North-South Tier 2 Corridor Study Public Involvement Summary

Prepared by: HDR Engineering, Inc. *In cooperation with:* Arizona Department of Transportation Pinal County

March 6, 2024





North-South Tier 2 Corridor Study Public Involvement Summary

Contents

Introduction	1
Agency Scoping Meeting	2
Public Review and Comment	2
Public Meetings	3
Notifications	
Meeting Materials	7
Public Comment Review	8
Next Steps	10
Appendices	
Appendix A: Public Meeting Notifications	
Appendix B: Public Meeting Materials	
Appendix C: Public Comments	
Appendix D: Survey	



Introduction

The Arizona Department of Transportation (ADOT), in cooperation with Pinal County, will be preparing the North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study from US 60 to Arizona Farms Road (Segment 1) known as NSCS Segment 1. The study team will further evaluate NSCS Segment 1 to identify a preferred North-South alternative, which would include the alignment, interchange locations and other design features and evaluate associated environmental impacts and mitigation.





Title VI Accommodations

The public outreach effort was conducted in compliance with Title VI and Environmental Justice guidelines approved for the study in the NSCS Segment 1 Public Involvement Plan, on record with ADOT Communications. Self-ID surveys were made available to attendees at all three public meetings, and the results are listed in Table 1.

Meeting	Number of Surveys Submitted	Results
In-Person Public Meeting #1	14	 10 (9.0%) identified as White 4 (3.6%) identified as Hispanic/Latino 2 (1.8%) identified as American Indian/Alaskan Native None identified as Native Hawaiian/Other Pacific Islander, Asian or African American/Black
In-Person Public Meeting #2	27	 25 (33.8%) identified as White 2 (2.7%) identified as Hispanic/Latino None identified as American Indian/Alaskan Native, Native Hawaiian/Other Pacific Islander, Asian or African American/Black
Virtual Public Meeting	0	No self-identification surveys were submitted

Table 1. Self-ID Survey Submissions

Agency Scoping Meeting

An agency scoping meeting was held on Aug. 18, 2023, from 4 – 5 p.m., to gather input from agencies and stakeholders on what should be considered when developing the range of feasible alternatives for the North-South alignment, interchange locations and other features. An agency scoping email was developed and sent to 489 agencies and stakeholders. Twenty-nine (29) agencies and stakeholders were in attendance at the agency meeting. A full summary of the agency scoping meeting can be found in Appendix C, *Public Comment*.

Public Review and Comment

Public involvement was conducted to support the pre-public scoping phase for the study. The purpose of the public involvement was to inform interested and affected members of the public about the study objectives, timeline and the purpose and need for the North-South corridor, and to seek the public's input on considerations when developing a range of feasible alternatives for the alignment, interchange locations and other features.

Beginning Aug. 28, 2023, the study survey was made available to the public on the study website at www.northsouth-segment1.com. The public comment period was open from Aug. 28 through Sept. 27, 2023, and comments were accepted in the following ways:



- Online survey available at the in-person meetings or on the study website
- Verbal and written comments at the public meetings
- Online comment map
- Email: info@northsouth-segment1.com
- Phone: 602-474-3990
- Mail: ADOT NSCS Segment 1 Study c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

A copy of the survey questions can be found in Appendix D, Survey.

Public Meetings

The public meetings were a significant component of the study to gather input on what should be considered when developing the range of feasible alternatives for the North-South alignment, interchange locations and other features. The public meetings were advertised extensively through various methods described in section 3.1. The public meeting dates, times, locations and attendance are listed in Table 2.

Table 2. Public Meeting Dates and Locations

Date	Time	Location	Attendance
Tuesday, Sept. 12, 2023	5:30 – 7:30 p.m.	Poston Butte High School 32375 N Gantzel Rd. San Tan Valley, AZ 85143	110
Thursday, Sept. 14, 2023	5:30 – 7:30 p.m.	Apache Junction Multi-Generational Center (MGC) 1035 N Idaho Rd. Apache Junction, AZ 85119	74
Wednesday, Sept. 20, 2023	6 – 7 p.m.	Virtual through Webex	78

Study Website

A study website, www.northsouth-segment1.com, was developed to provide comprehensive information about the Tier 2 study and was a vital part of the study outreach process. The website included study information, FAQs, an interactive map of the North-South corridor, commenting tools and public meeting notices and materials. The website allowed the public to gather more information about the study and review the same information that they would during the public meetings. The study website was launched on Aug. 28, 2023. A third-party widget was used on the website, to allow viewers to select their preferred language for the website. All materials for the public meeting were posted on the website in English and Spanish and are listed below:



North-South Tier 2 Corridor Study Public Involvement Summary

- Survey
- Virtual meeting recording
- Public meeting presentation and script
- Interactive Comment Map
- Frequently Asked Questions (FAQs)
- Public meeting notices
 - o Newspapers

In-Person Public Meetings

The first two public meetings were held in-person on Sept. 12 and Sept. 14, 2023. The public meetings' purpose was to give an overview of the study process, share details on existing conditions and accept public comment. The in-person public meetings were held from 5:30 – 7:30 p.m. and followed the format in Table 3.

Table 3. In-Person Public Meeting Agenda

Time	Subject
5:30 – 6 p.m.	Doors Open/Open House
6 – 6:30 p.m.	Presentation*
6:30 – 7 p.m.	Questions and Answers (Q&A)
7 – 7:30 p.m.	Open House
x T	

*The presentation was available in English and Spanish.

A sign-in table was available for public meeting attendees, which provided the following:

- Sign-in sheet (optional and not required for attendance)
- Notification of the availability of Spanish interpretation during the meeting
- Project fact sheet in English and Spanish
- Instructions on how to provide comments and take the survey
- Question cards for written questions to be read aloud during the Q&A portion of the meeting
- Optional self-identification card to fill out
- Title VI and Title II ADA nondiscrimination information

Meeting Format

The public meetings were held as an open house in one large room. Attendees were encouraged to view display boards and roll plots to learn more about the study. Study team members were available to answer questions one-on-one. In addition, a comment area was set up with iPads and comment forms, allowing attendees to submit written or online comments. A pre-recorded version of the English presentation was shown, followed by a question and answer (Q&A) session with the study team for all participants.

In addition, a pre-recorded Spanish presentation was available near the comment section with headsets provided for any individuals who wished to listen to the same presentation in Spanish.

- o Poster
- Digital ads
- Study area roll plots
- Tier 1 Final Environmental Impact Statement (EIS)/Record of Decision (ROD)



Spanish interpreters were available during the Q&A session and the open house portion of the meetings. Spanish translation was not requested during the in-person meetings.

Virtual Public Meeting

The third public meeting was hosted virtually through Webex on Sept. 20, 2023, from 6 – 7 p.m. The purpose of the virtual public meeting was to provide an overview of the study process, share details on existing conditions and accept public comment.

Attendees joined the virtual public meeting through Webex on their internet browser, mobile app, computer application or by calling into the meeting. Spanish-speaking attendees could also join by calling into the Spanish audio line. Each method of joining provided opportunities for the attendees to ask questions and provide public comments. The meeting was simultaneously held in both English and Spanish. The English public meeting had 73 attendees and the Spanish public meeting had one. The virtual public meeting followed the format in Table 4.

 Table 4. Virtual Public Meeting Agenda

Time	Subject
6 – 6:30 p.m.	Welcome/Presentation
6:30 – 7 p.m.	Q&A

Due to the number of questions during the Q&A portion of the meeting, the virtual public meeting was extended an extra 30 minutes to accommodate as many questions as possible.

Notifications

The development and distribution of the public meeting notifications were essential in informing the public about the study, ways to provide public comment and how to attend the in-person and virtual public meetings. The study website was included in all notifications, so the public had an avenue to learn more about the study and take the survey.

Copies of the public meeting notifications are included in Appendix A, Public Meeting Notifications.

Newspaper Advertisements

The team prepared and arranged for the publication of print advertisements that provided information on the study, how to provide comments and take the survey and invited the public to attend the in-person and virtual public meetings. The advertisements — which included the date and location of the meeting and the dates of the public comment period — were published in the following newspapers:



- Arizona Republic (zone 3) English (published Aug. 28, 2023)
- TVyMas Spanish (published Aug. 28, 2023)
- Tri-Valley (Digital newspaper) English (published Aug. 31, 2023)
- Gila River Indian News English (published Sept. 1, 2023)

GovDelivery

Information on the public meetings and comment period was distributed by ADOT Community Relations staff via a GovDelivery notice. The GovDelivery notices were sent to 11,218 email addresses and sent on the following dates:

- Aug. 28, 2023
- Sept. 1, 2023
- Sept. 5, 2023
- Sept. 11, 2023

Sept. 19, 2023

- Sept. 20, 2023
- Sept. 26, 2023

Social Media

A social media calendar was developed, and social media posts were placed between Aug. 28 and Sept. 27, 2023, using ADOT's Facebook, Twitter and Nextdoor accounts, to promote the comment period, the survey and provide public meeting details. The social media posts were uploaded on the following dates:

- Aug. 28, 2023
- Sept. 1, 2023
- Sept. 5, 2023
- Sept. 11, 2023

- Sept. 13, 2023
- Sept. 20, 2023
- Spt. 21, 2023
- Sept. 26, 2023

Direct Mailer

A direct mailer was sent through Every Door Direct Mail to 37,345 residential and business addresses within a two-mile radius of the study area to provide information on the study, the public meeting, and how to provide comments. The mailer (in English and Spanish) was distributed on or before Sept. 1, 2023.

Property Owner Mailers

A property owner letter was sent by mail to 230 addresses within the study area, and to owners with mailing addresses outside of the study area, to provide information on the study, the public meeting, and how to provide comments. The mailer (in English and Spanish) was sent out on Aug. 23, 2023.

Poster Delivery

A poster was developed to provide information on the study, public meetings and how to provide comments. The poster was developed in English and Spanish and distributed on Aug. 30, 2023, to the following locations to display and share with the community:



- Poston Butte High School
- San Tan Valley Library
- Apache Junction Multi-Generational Center (MGC)
- Apache Junction Public Library
- Copper Basin HOA
- Johnson Ranch Community Association
- Lennar at Bella Vista Farms

Other Notifications

ADOT staff contacted the local school districts, homeowner associations, churches and local jurisdictions to ask them to share the study and public meeting information with their constituencies.

Meeting Materials

A variety of materials were made available at the public meetings and made available on the study website at www.northsouth-segment1.com. These materials are provided in Appendix B, *Public Meeting Materials* and include:

- Comment forms (English and Spanish)
- Title VI/Civil Rights information and self-identification cards (English and Spanish)
- Handout (English and Spanish)
- Large-format maps of the study area
- Display boards
- Survey

Survey

A survey was developed to gather public input on the study and what should be considered when developing the range of feasible alternatives for the North-South alignment, interchange locations and other features. The survey was made available on the study website at, www.northsouth-segment1.com and hard copies of the survey were provided at the two in-person public meetings.

Display Boards

Display Boards were developed and utilized at the two in-person meetings to share information about the study, differences between the Tier 1 and Tier 2 studies, various maps of the study area, study timeline, and more. The display boards were also uploaded to the study website and were titled as follows:

- Welcome
- Study Area
- Tier 1 Studies vs. Tier 2 Studies
- Other Studies

- Study Area Land Ownership
- Planned Future Roadway Network
- Study Process and Schedule
- How To Comment



Large Format Maps

Tables displaying two large-format maps of the study area identifying the selected 1,500-foot North-South corridor were set up and staffed with study team members to help guide discussion and allow attendees to ask questions. These maps included one large corridor-wide map and small, more detailed maps along the corridor.

Presentation

A pre-recorded presentation was played at the public meeting. The presentation covered the following slide titles:

- Welcome
- ADOT's Non-Discrimination Notice to the Public
- Meeting Purpose
- North-South Corridor Background
- Tier 1 Studies vs Tier 2 Studies
- Study Area
- Study Goals
- Study Purpose and Need
- Tier 2 Environmental Review Process
- NEPA Disclosure
- Study Considerations

- Environmental Considerations
- Corridor Features (x4)
- Traffic Interchanges
- Community Concerns Expressed in Tier 1 Study
- Other Studies
- Study Schedule
- Project Schedule
- What We Need from You!
- How to Comment
- Thank You!

Handout

A handout was developed to provide information about the study and ways to comment during the comment period. The handout (in English and Spanish) was given to public meeting attendees and was posted on the study website in both languages. The fact sheet included:

- Study Overview
- Tier 1 Studies vs. Tier 2 Studies
- What We Are Evaluating
- Study Process
- Next Steps
- For More Information

Public Comment Review

All comments received during the comment period were shared with the study team and reviewed for the specific issues or recommendations raised by commenters. A total of 183 comments were received by Sept. 27, 2023, the last day of the comment period, through the following methods:



- Thirty-two (32) comments were received through the study email
- Thirty-four (34) comments were submitted through the interactive public comment map on the study website
- Thirteen (13) comments were submitted through the phone
- Two (2) hard-copy surveys were received at the public meeting
- One hundred two (102) survey responses from online survey. See *Survey Results* for more details, and Appendix D, *Survey* for a full breakdown of survey questions and results.

Some of the common themes that were found throughout the comments are listed below:

- Changes and additions to the potential interchange locations proposed in the Tier 1 study
- Overall location of and interest in the connection of the North-South corridor to US 60
- Concern with current and future traffic in the surrounding areas (both east and west of the 1,500-foot corridor)
- Concerns over right-of-way and properties near or within the corridor
- Interest in additional east-to-west interconnectivity
- Concerns over the environmental impacts of a potential new highway
- Overall support for the addition of the highway to relieve congestion
- Concerns over increased development in this area of Pinal County due to the potential highway
- Concerns over lack of funding for the project

A comment matrix highlighting all comments, responses and themes can be found in Appendix C, *Public Comments*.

Survey Results

The survey consisted of nine questions – six questions related to the study and three questions asking for contact information. In total, there were 104 responses. Full survey results can be found in Appendix D, *Survey*.

An overview of the survey results can be found below:

- 70% of respondents were aware of the previous Tier 1 North-South Corridor Study
- 90% of the same respondents did not attend any of the previous Tier 1 study public meetings or hearings
- General comment themes from the survey include the following:
 - o Noise
 - o East-to-west interconnectivity
 - Urgency for the project to be completed
 - o Environmental impacts
 - o Concerns over too much development in the area
 - Concerns over lack of funding for the project



- o Increase in traffic
- o Improve safety
- Additional interchanges to consider:
 - Judd Road
 - US 60
 - Mountain View
 - Hunt Highway

Questions and Answers

Following the presentation at each of the three public meetings, a Q&A portion of the meeting was opened where the public could ask questions about the study to various study team members. The number of Q&As asked at each public meeting can be found below:

- In-person public meeting #1:18
- In-person public meeting #2: 19
- Virtual public meeting: 11 (eight verbal, three written)

A brief overview of the questions received includes the following:

- How funding will be acquired
- The timeline of the project
- Where interchanges will be located
- Potential additional traffic impacts in the Gold Canyon area
- Future connection to US 60
- Connectivity to SR 24 and other future roadways
- Current development of communities
- Immediate alleviation of congestion
- Right-of-way questions regarding businesses and homeowners within or close to the corridor

A Q & A matrix highlighting all questions and answers asked at the public meetings can be found in Appendix C, *Public Comments*.

Next Steps

Following the data collection and pre-scoping stage, the Notice of Intent will be released, which will initiate the environmental study, the alternatives development and evaluation where potential alternatives will be refined. A draft environmental study and DCR will then be prepared, to compare the Recommended Build Alternative with a No Build Alternative.

Ultimately, based on input from the public, agencies and tribal nations, the final environmental document and DCR will be developed, which will identify the Preferred Alternative. In addition, a Record of Decision (ROD) will be issued, representing ADOT's decision on how to move forward with the proposed project. This study is expected to take about three years.



It is important to note that at each of the three major milestones, prior to the release of the final documents, the public will have opportunities to review the current alternatives being evaluated and provide input or comments.



Appendices

Appendix A: Public Meeting Notifications

Appendix B: Public Meeting Materials

Appendix C: Public Comments

Appendix D: Survey



Appendix A: Public Meeting Notifications

Newspaper
Digital Newspaper Ad

GovDelivery

Social Media

Direct Mailer

Property Owner Mailer

Poster

North-South Corridor Study, US 60 to Arizona Farms Road Public Meetings Sept. 12, 14, 20

LEARN MORE AND PROVIDE YOUR INPUT!

The Arizona Department of Transportation (ADOT), in cooperation with Pinal County, will be preparing the North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study from US 60 to Arizona Farms Road (Segment 1) known as NSCS Segment 1. This study will:

- Narrow the selected 1,500-foot corridor to a proposed 400-foot freeway alignment.
- Identify environmental considerations and mitigation efforts.
- Identify interchange locations and design concepts.
- Develop other design features.

North-South Segment 1 study area spans approximately 20 miles and extends from the town of Florence in the south to Apache Junction in the north. The study team will further evaluate NSCS Segment 1 to identify a preferred North-South alternative, which would include the alignment, interchange locations and other design features, and evaluate associated environmental impacts and mitigation.

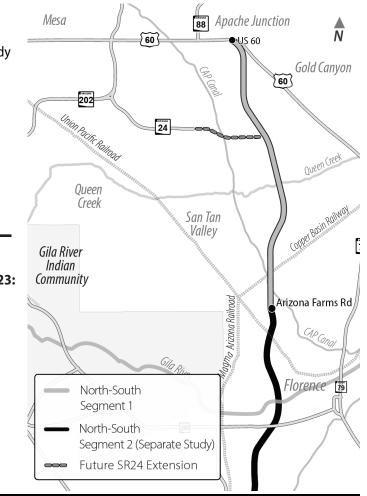
GET INVOLVED!

Join us at one of our upcoming public meetings to learn more about the study, ask questions and provide your feedback to help inform a range of alternatives to be evaluated. Can't make one of our meetings? Visit our website at **www.northsouth-segment1.com** to view our presentation and provide comments.

HOW TO COMMENT:

Comment period from Aug. 28 to Sept. 27, 2023:

- 🗰 Attend an in-person or virtual public meeting
- **Online comments:** www.northsouth-segment1.com
- **@ Email:** info@northsouth-segment1.com
- ✓ Call: 602-474-3990
- ⊠ Mail:
 - ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012



In-Person Public Meeting	S	Virtual Public Meeting Wednesd	ay, Sept. 20, 2023 6 - 7 p.m.
Tuesday, Sept. 12, 2023 5:30 - 7:30 p.m. Poston Butte High School 32375 N Gantzel Rd. San Tan Valley, AZ 85143	Thursday, Sept. 14, 2023 5:30 - 7:30 p.m. Apache Junction Multi-Generational Center 1035 N Idaho Rd. Apache Junction, AZ 85119	English: Online: bit.ly/NST2_EN Phone: +1-408-418-9388 Meeting number: 2489 285 8535 Webinar password: NST2 (6782 from phones)	Spanish Audio Channel: Phone: +1-408-418-9388 Meeting number: 2496 489 8651 Webinar password: NST2 (6782 from phones)

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 855.712.8530 o por correo electrónico al cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT. ADOT.

