M</div><div>Unfavorable</div><div>AH</div></div>
		<div><div>N</div><div>Unfavorable</div><div>AI</div></div>
		<div><div>O</div><div>Favorable</div><div>AJ</div></div>
		<div><div>P</div><div>Favorable</div><div>AK</div></div>
		<div><div>Q</div><div>Unfavorable</div><div>AL</div></div>
		<div><div>R</div><div>Unfavorable</div><div>AM</div></div>
		<div><div>S</div></div>
		<div><div>T</div><div>Unfavorable</div><div>AO</div></div>

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Name/ Date	Mtg/Comment Type	Comment			
Anonymous	Public Workshop	Segments:		U Unfavorable	Factors: Best relieves traffic/local streets Best connects to employment ctrs Best connects to other major routes Least impact to existing developmt Best use of existing roads/hwys
12/13/11	Comment Form	A Unfavorable	Ironwood Road already exists and we need another north south route to relieve traffic.	V Unfavorable	
		B Unfavorable	Ironwood Road already exists and we need another north south route to relieve traffic.	W Unfavorable	
Additional comments:		C Unfavorable	This route is not a good route because you would have to follow along the Ironwood alignment to get to this	X Unfavorable	
		D Unfavorable	This is not a good route because again we need to create more routes to relieve traffic and this route	Y Unfavorable	
		E Unfavorable		Z Unfavorable	
		F Unfavorable		AA Unfavorable	
		G Unfavorable		AB Favorable	Funding: Yes: support tolled hwy
		H Unfavorable		AC Favorable	
		I Favorable	This creates a new route and has good separation from Ironwood and the 79 Highway.	AD Favorable	
		J Favorable		AE Favorable	
		K Unfavorable	Starting to go west and then it will go east again. Doesn't make sense.	AF Favorable	
		L Unfavorable		AG Favorable	Response:
		M Unfavorable	This is not good because it is building a route that is getting too close to the 79 Highway.	AH Favorable	
		N Unfavorable		AI Favorable	
		O Favorable	Good spacing and a straight shot.	AJ Favorable	
		P Unfavorable	Getting too close to the 79 Highway.	AK Favorable	
		Q Favorable		AL Favorable	
		R Unfavorable		AM Favorable	
		S Unfavorable		AN Favorable	
		T Unfavorable		AO Favorable	

Name/ Date	Mtg/Comment Type	Comment		
Seth Keeler 12/12/11	Public Workshop	Segments:		
	Comment Form	A Unfavorable	U Favorable	Factors: Best connects to cities/towns Best connects to other major routes Other
Additional comments:		B Unfavorable	V Favorable	
		C Unfavorable	W Unfavorable	
		D Unfavorable	X Favorable	
		E Unfavorable	Y Unfavorable	
		F Unfavorable	Z Unfavorable	
		G Unfavorable	AA Unfavorable	
		H Unfavorable	AB Unfavorable	
		I Favorable	AC Favorable	Funding: No: not support/won't use A toll road may be the right financing mechanism here. It depends on how much it would cost to use. If it was too expensive, I would not use it.
		J Favorable	AD Favorable	
		K Unfavorable	AE Favorable	
		L Unfavorable	AF Favorable	Response:
		M Favorable	AG Favorable	
		N Favorable	AH Favorable	
		O Favorable We own property here and want this corridor to come through our farm.	AI Favorable	
		P Favorable We own property here and want this corridor to come through our farm.	AJ Favorable	
		Q Unfavorable	AK Favorable	
		R Favorable	AL Favorable	
		S Unfavorable	AM Favorable	
		T Unfavorable	AN Favorable	
			AO Favorable	

Name/ Date	Mtg/Comment Type	Comment		
Matt Duran 12/12/11	Public Workshop	Segments:	U	Factors: Best connects to other major routes Least impact to natural areas/open space Input rec'd from public
	Comment Form	A	V	
Additional comments:		B	W	
		C	X	
		D	Y	
		E	Z	
		F	AA	
		G	AB	
		H	AC	Funding: Yes: support tolled hwy
		I	AD	
		J	AE	
		K	AF	
		L	AG	
		M	AH	
		N	AI	
		O	AJ	Response:
		P	AK	
		Q	AL	
		R	AM	
		S	AN	
		T	AO	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment					
Jared Lee	Public Workshop	Segments:			U Unfavorable	Don't pay for two bridges when you can buy the land through merrill ranch for cheap!	Factors: Best connects to employment ctrs Best connects to cities/towns Lowest cost
12/11/11	Comment Form	A Favorable	The best access point to the US 60. Using I, R, N segments are a GIANT waste as NO existing		V Favorable	Future development, the land is worthless now!	
		B Favorable	Yes! That road needs to be a Freeway ASAP!		W Unfavorable	Now we can blow up the freeway while we commute to work! Yippee! No.	
		C Unfavorable	Why move for the Indian community. Too many existing housing developments! In addition the		X Favorable	Keeps Florence, an important town for the ENTIRE valley's security connected. Just ask the Dept. of	
		D Unfavorable	Too far from Florence!		Y Unfavorable	Too far from Florence.	
Additional comments:		E Favorable	Avoids existing congestion, while improving access as a viable alternative. Allows for growth, and the state		Z Favorable	Too far from Florence.	Funding: No: not support/won't use You realize that this is one of the poorest surbaban areas right? Who would fund this with a toll.
		F Favorable	Why not, everybody already avoids living next to the train for the same reason, they don't like the noise!		AA Favorable	Save da money!	
		G Favorable	Can't build homes there anyway!		AB Favorable	Connects Florence.	
		H Unfavorable	Misses Florence!		AC Favorable	Connects Florence.	
		I Unfavorable	No, what a waste! Can always be done as an addition to segment E later!		AD Favorable	Connects Florence.	
		J Unfavorable	Who is this for, the coyotes?		AE Favorable	Connects Florence.	
		K Unfavorable	Who is the for, the Quail Hunters?		AF Unfavorable	Use existing highway	
		L Favorable	What developments, these guys are probably already bankrupt. Buy it now while it's cheap!		AG Unfavorable	Use existing highway	
		M Unfavorable	Who is this for, the Jack Rabbits?		AH Unfavorable	Use existing highway	
		N Unfavorable	C'mon, are you seriously putting in this in for the Gophers?		AI Unfavorable	Use existing highway	
		O Unfavorable	No one would pay for this, why should you?		AJ Unfavorable	Use existing highway	Response:
		P Favorable	What developments, these guys are probably already bankrupt. Buy it now while it's cheap!		AK Unfavorable	Use existing highway	
		Q Favorable	What developments, these guys are probably already bankrupt. Buy it now while it's cheap!		AL Unfavorable	Use existing highway	
		R Unfavorable	We don't want freeways just for the birds and bunnies.		AM Favorable	Connects Florence	
		S Unfavorable	More for the Jack Rabbits? You know I bet the cacti thinks cool too? Who heck does this help?		AN Favorable	Connects Florence	
		T Unfavorable	Why go this route? Magma Ranch II has already moved it's dirt, unlike Merrill Farms.		AO Favorable	Connects Florence	

Name/ Date	Mtg/Comment Type	Comment			
Jeremy Goldman	Public Workshop	Segments:		U	Factors: Best connects to other major routes Least impact to existing developmt Input rec'd from public
		A		V	
12/12/11	Comment Form	B		W	
		C		X	
Additional comments:		D		Y	
		E Unfavorable	This proposed route is too close to the communities of Laredo Ranch, Castlewood, and Pecan Creek. The	Z	
		F		AA	
		G		AB	
		H		AC	Funding: Yes: use tolled hwy Yes: support tolled hwy
		I		AD	
		J		AE	
		K		AF	
		L		AG	
		M		AH	
		N		AI	
		O		AJ	Response:
		P		AK	
		Q		AL	
		R		AM	
		S		AN	
		T		AO	

Factors:
Best connects to other major routes
Least impact to existing developmt
Input rec'd from public

Funding:
Yes: use tolled hwy
Yes: support tolled hwy

Response:

Name/ Date	Mtg/Comment Type	Comment					
Rosita Triarchis 12/11/11	Public Workshop	Segments:		U	Unfavorable	Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter	Factors: Best relieves traffic/local streets Best connects to cities/towns Best connects to other major routes
	Comment Form	A	Favorable Easy access exit off of 60, central for most living east of this exit and south of it.	V	Unfavorable	Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter	
Additional comments:		B	Unfavorable Already a heavily congested area for local traffic that is next to impossible to drive on at rush hours. I favor	W	Unfavorable	Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter	
		C	Unfavorable Too far west, and not a straight shot to segment "D"	X	Unfavorable	Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter	
		D	Favorable Straight shot, centrally located to reach 87, 287, 387, south cooridor segments, etc.	Y	Favorable	Roads already in, centrally located corridor	Funding: No: not support/won't use
		E	Favorable Removes traffic from currently heavily congested local roads yet runs close enough to them to maintain a	Z	Favorable	Roads already in, centrally located corridor	
		F	Unfavorable It is more desirable to relieve local traffic jams on Ganzel/Ironwood and Hunt Hwy, leaving a those to be	AA	Favorable	Roads already in, centrally located corridor	
		G	Favorable Roads already in place for this segment, they will just need upgrading. Removes traffic from currently heavily	AB	Unfavorable	Sorry, I do not see this on the provided map	
		H	Favorable Removes traffic from currently heavily congested local roads yet runs close enough to them to maintain a	AC	Unfavorable	Only if utilizing segment Q which I prefer more centrally located segment D	
		I	Unfavorable Too far east for commuter traffic, segment "A" closer to Phoenix commuter traffic, shopping/entertainment/etc.	AD	Unfavorable	Only as a second route if not using only if not using D, Y, Z, AA. D, Y, Z, AA is my first choice.	
		J	Unfavorable	AE	Unfavorable	Not necessary.	
		K	Unfavorable	AF	Unfavorable	Not necessary.	
		L	Favorable	AG	Unfavorable	Not necessary.	
		M	Unfavorable	AH	Unfavorable	Only as a 2nd choice if for some reason you cannot do D, Y, Z, AA.	
		N	Unfavorable	AI	Unfavorable	if local traffic is a challenge then utilize segments Q, AC, AD, AH, AI, AJ, AL for 2nd centrally located,	Response:
		O	Unfavorable Utilizing segments E and G are closer in to San Tan Valley homes, and roads are already built in segment	AJ	Unfavorable	if local traffic is a challenge then utilize segments Q, AC, AD, AH, AI, AJ, AL for 2nd centrally located,	
		P	Unfavorable Not necessary if using segments A, E, G, H, D -or- L, and Q. (Expense)	AK	Unfavorable	Not necessary	
		Q	Favorable Only as an alternative to my first choice of segments A, E, G, H, D for reasons stated in previous responses	AL	Unfavorable	Not necessary. If local traffic is a challenge on current 87, then utilize segments Q, AC, AD, AH, AI, AJ, AL for	
		R	Unfavorable Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter	AM	Unfavorable	I don't see this marked on map, but if it's where I think it is, it's not necessary if using segment Y	
		S	Unfavorable Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter	AN	Unfavorable	Not necessary if using Y, Z, AA	
		T	Unfavorable Not necessary if using segments A, E, G, H, D -or- L, and Q. Too far east for San Tan Valley commuter	AO	Unfavorable	Sorry I do not see this on map provided	

