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PUBLIC HEARINGS/OPEN HOUSES

1 Tuesday, October 1, 2019 | 5:30–7:30 p.m.
Florence High School
1000 S. Main Street
Florence, AZ 85132

2 Thursday, October 10, 2019 | 5:30–7:30 p.m.
Eloy City Hall
595 North C Street, Suite 104
Eloy, AZ 85131

3 Tuesday, October 15, 2019 | 5:30–7:30 p.m.
Poston Butte High School
32375 N. Gantzel Road
San Tan Valley, AZ 85143

Questions and comments can be submitted throughout the comment period, ending on October 29, 2019.

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De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Laura Douglas a 602.712.7683 o LDouglas@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

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The Corridor study area is bounded on the north by U.S. Route 60 (US 60) and extends south for approximately 50 miles to Interstate 10 (I-10). An extension of State Route (SR) 24 from its currently designed terminus at Ironwood Drive to the Corridor is part of this study. The Corridor’s northern terminus is near Apache Junction on US 60, and the southern terminus is at I-10 between Eloy and Marana. Coolidge and Florence are in the central part of the study area. Significant population and employment growth is projected in the study area. To address the transportation needs in the area, a continuous, access-controlled north-to-south transportation corridor that would:

- enhance the transportation network to accommodate existing and future populations
- improve access to future activity centers
- improve regional mobility
- provide an alternative to avoid congestion on I-10
- improve north-to-south connectivity
- integrate the region’s transportation network

Other desired outcomes in addition to the transportation benefits include:

- protecting and enhancing the natural environment along the corridor
- supporting local and regional land use plans and preservation goals
- supporting equitable economic opportunities
- complementing other planned transportation improvements along new and established corridors in the study area

The Tier 1 EIS environmental review process considers a range of Corridor Alternatives, including the No-Build (do nothing) Alternative. The Corridor Alternatives studied consist of an Eastern Alternative with options, a Western Alternative with options, and a combination of both to avoid, mitigate, and minimize environmental impacts. While other alternatives were evaluated in the earlier stages of this project, they were eliminated from further study.

The No-Build Alternative would not construct a north-to-south freeway (no new freeway would be proposed). It is important to note that the No-Build Alternative would also produce environmental impacts, resulting from doing nothing to address the study’s purpose and need for building a major new transportation corridor in the study area.

Alternative 7, with the E1b and E3b Options (please see the map to the right), has been identified as the Preferred Corridor Alternative. The identification of the Preferred Corridor Alternative was based on how well it met the purpose and need while reducing the potential for adverse impacts.