Arizona Republic

North-South Corridor Study, US 60 to Arizona Farms Road Reuniones públicas 12, 14 y 20 de septiembre

iOBTENGA MÁS INFORMACIÓN Y PROPORCIONE SU OPINIÓN!

El Departamento de Transporte de Arizona (ADOT), en cooperación con el Condado de Pinal, preparará el Estudio Ambiental de Nivel 2 del Informe de Concepto de Diseño (DCR) del Corredor Norte-Sur (NSCS), desde US 60 hasta Arizona Farms Road (Segmento 1) conocido como NSCS Segmento 1. Este estudio:

- Reduzca el corredor seleccionado de 1,500 pies a una alineación propuesta de autopista de 400 pies.
- Identificar consideraciones ambientales y esfuerzos de mitigación.
- Identificar ubicaciones de intercambio y conceptos de diseño.
- Desarrollar otras características de diseño.

El área de estudio del Segmento 1 Norte-Sur abarca aproximadamente 20 millas y se extiende desde la ciudad de Florence en el sur hasta Apache Junction en el norte. El equipo de estudio evaluará aún más el Segmento 1 de NSCS para identificar una alternativa Norte-Sur preferida, que incluiría la alineación, ubicaciones de intercambio y otras características de diseño, y evaluar los impactos ambientales asociados y la mitigación.

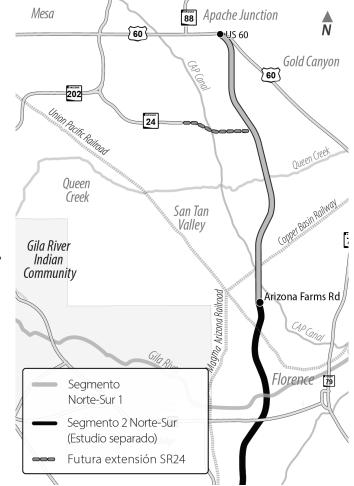
iINVOLÚCRATE!

Únase a nosotros en una de nuestras próximas reuniones públicas para obtener más información sobre el estudio, hacer preguntas y proporcionar sus comentarios para ayudar a informar una variedad de alternativas para ser evaluadas. ¿No puedes asistir a una de nuestras reuniones? Visite nuestro sitio web en **www.northsouth-segment1.com** para ver nuestra presentación y proporcionar comentarios.

CÓMO COMENTAR:

Período de comentarios **del 28 de agosto al 27 de** septiembre de 2023:

- 🗰 Asistir a una reunión pública en persona o virtual
- 🖻 Comentarios en línea: www.northsouth-segment1.com
- Semail: info@northsouth-segment1.com
- Correo: ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012



Audiencia pública en persona		Audiencia pública virtual Miérce	oles, 20 de septiembre de 2023 6 - 7 p.m.
Martes, 12 de septiembre de 2023 5:30 - 7:30 p.m. Poston Butte High School 32375 N Gantzel Rd. San Tan Valley, AZ 85143	Jueves, 14 de septiembre de 2023 5:30 - 7:30 p.m. Apache Junction Multi-Generational Center 1035 N Idaho Rd. Apache Junction, AZ 85119	Inglés: En línea: bit.ly/NST2_EN Teléfono: +1-408-418-9388 Número de Reunión: 2489 285 8535 Clave: NST2 (6782 desde teléfonos)	Audio español: Teléfono: +1-408-418-9388 Número de Reunión: 2496 489 8651 Clave: NST2 (desde teléfonos)

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 855.712.8530 o por correo electrónico al cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT. ADOT.

La Voz

North-South Corridor Study, US 60 to Arizona Farms Road Public Meetings Sept. 12, 14, 20

ADOT

60

N

Gold Canvon

Arizona Farms Rd

Florence

88 Apache Junction

US 60

F 60

LEARN MORE AND PROVIDE YOUR INPUT!

The Arizona Department of Transportation (ADOT), in cooperation with Pinal County, will be preparing the North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study from US 60 to Arizona Farms Road (Segment 1) known as NSCS Segment 1. This study will:

- Narrow the selected 1,500-foot corridor to a proposed 400-foot freeway alignment.
- Identify environmental considerations and mitigation efforts.
- Identify interchange locations and design concepts.
- Develop other design features.

North-South Segment 1 study area spans approximately 20 miles and extends from the town of Florence in the south to Apache Junction in the north. The study team will further evaluate NSCS Segment 1 to identify a preferred North-South alternative, which would include the alignment, interchange locations and other design features, and evaluate associated environmental impacts and mitigation.

GET INVOLVED!

Join us at one of our upcoming public

meetings to learn more about the study,

ask questions and provide your feedback to help inform a range of alternatives

to be evaluated. Can't make one of our

www.northsouth-segment1.com

meetings? Visit our website at

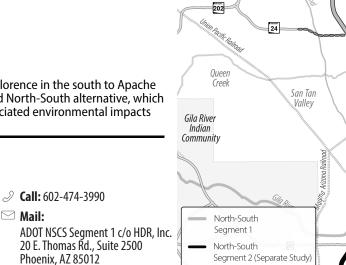
to view our presentation and

provide comments.

HOW TO COMMENT:

Comment period from Aug. 28 to Sept. 27, 2023:

- 🗰 Attend an in-person or virtual public meeting
 - 🖻 Online comments: www.northsouth-segment1.com 🖾 Mail:
 - **Email:** info@northsouth-segment1.com



Future SR24 Extension

Mesa

In-Person Public Meeting	S	Virtual Public Meeting Wednesd	ay, Sept. 20, 2023 6 - 7 p.m.
Tuesday, Sept. 12, 2023 5:30 - 7:30 p.m. Poston Butte High School 32375 N Gantzel Rd. San Tan Valley, AZ 85143	Thursday, Sept. 14, 2023 5:30 - 7:30 p.m. Apache Junction Multi-Generational Center 1035 N Idaho Rd. Apache Junction, AZ 85119	English: Online: bit.ly/NST2_EN Phone: +1-408-418-9388 Meeting number: 2489 285 8535 Webinar password: NST2 (6782 from phones)	Spanish Audio Channel: Phone: +1-408-418-9388 Meeting number: 2496 489 8651 Webinar password: NST2 (6782 from phones)

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 855.712.8530 o por correo electrónico al cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT.

Gila River Indian News

ADOT Project # F0491

North-South Corridor Study, US 60 to Arizona Farms Road Public Meetings Sept. 12, 14, 20

LEARN MORE AND PROVIDE YOUR INPUT!

The Arizona Department of Transportation (ADOT), in cooperation with Pinal County, will be preparing the North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study from US 60 to Arizona Farms Road (Segment 1) known as NSCS Segment 1. This study will:

- Narrow the selected 1,500-foot corridor to a proposed 400-foot freeway alignment.
- Identify environmental considerations and mitigation efforts.
- Identify interchange locations and design concepts.
- Develop other design features.

North-South Segment 1 study area spans approximately 20 miles and extends from the town of Florence in the south to Apache Junction in the north. The study team will further evaluate NSCS Segment 1 to identify a preferred North-South alternative, which would include the alignment, interchange locations and other design features, and evaluate associated environmental impacts and mitigation.

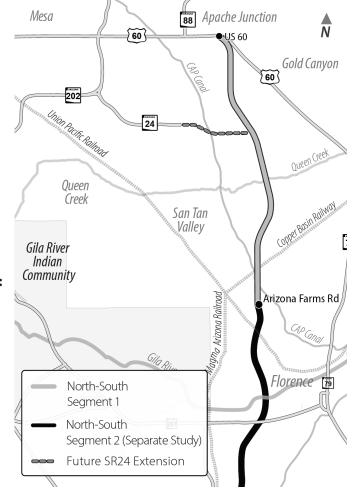
GET INVOLVED!

Join us at one of our upcoming public meetings to learn more about the study, ask questions and provide your feedback to help inform a range of alternatives to be evaluated. Can't make one of our meetings? Visit our website at **www.northsouth-segment1.com** to view our presentation and provide comments.

HOW TO COMMENT:

Comment period from Aug. 28 to Sept. 27, 2023:

- 🗰 Attend an in-person or virtual public meeting
- **Online comments:** www.northsouth-segment1.com
- **@ Email:** info@northsouth-segment1.com
- ✓ Call: 602-474-3990
- 🖂 Mail:
 - ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012



In-Person Public Meeting	5	Virtual Public Meeting Wednesd	ay, Sept. 20, 2023 6 - 7 p.m.
Tuesday, Sept. 12, 2023 5:30 - 7:30 p.m. Poston Butte High School 32375 N Gantzel Rd. San Tan Valley, AZ 85143	Thursday, Sept. 14, 2023 5:30 - 7:30 p.m. Apache Junction Multi-Generational Center 1035 N Idaho Rd. Apache Junction, AZ 85119	English: Online: bit.ly/NST2_EN Phone: +1-408-418-9388 Meeting number: 2489 285 8535 Webinar password: NST2 (6782 from phones)	Spanish Audio Channel: Phone: +1-408-418-9388 Meeting number: 2496 489 8651 Webinar password: NST2 (6782 from phones)

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 855.712.8530 o por correo electrónico al cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT.

Tri-Valley Dispatch



North-South Corridor Study, US 60 to Arizona Farms Road

In-Person Public Meetings: Sept. 12 & 14 Virtual Public Meeting: Sept. 20

Learn more: www.northsouth-segment1.com



North-South Corridor Study, US 60 to Arizona Farms Road

Audiencia pública en persona: 12 y 14 de septiembre Audiencia pública virtual: 20 de septiembre

Aprende más: www.northsouth-segment1.com



North-South Corridor Study, US 60 to Arizona Farms Road In-Person Public Meetings: Sept. 12 & 14 Virtual Public Meeting: Sept. 20

Learn more: www.northsouth-segment1.com



North-South Corridor Study, US 60 to Arizona Farms Road Audiencia pública en persona: 12 y 14 de septiembre Audiencia pública virtual: 20 de septiembre

Aprende más: www.northsouth-segment1.com



Courtney King <cking3@azdot.gov>

Courtesy Copy: Reminder: ADOT hosting virtual public meeting Sept. 20 on the North-South Corridor Study

1 message

Arizona Department of Transportation <adot@info.azdot.gov> Tue, Sep 19, 2023 at 1:34 PM To: ngbecerra@azdot.gov, ggroff@azdot.gov, dnintzel@azdot.gov, sdyer@azdot.gov, llopez4@azdot.gov, shassinan@azdot.gov, mcrandall@azdot.gov, ldouglas@azdot.gov, cmuller@azdot.gov, ccarpenter2@azdot.gov, cludington@azdot.gov, dpacey@azdot.gov, LDeForest@azdot.gov, DMiller5@azdot.gov, tgibson@azdot.gov, wLamoreaux@azdot.gov, nunderwood@azdot.gov, rharding@azdot.gov, JBradley@azdot.gov, jbrodsky@azdot.gov, vsnow@azdot.gov, CKing3@azdot.gov, cwolfe@azdot.gov, dmann@azdot.gov, mbeggs@azdot.gov, fdeyoung@azdot.gov, dcrerand@azdot.gov, NGreen@azdot.gov, JMcCoy@azdot.gov, jstephens@azdot.gov

This is a courtesy copy of an email bulletin sent by Courtney King.

This bulletin was sent to the following groups of people:

Subscribers of North South Corridor Study (11197 recipients)

Having trouble viewing this email? https://content.govdelivery.com/accounts/AZDOT/bulletins/3714d40



```
🖸 SHARE
```

Reminder: ADOT hosting virtual public meeting Sept. 20 on the North-South Corridor Study

Public encouraged to provide comments through Sept. 27

Join the Arizona Department of Transportation for a virtual public meeting Wednesday, Sept. 20, to get an overview of the North-South Corridor study, provide input and get your questions answered.

The virtual meeting details are shared below:

- English: Online: <u>bit.ly/NST2_EN</u> | Phone: +1-408-418-9388 | Meeting number: 2489 285 8535 | Webinar password: NST2 (6782 from phones)
- Spanish Audio Channel: Phone: +1-408-418-9388 | Meeting number: 2496 489 8651 | Webinar password: NST2 (6782 from phones)

The public is also invited to provide their comments on the study anytime through Sept. 27, 2023.

HOW TO COMMENT:

- Attend the public meeting
- Take our survey or provide comments online: <u>northsouth-segment1.com</u>
- Email: info@northsouth-segment1.com
- Call: 602.474.3990
- Mail: 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King, ADOT Community Relations Supervisor, at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 1.855.712.8530 o cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences <u>here</u>.

Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to <u>azdot.gov/contact</u> and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at <u>www.az511.gov</u>, Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. Follow ADOT on Twitter (<u>@ArizonaDOT</u>) or call 511, except while driving.

To plan your trip, get travel times or see ADOT cameras, download the AZ 511 app.

Visit us on social media on Facebook, Twitter, YouTube, Flickr or the ADOT blog.

SUBSCRIBER SERVICES: Manage Preferences | Delete Profile | Help Civil Rights/ADA | Derechos Civiles/ADA

For more information, visit azdot.gov



Courtney King <cking3@azdot.gov>

Courtesy Copy: Reminder: ADOT hosting virtual public meeting tonight, Sept. 20 on the North-South Corridor Study

1 message

Arizona Department of Transportation <adot@info.azdot.gov> Wed, Sep 20, 2023 at 9:49 AM To: CKing3@azdot.gov, ggroff@azdot.gov, dnintzel@azdot.gov, sdyer@azdot.gov, llopez4@azdot.gov, shassinan@azdot.gov, vsnow@azdot.gov, mcrandall@azdot.gov, cmuller@azdot.gov, ccarpenter2@azdot.gov, dpacey@azdot.gov, LDeForest@azdot.gov, ngbecerra@azdot.gov, nunderwood@azdot.gov, DMiller5@azdot.gov, tgibson@azdot.gov, wLamoreaux@azdot.gov, rharding@azdot.gov, JMcCoy@azdot.gov, JBradley@azdot.gov, jbrodsky@azdot.gov, cwolfe@azdot.gov, dmann@azdot.gov, mbeggs@azdot.gov, fdeyoung@azdot.gov, dcrerand@azdot.gov, NGreen@azdot.gov, ldouglas@azdot.gov, cludington@azdot.gov, jstephens@azdot.gov

This is a courtesy copy of an email bulletin sent by Courtney King.

This bulletin was sent to the following groups of people:

Subscribers of North South Corridor Study (11198 recipients)

Having trouble viewing this email? https://content.govdelivery.com/accounts/AZDOT/bulletins/371769c



```
🖸 SHARE
```

Reminder: ADOT hosting virtual public meeting tonight, Sept. 20 on the North-South Corridor Study

Public encouraged to provide comments through Sept. 27

Join the Arizona Department of Transportation for a virtual public meeting tonight, Wednesday, Sept. 20, to get an overview of the North-South Corridor study, provide input and get your questions answered.

The virtual meeting is scheduled from 6 p.m. to 7 p.m. Connection details are listed below:

- English: Online: <u>bit.ly/NST2_EN</u> | Phone: +1-408-418-9388 | Meeting number: 2489 285 8535 | Webinar password: NST2 (6782 from phones)
- Spanish Audio Channel: Phone: +1-408-418-9388 | Meeting number: 2496 489 8651 | Webinar password: NST2 (6782 from phones)

The public is also invited to provide their comments on the study anytime through Sept. 27, 2023.

HOW TO COMMENT:

- · Attend the virtual public meeting
- Take our survey or provide comments online: <u>northsouth-segment1.com</u>
- Email: mailto:info@northsouth-segment1.com
- Call: 602.474.3990
- Mail: 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King, ADOT Community Relations Supervisor, at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 1-855-712-8530 o cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences <u>here</u>.

Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to <u>azdot.gov/contact</u> and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at <u>www.az511.gov</u>, Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. Follow ADOT on Twitter (@ArizonaDOT) or call 511, except while driving.

To plan your trip, get travel times or see ADOT cameras, download the AZ 511 app.

Visit us on social media on Facebook, Twitter, YouTube, Flickr or the ADOT blog.

SUBSCRIBER SERVICES: Manage Preferences | Delete Profile | Help Civil Rights/ADA | Derechos Civiles/ADA

For more information, visit azdot.gov



Courtney King <cking3@azdot.gov>

Courtesy Copy: Last chance to comment on the North-South Corridor study

1 message

Arizona Department of Transportation <adot@info.azdot.gov> Tue, Sep 26, 2023 at 11:28 AM To: ggroff@azdot.gov, ngbecerra@azdot.gov, tgibson@azdot.gov, dpacey@azdot.gov, sdyer@azdot.gov, shassinan@azdot.gov, mbeggs@azdot.gov, CKing3@azdot.gov, mcrandall@azdot.gov, llopez4@azdot.gov, dmann@azdot.gov, cmuller@azdot.gov, nunderwood@azdot.gov, ccarpenter2@azdot.gov, cludington@azdot.gov, vsnow@azdot.gov, LDeForest@azdot.gov, DMiller5@azdot.gov, wcolfe@azdot.gov, jbrodsky@azdot.gov, JBradley@azdot.gov, rharding@azdot.gov, JMcCoy@azdot.gov, wLamoreaux@azdot.gov, fdeyoung@azdot.gov, dcrerand@azdot.gov, NGreen@azdot.gov, dnintzel@azdot.gov, ldouglas@azdot.gov, jstephens@azdot.gov

This is a courtesy copy of an email bulletin sent by Courtney King.

This bulletin was sent to the following groups of people:

Subscribers of North South Corridor Study (11218 recipients)

Having trouble viewing this email? https://content.govdelivery.com/accounts/AZDOT/bulletins/3729db3



🖸 SHARE	
---------	--

Last chance to comment on the North-South Corridor study Reminder: Tomorrow, Sept. 27 is the last day to provide comments

The Arizona Department of Transportation reminds the public that comments on the North-South Corridor study can be made through tomorrow, Sept. 27 in the following ways:

- Take our survey or provide comments online: northsouth-segment1.com
- Email: info@northsouth-segment1.com
- Call: 602.474.3990
- Mail: 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King, ADOT Community Relations Supervisor, at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 1-855-712-8530 o cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences <u>here</u>.

Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to <u>azdot.gov/contact</u> and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at <u>www.az511.gov</u>, Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at <u>www.az511.gov</u>, download the <u>AZ511 app</u> or call 511.

To plan your trip, get travel times or see ADOT cameras, download the AZ 511 app.