Name/ Date	Mtg/Comment Type	Comment		
Ronald L. Hansen	Public Workshop	Segments:		U
		A Favorable	Most westerly.An unfavorable aspect would be disruption on existing Ironwood and prevention of	V
12/10/11	Comment Form	B Favorable	same comments as on Segment A	W
		C Favorable	I like this option better than alternatives, because it is most westerly.	X
Additional comments: In general, build it sooner than later		D Favorable	Most westerly.	Y
		E		Z
		F		AA
		G Favorable	This could be advantageous, if continued north and south. But it is easterly of current and probably near	AB
		H Favorable	favorable, if the alignment includes Segment G.	AC
		I Unfavorable	too far easterly	AD
		J Unfavorable	Too far easterly	AE
		K Unfavorable	Too far easterly	AF
		L Unfavorable	Too far easterly	AG
		M Unfavorable	Too far easterly	AH
		N Unfavorable	Too far easterly	AI
		O		AJ
		P		AK
		Q		AL
		R		AM
		S		AN
		T		AO
Factors:				Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
Funding:				Yes: support tolled hwy
Response:				N/A

Name/ Date	Mtg/Comment Type	Comment		
Anonymous 12/09/11	Public Workshop	Segments:		
	Comment Form	A Favorable	Ironwood is a long stretch of rode that is only 2 lanes going in and out of the Queen Creek/San Tan Valley	U Favorable
Additional comments:		B Favorable		V Favorable
		C Favorable		W Favorable
		D Favorable		X Favorable
		E Favorable		Y Favorable
		F Favorable		Z Favorable
		G Favorable		AA Favorable
		H Favorable		AB Favorable
		I Favorable		AC Favorable
		J Favorable		AD Favorable
		K Favorable		AE Favorable
		L Favorable		AF Favorable
		M Favorable		AG Favorable
		N Favorable		AH Favorable
		O Favorable		AI Favorable
		P Favorable		AJ Favorable
		Q Favorable		AK Favorable
		R Favorable		AL Favorable
		S Favorable		AM Favorable
		T Favorable		AN Favorable
				AO Favorable
		Factors: Best relieves traffic/hwys & frwys Best connects to employment ctrs Best connects to cities/towns Best connects to other major routes Least impact to existing developmt Least impact to planned developmt Best use of existing roads/hwys		
		Funding: No: not support/won't use		
		Response:		

Name/ Date	Mtg/Comment Type	Comment			
Anonymous	Public Workshop	Segments:		U	Factors: Best relieves traffic/hwys & frwys Best connects to other major routes Least impact to existing developmt
12/9/11	Comment Form	A		V	
		B		W	
Additional comments:		C		X	
		D		Y	
		E	Unfavorable Too close to my community	Z	
		F		AA	
		G		AB	
		H		AC	Funding: No: not support/won't use
		I		AD	
		J		AE	
		K		AF	
		L		AG	
		M		AH	
		N		AI	
		O		AJ	Response:
		P		AK	
		Q		AL	
		R		AM	
		S		AN	
		T		AO	

Factors:
Best relieves traffic/hwys
& frwys
Best connects to other
major routes
Least impact to existing
developmt

Funding:
No: not support/won't use

Response:

Name/ Date	Mtg/Comment Type	Comment				
Jon Thompson	Public Workshop	Segments:			U	Factors: Best connects to employment ctrs Least impact to existing developmt Other
	12/09/11	Comment Form	A Favorable		V	
B				W		
C				X		
Additional comments:		D		Y Unfavorable	There are gas lines that run along Christensen road as well as a new bridge that was just redone to help local	
		E		Z		
		F		AA Unfavorable		
		G		AB Unfavorable		
		H		AC Favorable	This would be the lesser of some evils but not the perfect route. It would be better to be on Valley Farms	Funding: Yes: support tolled hwy
		I		AD Favorable		
		J		AE Favorable		
		K		AF		
		L		AG		
		M		AH		
		N		AI		
		O		AJ		Response:
		P		AK		
		Q Favorable	This is a good route. It keeps the freeway in an established area that is already disrupted due to the	AL		
		R		AM Favorable	This route has the least impact and is already damaged financially due to the power line. There is already an	
		S		AN		
		T		AO		

Name/ Date	Mtg/Comment Type	Comment		
Anonymous 12/09/11	Public Workshop	Segments:		
	Comment Form	A Unfavorable	U Unfavorable	Factors: Best connects to other major routes Least impact to existing developmt Input rec'd from public
Additional comments:		B Unfavorable	V Unfavorable	
		C Unfavorable	W Unfavorable	
		D Unfavorable	X Unfavorable	
		E Unfavorable	Y Unfavorable	
		F Unfavorable	Z Favorable	
		G Unfavorable	AA Favorable	
		H Unfavorable	AB Favorable	
		I Favorable	AC Favorable	Funding: No: not support/won't use
		J Favorable	AD Favorable	
		K Unfavorable	AE Favorable	
		L Unfavorable	AF Unfavorable	
		M Unfavorable	AG Unfavorable	
		N Unfavorable	AH Favorable	
		O Favorable	AI Favorable	
		P Unfavorable	AJ Favorable	Response:
		Q Favorable	AK Favorable	
		R Unfavorable	AL Favorable	
		S Unfavorable	AM Favorable	
		T Unfavorable	AN Favorable	
			AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment				
Joseph Abate 12/08/11	Public Workshop	Segments:				
	Comment Form	A Unfavorable	That area is already developed and would require excessive spending to acquire	V Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys Least impact to existing developmt
Additional comments: This project should have been started years ago. There is only one route for the 100,000's of residence of the south east valley to reach any highway or inter-state. This route is through residential areas which is not efficient or safe. This corridor would save fuel for those that live in the areas and make the residential roads safer for pedestrians. This project should be fast tracked and finished as quickly as possible. With the current state of the economy the cost will be less now then what they would be when the economy rebounds. With the low price of housing in southern parts of the valley the traffic condition have continued to become more and more unbearable. Completion of this project would also relieve congestion on US60, northern I10 and the loop 202. To not build this corridor would be an extreme error in judgement that people of Arizona will pay for, for year to come.		B Unfavorable	Does not work without A&C	W Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		C Unfavorable	That area is already developed and would require excessive spending to acquire	X Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		D Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	Y Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset. This is a future	
		E Unfavorable	This does not work without A	Z Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	Funding: No: not support/won't use As a former resident of the state of New Jersey home of the toll road. They only add to corruption and add unneeded cost i.e. toll booths and all the required maintance to operate them. If anything the New Jersev Turnpike and Response: N/A
		F Unfavorable	This does not work without A&B.	AA Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		G Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AB Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		H Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AC Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		I Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AD Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		J Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AE Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		K Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AF Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		L Unfavorable	This is not need if western route is not used.	AG Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		M Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AH Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		N Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AI Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		O Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AJ Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		P Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AK Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		Q Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AL Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		R Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AM Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		S Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AN Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	
		T Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	AO Favorable	This area is mostly undeveloped and close enough to developed areas to be an asset.	

Name/ Date	Mtg/Comment Type	Comment		
Rob Precht 12/08/11	Public Workshop	Segments:		U
	Comment Form	A Favorable	It is obvious that Ironwood is the most traveled thorough fare in far east valley. This is road of choice	V
Additional comments:		B Favorable	For the same reasons as Segment A has. This will pass up and coming area near new Banner hospital,	W
		C		X
		D		Y
		E		Z
		F		AA
		G		AB
		H		AC
		I		AD
		J		AE
		K		AF
		L		AG
		M		AH
		N		AI
		O		AJ
		P		AK
		Q		AL
		R		AM
		S		AN
		T		AO
Factors:				Best connects to other major routes Least impact to existing developmt Input rec'd from public
Funding:				No: not support/won't use
Response:				

Name/ Date	Mtg/Comment Type	Comment			
Anonymous 12/07/11	Public Workshop	Segments:			
	Comment Form	A Favorable	Lots of traffic using this stretch of Ironwood road to access US 60 to head west. Could remove existing	U Unfavorable	Factors: Best relieves traffic/local streets Best connects to cities/towns
Additional comments:		B Unfavorable	Not enough ROW south of Germann to Skyline Dr, adjacent high voltage power line along Gantzel south of	V Favorable	
		C Unfavorable		W Unfavorable	
		D Unfavorable		X Favorable	
		E Favorable		Y Unfavorable	
		F Unfavorable		Z Favorable	
		G Favorable		AA Favorable	
		H Unfavorable		AB Favorable	
		I Favorable		AC Favorable	Funding: Yes: support tolled hwy Yes: use tolled hwy
		J Favorable		AD Favorable	
		K Favorable		AE Favorable	
		L Favorable		AF Unfavorable	
		M Unfavorable		AG Unfavorable	
		N Unfavorable		AH Unfavorable	
		O Favorable		AI Unfavorable	
		P Favorable		AJ Unfavorable	Response:
		Q Unfavorable	Need lot of ROW since it parells existing 500 KV transmission line and a railroad.	AK Favorable	
		R Unfavorable		AL Favorable	
		S Unfavorable		AM Favorable	
		T		AN Favorable	
				AO Unfavorable	

North-South Corridor Study Public Workshops December 2011
Public Involvement Summary - Comment Forms

Name/ Date	Mtg/Comment Type	Comment
Anonymous	Public Workshop	<div><div>Segments:</div><div>U</div><div>Factors:</div><div>Best relieves traffic/local streets</div></div>
12/01/11	Comment Form	<div><div>A Unfavorable</div><div>V</div><div>Best connects to other destinations</div></div>
Additional comments:		<div><div>B Unfavorable</div><div>W</div><div>Input rec'd from local gov't</div></div>
		<div><div>C Favorable</div><div>X</div></div>
		<div><div>D</div><div>Y</div></div>
		<div><div>E Unfavorable</div><div>Z</div></div>
		<div><div>F</div><div>AA</div></div>
		<div><div>G</div><div>AB</div></div>
		<div><div>H</div><div>AC</div><div>Funding:</div><div>Yes: use tolled hwy</div></div>
		<div><div>I</div><div>AD</div></div>
		<div><div>J</div><div>AE</div></div>
		<div><div>K</div><div>AF</div></div>
		<div><div>L</div><div>AG</div></div>
		<div><div>M</div><div>AH</div></div>
		<div><div>N</div><div>AI</div></div>
		<div><div>O</div><div>AJ</div><div>Response:</div></div>
		<div><div>P</div><div>AK</div></div>
		<div><div>Q</div><div>AL</div></div>
		<div><div>R</div><div>AM</div></div>
		<div><div>S</div><div>AN</div></div>
		<div><div>T</div><div>AO</div></div>