Visit us on social media on Facebook, Twitter, YouTube, Flickr or the ADOT blog.

SUBSCRIBER SERVICES: Manage Preferences | Delete Profile | Help Civil Rights/ADA | Derechos Civiles/ADA

For more information, visit azdot.gov



Courtney King <cking3@azdot.gov>

Courtesy Copy: Reminder: ADOT to host public meetings for the North-South Corridor study

1 message

Arizona Department of Transportation <adot@info.azdot.gov> Mon, Sep 11, 2023 at 4:32 PM To: NGreen@azdot.gov, mcrandall@azdot.gov, sdyer@azdot.gov, dpacey@azdot.gov, dmann@azdot.gov, nunderwood@azdot.gov, shassinan@azdot.gov, cwolfe@azdot.gov, dnintzel@azdot.gov, mbeggs@azdot.gov, cmuller@azdot.gov, rharding@azdot.gov, tgibson@azdot.gov, ccarpenter2@azdot.gov, jbrodsky@azdot.gov, LDeForest@azdot.gov, DMiller5@azdot.gov, llopez4@azdot.gov, ggroff@azdot.gov, wLamoreaux@azdot.gov, JMcCoy@azdot.gov, JBradley@azdot.gov, cLudington@azdot.gov, istephens@azdot.gov, fdeyoung@azdot.gov, vsnow@azdot.gov, dcrerand@azdot.gov, CKing3@azdot.gov, ngbecerra@azdot.gov, ldouglas@azdot.gov

This is a courtesy copy of an email bulletin sent by Courtney King.

This bulletin was sent to the following groups of people:

Subscribers of North South Corridor Study (11169 recipients)

Having trouble viewing this email? https://content.govdelivery.com/accounts/AZDOT/bulletins/36fc76f



🖸 SHARE

Reminder: ADOT to host public meetings for the North-South Corridor study

Public encouraged to provide comments through Sept. 27

The Arizona Department of Transportation will hold two in-person public meetings and one virtual meeting to provide an overview of the North-South Corridor study, seek public input and answer questions.

The meetings are scheduled as follows:

Tuesday, September 12, 2023 | 5:30 - 7:30 p.m. | In-Person

Poston Butte High School | 32375 N Gantzel Rd., San Tan Valley

Thursday, September 14, 2023 | 5:30 – 7:30 p.m. | In-Person

Apache Junction Multi-Generational Center (MGC) | 1035 N Idaho Rd., Apache Junction

Wednesday, September 20, 2023 | 6 – 7 p.m. | Virtual

- English: Online: <u>bit.ly/NST2_EN</u> | Phone: +1-408-418-9388 | Meeting number: 2489 285 8535 | Webinar password: NST2 (6782 from phones)
- Spanish Audio Channel: Phone: +1-408-418-9388 | Meeting number: 2496 489 8651 | Webinar password: NST2 (6782 from phones)

The same information will be presented at each meeting. The presentation, meeting materials and comment form are available at <u>www.northsouth-segment1.com</u> for those unable to attend.

The public is invited to provide their comments on the study anytime through September 27, 2023.

HOW TO COMMENT:

- · Attend an in-person or virtual public meeting
- Take our survey or provide comments online: <u>northsouth-segment1.com</u>
- Email: info@northsouth-segment1.com
- Call: 602-474-3990
- Mail: 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King, ADOT Community Relations Supervisor, at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 1-855-712-8530 o cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences <u>here</u>.

Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to <u>azdot.gov/contact</u> and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at <u>www.az511.gov</u>, Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. Follow ADOT on Twitter (<u>@ArizonaDOT</u>) or call 511, except while driving.

To plan your trip, get travel times or see ADOT cameras, download the AZ 511 app.

Visit us on social media on Facebook, Twitter, YouTube, Flickr or the ADOT blog.

SUBSCRIBER SERVICES: Manage Preferences | Delete Profile | Help Civil Rights/ADA | Derechos Civiles/ADA

For more information, visit azdot.gov



Courtney King <cking3@azdot.gov>

Courtesy Copy: ADOT seeking input on next phase of North-South Corridor Study

1 message

Arizona Department of Transportation <adot@info.azdot.gov> Fri, Sep 1, 2023 at 2:01 PM To: cmuller@azdot.gov, mcrandall@azdot.gov, NGreen@azdot.gov, mbeggs@azdot.gov, vsnow@azdot.gov, nunderwood@azdot.gov, sdyer@azdot.gov, shassinan@azdot.gov, CKing3@azdot.gov, dnintzel@azdot.gov, llopez4@azdot.gov, tgibson@azdot.gov, ldouglas@azdot.gov, JBradley@azdot.gov, cludington@azdot.gov, jbrodsky@azdot.gov, ccarpenter2@azdot.gov, DMiller5@azdot.gov, JMcCoy@azdot.gov, LDeForest@azdot.gov, wLamoreaux@azdot.gov, cwolfe@azdot.gov, jstephens@azdot.gov, dmann@azdot.gov, fdeyoung@azdot.gov, dcrerand@azdot.gov, ngbecerra@azdot.gov, rharding@azdot.gov, ggroff@azdot.gov, dpacey@azdot.gov

This is a courtesy copy of an email bulletin sent by Courtney King.

This bulletin was sent to the following groups of people:

Subscribers of North South Corridor Study where destination contains "@" (11209 recipients)

Having trouble viewing this email? https://content.govdelivery.com/accounts/AZDOT/bulletins/36e199c



```
SHARE
```

ADOT seeking input on next phase of North-South Corridor Study from US 60 to Arizona Farms Road

Public invited to attend public meetings, provide comments

Arizona Department of Transportation (ADOT), in cooperation with Pinal County, is preparing to kick off the next phase of the North-South Corridor study segment south of US 60. The North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study from US 60 to Arizona Farms Road (Segment 1) will:

- Narrow the selected 1,500-foot corridor to a proposed 400-foot freeway alignment.
- Identify environmental considerations and mitigation efforts.
- Identify interchange locations and design concepts.
- Develop other design features.

Two in-person public meetings will be held on Sept. 12 and 14 and a virtual public meeting will be held Sept. 20 to provide an overview of the Tier 2 study process, seek input on the NSCS Segment 1 and answer questions. Public meetings will be held:

- Tuesday, Sept. 12 | 5:30 7:30 p.m. Poston Butte High School | 32375 N Gantzel Rd., San Tan Valley
- Thursday, Sept. 14 | 5:30 7:30 p.m. Apache Junction Multi-Generational Center (MGC) | 1035 N Idaho Rd., Apache Junction
- Wednesday, Sept. 20 | 6 7 p.m. Virtual

Information presented at each meeting will be the same. More details about the meeting, including the meeting materials and prerecorded presentation, are available for viewing on the study website at <u>www.northsouth-segment1.com</u>.

The public is invited to provide their comments on the study anytime between <u>August 28</u> and <u>September 27, 2023</u>.

HOW TO COMMENT:

- Attend an in-person or virtual public meeting
- Take our survey or provide comments online: <u>northsouth-segment1.com</u>
- Email: info@northsouth-segment1.com
- Call: 602-474-3990
- Mail: 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

The North-South, or NSCS, Segment 1 study area spans approximately 20 miles and extends from the town of Florence in the south to Apache Junction in the north. The study team will further evaluate NSCS Segment 1 to identify a preferred North-South alternative, which would include the alignment, interchange locations and other design features and evaluate associated environmental impacts and mitigation.

This study will build upon the purpose and need identified in the previous Tier 1 North-South Corridor Study which was to provide a continuous, access-controlled north-to-south transportation corridor that would:

- Improve access to future activity centers
- Improve regional mobility
- Improve north-to-south connectivity
- Integrate the region's transportation network
- Address existing and future population and employment growth
- Provide an alternative to avoid congestion on I-10



Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences <u>here</u>.

To plan your trip, get travel times or see ADOT cameras, download the AZ 511 app.

Visit us on social media on Facebook, Twitter, YouTube, Flickr or the ADOT blog.

SUBSCRIBER SERVICES:

Civil Rights/ADA | Derechos Civiles/ADA

Manage Preferences | Delete Profile | Help

For more information, visit azdot.gov



Courtney King <cking3@azdot.gov>

Courtesy Copy: ADOT to host public meetings for the North-South Corridor study

1 message

Arizona Department of Transportation <adot@info.azdot.gov> Tue, Sep 5, 2023 at 12:32 PM To: NGreen@azdot.gov, mcrandall@azdot.gov, llopez4@azdot.gov, dpacey@azdot.gov, nunderwood@azdot.gov, sdyer@azdot.gov, shassinan@azdot.gov, vsnow@azdot.gov, dnintzel@azdot.gov, CKing3@azdot.gov, tgibson@azdot.gov, Idouglas@azdot.gov, jbrodsky@azdot.gov, ccarpenter2@azdot.gov, mbeggs@azdot.gov, LDeForest@azdot.gov, JMcCoy@azdot.gov, cludington@azdot.gov, DMiller5@azdot.gov, wLamoreaux@azdot.gov, cmuller@azdot.gov, cwolfe@azdot.gov, JBradley@azdot.gov, jstephens@azdot.gov, dmann@azdot.gov, fdeyoung@azdot.gov, dcrerand@azdot.gov, ngbecerra@azdot.gov, rharding@azdot.gov, ggroff@azdot.gov

This is a courtesy copy of an email bulletin sent by Courtney King.

This bulletin was sent to the following groups of people:

Subscribers of North South Corridor Study (11173 recipients)

Having trouble viewing this email? https://content.govdelivery.com/accounts/AZDOT/bulletins/36ea44f



🖸 SHARE

ADOT to host public meetings for the North-South Corridor study Public encourage to provide comments through Sept. 27

The Arizona Department of Transportation, in cooperation with Pinal County, is preparing to kick off the next phase of the North-South Corridor study segment from US 60 to Arizona Farms Road.

Two in-person public meetings and one virtual public meeting will be held to provide an overview of the study, seek public input and answer questions.

Tuesday, September 12, 2023 | 5:30 – 7:30 p.m. | In-Person

Poston Butte High School | 32375 N Gantzel Rd., San Tan Valley

Thursday, September 14, 2023 | 5:30 – 7:30 p.m. | In-Person

Apache Junction Multi-Generational Center (MGC) | 1035 N Idaho Rd., Apache Junction

Wednesday, September 20, 2023 | 6 – 7 p.m. | Virtual

- English: Online: bit.ly/NST2 EN | Phone: +1-408-418-9388 | Meeting number: 2489 285 8535 | Webinar password: NST2 (6782 from phones)
- Spanish Audio Channel: Phone: +1-408-418-9388 | Meeting number: 2496 489 8651 | Webinar password: NST2 (6782 from phones)

The same information will be presented at each meeting. The meeting presentation, meeting materials and comment form are available at www.northsouth-segment1.com for those unable to attend.

The North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study from US 60 to Arizona Farms Road (Segment 1) will:

State of Arizona Mail - Courtesy Copy: ADOT to host public meetings for the North-South Corridor study

- Narrow the selected 1,500-foot corridor to a proposed 400-foot freeway alignment.
- Identify environmental considerations and mitigation efforts.
- Identify interchange locations and design concepts.
- Develop other design features.

The public is invited to provide their comments on the study anytime through September 27, 2023.

HOW TO COMMENT:

- · Attend an in-person or virtual public meeting
- Take our survey or provide comments online: <u>northsouth-segment1.com</u>
- Email: info@northsouth-segment1.com
- Call: 602-474-3990
- Mail: 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences <u>here</u>.

Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to <u>azdot.gov/contact</u> and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at <u>www.az511.gov</u>, Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. Follow ADOT on Twitter (<u>@ArizonaDOT</u>) or call 511, except while driving.

To plan your trip, get travel times or see ADOT cameras, download the AZ 511 app.

Visit us on social media on Facebook, Twitter, YouTube, Flickr or the ADOT blog.

SUBSCRIBER SERVICES: Manage Preferences | Delete Profile | Help Civil Rights/ADA | Derechos Civiles/ADA

For more information, visit azdot.gov



Arizona Department of Transportation

Published by John LaBarbera 🕜 · August 28 · 🔇

We want to hear from you!

The Arizona Department of Transportation will be conducting an engineering and environmental study for the North-South Corridor from US 60 to Arizona Farms (Segment 1).

This study will further evaluate and refine the selected corridor to a 400-foot freeway alignment and identify the location of interchanges and other design features.

Join us at one of our upcoming public meetings to learn more about the study and provide your input.

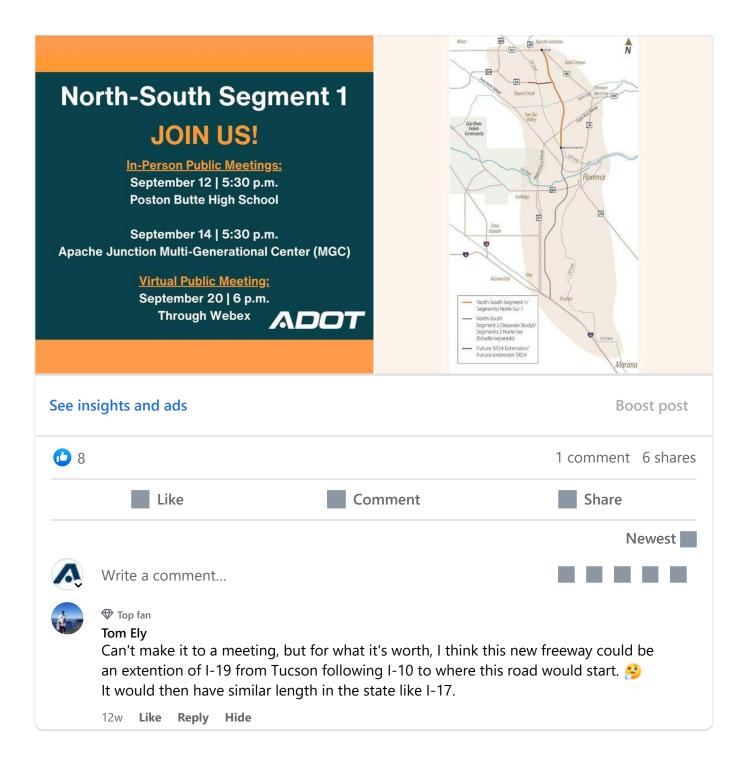
Sept. 12 | 5:30 – 7:30 p.m. Poston Butte High School 32375 N Gantzel Rd., San Tan Valley

Sept. 14 | 5:30 – 7:30 p.m. Apache Junction Multi-Generational Center (MGC) 1035 N Idaho Rd., Apache Junction

Sept. 20 | 6 – 7 p.m. (Virtual Public Meeting)

English: Online: https://bit.ly/NST2_EN Phone: +1-408-418-9388 Meeting number: 2489 285 8535 Webinar password: NST2 (6782 from phones)

Spanish Audio Channel: Phone: +1-408-418-9388 Meeting number: 2496 489 8651 Webinar password: NST2 (6782 from phones)



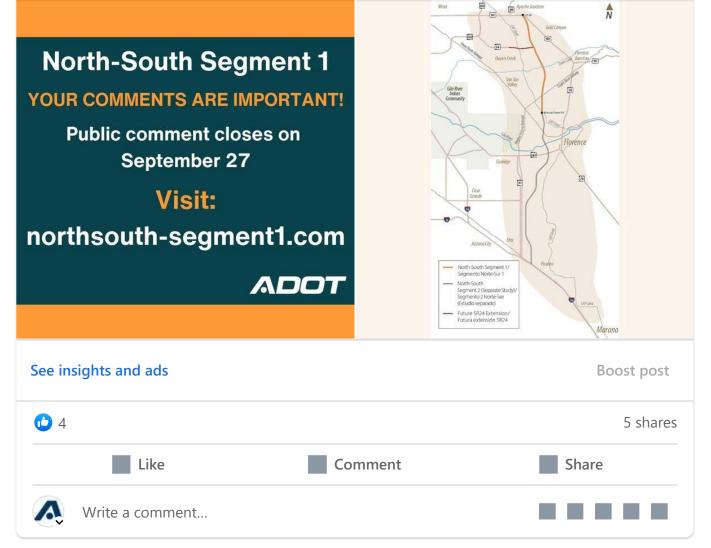


Arizona Department of Transportation

REMINDER: Your comments are important! Don't forget to submit your comments on the North-South US 60 to Arizona Farms Road (Segment 1) environmental and engineering study. Public comment for the current study phase closes on Sept. 27.

Visit the study website to learn more, take our survey and provide your comments: www.northsouth-segment1.com

Comments can be submitted in the following ways: Take our survey or provide a comment online: northsouth-segment1.com Email: info@northsouth-segment1.com Call: 602-474-3990 (bilingual hotline) Mail: ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012





Arizona Department of Transportation

LAST CHANCE TO COMMENT: Tomorrow, Sept. 27, is the last day to provide your comments on the North-South Segment 1 from US 60 to Arizona Farms Road as part of the environmental and engineering study process. Provide your comments before the comment period for the current phase closes Sept. 27.

Comments can be submitted in the following ways: Take our survey or provide a comment online: northsouth-segment1.com Email: info@northsouth-segment1.com Call: 602-474-3990 (bilingual hotline) Mail: ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

North-South Segment 1

LAST CHANCE TO COMMENT

Comments can be submitted in the following ways:

- Take our survey or provide a comment online: northsouth-segment1.com
- Email: info@northsouth-segment1.com
- Call: 602-474-3990 (bilingual hotline)
- Mail: ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012



...





Promote

ADOT is seeking input on the next phase of the North-South Corridor Study from US 60 to Arizona Farms Road.

The public is invited to attend public meetings Sept. 12, 14 and 20.

Learn more and comment through Sept. 27 at northsouth-segment1.com

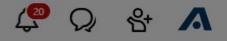


6:15 PM · Aug 28, 2023 · 11.9K Views

 Il View post engagements

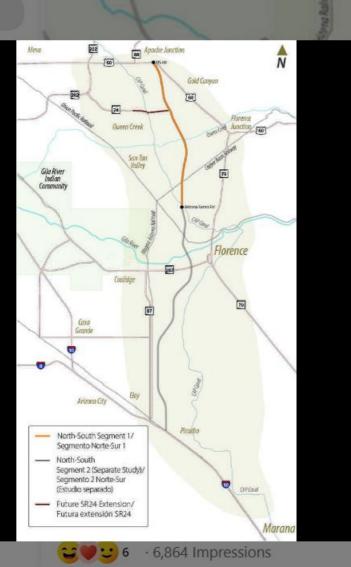
 Q 1
 1 ↓ 4
 ♥ 4
 ↓

Search Nextdoor



×

🟦 Home



State of Arizona ADOT Communications Office of Community Relations • 5 Sep

The Arizona Department of Transportation (ADOT), in cooperation with Pinal County, is preparing to kick off the next phase of the North-South Corridor study segment from US 60 to Arizona Farms Road.

Two in-person public meetings and one virtual public meeting will be held to provide an overview of the study, seek public input and answer questions.

- Tuesday, September 12, 2023 | 5:30 – 7:30 p.m. | In-Person

Poston Butte High School | 32375 N Gantzel Rd., San Tan Valley

- Thursday, September 14, 2023 | 5:30 – 7:30 p.m. | In-Person

Apache Junction Multi-Generational Center (MGC) | 1035 N Idaho Rd.,

Apache Junction

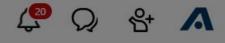
A Share

🗘 Like

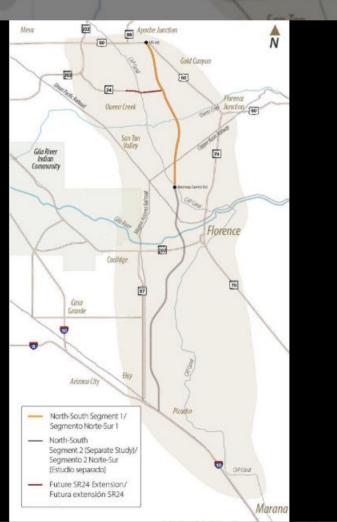
O Comment

- Wednesday, September 20, 2023 | 6 – 7 p.m. | Virtual

Search Nextdoor



🏛 Home



State of Arizona ♥ ADOT Communications Office of Community Relations • 11 Sep

•••

X

Reminder: ADOT to host public meetings for the North-South Corridor study Public encouraged to provide comments through Sept. 27

The Arizona Department of Transportation will hold two in-person public meetings and one virtual meeting to provide an overview of the North-South Corridor study, seek public input and answer questions.

The meetings are scheduled as follows:

-Tuesday, September 12, 2023 | 5:30 – 7:30 p.m. | In-Person

Poston Butte High School | 32375 N Gantzel Rd., San Tan Valley

-Thursday, September 14, 2023 | 5:30 – 7:30 p.m. | In-Person

Apache Junction Multi-Generational Center (MGC) | 1035 N Idaho Rd., Apache Junction

© 2023 Nextdoor

🟛 Home

Search Nextdoor

townie limitie

287

Picathu

83

San Tan

Capilday

Casa Grande

Arizona City

North-South Segment 1/ Segmento Norte-Sur 1 North-South

Segment 2 (Separate Study)/ Segmento 2 Norte-Sur

(Estudio separado) Future SR24 Extension/

Futura extensión SR24

502

Gila River Indian

Community

100

Dueen Creek

study Public encouraged to provide comments through Sept. 27

Florence

N

4 🖓 🖓 😚 🖊

State of Arizona ADOT Communications Office of Community Relations • Edited 20 Sep

...

Reminder: ADOT hosting virtual public meeting Sept. 20 on the North-South Corridor Study Public encouraged to provide comments through Sept. 27

Join the Arizona Department of Transportation for a virtual public meeting Wednesday, Sept. 20, from 6 p.m. to 7 p.m., to get an overview of the North-South Corridor study, provide input and get your questions answered.

The virtual meeting details are below:

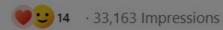
- English: Online: bit.ly/NST2_EN | Phone: +1-408-418-9388 | Meeting number: 2489 285 8535 | Webinar password: NST2 (6782 from phones)

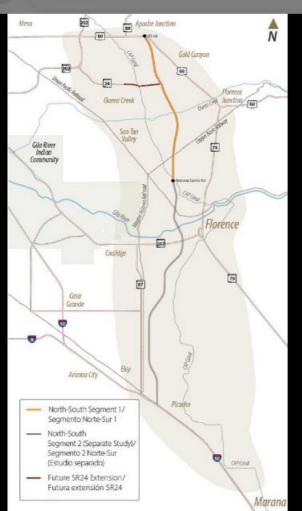
- Spanish Audio Channel: Phone: +1-408-418-9388 | Meeting number: 2496 489 8651 | Webinar password: NST2 (6782 from phones) ×

Search Nextdoor

Posted to Subscribers of State of Arizona in 2 areas







♥ Like ♀ Comment

State of Arizona 🥑

₿ Share

ADOT Communications Office of Community Relations • 26 Sep

Last chance to comment on North-South Corridor study Reminder: Tomorrow, Sept. 27 is the last day to provide comments

The Arizona Department of Transportation reminds the public that comments on the North-South Corridor study can be made through tomorrow, Sept. 27, in the following ways:

- Take our survey or provide comments online: northsouth-segment1.com
- Email: info@northsouth-segment1.com
- Call: 602.474.3990
- Mail: 20 E. Thomas Road., Suite 2500 Phoenix, AZ 85012

Posted to Subscribers of State of Arizona in 6 areas

1 · 7,005 Impressions

🗘 Like 🛛

a

...

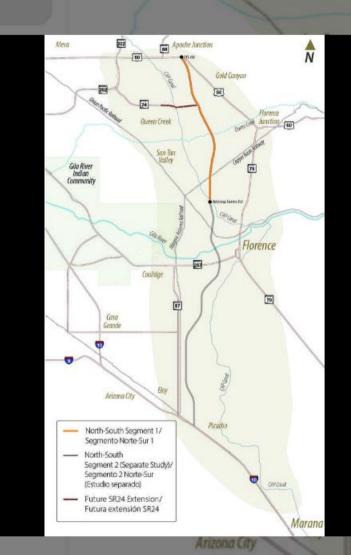
© 2023 Nextdoor

Search Nextdoor

🖉 🖓 😤 저

×

🟛 Home



State of Arizona ADOT Communications Office of Community Relations • Edited 31 Aug

ADOT seeking input on next phase of North-South Corridor Study from US 60 to Arizona Farms Road; Public invited to attend public meetings, provide comments

The Arizona Department of Transportation (ADOT), in cooperation with Pinal County, is preparing to kick off the next phase of the North-South Corridor study segment south of US 60. The North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study from US 60 to Arizona Farms Road (Segment 1) will:

• Narrow the selected 1,500-foot corridor to a proposed 400-foot freeway alignment.

• Identify environmental considerations and mitigation efforts.

Identify interchange locations and design concepts.

Develop other design features.

Two in-person public meetings will be held on Sept. 12

ADOT

LEARN MORE AND PROVIDE YOUR INPUT!

The Arizona Department of Transportation (ADOT), in cooperation with Pinal County, will be preparing the North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study from US 60 to Arizona Farms Road (Segment 1) known as NSCS Segment 1. The study team will further evaluate NSCS Segment 1 to identify a preferred North-South alternative, which would include the alignment, interchange locations and other design features, and evaluate associated environmental impacts and mitigation.

GET INVOLVED!

Join us at one of our upcoming public meetings to learn more about the study, ask questions and provide your feedback to help inform a range of alternatives to be evaluated. Can't make one of our meetings? Visit our website at **www.northsouth-segment1.com** to view our presentation and provide comments.

HOW TO COMMENT: Comment period from Aug. 28 to Sept. 27, 2023

m Attend an in-person or virtual public meeting	⊡ Online comments: www.northsouth-segment1.com	Temail: info@ northsouth- segment1.com	ی Call: 602-474-:		Mail: Mail: ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012		North-South Segmento Norte-Sur 1 North-South Segmento 2 (Separate Study)/ Segmento 2 Norte-Sur (Estudio separado) Future SR24 Extension/ Future sxtensión SR24		
In-Person Pub	lic Meetings Audiencia públic	a en persona			ial Public Meeting Audiencia públi coles, 20 de septiembre de 2023 We			′ p.m.	
Tuesday, Sept. Martes, 12 de s 5:30 - 7:30 p.m. Poston Butte Hig 32375 N Gantzel San Tan Valley, A	septiembre de 2023 Jueves 5:30 - 7 Jh School Apache Rd. 1035 N	lay, Sept. 14, 2023 ;, 14 de septiembre de 202 ':30 p.m. : Junction Multi-Generational Idaho Rd. : Junction, AZ 85119	3 Center	Online Phone Meetin Webin		Phone/Te Meeting n	Audio Channel/Audio eléfono: +1-408-418-93 umber/Número de Reunio password/Clave: NST2 (6 éfonos)	88 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	98651

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

Apache Junction

Gold Canyon

Arizona Farms Rd

60

Mesa

202

Queen Creek

Gila River

Indian Community 24

North-South Segment 1

San Tan

Vallev

Reuniones públicas 12, 14 y 20 de septiembre

¡OBTENGA MÁS INFORMACIÓN Y PROPORCIONE SU OPINIÓN!

El Departamento de Transporte de Arizona (ADOT), en cooperación con el Condado de Pinal, preparará el Estudio Ambiental de Nivel 2 del Informe de Concepto de Diseño (DCR) del Corredor Norte-Sur (NSCS), desde US 60 hasta Arizona Farms Road (Segmento 1) conocido como NSCS Segmento 1. El equipo de estudio evaluará aún más el Segmento 1 de NSCS para identificar una alternativa Norte-Sur preferida, que incluiría la alineación, ubicaciones de intercambio y otras características de diseño, y evaluar los impactos ambientales asociados y la mitigación.

iINVOLÚCRATE!

Únase a nosotros en una de nuestras próximas reuniones públicas para obtener más información sobre el estudio, hacer preguntas y proporcionar sus comentarios para ayudar a informar una variedad de alternativas para ser evaluadas.

CÓMO COMENTAR:

Período de comentarios del 28 de agosto al 27 de septiembre de 2023

Asistir a una	©	Temail:
reunión pública en	Comentarios en línea:	Email:
persona o virtual	www.northsouth-segment1.com	info@northsouth-segment1.com
Jamando al: 602-474-3990	ADOT NSCS Segme 20 E. Thomas F	reo: ent 1 c/o HDR, Inc. Rd., Suite 2500 AZ 85012

Consulte el otro lado para obtener más información sobre la reunión.

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 Courtney King al 855.712.8530 o por correo electrónico al cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT.

Address and barcode clearance area

Indicia clearance area Address clearance area

North-South Corridor Study, US 60 to Arizona Farms Road

> Post Office Bar code clearance area

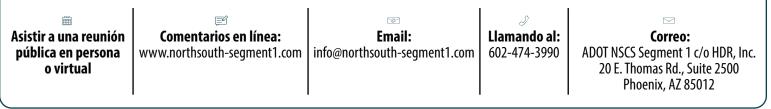
Reuniones públicas 12, 14 y 20 de septiembre

¡OBTENGA MÁS INFORMACIÓN Y PROPORCIONE SU OPINIÓN!

El Departamento de Transporte de Arizona (ADOT), en cooperación con el Condado de Pinal, preparará el Estudio Ambiental de Nivel 2 del Informe de Concepto de Diseño (DCR) del Corredor Norte-Sur (NSCS), desde US 60 hasta Arizona Farms Road (Segmento 1) conocido como NSCS Segmento 1. El equipo de estudio evaluará aún más el Segmento 1 de NSCS para identificar una alternativa Norte-Sur preferida, que incluiría la alineación, ubicaciones de intercambio y otras características de diseño, y evaluar los impactos ambientales asociados y la mitigación.

CÓMO COMENTAR:

Período de comentarios del 28 de agosto al 27 de septiembre de 2023



iINVOLÚCRATE!

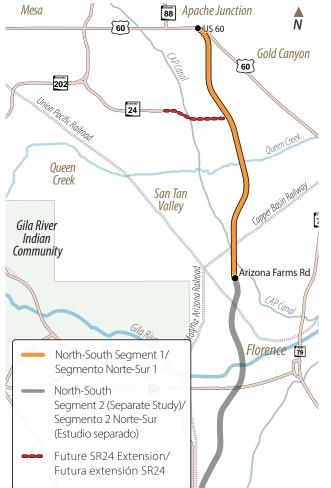
Únase a nosotros en una de nuestras próximas reuniones públicas para obtener más información sobre el estudio, hacer preguntas y proporcionar sus comentarios para ayudar a informar una variedad de alternativas para ser evaluadas. ¿No puedes asistir a una de nuestras reuniones? Visite nuestro sitio web en **www.northsouth-segment1.com** para ver nuestra presentación y proporcionar comentarios.

Consulte el otro lado para obtener más información sobre la reunión.



LEARN MORE AND PROVIDE YOUR INPUT!

The Arizona Department of Transportation (ADOT), in cooperation with Pinal County, will be preparing the North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study from US 60 to Arizona Farms Road (Segment 1) known as NSCS Segment 1. The study team will further evaluate NSCS Segment 1 to identify a preferred North-South alternative, which would include the alignment, interchange locations and other design features, and evaluate associated environmental impacts and mitigation.

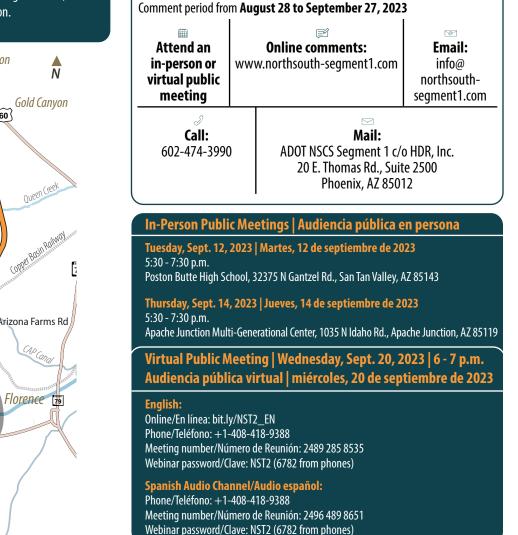


GET INVOLVED!

Join us at one of our upcoming public meetings to learn more about the study, ask questions and provide your feedback to help inform a range of alternatives to be evaluated. Can't make one of our meetings? Visit our website at

www.northsouth-segment1.com to view our presentation and provide comments.

HOW TO COMMENT:



Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 855.712.8530 o por correo electrónico al cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT.

ADOT

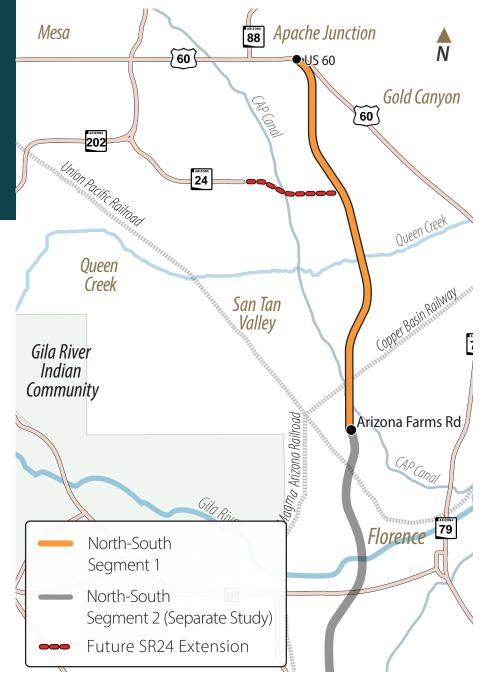
North-South Corridor Study (NSCS), US 60 to Arizona Farms Road (Segment 1): Public Meetings Sept. 12, 14, 20

LEARN MORE AND PROVIDE YOUR INPUT!

The Arizona Department of Transportation (ADOT), in cooperation with Pinal County, will be preparing the North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study, from US 60 to Arizona Farms Road (Segment 1) known as NSCS Segment 1. This study will:

- Narrow the selected 1,500-foot corridor to a proposed 400-foot freeway alignment.
- Identify environmental considerations and mitigation efforts.
- Identify interchange locations and design concepts.
- Develop other design features.

North-South Segment 1 study area spans approximately 20 miles and extends from the town of Florence in the south to Apache Junction in the north. The study team will further evaluate NSCS Segment 1 to identify a preferred North-South alternative, which would include the alignment, interchange locations and other design features, and evaluate associated environmental impacts and mitigation.



GET INVOLVED!

Join us at one of our upcoming public meetings to learn more about the study, ask questions and provide your feedback to help inform a range of alternatives to be evaluated.

Can't make one of our meetings? Visit our website at **www.northsouth-segment1.com** to view our presentation and provide comments.

In-Person Public Meetin	gs	Virtual Public Meeting Wed	nesday, Sept. 20, 2023 6 - 7 p.m.
Tuesday, Sept. 12, 2023 5:30 - 7:30 p.m. Poston Butte High School 32375 N Gantzel Rd. San Tan Valley, AZ 85143	Thursday, Sept. 14, 2023 5:30 - 7:30 p.m. Apache Junction Multi-Generational Center 1035 N Idaho Rd. Apache Junction, AZ 85119	English: Online: bit.ly/NST2_EN Phone: +1-408-418-9388 Meeting number: 2489 285 8535 Webinar password: NST2 (6782 from phones)	Spanish Audio Channel: Phone: +1-408-418-9388 Meeting number: 2496 489 8651 Webinar password: NST2 (6782 from phones)
HOW TO COMMEN Comment period from Aug.			
Attend an in-person or	virtual public meeting	Call: 602-474-3990	
Online comments: www	w.northsouth-segment1.com	Mail: ADOT NSCS Segment 1 Stud	dv.c/o.HDB.Inc

20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 855.712.8530 o por correo electrónico al cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT.

ADOT Project # F0491

ADOT

North-South Corridor Study (NSCS), US 60 to Arizona Farms Road (Segment 1): Reuniones públicas 12, 14 y 20 de septiembre

¡OBTENGA MÁS INFORMACIÓN Y PROPORCIONE SU OPINIÓN!

El Departamento de Transporte de Arizona (ADOT), en cooperación con el Condado de Pinal, preparará el Estudio Ambiental de Nivel 2 del Informe de Concepto de Diseño (DCR) del Corredor Norte-Sur (NSCS), desde US 60 hasta Arizona Farms Road (Segmento 1) conocido como NSCS Segmento 1. Este estudio:

- Reduzca el corredor seleccionado de 1,500 pies a una alineación propuesta de autopista de 400 pies.
- Identificar consideraciones ambientales y esfuerzos de mitigación.
- Identificar ubicaciones de intercambio y conceptos de diseño.
- Desarrollar otras características de diseño.

El área de estudio del Segmento 1 Norte-Sur abarca aproximadamente 20 millas y se extiende desde la ciudad de Florence en el sur hasta Apache Junction en el norte. El equipo de estudio evaluará aún más el Segmento 1 de NSCS para identificar una alternativa Norte-Sur preferida, que incluiría la alineación, ubicaciones de intercambio y otras características de diseño, y evaluar los impactos ambientales.

iINVOLÚCRATE!

Únase a nosotros en una de nuestras próximas reuniones públicas para obtener más información sobre el estudio, hacer preguntas y proporcionar sus comentarios para ayudar a informar una variedad de alternativas para ser evaluadas.