Name/ Date	Mtg/Comment Type	Comment			
Tom Simpson 01/11/12	Public Workshop	Segments:		U Unfavorable	Factors:
	Comment Form	A Favorable	most useful entry point & existing road	V Unfavorable	
Additional comments:		B Favorable	uses an existing road	W Unfavorable	
		C Unfavorable		X Unfavorable	
		D Favorable	cont south, straight shot to “Y”	Y Favorable	cont south to run with an existing noise source to “Z”
		E Unfavorable		Z Favorable	cont to “AA”
		F Favorable	keeps road noise next to existing noise source, less disruptive	AA Favorable	cont to “4”
		G Unfavorable	straight shot south to “D”	AB Unfavorable	Funding:
		H Favorable		AC Unfavorable	
		I Unfavorable		AD Unfavorable	It would depend on what the toll would be, how much time it saved, and how convient it would be to use (both to access and to pay the tolls). Coins, tokens, electronicly?
		J Unfavorable		AE Unfavorable	
		K Unfavorable		AF Unfavorable	
		L Unfavorable		AG Unfavorable	
		M Unfavorable		AH Unfavorable	
		N Unfavorable		AI Unfavorable	
		O		AJ Unfavorable	Response:
		P Unfavorable		AK Unfavorable	
		Q Unfavorable		AL Unfavorable	
		R Unfavorable		AM Unfavorable	
		S Unfavorable		AN Unfavorable	
		T Unfavorable		AO Unfavorable	

Name/ Date	Mtg/Comment Type	Comment			
Lowell Harris 1/11/12	Public Workshop	Segments:			
	Comment Form	A Unfavorable		U	Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
Additional comments: I look forward to the connection between US 60 & I-10. I am not familiar with the area in Southern Route Alternatives, but I would hope that residential areas will be avoided in both Northern & Southern routes.		B Unfavorable		V	
		C Unfavorable		W	
		D Unfavorable		X	
		E Unfavorable	too close to residential area	Y Unfavorable	
		F Unfavorable		Z Unfavorable	
				AA Unfavorable	
		G Unfavorable		AB Favorable	
		H Unfavorable		AC Favorable	Funding: Yes: use tolled hwy
		I Favorable	less residential area affected	AD Favorable	after AD either route south is acceptable
		J Favorable	same as I	AE Favorable	I would be willing to pay a toll as long as it is reasonable
		K Unfavorable		AF Favorable	
		L Unfavorable		AG Favorable	
		M		AH Favorable	
		N		AI	
		O Favorable		AJ Favorable	
		P		AK Favorable	Response: N/A
		Q Favorable		AL Favorable	
		R		AM	
		S		AN	
		T		AO	

Name/ Date	Mtg/Comment Type	Comment				
Anonymous	Public Workshop	Segments:			U Favorable	Factors: Best connects to employment ctrs Best connects to cities/towns Other
1/11/12	Comment Form	A Unfavorable	area already has Ironwood Dr and Gantzel Rd. Highway would be wasted here		V	
		B Unfavorable	same as A		W Unfavorable same as stated above in R	
		C Unfavorable	same issue, has Hunt highway		X Favorable	
Additional comments: The valley’s growth corridor will be shaked by this highway. Please support the alignment that the cities & towns have adopted. THANK YOU!		D Unfavorable	same as C		Y	Funding: Yes: support tolled hwy Yes: use tolled hwy
		E Unfavorable			Z	
		F Unfavorable			AA	
		G Unfavorable			AB	
		H Unfavorable	not supported by local government AT ALL!		AC	
		I Favorable	most sensible local to support future growth		AD	
		J Favorable	same as I		AE	
		K Unfavorable	impedes future growth		AF	
		L Unfavorable			AG	
		M Unfavorable	feeds into very poor alignment option for future growth		AH	
		N			AI	Response: N/A
		O Favorable	exactly what local government supports		AJ	
		P Favorable			AK	
		Q Unfavorable			AL	
		R Unfavorable	feeds into an option that would destroy planned growth		AM	
		S Unfavorable	same as R		AN	
		T Unfavorable	same issue as S & R		AO	

Name/ Date	Mtg/Comment Type	Comment				
Anonymous	Public Workshop	Segments:		U	Favorable	Factors: Least impact to existing developmt Least impact to planned developmt Other
1/11/12	Comment Form	A Unfavorable		V		
		B Unfavorable		W	Unfavorable this would make the highway of no benefit at all to the community	
Additional comments: alignment currently, this must hold sway in your desicion. Thanks for your attention!		C Unfavorable	Hunt hwy is already here, why spend money on a road that already has transport.	X		
		D Unfavorable	also a similar issue as C	Y		
		E Unfavorable		Z		
		F Unfavorable		AA		
		G Unfavorable		AB		
		H Unfavorable	again, roads exist here, so do homes	AC		Funding: Yes: support tolled hwy Yes: use tolled hwy
		I Favorable		AD		
		J Favorable		AE		
		K Favorable		AF		
		L Unfavorable	this is not what the city adopted	AG		
		M Unfavorable	feeds into a alignment unsuported by Florence	AH		
		N Favorable	if this helps line up the highway with the supported current alignment	AI		
		O Favorable	the city of Florence has adopted this	AJ		
		P Favorable	we went threw this with the city go with their support	AK		Response: N/A
		Q Unfavorable	this is not the alignment locals support	AL		
		R Unfavorable	does not line up with supported alignment	AM		
		S Unfavorable	going threw state trust land makes no sence at all, why build it then?	AN		
		T Unfavorable	would impact development in area in a negative way!	AO		

Name/ Date	Mtg/Comment Type	Comment		
Ivan Richardson	Public Workshop	Segments:		
		U	Factors:	
1/11/12	Comment Form	A Favorable	V	Best connects to other major routes
		B Favorable	W	Least impact to existing developmt
Additional comments:		C	X	Least impact to natural areas/open space
		D	Y Favorable	Best use of existing roads/hwys
		E	Z Favorable	
		F Favorable	AA Favorable	
		G Favorable	AB	Funding:
		H Favorable	AC	
		I	AD	
		J	AE	
		K	AF	
		L	AG	
		M	AH	
		N	AI	
		O	AJ	Response:
		P	AK	
		Q	AL	
		R	AM	
		S	AN	
		T	AO	

Name/ Date	Mtg/Comment Type	Comment			
Carolyn Tompkins	Public Workshop	Segments:		U	Factors: Best connects to other major routes Lowest cost Least impact to existing developmt
1/12/12	Comment Form	A Unfavorable	area too busy already - AJUSTD just N of 60 on Ironwood. Too many kids/buses & cars! Safety issues	V	
		B Unfavorable		W	
Additional comments: If/when there will be the 60 bypass around Gold Canyon area that would be the ideal time to do ALL construction. My thoughts are to use as much open space undeveloped area as possible. Less impact on citizins- less costs?? faster construction. Enjoyed your presentation. Thank you for allowing our imput.		C Unfavorable		X	
		D		Y	
		E		Z	
		F		AA	
		G		AB	
		H		AC	Funding:
		I Favorable	less impact on existing homes, etc.	AD	Yes: use tolled hwy
		J Favorable		AE	
		K Unfavorable		AF	
		L		AG	
		M		AH	
		N		AI	
		O Favorable	open area	AJ	
		P		AK	Response: N/A
		Q Favorable		AL	
		R		AM	
		S		AN	
		T		AO	

North-South Corridor Study Public Workshops December 2011
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Name/ Date	Mtg/Comment Type	Comment				
Anonymous	Public Workshop	Segments:			U Favorable	Factors: Least impact to existing developmt Least impact to planned developmt Other
1/12/12	Comment Form	A Unfavorable			V	
		B Unfavorable			W Unfavorable this alignment would be of no benefit to the local properties	
Additional comments: It is critically important that ADOT keep in the fourfront of their minds when considering the alignment that many of the towns have already gone through the public process and adopted alignments.		C Unfavorable	There is infrastructure already in place - This would be a waste of money		X Favorable	
		D Unfavorable	same as C		Y	
		E Unfavorable		Z		
		F Unfavorable		AA		
		G Unfavorable		AB		
Notably - Florence with unanimous council consent.		H Unfavorable	feeds into same issue as C & D		AC	Funding: Yes: support tolled hwy Yes: use tolled hwy
		I Favorable		AD		
		J Favorable		AE		
		K Unfavorable		AF		
		L		AG		
		M Unfavorable	this does not support alignment adopted by municipalities		AH	Response: N/A
		N		AI		
		O Favorable	this alignment has already been adopted by Florence		AJ	
		P Unfavorable	same as O		AK	
		Q Unfavorable	not supported by area residence		AL	
		R Unfavorable		AM		
		S Unfavorable		AN		
		T Unfavorable	impedes future development of area		AO	

Name/ Date	Mtg/Comment Type	Comment		
James Pruter 1/12/12	Public Workshop	Segments:		U
	Comment Form	A Unfavorable	connects to unfavorable segments “B” and “E”	V
Additional comments:		B Unfavorable	dense development already. Would need frontage roads in addition to freeway	W
		C		X
		D Unfavorable	conflicts with Anthem @ Merril Ranch	Y
		E Unfavorable	too close to Planned communities of Laredo Ranch and Castlegate	Z
		F Unfavorable	connects to unfavorable segment “B”	AA
		G Unfavorable	conflicts with current or planned development	AB
		H Unfavorable	conflicts with current or planned developments	AC
		I Favorable	connects to proposed US 60 realignment	AD
		J Favorable		AE
		K Unfavorable	connects to unfavorable segment “G”	AF
		L		AG
		M		AH
		N		AI
		O Favorable	least impact to developments	AJ
		P		AK
		Q Favorable		AL
		R		AM
		S		AN
		T		AO

Factors:
Best relieves traffic/hwys & frwys
Best connects to other major routes
Least impact to existing developmt

Funding:
Yes: support tolled hwy
Yes: use tolled hwy
I would prefer a freeway, but if a tolled highway is the only way to get the project funded, I would use it.

Response:

Name/ Date	Mtg/Comment Type	Comment
Kristine Bets 1/12/12	Public Workshop	Segments:
	Comment Form	U
Additional comments:		V
		W
		X
		Y
		Z
		AA
		AB
		AC
		AD
		AE
		AF
		AG
		AH
		AI
		AJ
		AK
		AL
		AM
		AN
		AO
		Factors: Best relieves traffic/hwys & frwys Best connects to other major routes Least impact to existing developmt
		Funding: Yes: use tolled hwy Yes: support tolled hwy
		Response:

Name/ Date	Mtg/Comment Type	Comment			
Anonymous 1/12/12	Public Workshop	Segments:		U Favorable	Factors: Best connects to employment ctrs Best connects to cities/towns Other
	Comment Form	A Unfavorable		V	
Additional comments: Please support what the town do. They are our voice! Your consideration is appreciated!		B Unfavorable		W Unfavorable same as T	
		C Unfavorable		X Favorable	Funding: Yes: support tolled hwy Yes: use tolled hwy
		D Unfavorable		Y	
		E Unfavorable		Z	
		F Unfavorable		AA	
		G Unfavorable		AB	
		H Unfavorable		AC	
		I Favorable this one makes the most sense		AD	
		J Favorable		AE	
		K Unfavorable		AF	
		L		AG	
		M Unfavorable creates an alignment that impeades growth		AH	Response: N/A
		N		AI	
		O Favorable Town of Florence adopted their alignment!		AJ	
		P Favorable		AK	
		Q Unfavorable		AL	
		R Unfavorable opposite of what is supported by locals & towns!		AM	
		S Unfavorable same as S		AN	
		T Unfavorable wouldn't support growth		AO	