¿No puedes asistir a una de nuestras reuniones? Visite nuestro sitio web en **www.northsouth-segment1.com** para ver nuestra presentación y proporcionar comentarios.

Audiencia pública en persona	liencia pública en persona		Audiencia pública virtual Miércoles, 20 de septiembre de 2023 6 - 7 p.m.		
Martes, 12 de septiembre de 2023 5:30 - 7:30 p.m. Poston Butte High School 32375 N Gantzel Rd. San Tan Valley, AZ 85143	Jueves, 14 de septiembre de 2023 5:30 - 7:30 p.m. Apache Junction Multi-Generational Center 1035 N Idaho Rd. Apache Junction, AZ 85119	En línea: bit.ly/NST2_EN Teléfono: +1-408-418-9388	Audio español: Teléfono: +1-408-418-9388 Número de Reunión: 2496 489 8651 Clave: NST2 (6782 desde teléfonos))		

CÓMO COMENTAR:

Período de comentarios del 28 de agosto al 27 de septiembre de 2023

- 🗰 Asistir a una reunión pública en persona o virtual
- Somentarios en línea: www.northsouth-segment1.com
- Llamando al: 602-474-3990
- Correo:

ADOT NSCS Segment 1 Study c/o HDR, Inc.



Email: info@northsouth-segment1.com

20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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 Courtney King al 855.712.8530 o por correo electrónico al cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT. ADOT Project # F0491



Appendix B: Public Meeting Materials

Display Boards

Large Format Map

Presentation

Handout

Welcome

North-South **Corridor Study (NSCS)**

Design Concept Report (DCR) and

Tier 2 Environmental Study US 60 to Arizona Farms Road (Segment 1) **Public Information Meeting**

Please sign in at the welcome table.







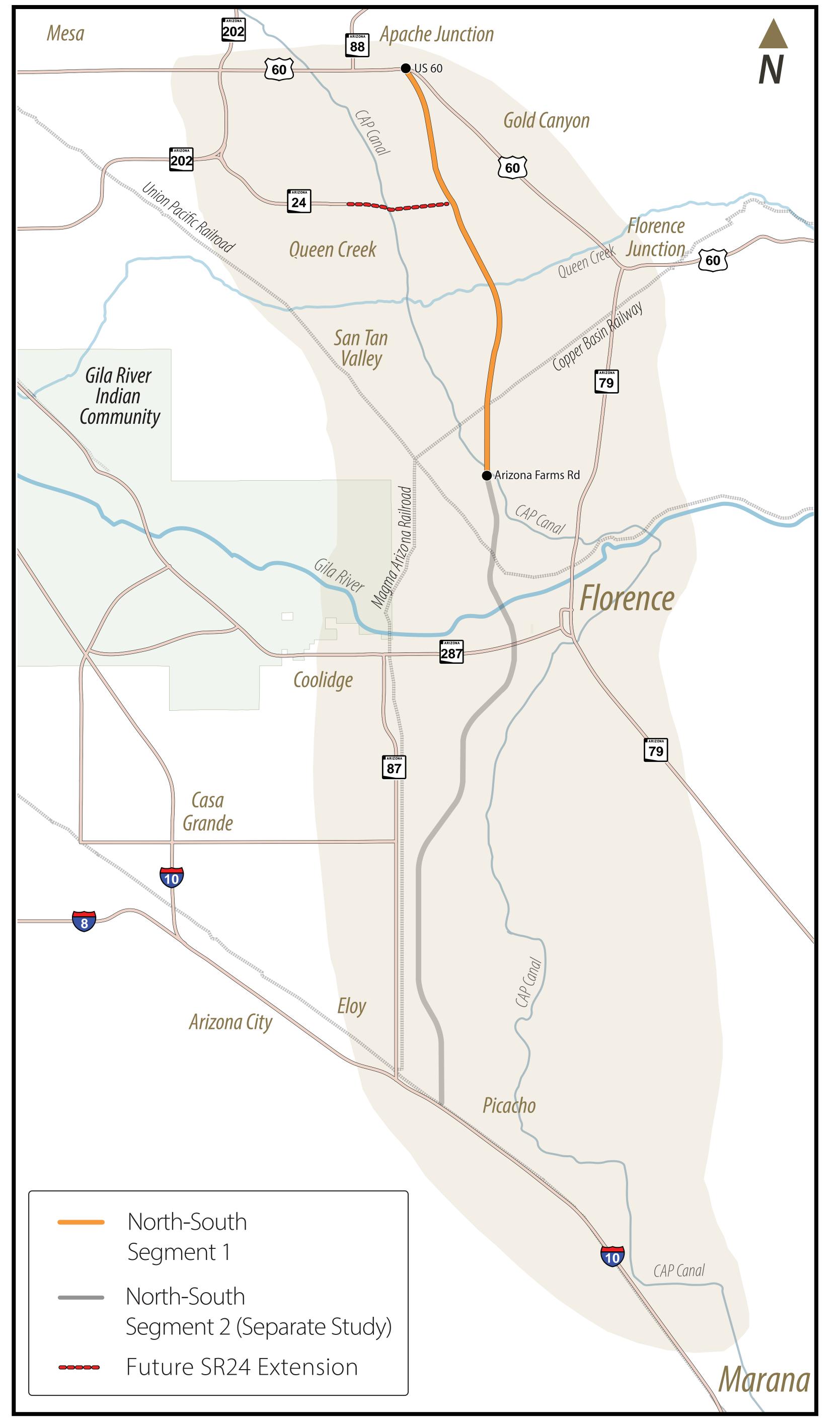
Please see a staff member if you need Spanish interpretation assistance.

www.northsouth-segment1.com

Consulte a un personal miembro si necesita asistencia de interpretación en español.



Study Area



Tier 1 Studies vs. Tier 2 Studies



PURPOSE

To evaluate wide corridors in multiple locations, within which a new transportation facility could be located.

Select a single corridor (1,500-foot-wide) within which an alignment would be identified during Tier 2 EIS.

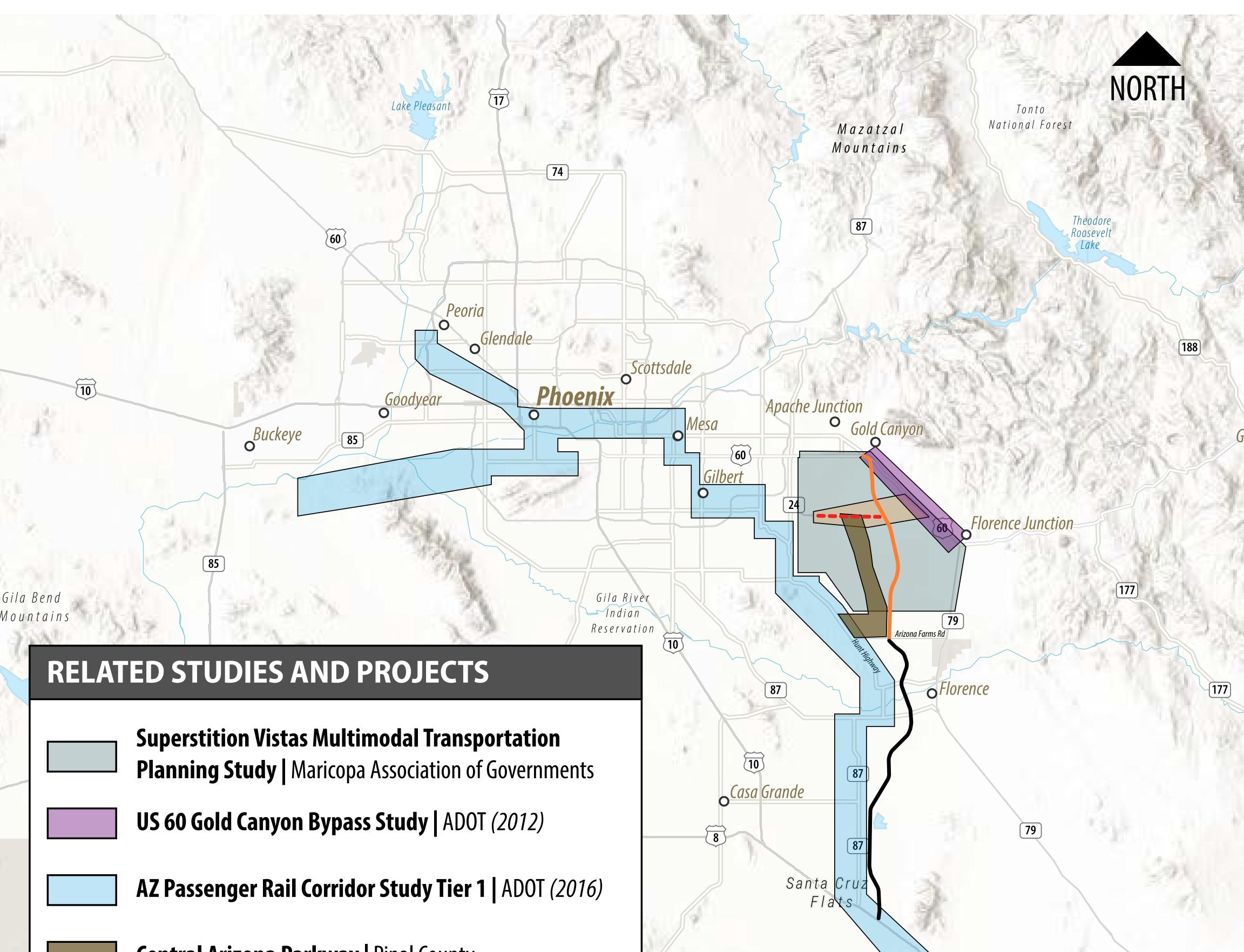
OUTCOME

To evaluate design concepts for specific alignments within the corridor, approximately 400-feet-wide for a typical freeway alignment.

> Select a single alignment and enable permitting for that alignment.

TIER 2

Other Studies



Tohono

O'odham

Nation



3235

24

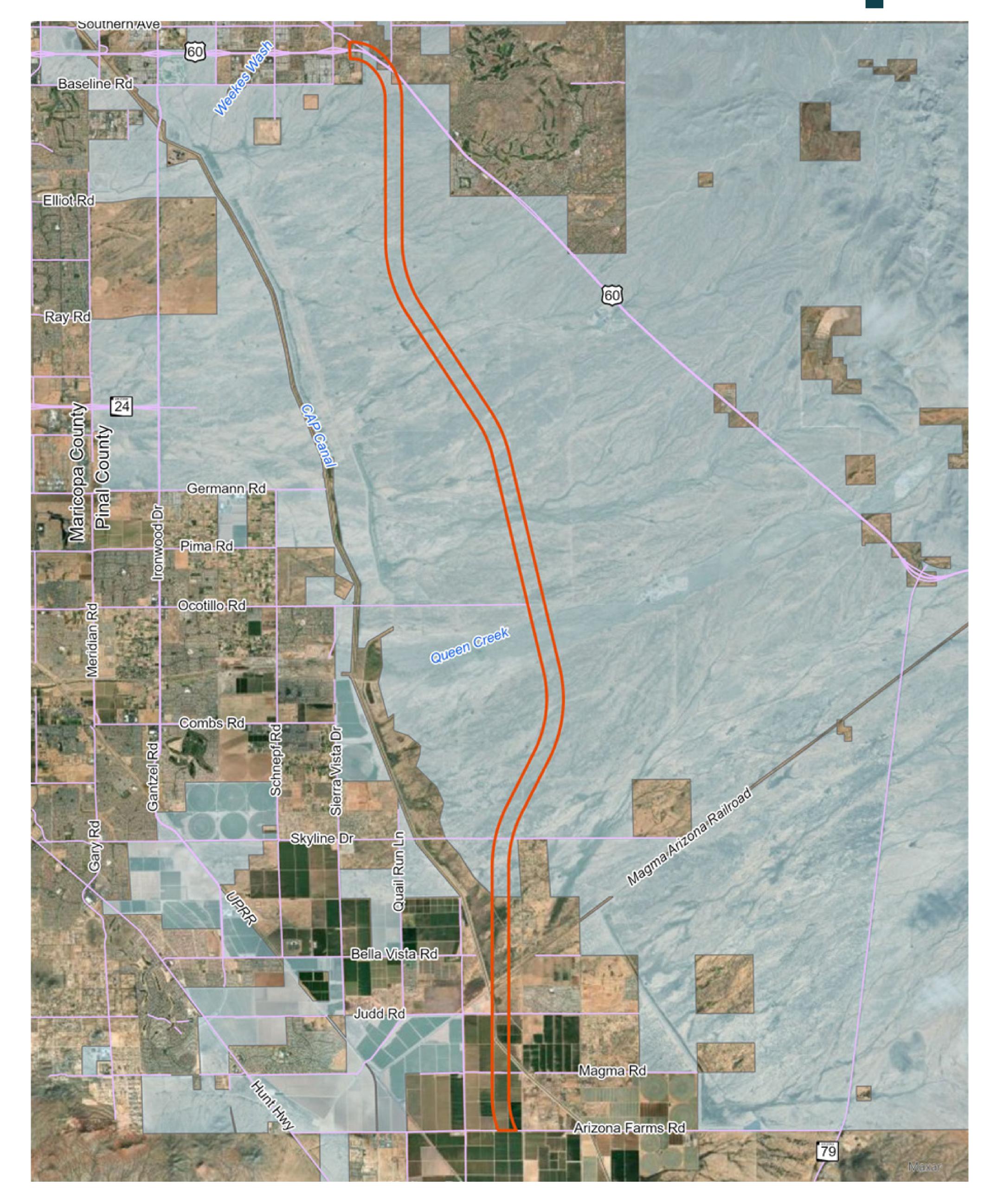
Central Arizona Parkway | Pinal County

- **State Route 24 Extension** | Pinal County
- North-South Segment 1
- North-South Segment 2 (Separate Study)

---- Future SR24 Extension

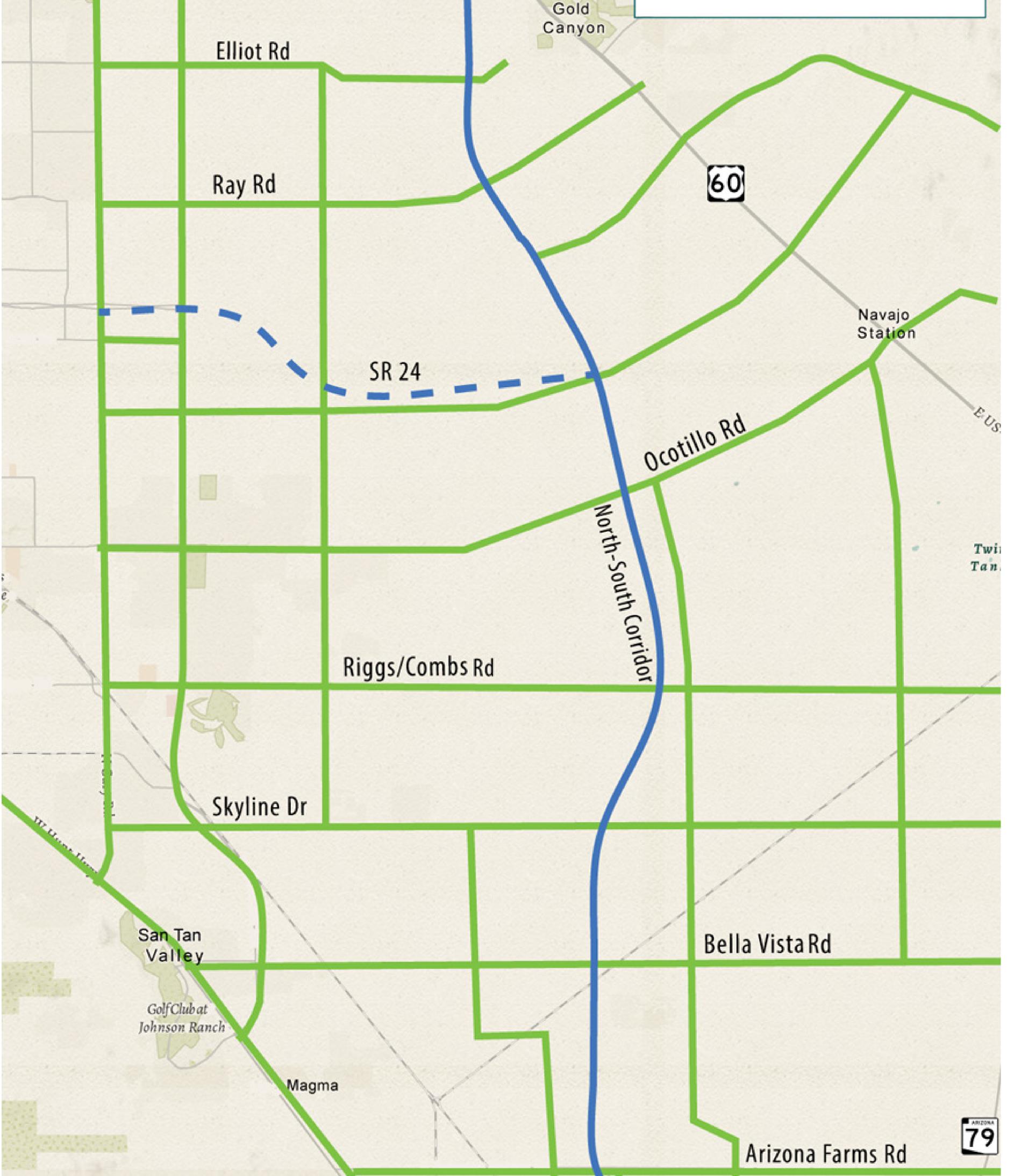


Study Area Land Ownership



Planned Future Roadway Network





Study Process and Schedule

We Are Here

Data Collection

Public Information Meetings



Approximately **One Year** 2023



Alternative Development and Evaluation **Draft Environmental Study and Initial Design Concept Report (DCR)**

Public

Hearing

Public Information Meetings

Publication of the Notice of Intent (Begin Environmental Process)

2024

Final Environmental Study, and DCR and **Record of Decision**

Two Years

Anticipated completion in 2026

How to Comment

Share your thoughts anytime through September 27, 2023





Attend one of our public meetings (in-person or virtual)