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Name/ Date	Mtg/Comment Type	Comment							
John & Marcia Westmoreland	Public Workshop	Segments:				U	Favorable	no existing development	Factors: Least impact to existing developmt Input rec'd from public
12/12/11	Comment Form	A	Unfavorable	cost; congestion during construction; negative impact on existing development	V	Favorable	no existing development		
		B	Unfavorable	cost; congestion during construction; neg. impact on existing development	W	Unfavorable	disruptive to Nat'l Guard, etc.		
Additional comments: It would be more costly and cause tremendous traffic congestion to change an existing road into a freeway than to start from scratch on open land.		C	Unfavorable	cost; congestion during construction; neg. impact on existing development	X	Favorable	no existing development		
A freeway placed next to existing housing developments is very unfair to the people who bought homes/property in that area. It would have a major negative impact on the quality of life, noise, traffic, added businesses, crime, and reduced property values.		D	Unfavorable	cost; congestion during construction; neg. impact on existing development	Y				
		E	Favorable	cost effective; less negative impact on existing development. Note my suggested change on map	Z				
		F	Unfavorable	negative impact on existing developement	AA			Funding:	
		G	Favorable	less congestion during construction than B, C, & D; less neg. impact on existing development	AB				
		H	Unfavorable	negative impact on existing development	AC				
		I	Favorable	cost effective. And no impact on existing development.	AD				
		J	Favorable	No existing development	AE				
		K			AF				
		L	Favorable	less congestion during construction than B, C, & D. And no existing development to impact	AG				
		M	Favorable	no existing development	AH				
		N	Favorable	no existing development	AI				
		O	Favorable	cost effective. No impact on existing development.	AJ			Response:	
		P	Favorable	no existing development	AK				
		Q	Favorable	no existing development	AL				
		R	Favorable	no existing development	AM				
		S	Favorable	cost effective. No impact on existing development.	AN				
		T	Favorable	no existing development	AO				

Name/ Date	Mtg/Comment Type	Comment			
John & Marcia Westmoreland 01/12/12	Public Workshop	Segments:			U
	Comment Form	A Favorable	open land		V
Additional comments: A highway of this size should not be round thru already existing housing developments* It will destroy the quality of life for residents. *Means homes have already been constructed		B Unfavorable	reverse engineering to may existing homes		W
		C Unfavorable	see B		X
		D Unfavorable	see B		Y
		E Favorable	open land		Z
		F Unfavorable	see B		AA
		G Favorable	open land		AB
		H Unfavorable	see B		AC
		I Favorable	open land		AD
		J Favorable	open land		AE
		K Favorable	open land		AF
		L Favorable	open land		AG
		M			AH
		N			AI
		O			AJ
		P			AK
		Q Favorable	open land		AL
		R			AM
		S			AN
		T			AO
Factors: Best connects to other major routes Least impact to existing developmt					
Funding: No: not support/won't use Government collects enough of our money already					
Response:					

Name/ Date	Mtg/Comment Type	Comment				
KATHRYN HAMMOND	Public Workshop	Segments:				U Unfavorable I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be
	1/11/12 Comment Form	A Favorable	Segment A is closer to a lot of commercial industry located at Signal Butte Road. Connecting at A would	V Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	Factors: Best relieves traffic/hwys & frwys Best connects to cities/towns Least impact to existing developmt
Additional comments: Recommended route A-E-G-H-D-Y-Z-AA.		B Unfavorable	Using this segment of road would eliminate another north-south travel option for drivers. If the object behind	W Unfavorable	I favor starting point 1, for reasons stated under Segment A.	
		C Unfavorable	Because I don't favor Segment B, I cannot favor Segment C. Segment C also maneuvers around hilly to	X Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	
		D	Segment D keeps a lot of the existing north-south travel in tact, while offering improvements to a lesser-	Y Favorable	It would provide another thoroughfare for residents of Coolidge and the farming community, without going	
		E Favorable	I favor Segment E over Segment B because it does not impact the existing Ironwood Road traffic. If the object	Z Favorable	I prefer connecting into the major, existing north-south corridor here because I believe that was the intended	
		F Unfavorable	I favor Segment E. Please view reasons listed under Segments B and Segment E for more information.	AA Favorable	I prefer connecting into the major, existing north-south corridor here because I believe that was the intended	
		G Favorable	Segment G is the only segment which connects to my favored option, Segment E.	AB Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	Funding: Yes: support tolled hwy
		H Favorable	There aren't a lot of travel options for residents of Magic Ranch Residential. This segment would add a	AC Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	
		I Unfavorable	I favor starting point 1, for reasons stated under Segment A.	AD Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	If I still had family living in Apache Junction, this corridor would be wonderful. I have, frequently, taken SR 79 to Phoenix to avoid traffic on I-10 prior to the I-10 road widening project; but, SR 79 is a little out of the way. I have taken SR 87 through Coolidge and connected to SR 79 before as well. I actually
		J Unfavorable	I favor starting point 1, for reasons stated under Segment A.	AE Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	
		K Unfavorable	I favor starting point 1, for reasons stated under Segment A.	AF Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	
		L Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	AG Unfavorable	I prefer connecting into the major, existing north-south corridor here because I believe that was the intended	
		M Unfavorable	I favor starting point 1, for reasons stated under Segment A.	AH Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	
		N Unfavorable	I favor starting point 1, for reasons stated under Segment A.	AI Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	
		O Unfavorable	I favor starting point 1, for reasons stated under Segment A.	AJ Unfavorable	I prefer connecting into the major, existing north-south corridor here because I believe that was the intended	Response:
		P Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	AK Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	
		Q Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	AL Unfavorable	I prefer connecting into the major, existing north-south corridor here because I believe that was the intended	
		R Unfavorable	I favor starting point 1, for reasons stated under Segment A.	AM Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	
		S Unfavorable	I favor starting point 1, for reasons stated under Segment A.	AN Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	
		T Unfavorable	I favor starting point 1, for reasons stated under Segment A.	AO Unfavorable	I favor Segment H-- Segment L and beyond (L, P, U, V, Q, X, AB, AM, AO, etc.) require a lot of road to be	

Name/ Date	Mtg/Comment Type	Comment		
Anonymous 1/12/12	Public Workshop	Segments:		
	Comment Form	A Favorable	U Unfavorable	Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
Additional comments:		B Unfavorable	V Favorable	
		C Unfavorable	W Unfavorable	
		D Unfavorable	X Favorable	
		E Favorable	Y Unfavorable	
		F Unfavorable	Z Unfavorable	
		G Favorable	AA Unfavorable	
		H Unfavorable	AB Favorable	Funding: Yes: support tolled hwy Yes: use tolled hwy
		I Favorable	AC Unfavorable	
		J Unfavorable	AD Favorable	
		K Unfavorable	AE Unfavorable	
		L Favorable	AF Favorable	
		M Unfavorable	AG Favorable	
		N Unfavorable	AH Unfavorable	
		O Unfavorable	AI Unfavorable	
		P Favorable	AJ Favorable	Response:
		Q Favorable	AK Favorable	
		R Unfavorable	AL Favorable	
		S Unfavorable	AM Favorable	
		T Favorable	AN Favorable	
			AO Favorable	

Name/ Date	Mtg/Comment Type	Comment				
Sherri Ehlert 1/11/12	Public Workshop	Segments:				Factors: Best relieves traffic/local streets Best connects to other major routes Lowest cost
	Comment Form	A Unfavorable	Construction has and will cause extreme transit issues. The Road is fairly new anyway.	V Unfavorable	Less direct path south.	
Additional comments:		B Unfavorable	Construction has and will cause extreme transit issues. The Road is fairly new anyway.	W Unfavorable	Less direct path south.	
		C Unfavorable	Construction has and will cause extreme transit issues. Although the road needs repair, there are no	X Unfavorable	Less direct path south.	
		D Favorable	More direct pathway to southern routes, and newly constructed road that could be improved.	Y Favorable	Most direct path south.	
		E Unfavorable	Too close to Ironwood Dr.	Z Favorable	Most direct path south.	
		F Unfavorable	Ties into the Ironwood/Gantzel Rd route, and eliminates much needed farm and open lands.	AA Favorable	Most direct path south.	
		G Favorable	Route is approximately midway between Hunt hwy and SR 79, without interfering with current transit during	AB Unfavorable	Less direct path south, no advantage seen to having the route farther east.	
		H Favorable	Most direct route, with few terrain or detour issues.	AC Unfavorable	Less direct path south, no advantage seen to having the route farther east.	Funding: No: not support/won't use
		I Favorable	Most direct route, with few terrain or detour issues.	AD Unfavorable	Less direct path south, no advantage seen to having the route farther east.	
		J Favorable	Most direct route, with few terrain or detour issues	AE Unfavorable	Less direct path south, no advantage seen to having the route farther east.	
		K Favorable	Most direct route, with few terrain or detour issues.	AF Unfavorable	Less direct path south, no advantage seen to having the route farther east.	
		L Unfavorable	Less direct path south.	AG Unfavorable	Less direct path south, no advantage seen to having the route farther east.	
		M Unfavorable	Less direct path south.	AH Unfavorable	Less direct path south, no advantage seen to having the route farther east.	
		N Unfavorable	Less direct path south.	AI Unfavorable	Less direct path south, no advantage seen to having the route farther east.	
		O Unfavorable	Less direct path south.	AJ Unfavorable	Less direct path south, no advantage seen to having the route farther east.	
		P Unfavorable	Less direct path south.	AK Unfavorable	Less direct path south, no advantage seen to having the route farther east.	Response:
		Q Unfavorable	Less direct path south.	AL Unfavorable	Less direct path south, no advantage seen to having the route farther east.	
		R Unfavorable	Less direct path south.	AM Unfavorable		
		S Unfavorable	Less direct path south.	AN Unfavorable		
		T Unfavorable	Less direct path south.	AO Unfavorable	Less direct path south, no advantage seen to having the route farther east.	

Name/ Date	Mtg/Comment Type	Comment
Lawrence Hochstatter	Public Workshop	Segments:
		U
1/18/12	Comment Form	A
		V
Additional comments:		B
		W
		C
		X
		D Favorable
		Y Favorable
		E
		Z Favorable
		F
		AA Favorable
		G Favorable
		AB
		H Favorable
		AC
		I Favorable
		AD
		J Favorable
		AE
		K Favorable
		AF
		L
		AG
		M
		AH
		N
		AI
		O
		AJ
		P
		AK
		Q
		AL
		R
		AM
		S
		AN
		T
		AO

Factors:
Best connects to
employment ctrs
Best connects to other
destinations
Best connects to other
major routes
Lowest cost

Funding:
No: not support/won't use

Response:

Name/ Date	Mtg/Comment Type	Comment		
Anonymous 1/17/12	Public Workshop	Segments:		
	Comment Form	A	U	Factors: Best connects to cities/towns
Additional comments: Develop a passenger rail system [augmented by BRT (Bus Rapid Transit) if necessary]. Focus on rail. Do NOT build more freeways. Use existing rail lines to develop a workable transit system.		B	V	Least impact to natural areas/open space
		C	W	Best use of existing roads/hwys
		D	X	Other
		E	Y	
		F	Z	
		G	AA	
		H	AB	
		I	AC	Funding: No: not support/won't use
		J	AD	Do NOT build a road-develop a rail system instead
		K	AE	
		L	AF	
		M	AG	
		N	AH	
		O	AI	
		P	AJ	Response:
		Q Favorable good route for a rail line in Florence area	AK	
		R	AL	
		S	AM	
		T	AN	
			AO	

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Name/ Date	Mtg/Comment Type	Comment						
Sherman S. Francisco	Public Workshop	Segments:				U		Factors: Best relieves traffic/local streets Best connects to employment ctrs Best use of existing roads/hwys
1/17/12	Comment Form	A	Favorable	give San Tan Valley a boost for growth	V			
		B	Favorable	give San Tan Valley a boost for growth	W			
Additional comments: Great idea as will give better access to gateway airport being further away for downtown Phoenix. Encourage more carrier to use gateway as flyers can get to area with SR 24.		C	Favorable	San Tan Valley would have growth opportunities help to incorporate some day soon	X	Unfavorable	help keep I-79 free for low traffic. Florence can grow more at Anthem	
Take some pressure off of I-10 to Tucson.		D	Favorable	include Coolidge and help its growth	Y	Favorable	help Cooldige growth and expansion	
		E	Unfavorable		Z	Favorable	more direct connection to I-10	
		F	Favorable	alternate to C would be good	AA			
		G	Unfavorable		AB			
		H	Favorable	connect F to D	AC			
		I	Unfavorable		AD			
		J	Unfavorable		AE			
		K	Unfavorable		AF			
		L	Unfavorable		AG			
		M			AH			
		N			AI			
		O			AJ			
		P			AK			
		Q			AL			
		R			AM			
		S			AN			
		T			AO			
								Funding: Yes: support tolled hwy Would depend upon reasonable expense to use it. Say 10 cents per 10 miles would be reasonable.
								Response:

Name/ Date	Mtg/Comment Type	Comment		
Linda Myers 1/17/12	Public Workshop	Segments:		
	Comment Form	A	U	Factors:
Additional comments: They SRP told us power line wasn't going on our property & it did. You think when you live on family homestead & out in country you would be saved from being forced off your land.			V	Best relieves traffic/hwys & frwys
		B	W	Least impact to existing developmt
		C	X	Least impact to natural areas/open space
		D Favorable follow this straight down should cost much less. I would think.	Y	
		E	Z	
		F	AA	
		G	AB	
		H	AC	Funding:
		I	AD	No: not support/won't use
		J	AE	Shouldn't have to pay to use a road we already pay taxes on it.
		K	AF	
		L	AG	
		M	AH	
		N	AI	
		O	AJ	
		P	AK	Response:
		Q	AL	
		R	AM Unfavorable 4 generations lives here	
		S	AN	
		T	AO	

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Name/ Date	Mtg/Comment Type	Comment		
Fredrick Schneider 1/17/12 Additional comments: Least impact to Arizona Water Company’s existing and planned water facilities including water mains, potable water production wells, booster stations, storage tanks and other utility facilities.	Public Workshop Comment Form	Segments:		
		U		
		A	V Favorable	Factors: Least impact to existing developmt Least impact to planned developmt
		B	W	
		C	X Favorable	
		D	Y	
		E Unfavorable	Z Favorable	
		F	AA Favorable	
		G	AB	Funding:
		H	AC	
		I Favorable	AD Favorable	
		J Favorable	AE Favorable	
		K	AF	
		L	AG	
		M	AH	
		N	AI	
		O Favorable	AJ	Response:
		P Favorable	AK	
		Q	AL	
		R	AM	
S	AN Favorable			
T	AO Favorable			

Name/ Date	Mtg/Comment Type	Comment				
George Morley 01/19/2012	Public Workshop	Segments:				Factors: Best relieves traffic/local streets Best relieves traffic/hwys & frwys
	Comment Form	A Unfavorable	Too busy already	V Unfavorable	Costly - too long	
Additional comments:		B Unfavorable	Too busy already	W Unfavorable	Too costly - indirect route	Funding: No: not support/won't use
		C Unfavorable	Too busy already	X Unfavorable	Too costly - indirect route	
		D Favorable	Leads to Union Pacific Railway Line -cheapest way to build thorofare	Y Favorable	Direct route less costly	
		E Unfavorable	Ironwood lead in too busy at present	Z Unfavorable	Direct route - shortest distance - less costly	
		F Unfavorable	Too busy already	AA Unfavorable	Direct route less costly	
		G Favorable		AB Unfavorable	Indirect route too costly	
		H Favorable	Relieves traffic on Ironwood & Gantzel - leads to rail line	AC Unfavorable	Too costly	
		I Favorable	Will relieve traffic on Ironwood	AD Unfavorable	Indirect route	
		J Favorable	Relieves traffic on Ironwood	AE Unfavorable	Indirect route	
		K Favorable	Relieves traffic on Ironwood - direct route to rail line	AF Unfavorable	Rail line more direct	
		L Unfavorable	Adds distance & expense	AG Unfavorable	Rail line more direct	Response:
		M Unfavorable	Adds distance, too costly	AH Unfavorable	Rail line more direct	
		N Unfavorable	Too costly	AI Unfavorable	Rail line more direct	
		O Unfavorable	Too costly - rail bed best alternative	AJ Unfavorable	Rail line more direct	
		P Unfavorable	Too costly	AK Unfavorable	Rail line more direct	
		Q Unfavorable	Too costly	AL Unfavorable	Rail line more direct	
		R Unfavorable	Too long - costly	AM Unfavorable	Rail line more direct	
		S Unfavorable	Too costly	AN Unfavorable	Rail line more direct	
		T Unfavorable	Too costly - longer routes	AO Unfavorable	Rail line more direct	

Name/ Date	Mtg/Comment Type	Comment				
Anonymous	Public Workshop	Segments:				
12/12/2011	Comment Form	A Unfavorable	Too many developed areas	U	Unfavorable	Factors: Best relieves traffic/hwys & frwys Least impact to existing developmt Least impact to planned developmt
		B Unfavorable	Developments	V	Unfavorable	
		C Unfavorable	Developments	W	Unfavorable	
		D Unfavorable	Too busy now. Also,too many developments	X	Favorable Less impact	
		E Unfavorable	Too busy now. Also, too many developments	Y	Unfavorable	Funding: Yes: support tolled hwy
		F Unfavorable	Too busy now. Also, too many developments	Z	Unfavorable	
		G Unfavorable		AA	Unfavorable	
		H Unfavorable		AB	Unfavorable	
		I Favorable	Less population, less impact	AC	Favorable	Response:
		J Favorable	Less populous	AD	Favorable	
		K Unfavorable		AE	Unfavorable	
		L Unfavorable		AF	Unfavorable	
		M Favorable	Alternate to I-J-O-Q	AG	Unfavorable	
		N Unfavorable		AH	Favorable	
		O Favorable	Less impact on developed areas	AI	Favorable	
		P Unfavorable		AJ		
		Q Favorable	Less impact	AK	Unfavorable	
		R Unfavorable		AL	Favorable	
		S Favorable	Less impact on developments	AM	Unfavorable	
		T Favorable	Less impact on developments	AN	Unfavorable	
				AO	Favorable	

Name/ Date	Mtg/Comment Type	Comment			
Robin Drew	Public Workshop	Segments:		U	Factors: Best relieves traffic/local streets Best connects to other major routes Least impact to existing developmt
		A		V	
12/24/11	Comment Form	B		W	
Additional comments:		C		X	
		D		Y	
		E Favorable		Z Favorable Follow existing rd	
		F		AA Favorable Follow existing rd	
		G Favorable		AB	
		H Favorable Too close to existing homes		AC Favorable	Funding: No: not support/won't use
		I		AD Favorable	
		J		AE	
		K		AF	
		L Favorable		AG	
		M		AH Favorable	
		N		AI	
		O		AJ	Response:
		P		AK Favorable	
		Q Favorable		AL Favorable	
		R		AM Favorable	
		S		AN Favorable	
		T		AO Favorable either AO/AM/AB	

Name/ Date	Mtg/Comment Type	Comment			
Bob Ostrich	Public Workshop	Segments:		U	Factors:
12/12/11	Comment Form	A Unfavorable	Major reconstruction on relatively new road	V	Best relieves traffic/local streets
		B Unfavorable	Noise and same	W	Best connects to cities/towns
Additional comments: (On Northern Route map) Why - 2050 population could double! No funding for project could enter with private public partnership - 1.Toll Road?		C		X	Best connects to other major routes
		D Favorable		Y	Lowest cost
		E		Z	Least impact to existing developmt
		F		AA	Input rec'd from public
		G Favorable		AB	
(Crossed out 1 and 2, drew line going west and connecting with Route 24.)		H Favorable		AC	Funding:
		I Unfavorable		AD	No: not support/won't use
		J		AE	
		K		AF	
		L		AG	
Additional comments: It is apparent to me Route 24 off 202 that heads SE to E solves the exit of 60 south. Take 202 to 24.		M		AH	
		N		AI	
		O		AJ	
		P		AK	Response:
		Q		AL	
1. Direct to Florence Junction 2. Route to 10 with several options! Most of major traffic trucks go to Florence Junction then east to Globe or Florence south!		R		AM	
		S		AN	
		T		AO	

APPENDIX I

Public Workshop Additional Comments

Public Involvement Summary

1

Date	Meeting/Comment Type	Name	Comment Transcription	Response
11/18/2011	Website	J. Roberts	I don't believe there is need of a corridor to be built. Money is tight and construction has almost stopped in this area. Many homes are empty. The present roads can handle the traffic on them. The Ironwood improvement to 4 lane is a huge success, and traffic flows well. The alignment close to Ironwood is the worst choice, but none of them are good. Valley Fever outbreaks have soared from all the building and is finally settling down. The environment already has max pollution and constant dust. Not sure if environmental studies have been done, but the desert creatures that live in the area have already been reduced and do not need to be wiped out for one more unneeded roadway. All of the routes will displace homeowners who will find it difficult to relocate. Creating more pollution and destroying more of the remaining creatures living there is a bad idea. I do not believe a corridor needs to be built at all.	Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.
11/22/2011	Phone	Zak Solberg Draskovich	Interested in more project information. Does not have internet. Will plan to attend Dec. 8 meeting.	I explained that he would have access to more information and could ask questions at the upcoming meeting.
11/22/2011	Phone	Susan Waltz	Has no internet access. Requests southern route Mt. View to Attaway. Send her a comment form when available.	Mailed packet of study information.
11/22/2011	Website	Sandy Gotthardt	I recommend the Ironwood route since that road already exists. I do not like the	Thank you for your comments; they have been documented as

Public Involvement Summary

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Date	Meeting/Comment Type	Name	Comment Transcription	Response
			possible route near Mountain View Rd. and Hwy 60 because of the impact of more traffic and noise. We live near that intersection and do not want a negative change to our neighborhood. Thank you for the opportunity to comment on this project.	part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.
11/22/2011	Website	Richard Horton	Subject: great project that needs to be built You will have a diamond interchange already built in Picacho over the railroad. It only makes economic sense to go up hwy 87 to the Coolidge area. From there you need other suggestions from local people for impact issues. Pinal county will be the next construction boom for the state. Its great to see ADOT planning for this growth.	Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.
11/22/2011	Phone	Mary Pierce	She received a meeting notice in the mail. Wanted to know if any of the project connections will connect to Phoenix light rail, either at Superstition Mall or Sycamore. Currently takes the bus to the transit hub. She lives near Ironwood.	Main focus of project is north-south connectivity. There are other current multi-modal studies for Pinal County. Referred to ADOT website for additional information. Some information will also be available at public meetings.
11/22/2011	Email	John Hallett	As per the phone call about your send us your comments link, I am sending this via email. I can't make the current scheduled meetings but I think that it is a great idea for the corridor to begin as soon as possible. Here are a few ideas I would like to present:	Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments. I've forwarded the information