Online comments: www.northsouth-segment1.com



Email: info@northsouth-segment1.com



20 E. Thomas Rd., Suite 2500

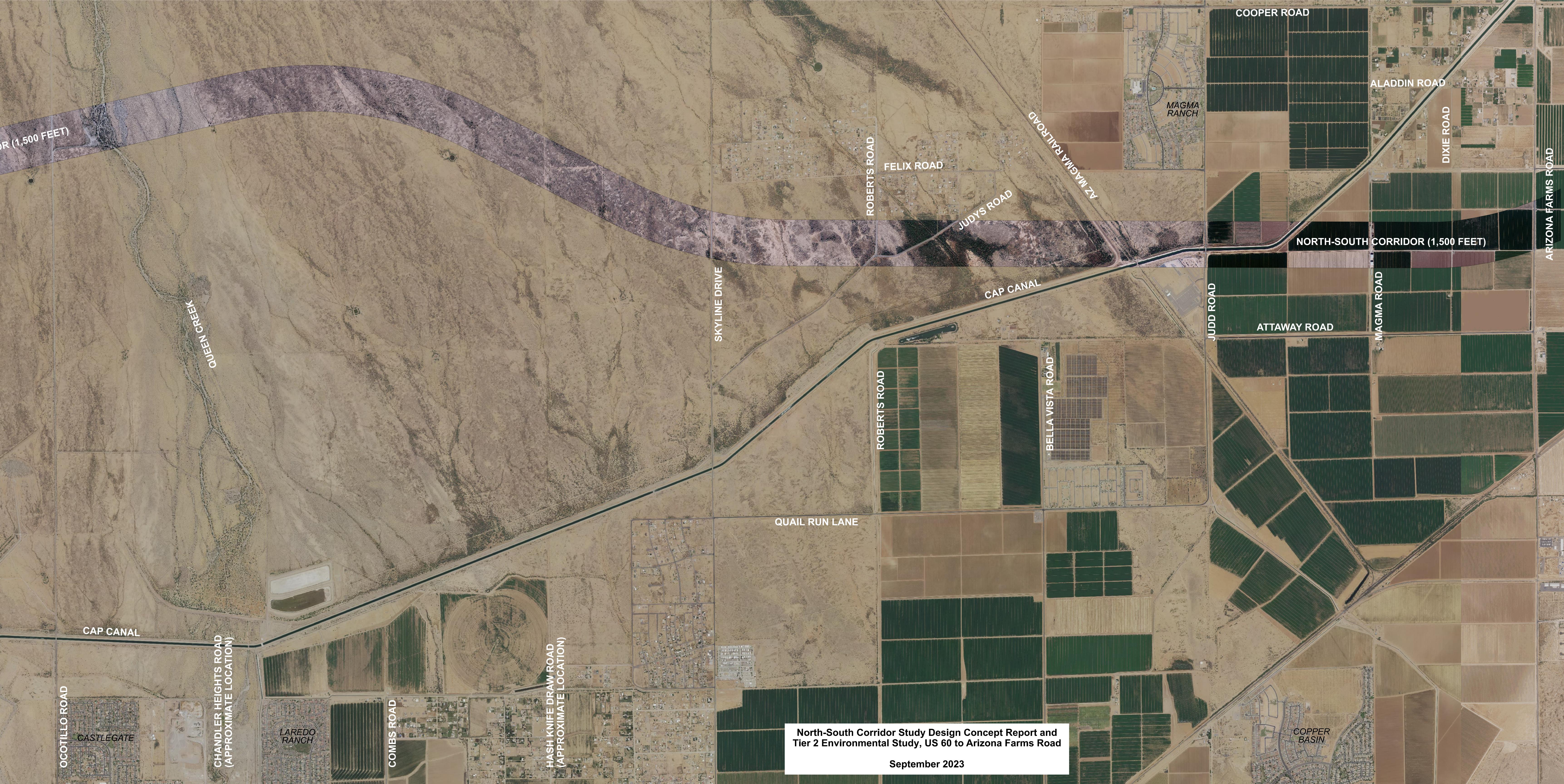
Call: 602-474-3990

Phoenix, AZ 85012











Thank you for joining us for this public information meeting for the North-South Corridor Study from US 60 to Arizona Farms Road.

ADOT's Non-Discrimination Notice to the Public

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities. ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint contact ADOT Civil Rights Office via the information listed below:

 DANIELLE VALENTINE

 TITLE VI Nondiscrimination Program Coordinator

 Dvalentine@azdot.gov

 206 S. 17th Avenue, Mail I

602.712.8946 | <u>CivilRightsOffice@azdot.gov</u> | Fax: 602.239.6257 206 S. 17th Avenue, Mail Drop 155-A, Phoenix, AZ 85007

ADOT complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, and other related authorities in all of its programs and activities.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint by contacting the ADOT Civil Rights Office at 602-712-8946 or by email at <u>civilrightsoffice@azdot.gov</u> within 180 days of the alleged violation.

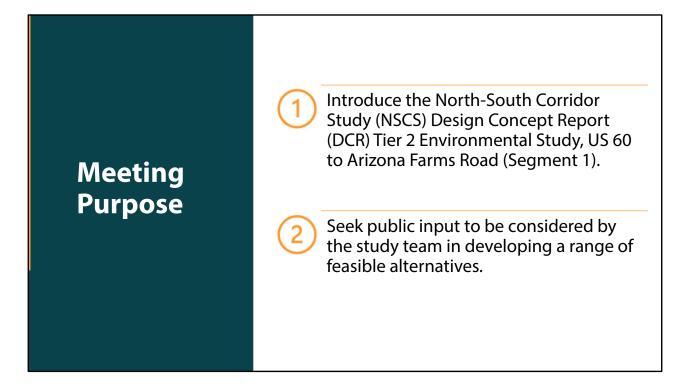
Aviso público de la ley de no-discriminación de ADOT

El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que esta agencia tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades. Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a través la información que aparece abajo:

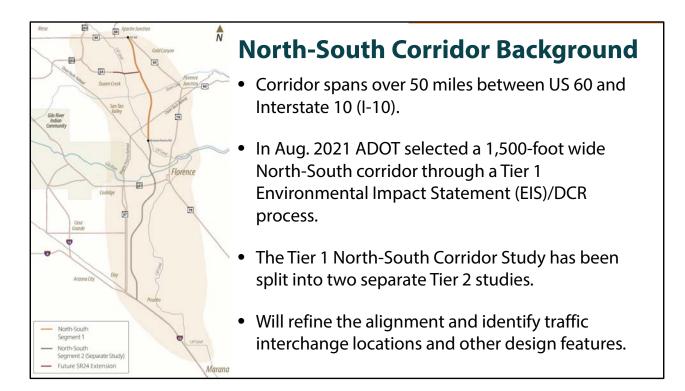
DANIELLE VALENTINE TITLE VI Nondiscrimination Program Coordinator Dvalentine@azdot.gov

602.712.8946 | <u>CivilRightsOffice@azdot.gov</u> | Fax: 602.239.6257 206 S. 17th Avenue, Mail Drop 155-A, Phoenix, AZ 85007



The Arizona Department of Transportation (ADOT), in coordination with Pinal County, has begun engineering and environmental studies on the North-South Corridor from US 60 to Arizona Farms Road, known as Segment 1.

The purpose of tonight's meeting is to introduce this study and to receive public input, which will be considered by the study team in the development of feasible alternatives.



The map on the left shows the North-South corridor which extends roughly 50 miles between US 60 in Apache Junction (at the north end) and Interstate 10 in Eloy (at the south end). In August 2021, ADOT released the Final Tier 1 Environmental Impact Statement (EIS) and Record of Decision, which identified the selected 1,500-foot-wide North-South corridor. This represented a decision to move forward with the North-South corridor, following many years of environmental and engineering study, as well as opportunities for public comment on the corridor alternatives.

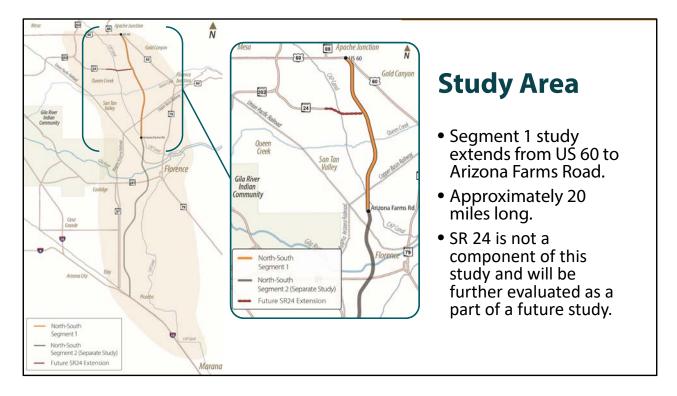
We are now conducting a Tier 2 environmental study and DCR on Segment 1 of the North-South corridor between US 60 and Arizona Farms Road. This study will further refine the corridor to an approximately 400-foot-wide freeway alignment, as well as identify the location of interchanges and other design features.

ADOT will also be conducting a separate Tier 2 study on Segment 2 of the North-South corridor between Arizona Farms Road and Interstate 10 near Eloy, which will be starting soon.

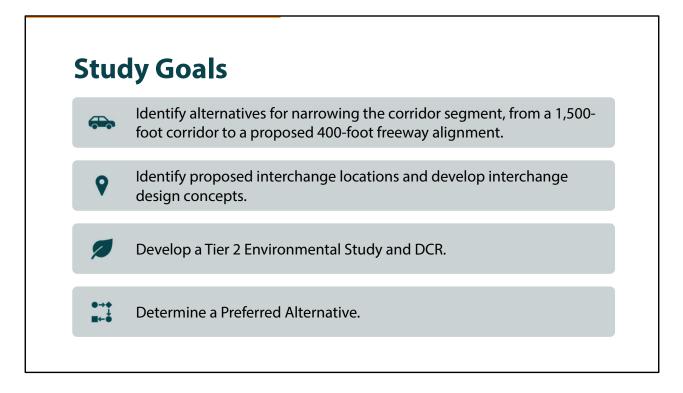
	TIER 1	TIER 2
PURPOSE	To evaluate wide corridors in multiple locations, within which a new transportation facility could be located.	To evaluate design concepts for specific alignments within the corridor, approximately 400-feet- wide for a typical freeway alignment.
OUTCOME	Select a single corridor (1,500- foot-wide), within which an alignment would be identified during Tier 2.	Select a single alignment and enable permitting for that alignment.

The previous Tier 1 study evaluated a-broader study area and several potential corridors with the outcome of that study being a single 1,500-foot-wide corridor.

The Tier 2 study will evaluate specific roadway alignments and design concepts within the preferred corridor alternative and narrow down to a 400-foot-wide alignment. Identification of a selected final build alternative will allow ADOT to move forward with design and right-of-way acquisition, once funding is available.



This map shows the limits of the current study, Segment 1, which extends approximately 20 miles from US 60 to Arizona Farms Road in the Florence area. The study will primarily be conducted within the 1,500-foot corridor but may extend slightly beyond this limit at some interchange locations.



As mentioned previously, the study will identify and evaluate alignment alternatives within the corridor and narrow to freeway alignment. We will identify proposed interchange locations and develop design concepts for interchanges and other design features as part of a Design Concept Report. In addition, we will prepare draft and final environmental documents, which will evaluate the environmental considerations of the alternatives and determine a Recommended Build Alternative including the alignment, interchanges, and other design features. The - Recommended Build Alternative will be compared to a No Build – or Do-Nothing Option – in the draft environmental document and DCR for evaluation and public comment.

The final environmental document and DCR will identify the Preferred Alternative.

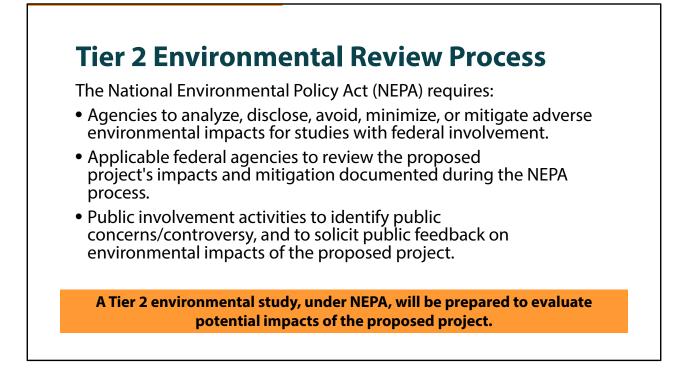
South corridor (as defined by the Tier 1 study) is to establish a continuous, access-controlled north-to-south transportation corridor to: Improve access to future activity centers. Improve regional mobility. Integrate the region's transportation network. Address existing and future population and employment growth. Provide an alternative to avoid congestion on I-10. The current study will <u>further refine</u> this purpose and need.

The purpose and need for the overall North-

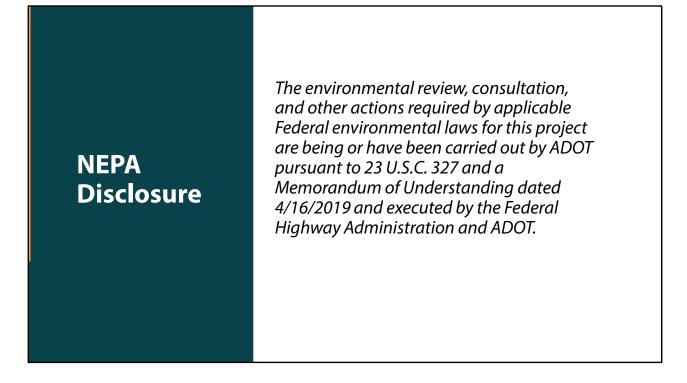
The purpose and need for the overall North-South corridor, which was defined as a part of the Tier 1 study, is to establish a continuous, access-controlled north-to-south transportation corridor that would:

- Improve access to future activity centers
- Improve regional mobility
- Improve north-to-south connectivity
- Integrate the region's transportation network
- Address existing and future population and employment growth and
- provide an alternative to avoid congestion on I-10

The North-South Segment 1 study will further refine this purpose and need along the corridor from US 60 to Arizona Farms Road.



This project will prepare a Tier 2 environmental study in compliance with the National Environmental Policy Act. The environmental study document will address the purpose and need for the project, document the alternatives considered and evaluated, address the environmental impacts and planned mitigation, document coordination efforts with governmental agencies and the public, and include documentation of the comments received from the public.



ADOT has assumed the Federal Highway Administration's responsibility for carrying out the National Environmental Policy Act environmental reviews and approvals per the executed agreement dated April 16, 2019, between the Federal Highway Administration and ADOT. As part of this project ADOT serves as the lead agency and has the authority to approve this project.



Include the following but not limited to:

- Existing and future traffic operations
- Alignment alternatives
- Traffic interchanges/access
- Connections to existing and future transportation infrastructure
- Drainage
- Bridge structures
- Utilities

- Geotechnical
- Right-of-way
- Railroads
- Costs
- Constructability
- Land use
- Implementation Plan
- Environmental considerations
- Public, agency and tribal input

This study will investigate a number of items including the existing and future traffic operations, corridor alignment alternatives, traffic interchange locations and access, drainage, structures, utilities, right-of-way impacts, project costs and constructability, and will be developing an implementation plan. Finally, we will be evaluating all environmental impacts of the alternatives and conducting outreach efforts to gather public, agency and tribal nations input.

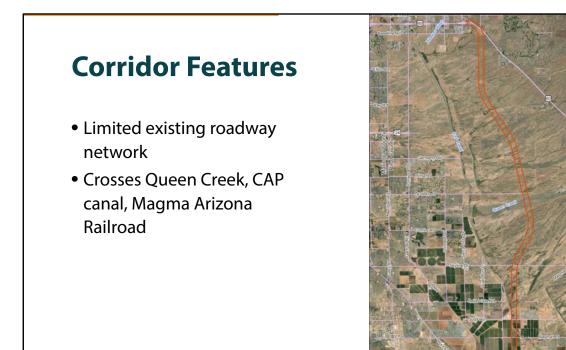
Environmental Considerations

Include the following but not limited to:

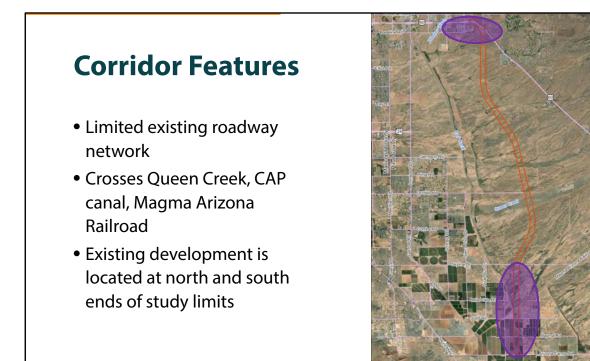
- Cultural resources
- Public parks, recreation areas, wildlife/waterfowl refuges, or historic sites
- Wildlife connectivity
- Biology
- Noise
- Air quality
- Property impacts

- Visual conditions
- Hazardous materials
- Land use/local planning
- Socioeconomic impacts
- Geology
- Floodplains/drainage
- Water quality/resources
- Public, agency and tribal input

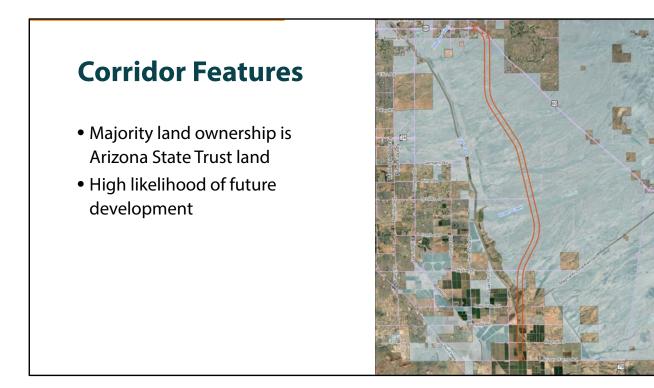
The primary purpose of the environmental study is to investigate and document the environmental considerations, as well as planned mitigation, for a recommended improvement option. This Tier 2 study will focus on the 1,500-foot corridor and the environmental considerations include a long list of items, which are shown on this slide, and are required for any environmental study. To name a few, we'll be assessing any impacts to cultural resources; parks, recreation areas, and wildlife refuges; wildlife connectivity; biology; air quality and noise; hazardous materials; property impacts; and floodplains and drainage. These items will be evaluated in detail in the environmental study, and we'll identify mitigation strategies, as needed.



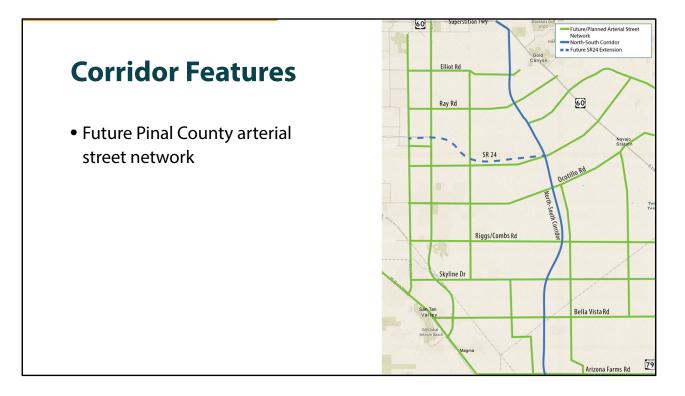
This graphic on the right shows some of the existing features along the study corridor which is generally located east of the Central Arizona Project Canal (CAP Canal). The existing roadway network along the study corridor is very limited with Skyline Drive, Judd Road, and Arizona Farms Road being the primary east-west roadways that cross the corridor. The proposed North-South corridor crosses Queen Creek just south of Ocotillo Road, the Magma Arizona Railroad north of Judd Road, and the Central Arizona Project Canal south of Judd Road.