Date	Meeting/Comment Type	Name	Comment Transcription	Response
			<ol style="list-style-type: none"> 1. Cost needs to be a factor addressed and keeping it down. 2. Use pre existing road structures as the route as much as possible to reduce environmental impact. 3. Use pre-existing roads like Hunt Hwy. and 87 to upgrade these road structures that are in need of repairs or widening (personal opinion). 4. Keep the roads closer to populated areas and not in the wilderness or out in the middle of cotton fields. This will provide tax revenue for pre-existing businesses. There is no need to build more structures and businesses in the middle of cotton fields nor throw a road out there. 5. Coolidge really needs more traffic and business opportunities. Putting the road closer to Florence makes NO Real Gain besides easier transportation for prisoners for the prison systems that are located there. 	about the error on to the web team, and it should be fixed shortly.
11/23/2011	Website	Terry Makdad	<p>Subject: Dec meetings - info not on-line Suggestion: The Dec 6, 7, 8 and 12th meetings need to be rescheduled into next year so that this website can provide us advanced info on the route alternatives as shown in the mailing I received today. I want to be able to see where the alternatives are in relationship to my home before I come to the meeting. Why can't us citizens be informed before we come so that we can have questions and comments ready? AZDOT can prepare but don't let the public prepare seems to be the</p>	<p>Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. We hope you will be able to attend one of the upcoming workshops so you can receive more detailed information not included in your invitation.</p> <p>The purpose of the workshop is to have one-on-one interaction with you to discuss your concerns on the more detailed information we</p>

Public Involvement Summary

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Date	Meeting/Comment Type	Name	Comment Transcription	Response
			theme. Since the mailing has the alternatives shown why can't they be on an aerial map on the website now that shows existing roads and home?	<p>provide during the presentation and at each table. There will be large table-sized aerial maps showing property and landmarks more closely as a point of reference while you personally give input to staff. You will also have the opportunity to ask questions and talk to engineers and project managers leading the study. You could submit your comment form at the workshop, or mail it in so you have more time to think about the additional information you acquired.</p> <p>More detailed information will also be posted online soon, but it will not include the large aerials that will be used at the workshop nor will you have the opportunity to express concerns or preferences to the ADOT team one-on-one.</p> <p>Additionally, ADOT will be sending an email prior to the first workshop that will include a link to a more detailed comment questionnaire.</p> <p>We thank you for your patience, and please let me know if you have any additional questions or comments.</p>
11/23/2011	Email	Reapers Rapture	I am all for you guys going forward and I hope this works out so a nice road gets built to help everyone. Up until 5 years	Thank you for your comments; they have been documented as part of the study and forwarded to

Date	Meeting/Comment Type	Name	Comment Transcription	Response
			<p>ago I lived in the area for 20 years. my parents live near the Eloy prisons.</p> <p>So I have been thinking. We had several floods over the years due to the farmers reservoir breakage. the subdivision near the prisons is where my parents still live. It was under water.</p> <p>Also I wanted to let you know that the farmers in that area that use crop dusting air planes also over spray the subdivision and all near by areas. I do not know if the new road may go near this area or closer to the mountains. but if the farmers are aloud to remain they will spray passing cars. they do it now. it has killed much of residents plants and many animals including dogs and horses. a few people have tried to get it taken care of and the over spraying stopped. however it has not worked and therefore continues to this day.</p> <p>like i said i support the idea of the road. I just wanted to bring these items to your attention.</p>	<p>the study team for consideration. Please let me know if you have any additional questions or comments.</p>
11/23/2011	Website	Mel Slocum	<p>Suggestion: I am not in favor of any route that will replace Ironwood Ave. or Hunt Hwy or Hwy 87 south of Coolidge. There is already too much traffic on those roads. I am in favor of any route that keeps the highway East of Attaway Rd, crosses the Cap Canal North of Florence and stays between Hwy 87 and the Cap Canal all the way to I-10.</p>	<p>Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.</p>

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Date	Meeting/Comment Type	Name	Comment Transcription	Response
11/24/2011	Website	James Stewart	Subject: northsouth corridor Suggestion: The "NOBUILD" option should be taken off the table as a new corridor is critical. Further, the new corridor should be built such as to avoid existing residential street with traffic lights.	Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration.
11/26/2011	Email	LaNee Lovelady	<p>Just so you are aware, I tried submitting a form on the website but it kept saying I was entering the wrong security code, which I wasn't. I tried 5 different times and decided to simply send an email.</p> <p>So if I am understanding this correctly, in order for a new route to be developed, some of our houses would be in the way? One route I see goes straight through our community and I am not happy about that (Castlegate). What is wrong with the routes traveled already? Or putting the routes somewhere less disturbance would be necessary? I am not sure how many comments on this have actually been made, nor if mine will even amount to anything; but I have a home in Castlegate and am very happy where I am. I do not want to move any time soon as my family and I love our place! I doubt the state/city could even afford to buy us out. The economy is so bad right now is it truly necessary to spend more money on making another route? If people have to travel for work then so be it, at least he or she has a job during these tough times! I find it having to do with pure laziness and little patience.</p>	<p>Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration.</p> <p>Route alternatives were developed to minimize impacts on existing and planned development to the extent possible. As the study moves forward into the screening process, the amount of impact each possible route alternative would have on existing and planned developments will be carefully considered and evaluated.</p> <p>The comments the team receives at the public workshops will be posted online in early 2012 after the comment period closes.</p> <p>Please let me know if you have any additional questions or comments.</p>

Public Involvement Summary

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Date	Meeting/Comment Type	Name	Comment Transcription	Response
			Why is everyone in such a hurry today? I guess we will see what others say. I would like to hear other opinions on the subject matter as well, although I do not have much time to attend meetings. Thanks for listening and I hope the right decision is made.	
11/26/2011	Website	Jose Diaz	As a resident of San Tan Valley in the Johnson Ranch area I would find it devastating to my daily commute routes if the new corridor were to overlap with either Ironwood or Hunt Hwy. I know many in the Anthem area south of me that would agree. Those routes are already over capacity and could not support construction. In my opinion the North-South corridor should be a highway without lights. Split off the new US 60 alignment around Gold Canyon and then south as directly as possible without affecting the already congested Hunt Hwy and Attaway Rd route. Keep Ironwood, Hunt, AZ 79, AZ 287, and AZ 87 should not overlap with the new corridor allowing for alternate routes in case of major accidents. SR 24 would be excellent if it were also a no traffic light route and connect AZ 202, Ironwood, the new N-S corridor and maybe eventually to the US60/AZ79 interchange.	Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.
11/26/2011	Website	Guy Chetcuti	Very important.	
11/29/2011	Email	Robert Flatley	Faxed: Staff recommends that the City Council reaffirm its previous Resolution	Thank you for your comments; they have been documented as

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Date	Meeting/Comment Type	Name	Comment Transcription	Response
			no. 11-12, adopted on May 9, 2011 and attached here, that supports a certain alignment consistent with the City's development goals and forward its comments as "stakeholder input to route alternative screening" as requested. The City Council supports an alignment that advances the public health, safety and welfare in a number of ways including, but not limited to, enhancing the community's infrastructure and transportation, providing opportunities for commercial and residential development, and promoting the City's development goals. The screening document attached, where staff has marked segments AB, AD, AN and AH as favorable, are supported by the Coolidge City Council's Resolution No. 11-12. These comments will be forwarded to HDR Engineering Inc. as requested by ADOT. The general public has also been asked to submit comments. The public meeting has been scheduled for Thursday, Dec. 8, 2011 at the Elk's Lodge on Attaway Road.	part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.
11/29/2011	Email	Dave Barney	I think this route is needed, but careful consideration into the largest group of residents along with ensuring we keep current critical roadways is necessary. The alignment along Ironwood road that is one of the possible alignments would cause issues with both of these. As the study shows, the largest population center in Pinal County is San Tan Valley, and a	Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments. The ADOT web team is looking into the Captcha code issue. Thank you for letting us know.

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Date	Meeting/Comment Type	Name	Comment Transcription	Response
			potential freeway directly down the middle of that would cause issues with both businesses and residents along that route. In addition, the only realistic north south corridor between San Tan Valley (and many of the communities south of it) and Apache Junction today is Ironwood. Replacing it would mean there is still only one way north-south through this area, so any issues, construction, accidents, etc, would result in commuters being forced to take much less efficient paths to get to their destinations. Leaving Ironwood open as is and putting the corridor slightly to the east of San Tan Valley, would mean less impact on residents overall, since the population in those areas is either non-existent or at least significantly less dense, and would keep Ironwood open as an alternate route in the case of issues on the new corridor.	
11/29/2011	Phone	Claire	Concerned that ADA date was 11/22/11, when she received notice on 11/23/11. Has a disabled sister and wants to raise awareness that the incorrect date may discourage disabled interested parties from attending.	Acknowledged concerns and said that notices had gone out at various times, including in the newspapers the week previous. Apologized for the date and asked if any accommodations were needed. Offered to note an ADA date change on the website and at study repositories.
11/29/2011	Phone	Angel Laub	Left a message requesting study information to be sent to her.	Mailed packet of study information.

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Date	Meeting/Comment Type	Name	Comment Transcription	Response
11/30/2011	Website	Raymond Chandler	I have an economical route input on 60 to 10.	N/A
11/30/2011	Website	Ralph Smith	New and Existing Railroads I feel it is important to plan quiet zones for railroads that will pass thru existing neighborhoods. That would mean bringing all existing and future crossings up to code for quiet zones.	Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.
11/30/2011	Email	LaNee Lovelady	Thank you for the reply back. It almost seems as the routes going through our neighborhood would be most destructive. I also wanted to quickly add that there is an elementary school in our neighborhood as well. So not only would homes have to be relocated but also a school. Again thank you for listening to my concerns. I truly hope along with a lot of my neighbors that our homes will still be standing once these route alternatives have been decided.	N/A
11/30/2011	Email	James Pruter	I tried to submit my comments on the website, but it keeps saying I have the security code wrong and it won't accept my entry. Im sending you my comments, hoping they will reach the people that read the comments. Below are my comments pasted from website form. Thanks for your time. Hi. I live in the Laredo Ranch subdivision which is near Combs Rd and Schnepf Rd in San Tan Valley. I noticed that in my area on the map of	Thank you so much for your comments. Rest assured that I will forward them to our ADOT Outreach Team who will ensure that they are posted as part of the official public record for the study. We are currently working on the North-South Corridor Study Web page, which may have caused a glitch; however, I will look into this because others may have the same problem.