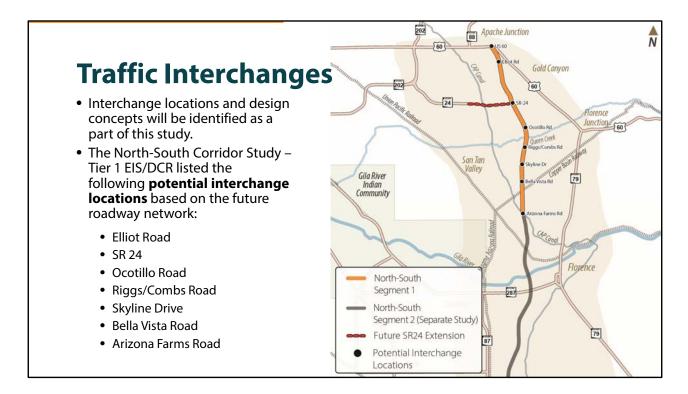
Existing development is generally focused at the north end, near US 60 with primarily residential uses, however, there is some development, south of Skyline Drive, that includes residential and agricultural uses. Between Skyline Drive and just south of Baseline Road, the study corridor is generally undeveloped, vacant land.



This graphic shows that a majority of that land in Segment 1 is State Trust Land owned by the Arizona State Land Department. This area has a high likelihood of future development as the State Land Department has already sold portions of the land west of the CAP Canal and near US 60.



This graphic shows the future planned arterial street network (represented by the green lines) as taken from the Pinal County on-line transportation planning map viewer. The long-range plan is to extend several of the streets to the east to connect to US 60 or SR 79, which would be led by the local jurisdiction partners including Pinal County, City of Apache Junction, and Town of Florence. ADOT is planning interchange connections to the future North-South facility based on the future street network and is working closely with the partners to understand their long-range planning efforts.



This graphic shows potential traffic interchange locations that were identified as part of the previous Tier 1 study. They include Elliot Road, Ocotillo Road, Combs Road, Skyline Road, Bella Vista Road, and Arizona Farms Road, as well as a new freeway-to-freeway interchange with the planned extension of State Route 24. SR 24 is not a component of this study and will be further evaluated as a part of a future study.

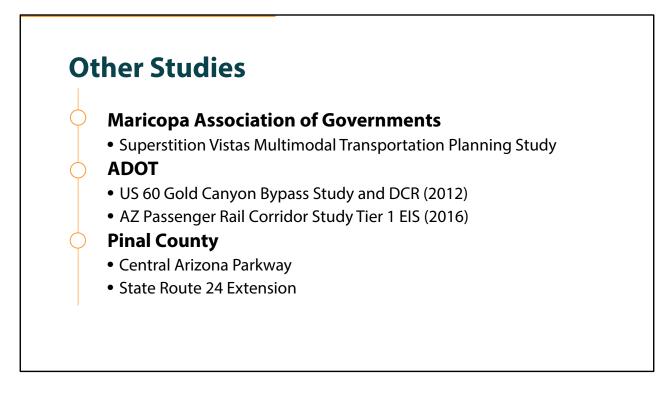
These locations will be reviewed and refined as part of the current study, and design concepts will be developed at each location to evaluate potential configurations of each interchange.

Community Concerns Expressed in Tier 1 Study

- Ensuring coordination with recent and ongoing studies in the area.
- Utility and railroad impacts.
- Noise impacts.
- Impacts to existing and planned surrounding communities and individual property owners.

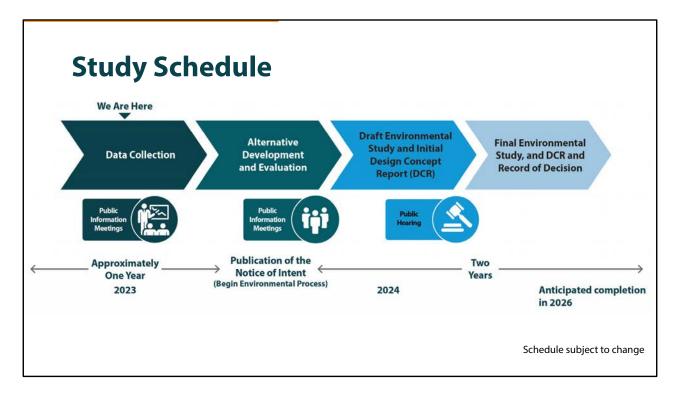
The input received from the previous Tier 1 study indicated the community is concerned about coordination with recent and ongoing projects and studies, utility and railroad impacts, noise impacts, and impacts to surrounding communities and properties.

We will continue to gather input throughout the study process as we develop, refine and evaluate alternatives for the corridor. If you have any comments or concerns, please remember to provide a comment to the study team, which we'll cover how you can do that at the end of this presentation.



This slide lists some current or previous studies that we are coordinating with including the ongoing Superstition Vistas Multimodal Transportation Planning Study being conducted by the Maricopa Association of Governments, the ongoing Central Arizona Parkway and State Route 24 Extension studies that are being conducted by Pinal County.

ADOT completed two previous studies in the area including the Arizona Passenger Rail Corridor Study Tier 1 EIS that was completed in 2016, and the US 60 Alignment Study from Goldfield Road to Florence Junction which was completed in 2012.

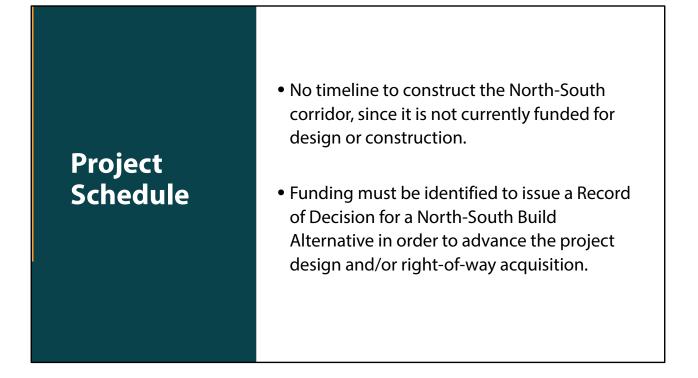


This graphic shows an overview of the study schedule and each opportunity for public input. We are currently in the preliminary scoping phase where we identify the range of feasible alternatives. This followed by the release of the Notice of Intent, or NOI, which is initiation of the environmental study, the alternatives development and evaluation where we refine potential alternatives. We will then prepare a draft environmental study and DCR, which will compare the Recommended Build Alternative with a No Build Alternative.

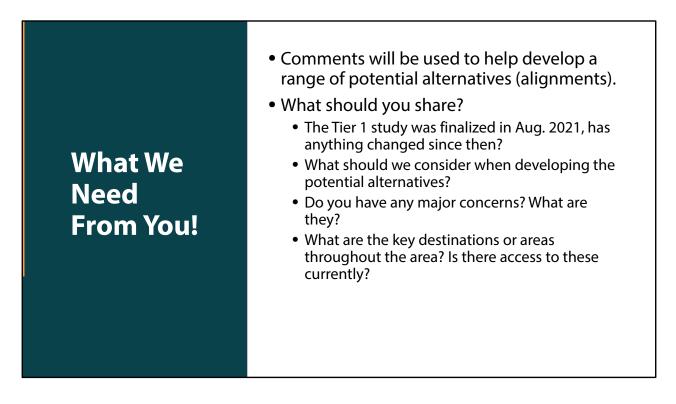
Ultimately, based on our technical analysis and public, agency and tribal nations' input, we will develop the final environmental document and DCR, which will identify the Preferred Alternative. In addition, a Record of Decision will be issued, representing ADOT's decision on how to move forward with the proposed project. We anticipate this entire study to take approximately three years.

It's important to note that at each of the three major milestones, prior to the release of the final documents, we will have opportunities for the public to review the current alternatives being evaluated and provide input or comments.

We are here at our first milestone of the study to gather your input on what we should consider in developing the range of feasible alternatives for the North-South alignment, interchange locations and other features. As we move further into the study, we will have additional public meetings and hearings to continue to the alternatives and analysis and seek your input.



There is no timeline to construct the North-South corridor as it is not currently funded for design or construction. Funding would need to be identified to advance the project design, and/or right of way acquisition, to be able to make a final decision, or issue the Record of Decision, on a North-South corridor Segment 1 preferred alternative.



As mentioned previously, your input will help us develop a range of potential alternatives that will be shared for public review and comment when the Notice of Intent is published. So, what type of information should you share? Here are a few questions to help in the development of your comments:

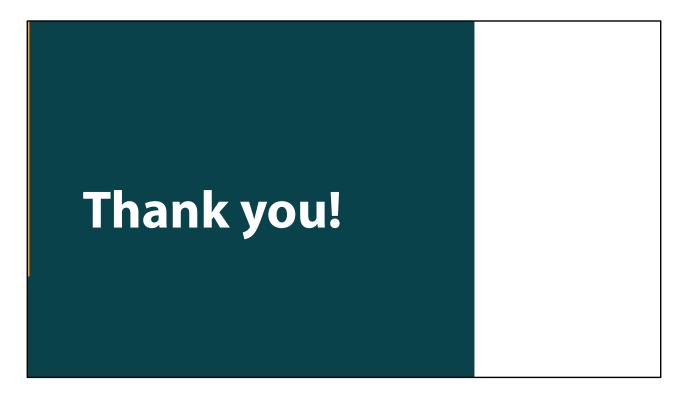
- The Tier 1 study was finalized in Aug. 2021, has anything changed since then?
- What should we consider when developing the potential alternatives?
- Do you have any major concerns? What are they?
- What are the key destinations or areas throughout the area? Is there access to these currently?

These questions are to help you get started, but we welcome any and all input related to the North-South Segment 1 study.



We encourage you to provide input on the current phase of the study through September 27, 2023, in any of the following ways:

- Attend one of our public meetings (in-person or virtual)
- Provide online comments at <u>www.northsouth-segment1.com</u>
- Email: <u>info@northsouth-segment1.com</u>
- Call: 602-474-3990
- Mail: ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012



Thank you for your time and participation in this study.



Hola, mi nombre es Courtney King, Supervisora de Relaciones Comunitarias del Departamento de Transporte de Arizona. Gracias por acompañarnos en esta reunión de información pública para el Estudio del Corredor Norte-Sur desde la US 60 hasta Arizona Farms Road.

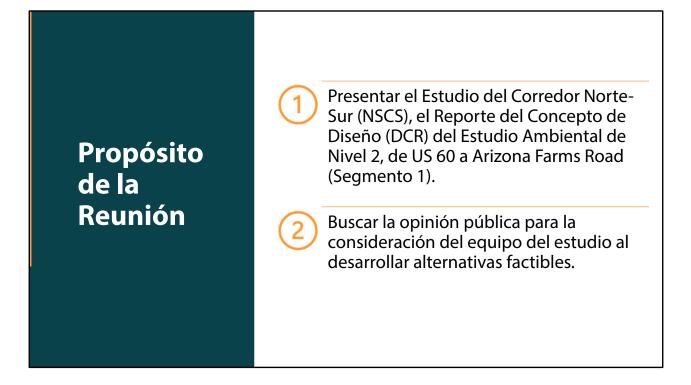
Aviso público de la ley de no-discriminación de ADOT

El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que esta agencia tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades. Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a través la información que aparece abajo:

DANIELLE VALENTINE TITLE VI Nondiscrimination Program Coordinator Dvalentine@azdot.gov

602.712.8946 | <u>CivilRightsOffice@azdot.gov</u> | Fax: 602.239.6257 206 S. 17th Avenue, Mail Drop 155-A, Phoenix, AZ 85007



El Departamento de Transporte de Arizona (ADOT), en coordinación con el Condado de Pinal, ha comenzado estudios de ingeniería y ambientales en el Corredor Norte-Sur desde la US 60 hasta Arizona Farms Road, conocido como Segmento 1.

El propósito de la reunión de esta noche es presentar este estudio y recibir aportes del público, que serán considerados por el equipo del estudio en el desarrollo de alternativas factibles.



El mapa de la izquierda muestra el corredor Norte-Sur que se extiende aproximadamente 50 millas entre la autopista US 60 en Apache Junction (en el extremo norte) y la Interestatal 10 en Eloy (en el extremo sur). En agosto de 2021, ADOT publicó la Declaración de Impacto Ambiental (EIS) y el Registro de Decisión de Nivel 1 Final, que identificó el corredor Norte-Sur seleccionado de 1,500 pies de distancia. Esto representó una decisión de seguir adelante con el corredor Norte-Sur, después de muchos años de estudio ambiental y de ingeniería, así como oportunidades para comentarios públicos sobre las alternativas del corredor.

Ahora estamos llevando a cabo un estudio ambiental de Nivel 2 y DCR en el Segmento 1 del corredor Norte-Sur entre US 60 y Arizona Farms Road. Este estudio refinará aún más el corredor a una alineación de autopista de aproximadamente 400 pies de distancia, así como también identificará la ubicación de los intercambios y otras características de diseño.

ADOT también llevará a cabo un estudio separado de Nivel 2 en el Segmento 2 del corredor Norte-Sur entre Arizona Farms Road y la Interestatal 10 cerca de Eloy, que comenzará pronto.

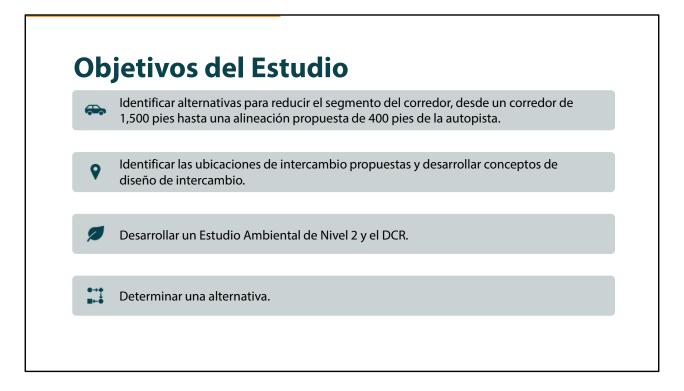
	NIVEL 1	NIVEL 2
PROPÓSITO	Evaluar corredores amplios en múltiples ubicaciones, dentro de los cuales se podría ubicar una nueva instalación de transporte.	Evaluar los conceptos de diseño para alineaciones específicas dentro del corredor, de aproximadamente 400 pies para una alineación típica de autopista.
RESULTADO	Elegir un solo corredor (1,500 pies), dentro del cual se identificaría una alineación durante el Nivel 2.	Elegir una sola alineación y habilitar los permisos para esa alineación.

El estudio anterior de Nivel 1 evaluó un área de estudio más amplia y varios corredores potenciales con el resultado de ese estudio siendo un solo corredor de 1,500 pies de distancia.

El estudio de Nivel 2 evaluará alineaciones específicas de carreteras y conceptos de diseño dentro de la alternativa del corredor preferido y se reducirá a una alineación de 400 pies de distancia. La identificación de una alternativa de construcción final seleccionada permitirá a ADOT avanzar con el diseño y la adquisición del derecho de paso, una vez que haya fondos disponibles.



Este mapa muestra los límites del estudio actual, Segmento 1, que se extiende aproximadamente 20 millas desde US 60 hasta Arizona Farms Road en el área de Florence. El estudio se llevará a cabo principalmente dentro del corredor de 1,500 pies, pero puede extenderse un poco más allá de este límite en algunos lugares de intercambio.



Como se mencionó anteriormente, el estudio identificará y evaluará alternativas de alineación dentro del corredor y reducciones a la alineación de la autopista. Identificaremos las ubicaciones de intercambio propuestas y desarrollaremos conceptos de diseño para intercambios y otras características de diseño como parte de un Informe de concepto de diseño. Además, prepararemos el borrador y los documentos ambientales finales, que evaluarán las consideraciones ambientales de las alternativas y determinarán una alternativa de construcción recomendada que incluya la alineación, los intercambios y otras características de diseño. La alternativa de construcción recomendada en el borrador del documento ambiental y DCR para su evaluación y comentarios públicos.

El documento ambiental final y DCR identificarán la Alternativa Preferida.

Propósito y Necesidad del Estudio

El propósito y la necesidad del corredor Norte-Sur en general (según lo definido por el estudio de Nivel 1) es establecer un corredor de transporte en sentido nortesur continuo y de acceso controlado para:

- Mejorar el acceso a futuros centros de actividades.
- Mejorar la movilidad regional.
- Mejorar la conectividad norte-sur.
- Integrar la red de transporte de la región.
- Abordar el crecimiento actual y futuro de la población y el empleo.
- Ofrecer una alternativa para evitar la congestión en la l-10.

El estudio actual **refinará aún más** este propósito y necesidad.

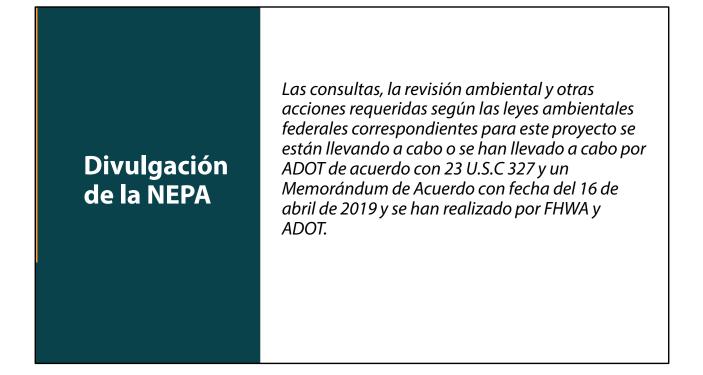
El propósito y la necesidad del corredor Norte-Sur general, que se definió como parte del estudio de Nivel 1, es establecer un corredor de transporte continuo de norte a sur con acceso controlado que:

- Mejorar el acceso a futuros centros de actividades
- Mejorar la movilidad regional
- Mejorar la conectividad norte-sur
- Integrar la red de transporte de la región
- Abordar el crecimiento actual y futuro de la población y el empleo y
- proporcionar una alternativa para evitar la congestión en la I-10

El estudio del Segmento 1 Norte-Sur refinará aún más este propósito y necesidad a lo largo del corredor desde la US 60 hasta Arizona Farms Road.

<section-header><section-header><list-item><list-item><list-item><list-item>

Este proyecto preparará un estudio ambiental de nivel 2 en cumplimiento con la Ley de Política Ambiental Nacional. El documento del estudio ambiental abordará el propósito y la necesidad del proyecto, documentará las alternativas consideradas y evaluadas, abordará los impactos ambientales y la mitigación planificada, documentará los esfuerzos de coordinación con las agencias gubernamentales y el público, e incluirá documentación de los comentarios recibidos del público.