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Date	Meeting/Comment Type	Name	Comment Transcription	Response
			possible routes for the North/South corridor, some of the possible routes are on the West side of the Cap Canal. I'm writing to suggest that these routes should be ruled out. They run too close to the subdivisions of Laredo Ranch, Castle Gate, and numerous others. I suggest that the alternative routes shown on the East side of the CAP canal make a better choice for this area because they put some distance between the freeway and the subdivisions and also because this route makes more sense to meet up with the US 60 at its selected alignment near Gold Canyon. I also suggest that aligning it with Hunt Hwy and Ironwood roads would cause serious disruption to residents daily commutes during construction. In general, the Eastern routes on the map of alternatives look the most logical to me.	Also, look for our electronic email that will have a link to a more detailed survey that you can take which will allow you to comment on the "specific" segments that you find favorable or unfavorable. I will be sending the link before our first public workshop on Dec. 6. We hope that you will be able to attend one of the workshops so that you can receive more elaborate information, and have the opportunity to ask questions and talk to the engineers and project managers leading the study. We thank you for your patience. Do not hesitate to contact me for more information in the future.
12/1/2011	Email	James Fugate	I have studied the planned route and think it would be a good project, BUT only when you have the funds to complete it on a cash as you go basis. STOP SPENDING WHAT YOU HAVE NOT GOT ON UNESSENTIAL WORKS! Thanks for letting me voice my opinion as a taxpayer,	Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.
12/2/2011	USPS	William Platt	I favor the most direct route for this North-South Corridor which is the route on Ironwood Road to Hunt Highway,	N/A

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Date	Meeting/Comment Type	Name	Comment Transcription	Response
			then south along Attaway Road to State Highway 87, then south to Interstate Highway 10 near Picacho. This travels over existing right of ways and there is no need to acquire new, expensive right of ways. It would be necessary to improve the existing roads, but that is cheaper than constructing a whole new road if other routes are used. This route does not favor either Coolidge or Florence as the Corridor would be about halfway between the two towns.	
12/2/2011	Email	Alice Bartoo	<p>I am a 6-month resident in the area. I have already noted a dangerous intersection at Gantzel Road and Chandler Heights. Attempting to turn south from Chandler Heights is darned near impossible at times of high traffic. If you consider making Gantzel a part of the route, please include a traffic signal at that intersection.</p> <p>Thank you for the opportunity to comment. I plan to attend your presentation Dec 12th.</p> <p>PS I tried to submit this comment via your website, but the 'security' code that I was to type in was never acceptable. I tried 10 times. Your programmers might want to check that out..... !</p>	<p>Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments. Thank you for letting us know about the security code. The ADOT web team is looking into the issue; we've received multiple concerns about it.</p>
12/3/2011	Website		<p>This project is long overdue and needs to be done correct to assist the most heavily populated areas.</p> <p>There needs to be an additional</p>	<p>Thank you for your comments; they have been documented as part of the study's official record and forwarded to the study team</p>

Date	Meeting/Comment Type	Name	Comment Transcription	Response
			connection from some of the heavy eighty thousand plus (80,000+) populated area from Hunts Hwy/Bella Vista Road/across Gentzel Road going over the railroad tracks. The SR 24 selected alignment (202 Fwy) should include additional connections below Ray Rd. possible Germann Rd, Pecos Rd, etc. Are the corridors four (4), six (6) or more lanes without traffic stops?	for consideration. Planning studies conducted by ADOT in recent years in consultation with local, county, state, federal and tribal stakeholders have determined the need for a "high-capacity" transportation corridor in Pinal County. "High-capacity" typically refers to a freeway-type roadway with multiple lanes and limited access, such as SR 202 or I-10; however, various alternatives are currently being studied as part of the North-South Corridor (in coordination with the SR 24 and Intercity Rail teams). A final recommended configuration of the possible North-South roadway in Pinal County will be determined at the conclusion of the study. Please let me know if you have any additional questions or comments.
12/4/2011	Email	George Sealy	Thanks for soliciting comments with regard to the north/south corridor study. I am a Coolidge resident living near the cross-streets of Coolidge and Kenworthy. Here are my comments: 1. I see that there is one alternative that is just east of Arizona Boulevard in Coolidge. I think that is a bit close as it will add a lot of noise with the road traffic. I live on the west side of the city and some mornings I can hear the train going by on the east side. In my opinion, the cross point of the highway over 287 should be closer to midway between	Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.

Date	Meeting/Comment Type	Name	Comment Transcription	Response
			<p>Coolidge and Florence. I see that you have several different alternatives there. It would also serve the Florence citizens better.</p> <p>2. It seems as though widening 87 near Eloy would be the most cost-effective solution. There is not too much residential housing in the I-10/87 area.</p> <p>3. Connecting directly into 202 (as part of the SR 24 alignment) would actually work better for me.</p>	
12/5/2011	Email	Thom Schuett	<p>When it comes time to number the new route, consider that the numbering of the 202 is not only stupid, it is dangerous. If an accident occurs at the 202 and Val Vista, where will emergency response go? Will they go to the north (Red Mountain) or south (San Tan)? Number the route, don't name it, and give it a unique number not some number that already exists.</p>	<p>Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.</p>
12/5/2011	Website	Nelson Chandler	<p>I'm just writing to say the Ironwood/87 north-south route that meets hunt hwy makes the most sense for commuters because it is the most direct route for people in San Tan Valley, the largest growing community in the study, to get to the phoenix area, plus businesses are already set up along that route. The 2nd best option is the canal route that intersects Arizona Farms. Anything east of the canal route is a waste of time and money. The only good north-south road in the area is Ironwood and commuters are already using it like a freeway</p>	<p>Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.</p>

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Date	Meeting/Comment Type	Name	Comment Transcription	Response
			anyway.	
12/5/2011	Email	Kelly Granger	<p>I tried several times to complete the comment form on the www.azdot.gov/northsouthcorridorstudy, but was not able to submit it as the 'captcha' security code would not be accepted. My comments are as follows: Please do not use the "Hunt Hwy route. The San Tan Valley area is already very congested and travel times through that area are high. It would be more convenient for my area (Coolidge) to use the option that follows Rt 87 through and extends Attaway Road directly to Rt 60. I would like to receive updates on this project via email.</p>	<p>Thank you for your comments; they have been documented as part of the study and forwarded to the study team for consideration. The ADOT web team is looking into the captcha issue.</p> <p>We'll add you to the email list to receive updates, and please let me know if you have any additional questions or comments.</p>
12/7/2011	Email	Roc Arnett	<p>I have been part of the effort to develop a "vision" of future use and economic plan for the area south of Apache Junction and north of Florence now called Superstitions Vistas. As part of the visioning process, we envisioned included roads of regional significance in the area to maximize the development potential of the "Vistas". The purpose of this memo is to present information regarding the North-South Corridor as well as the East-West Corridors of Florence Junction to Combs Road (FJ to Combs) and regarding the SR 24 connection from 3-4 miles north of Florence Junctions to connect to SR 24 at Ironwood. These thoughts reflect the years of my involvement going back to the days I served as a member of the</p>	<p>Thank you for your phone call. I received your email with the maps and project preferences and will share the information. It will also be added to our comment summary for review.</p>

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			<p>ADOT Board. Pinal County, Regional Significant Routes for Safety and Mobility (RSRSM): As you know, in 2008, Pinal County completed their RSRSM and included in that report was the list of the roads represented by the map I'm attaching to this email. One of those roads is identified as the east/west route from Florence Junction to Combs Road at Queen Creek. This has long been a potential road of regional significance to Pinal County and is recognized on their 2008 map. Attached is a copy of RSRSM and the website where it is available. ADOT Action: When I served on the ADOT Board and as part of planning effort lead by Dale Buskirk, action was taken to develop a route that would run as a continuations from the intersection Florence Junctions west-southwest that would match up to Combs Road on the east side of Queen Creek in Pinal County. For reference, I have attached a map published back at that time from ADOT indicating a future possible corridor. The thought process was then and actually continues to be the corridor would run from Florence Junction on the east, through northern Pinal county and Queen Creek along Combs Road. Combs Road becomes Riggs Road and would continue westerly across the bottom of southeastern Maricopa county reaching I-10 on the west. I recognize that although ADOT took this action there was no funding to match and efforts have been made to use other</p>	

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			<p>corridors to serve future traffic. I don't believe, however, the State Dept. of Transportation has ever taken Board action that would reverse action taken twelve years ago. ADOT's map is also attached. Superstition Vistas Steering Committee (SVSC) Transportation working maps: The maps that are used and have been produced from our work with our consultants include this same corridor (FJ to Combs). Our maps conceptually list this corridor as an Arizona Parkway, which is a grade higher than a regional road of significance. We have kept this concept in our work program. The thinking of the Superstition Vistas Steering Committee (SVSC) is to space the freeways or Arizona Parkways, about six to seven miles apart. This is the similar distance or relationship of freeways ADOT, MAG and for that matter, Wilbur Smith, used for the space relationship of the Red Mountain 202, the US 60 and the 202 San Tan in the East Valley. These corridors also are about six to seven miles apart. It was felt this is consistent planning criteria that should well be continued in the conceptual plan for SV. SVSC thinks that it makes sense for the FJ to Combs, SR 24 formerly 802 corridors to be included in your conceptual presentation to the county. Note the "draft" working maps attached. As additional information that may give input to the significant regional roads in the SV area, attached is the map form DMB's work showing the corridors that</p>	

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			<p>will continue into SV, i.e. Elliott, Warner and Ray roads. I also attach the Portales roads conceptual network map. It is a draft also but indicates the connectivity with AJ and SV. Finally:</p> <p>Maricopa County Department of Transportation work program: In addition to the information above, we have learned that McDOT is planning to include the Combs/Riggs Road extension from the Meridian county line west to Crismon Road in their 2012 – 2016 work plan, although it has not yet been published. This would complete the corridor from FJ to Combs to Riggs to I -10 helping complete a connection that was the originally conceived concept by people at ADOT and McDOT who had in mind the continuous thoroughfare from Florence Junction to Riggs Road to I -10. We believe that this will eventually become a major east-west thoroughfare that eventually could be some type of modified controlled access with six lanes. Obviously there are some issues, but we think the concept has a great deal of merit and we are trying to move it forward in the big picture. After a review of the history above and my involvement over the years, my recommendation for the North-South (Using your Comment Form Map) is as follows:</p> <ul style="list-style-type: none"> · Corridor I to · Corridor M to · Corridor S to · Corridors T or W to · Corridor X 	

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			I would be happy to discuss any of these ideas or issues in greater detail as needed.	
12/8/2011	Website	Leo Guilmette	<p>1. additional obstruction is area 4W on Bella Visa between Quail Run and Attaway: large SRP Solar Panel farm. 2. I favor a route in the western part of 4W and 5W that would service existing developments: In the general San Tan Valley area, especially Johnson Ranch, Copper Basin & Merrill Ranch. 3.Route would start at the East-West connector to 202, south east on eastern side of CAP, cross CAP at Skyline Dr., southwest to Bella Vista & Quail Run, south along west side of Quail Run to railroad, then south-east along RR, then south along eastern side of Oasis dev. into western edge of area 5W. Interchanges at Ocotillo, Skyline Dr., Bella Vista, east side of Copper Mine Road and Arizona Farms Rd, and Merrill Ranch Blvd west of Hunt highway. Routes further east would be redundant to Rt79 and interfere with master planning of Superstition Vista super-parcel. Traffic volume along Hunt Highway, Ganzle and Gary roads is near full volume any time of the day or night. The route I have proposed would mitigate the congestion and provide access to eastern parcels for future developement while avoiding all existing developements. 4.Alternate route would stay east of CAP, cross Judd Rd east of power switching yard and west of existing dev. (This would be outside the</p>	Thank you for your comments; they have been documented as part of the study's official record and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.

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			4W area) then cross CAP and take a general south west tract to Hunt highway east of Oasis dev & west of Merrill Ranch. This route would provide less opportunity for interchanges but it also minimizes direction changes.	
12/8/2011	Phone	Edwin Orenberg	Lives in "no man's land". New people coming in. What's going on? Can't afford to move, very disappointed if forced to move. Never, ever give up my house.	Thank you for your comments. We will send you a larger project map and comment form. These will be added to the project comment summary and shared with the team.
12/13/2011	Email		I live in Pinal County and would like to have more information regarding the North-South Corridor project. Can you please email me images and maps to what exactly is being planned?	I've attached two maps of the possible route alternatives, along with the project fact sheet, FAQs and glossary of terms. The website, www.azdot.gov/northsouthcorridorstudy , has additional detailed information about the project, including the presentation given at the public workshops held in the last week.
12/14/2011	Phone	Larry Wolfswinkel	Requesting project information be sent to him, doesn't have a computer.	Packet sent.
12/28/2011	USPS	Barry Jones	Marked desired route on map from invitation.	N/A
12/31/2011	Website	Michael-Monica Vickers	On the website map, there is a proposed route on Felix Road. The map says there is no residential housing in the area. The map is incorrect and needs to be updated. There are many	Thank you for your comments; they have been documented as part of the study's official record and forwarded to the study team for consideration.

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			residential developments not shown on the map. Please advise.1/3	<p>I have forwarded your concern regarding Wild Horse Estates and Felix Road to the technical team for review.</p> <p>Please let me know if you have any additional questions or comments.</p>
1/1/2012	Website	Raymond Parker	<p>We (my neighbors) want to know who drafted up the proposed route that goes through the neighborhood of Crestview to the North of us (Wild Horse Estates) and runs right next to our houses on Felix Rd.??? You should know without a doubt that we don't want a noisy, dirty freeway against our homes! We figure this is an oversight/ mistake in the layout & would like for you to pull that particular part off the map entirely! This would be the L, P or G parts. Myself, living here for 9yrs, I think the most direct & commonsensical route comes off of Ironwood- A,E,G,H,D- northern, Y, Z, AA- southern.</p>	<p>Thank you for your comments; they have been documented as part of the study's official record and forwarded to the study team for consideration.</p> <p>I have forwarded your concern regarding Wild Horse Estates and Felix Road to the technical team for review.</p> <p>Please let me know if you have any additional questions or comments.</p>
1/1/2012	Website	Kenneth Redding	<p>Wild Horse Estates: Many homeowners and myself are very concerned regarding the proposal of building a freeway on Felix Rd. The maps that I looked at seems to be showing this area we live in is a grey area, showing non residential. This is not the case. There are many homes right off of Felix Rd. and a freeway would cause problems with noise, pollution and loss in property</p>	<p>Thank you for your comments; they have been documented as part of the study's official record and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments. I will forward your concern regarding Felix Road and Wild Horse Estates to the technical team for</p>

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			value. There is plenty of land and roads east of Felix Rd. to pursue the freeway project. Please look into these concerns.	review.
1/1/2012	Website	Donna Tilley	You have Wild horse Estates as a non-residential area. All The lots have a house built on them. I live in 9930 E. Pinto Pony Dr., Florence, AZ 85132, a house in Wild Horse Estates. I do not think the use of Felix Rd. as a 4 to 6 lane high way would be best for our children, noise pollution, or air pollution. The best route without disturbing existing neighborhoods for the North South Corridor would be to use the existing Hwy 79. There are no existing houses to be disturbed and there is already an existing road to follow.	Thank you for your comments; they have been documented as part of the study's official record and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.
1/2/2012	Website	Benny Graves	It seems to me you are not aware of such housing developments on Felix Road such as Wild Horse Estates and Crestfield Manor. Your map shows them as future construction, these homes have been here for several years now and we would like to be recognized. Sections L, P, and Q look as though they would run right next to our neighborhoods and we do not want our quiet, out of the way neighborhood disturbed in that manner.	Thank you for your comments; they have been documented as part of the study's official record and forwarded to the study team for consideration. The technical team is reviewing the maps regarding Felix Road, Wild Horse Estates and Crestfield Manor. Please let me know if you have any additional questions or comments.
1/4/2012	Email	Raymond Parker	That is exactly what we're talking about! You've got the freeway running right inline with the entrances to our neighborhood! You know full well you wouldn't want a freeway against your	Thank you for your additional feedback and comments. They have been documented as part of the study's official record and forwarded to the study team for

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			neighborhood! We moved out here to get away from the city & the noise. This isn't going to be the route! No way! The problem is usually people can't attend or forget the date, as I did! It's is definitely not because we're not very concerned!	additional consideration.
1/4/2012	Email	Michael-Monica Vickers	It will be nearly impossible to "avoid" the residences along Felix Road. The neighborhoods are well established. Thank you for keeping us informed.	N/A
1/7/2012	Website	Tony Brown	I would like to see the North-South Corridor alignment follow the most westerly corridor (Ironwood Rd., Hunt Hwy., AZ 87).	Thank you for your comments; they have been documented as part of the study's official record and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.
1/8/2012	Website	Sandra Walker	My experience with providing input on "proposed" projects is that it has little or no impact (such as the SRP lines that follow the railroad tracks about 1/4 mile from our homes), but I want to comment, in the hope that someone actually checks it out..., that the WILDHORSE ESTATES DEVELOPMENT IS A RESIDENTIAL AREA. It is zoned for horses/large animals and we do not want a multi-lane highway at our back door bringing noise and pollution. We moved out of the city into a county island for exactly that reason. If the highway follows Felix Rd	Thank you for your comments; they have been documented as part of the study's official record and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.

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			from Hunt to Arizona Farms Rd it will destroy what we enjoy. WE DO NOT WANT ANY ROUTE THAT HAS SEGMENTS L, P OR Q. Let the road follow Hwy 79 as there are no homes along that route (Segments I, M, S, W or X).	
1/9/2012	Website	Wendy Fuller	I think you should come out in the proposed area door to door and ask all residents in affected area residing already their views on proposed new six-lane interruption and get their views as to where they would like to see road growth. Would be nice to be included in decision making process instead of having it just sprung on without notice to the up-heaval condition.	Thank you for your comments; they have been documented as part of the study's official record and forwarded to the study team for consideration. Stay tuned for more information about another round of public meetings to be held in the next year. Please let me know if you have any additional questions or comments.
1/12/2012	Email	Sandy Bahr	<p>Thank you for the opportunity to provide comments on the possible route alternatives in the North-South Corridor Study. Please accept these comments on behalf of the Sierra Club's Grand Canyon Chapter and our 12,000 members in Arizona. We incorporate our previous comments on this study – submitted November 11, 2010, and August 15, 2011 – by reference.</p> <p>We currently do not support any of the possible route alignments shown on the study maps. Most of these routes include construction of new roads, yet these roads are redundant to others in the area. As we discussed in our previous comments, this corridor is an</p>	Your comments have been documented as part of the study and forwarded to the study team for consideration. Please let me know if you have any additional questions or comments.

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			<p>environmentally-sensitive area, and construction and disturbance should be kept to a minimum. Additionally, any new roads will only provide short-term congestion relief on existing roadways. The new roads and expansion of existing ones will soon be just as congested as the current roads. As noted in the December 2011 presentation, the northern third of the corridor consists primarily of undeveloped desert landscape, and the remaining two-thirds are mostly agricultural areas. These lands are invaluable for both people and wildlife, providing important habitat, clean air and water, recreation opportunities, and much more. We appreciate that the Arizona Department of Transportation (ADOT) and other collaborators recognize that the North South Corridor is only part of the solution to travel needs and that any plans must be supplemented by transit as well as enhancements in traffic safety and operations. Emphasis should be given to these needed improvements. Are transportation improvements such as these currently planned? The study frequently references the Intercity Rail Study, but what other transit measures are being considered? How is ADOT working to improve traffic safety and operations through this stretch? Is funding available for these needs? Based on the information provided, it seems as though ADOT is moving forward with the road-building aspect of</p>	

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			<p>the North South Corridor without ensuring that other needs are met as well. At this point, mass transit options should be the only build alternatives considered for this area. In order to minimize environmental damage and maximize effectiveness, the mass transit route(s) should follow existing roadways whenever possible. Providing alternate transportation choices can not only meet current and future travel demands, but it can also provide a cost-effective solution, benefit the environment by reducing pollution and lessening damage from new or expanded roadways, provide a more pleasurable and useful travel experience for passengers, and benefit public health through a variety of mechanisms, including reduced pollution, less stressful travel, and more. Conversely, vehicle-centered development increases congestion, sprawl, pollution, anxiety, and negative public health impacts. Moreover, property values near transit routes frequently increase, whereas values near heavily used freeways often decrease. Education and enforcement are also key components to solving transportation problems. Driving habits are one of the primary barriers to smoothly flowing traffic (e.g., slower traffic riding in the left lane, tailgating, speeding, and so forth). These conditions will remain the same regardless of whether or not new roads are built or existing ones expanded, and these conditions will continue to cause</p>	

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			<p>congestion and accidents. ADOT should be reaching out to drivers to inform them of ways to assist the flow of traffic and to ensure public safety. Similarly, additional enforcement in congested or accident-prone areas can help relieve problems.</p> <p>If ADOT decides to move forward with a build alternative that does not focus primarily on transit, we encourage it to utilize existing roadways as much as possible rather than building any new routes. State Route (SR) 79, 287, and 87 appear to provide a suitable travel way in the corridor, yet only portions of some of these roads are discussed or shown as possible routes. If a road-oriented build alternative is selected, we again stress that transit must be included in conjunction with those. We also do not support a tolled roadway as it is a mechanism for pushing forward unwise, unsustainable, and destructive projects with even less accountability to the public. Thank you again for the opportunity to comment on this project. We look forward to learning more about plans for this area.</p>	
1/12/2012	Website	Loree Jegtvig	<p>There are 2 existing housing developments on Felix Rd. south of Arizona Farms road that are not shown on the map. I would not like a highway next to my back yard which is open to Felix. The path down Ironwood looks like the simplest route. We have gone to the Interstate from here several times</p>	<p>I've attached a close-up of the map that gives a clearer indication as to where residences are located along Felix Road. The residential areas are within a yellow part of the map that is designated as an area where development is "Active, Under</p>

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			and there is very little traffic through Coolidge, so I have a hard time seeing a need for any new route. Please look again at the homes along Felix Road.	Construction, or Start by 2020". The possible route alternatives have been located so as to avoid the residences. We understand that, even if the residences are avoided, there is still a high level of concern about a possible route alternative being located that close to residences. That concern has been documented as part of the study record and forwarded to the technical team for consideration. Please let me know if you have any additional questions or comments.