ADOT ha asumido la responsabilidad de la Administración Federal de Carreteras para llevar a cabo las revisiones y aprobaciones ambientales de la Ley Nacional de Política Ambiental según el acuerdo ejecutado con fecha 16 de abril de 2019 entre la Administración Federal de Carreteras y ADOT. Como parte de este proyecto, ADOT sirve como la agencia principal y tiene la autoridad para aprobar este proyecto.

Consideraciones del Estudio

Incluye lo siguiente, pero no se limita a:

- Operaciones de tráfico existentes y futuras.
- Alternativas de alineación.
- Intercambiadores de tráfico/acceso.
- Conexiones a la infraestructura de transporte existente y futura.
- Drenaje.
- Estructuras de puentes.
- Servicios Públicos.

- Geotécnica.
- Derecho de paso.
- Ferrovías.
- Costos.
- Constructividad.
- Uso de la tierra.
- Plan de implementación.
- Consideraciones medioambientales.
- Aportes públicos, de agencias y tribales

Este estudio investigará una serie de elementos que incluyen las operaciones de tráfico existentes y futuras, las alternativas de alineación de corredores, las ubicaciones y accesos de intercambios de tráfico, el drenaje, las estructuras, los servicios públicos, los impactos del derecho de paso, los costos del proyecto y la constructibilidad, y desarrollará un plan de implementación. Finalmente, evaluaremos todos los impactos ambientales de las alternativas y realizaremos esfuerzos de divulgación para recopilar aportes del público, las agencias y las naciones tribales.

Consideraciones Ambientales

Incluye lo siguiente, pero no se limita a:

- Recursos culturales.
- Parques públicos, áreas de recreación, refugios de vida silvestre/aves acuáticas o sitios históricos.
- Conectividad de vida silvestre.
- Biología.
- Ruido.
- Calidad del aire.
- Impactos en la propiedad.

- Condiciones visuales.
- Materiales peligrosos.
- Uso del suelo/planificación local.
- Impacto socioeconómico.
- Geología.
- Llanuras aluviales/drenaje.
- Calidad del agua/recursos hídricos.
- Aportes públicos, de agencias y tribales.

El propósito principal del estudio ambiental es investigar y documentar las consideraciones ambientales, así como la mitigación planificada, para una opción de mejora recomendada. Este estudio de Nivel 2 se centrará en el corredor de 1,500 pies y las consideraciones ambientales incluyen una larga lista de elementos, que se muestran en esta diapositiva, y son necesarios para cualquier estudio ambiental. Por nombrar algunos, evaluaremos cualquier impacto en los recursos culturales; parques, áreas de recreación y refugios de vida silvestre; conectividad de la vida silvestre; biología; calidad del aire y ruido; materiales peligrosos; impactos en la propiedad; y llanuras aluviales y drenaje. Estos elementos se evaluarán en detalle en el estudio amybiental e identificaremos estrategias de mitigación, según sea necesario.

Características del Corredor

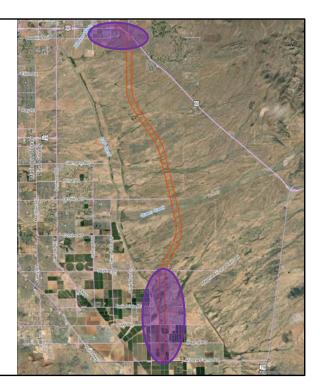
- La red de carreteras existente es limitada.
- Cruza Queen Creek, CAP Canal, Magma Arizona Railroad.



Este gráfico muestra algunas de las características existentes a lo largo del corredor del estudio que generalmente se encuentra al este del Canal del Proyecto Arizona Central (Canal CAP). La red de carreteras existente a lo largo del corredor de estudio es muy limitada, siendo Skyline Drive, Judd Road y Arizona Farms Road las principales carreteras este-oeste que cruzan el corredor. El corredor norte-sur propuesto cruza Queen Creek justo al sur de Ocotillo Road, el Magma Arizona Railroad al norte de Judd Road y el Central Arizona Project Canal al sur de Judd Road.

Características del Corredor

- La red de carreteras existente es limitada.
- Cruza Queen Creek, CAP Canal, Magma Arizona Railroad.
- El desarrollo existente se encuentra en los extremos norte y sur de los límites del estudio.



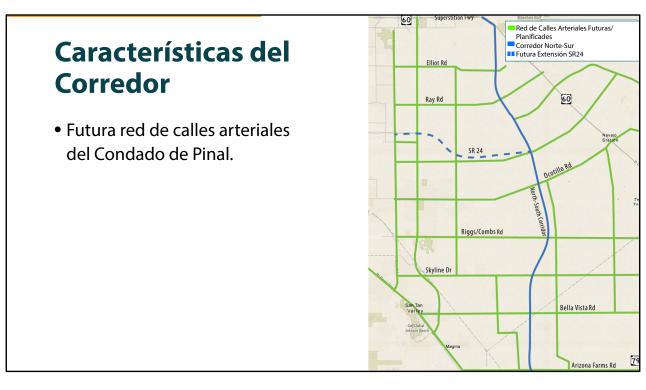
El Desarrollo existente generalmente se enfoca en el extremo norte, cerca de US 60 con usos principalmente residenciales, sin embargo, hay algún desarrollo, al sur de Skyline Drive, que incluye usos residenciales y agrícolas. Entre Skyline Drive y justo al sur de Baseline Road, el corredor de estudio es generalmente terreno baldío sin desarrollar.

Características del Corredor

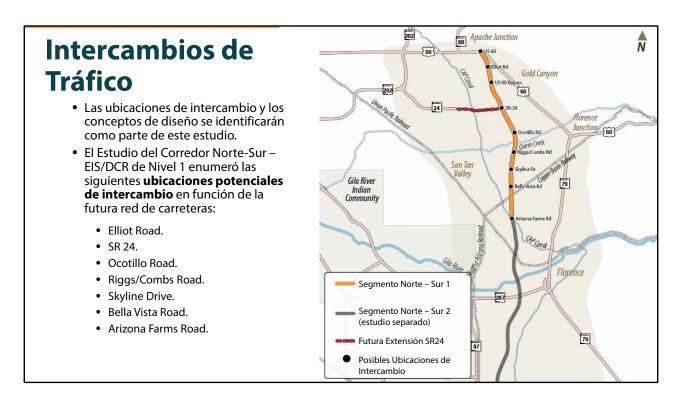
- La mayoría de la propiedad es del Arizona State Trust.
- Alta probabilidad de desarrollo a futuro.



Este gráfico muestra que la mayoría de esa tierra en el Segmento 1 es State Trust Land propiedad del Departamento de Tierras del Estado de Arizona. Esta área tiene una alta probabilidad de desarrollo futuro ya que el Departamento de Tierras del Estado ya ha vendido porciones de la tierra al oeste del Canal CAP y cerca de la US 60.



Este gráfico muestra la futura red de calles arteriales planificadas (representadas por las líneas verdes) tomadas del visor del mapa de planificación de transporte en línea del Condado de Pinal. El plan a largo plazo es extender varias de las calles hacia el este para conectarse a la US 60 o SR 79, que sería dirigida por los integrantes interesado de la jurisdicción local, incluyendo el condado de Pinal, la ciudad de Apache Junction y la ciudad de Florence. ADOT está planificando conexiones de intercambio a la futura instalación Norte-Sur basada en la futura red de calles y está trabajando estrechamente con los integrantes interesados para comprender sus esfuerzos de planificación a largo plazo.



Este gráfico muestra posibles ubicaciones de intercambio de tráfico que se identificaron como parte del estudio anterior de Nivel 1. Incluyen Elliot Road, Ocotillo Road, Combs Road, Skyline Road, Bella Vista Road y Arizona Farms Road, así como un nuevo intercambio de autopista a autopista con la extensión planificada de la Ruta Estatal 24. La RS 24 no es un componente de este estudio y se evaluará más a fondo como parte de un estudio futuro.

Estas ubicaciones se revisarán y perfeccionarán como parte del estudio actual, y se desarrollarán conceptos de diseño en cada ubicación para evaluar las posibles configuraciones de cada intercambio.

Preocupaciones de la comunidad expresadas en el estudio de Nivel 1

- Asegurar la coordinación con estudios recientes y en curso en el área.
- Impactos de servicios públicos y ferrocarriles.
- Impactos del ruido.
- Impactos en las comunidades locales existentes y planificadas y a los propietarios individuales.

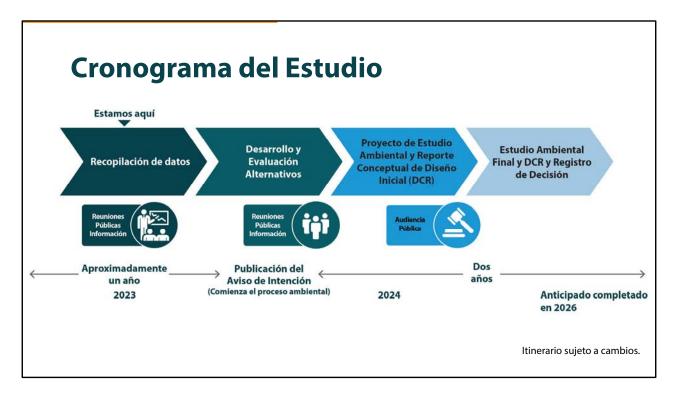
Los aportes recibidos del estudio anterior de Nivel 1 indicaron que la comunidad está preocupada por la coordinación con proyectos y estudios recientes y en curso, impactos de servicios públicos y ferrocarriles, impactos de ruido e impactos en las comunidades y propiedades circundantes.

Continuaremos recopilando información a lo largo del proceso de estudio a medida que desarrollamos, refinamos y evaluamos alternativas para el corredor. Si tiene algún comentario o inquietud, recuerde proporcionar un comentario al equipo del estudio, cubriremos cómo puede hacerlo al final de esta presentación.



Esta diapositiva enumera algunos estudios actuales o anteriores con los que estamos coordinando, incluido el Estudio de Planificación de Transporte Multimodal Superstition Vistas en curso realizado por la Asociación de Gobiernos de Maricopa, los estudios en curso de Central Arizona Parkway y State Route 24 Extension que está llevando a cabo el Condado de Pinal.

ADOT completó dos estudios previos en el área, incluido el EIS de nivel 1 del Estudio del Corredor Ferroviario de Pasajeros de Arizona que se completó en 2016, y el Estudio de Alineación US 60 desde Goldfield Road hasta Florence Junction que se completó en 2012.



Este gráfico muestra una visión general del programa del estudio y cada oportunidad para la opinión del público. Actualmente estamos en la fase preliminaria de alcance donde identificamos la gama de alternativas factibles. Esto seguido por la publicación del Aviso de Intención, o NOI, que es el inicio del estudio ambiental, el desarrollo de alternativas y la evaluación donde refinamos las alternativas potenciales. Luego prepararemos un borrador de estudio ambiental y DCR, que comparará la Alternativa de Construcción Recomendada con una Alternativa de No Construcción.

En última instancia, sobre la base de nuestro análisis técnico y los aportes del público, la agencia y las naciones tribales, desarrollaremos el documento ambiental final y DCR, que identificará la alternativa preferida. Además, se emitirá un Registro de Decisión, que representa la decisión de ADOT sobre cómo avanzar con el proyecto propuesto. Anticipamos que todo este estudio tomará aproximadamente tres años.

Es importante tener en cuenta que en cada una de los tres fases principales, antes de la publicación de los documentos finales, tendremos oportunidades para que el público revise las alternativas actuales que se están evaluando y proporcione información o comentarios.

Estamos aquí en nuestra primera fase del estudio para recopilar sus comentarios sobre lo que deberíamos considerar al desarrollar la gama de alternativas factibles para la

alineación Norte-Sur, las ubicaciones de intercambio y otras características. A medida que avancemos en el estudio, tendremos reuniones públicas y audiencias adicionales para continuar con las alternativas y el análisis y buscar su opinión.

Cronograma del Proyecto

- No hay un cronograma para construir el corredor Norte-Sur, ya que actualmente no está financiado para el diseño o la construcción.
- Se debe identificar el financiamiento para emitir un Registro de Decisión para una Alternativa de Construcción Norte-Sur con el fin de avanzar en el diseño del proyecto y/o la adquisición del derecho de paso.

No hay un cronograma para construir el corredor Norte-Sur, ya que actualmente no está financiado para el diseño o la construcción. Sería necesario identificar el financiamiento para avanzar en el diseño del proyecto y/o la adquisición del derecho de paso, para poder tomar una decisión final, o emitir el Registro de Decisión, sobre una alternativa preferida del Segmento 1 del corredor Norte-Sur.

Los comentarios se utilizarán para ayudar a desarrollar alternativas potenciales (de alineaciones). ¿Qué debe compartir? El estudio de Nivel 1 se finalizó en agosto de 2021, ¿ha cambiado algo desde entonces? ¿Qué debemos tener en cuenta a la hora de desarrollar las posibles alternativas? ¿Tiene alguna preocupación importante? ¿Cuáles son? ¿Cuáles son los destinos o áreas clave en toda la zona? ¿Hay acceso a estos actualmente?

Como se mencionó anteriormente, su aporte nos ayudará a desarrollar una gama de alternativas potenciales que se compartirán para su revisión pública y comentarios cuando se publique el Aviso de intención. Entonces, ¿qué tipo de información deberías compartir? Aquí hay algunas preguntas para ayudar en el desarrollo de sus comentarios:

- El estudio de Nivel 1 finalizó en agosto de 2021, ¿ha cambiado algo desde entonces?
- ¿Qué debemos considerar al desarrollar las posibles alternativas?
- ¿Tiene alguna preocupación importante? ¿Qué son?
- ¿Cuáles son los destinos o áreas clave en toda el área? ¿Hay acceso a estos actualmente?

Estas preguntas son solo sugerencias, agradecemos todos y cada uno de los aportes relacionados con el estudio del Segmento 1 Norte-Sur.



Le recomendamos que proporcione información sobre la fase actual del estudio hasta el 27 de septiembre de 2023, de cualquiera de las siguientes maneras: Asista a una de nuestras reuniones públicas (en persona o virtual)

comparta sus comentarios en línea: <u>www.northsouth-segment1.com</u> Por correo electrónico: <u>info@northsouth-segment1.com</u>

Llame al: 602-474-3990

o escribanos por Correo Postal: ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012



Gracias por su tiempo y participación en este estudio.

¿Preguntas?

North-South Corridor Study US 60 to Arizona Farms Road

ADOT

Study Overview

The Arizona Department of Transportation (ADOT), in cooperation with Pinal County, will be preparing the North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study, US 60 to Arizona Farms Road (Segment 1) known as NSCS Segment 1.

The North-South Segment 1 study area of this corridor spans approximately 20 miles and extends from the town of Florence in the south to Apache Junction in the north. In August 2021, ADOT completed the North-South Tier 1 EIS and DCR, which identified the selected 1,500-foot corridor. The study team will further evaluate NSCS Segment 1 to identify a preferred North-South alternative, which would include the alignment, interchange locations and other design features, and evaluate associated environmental impacts and mitigation.

Tier 1 Studies vs. Tier 2 Studies

	TIER 1	TIER 2
PURPOSE	To evaluate wide corridors in multiple locations, within which a new transportation facility could be located.	To evaluate design concepts for specific alignments within the corridor, approximately 400-feet-wide for a typical freeway alignment.
OUTCOME	Select a single corridor (1,500-foot-wide) within which an alignment would be identified during Tier 2 EIS.	Select a single alignment and enable permitting for that alignment.

What We Are Evaluating

The Tier 2 study will:

- Narrow the selected 1,500-foot corridor to a proposed 400-foot freeway alignment.
- Identify environmental considerations and mitigation efforts.
- Identify interchange locations and design concepts.
- Develop other design features.

Study Process



*North-South Segment 2 is a portion of the full Tier 1 North-South Corridor and will be evaluated as a part of a separate study.



Next Steps

After the September 2023 initial public meetings the study team will use data collected from the study area, as well as public, agency and tribal input to help develop preliminary alignment alternatives within the 1,500-foot corridor. Once a range of alternatives has been developed, the study team will publish a Notice of Intent to officially initiate the environmental process (the development of the EIS) and continue the engineering process.

For More Information

Questions and comments can be submitted through **September 27, 2023** in any of the following ways. All comment methods are considered equal.

- Solution Comments: www.northsouth-segment1.com
- Email: info@northsouth-segment1.com
- Phone: 602-474-3990
- Mail: ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

Sign-up for more study updates: azdot.gov/sign-up-for-email-updates-from-adot

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Courtney King at 855.712.8530 or cking3@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 04/16/2019, and executed by FHWA and ADOT.

North-South Corridor Study US 60 to Arizona Farms Road

Descripción general del estudio

El Departamento de Transporte de Arizona (ADOT), en cooperación con el Condado de Pinal, preparará el Estudio Ambiental de Nivel 2 del Informe de Concepto de Diseño (DCR) del Corredor Norte-Sur (NSCS), desde US 60 hasta = Arizona Farms Road (Segmento 1) conocido como NSCS Segmento 1.

El área de estudio del Segmento 1 Norte-Sur abarca aproximadamente 20 millas y se extiende desde la ciudad de Florence en el sur hasta Apache Junction en el norte. En agosto de 2021, ADOT completó el EIS y DCR de nivel 1 Norte-Sur, que identificó el corredor seleccionado de 1,500 pies. El equipo de estudio evaluará más a fondo el Segmento 1 de NSCS para identificar una alternativa Norte-Sur preferida, que incluiría la alineación, las ubicaciones de intercambio y otras características de diseño, y evaluaría los impactos ambientales asociados y la mitigación.

Estudios de Nivel 1 vs. Estudios de Nivel 2

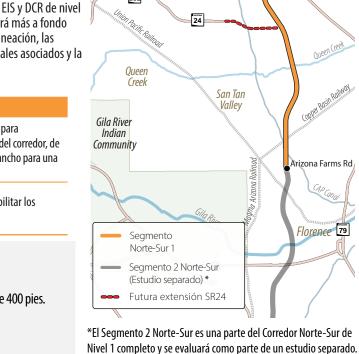
	NIVEL 1	NIVEL 2
PROPÓSITO	Evaluar corredores amplios en múltiples ubicaciones, dentro de los cuales se podría ubicar una nueva instalación de transporte.	Evaluar los conceptos de diseño para alineaciones específicas dentro del corredor, de aproximadamente 400 pies de ancho para una alineación típica de autopista.
RESULTADO	Elegir un solo corredor (1,500 pies de ancho), dentro del cual se identificaría una alineación durante el Nivel 2.	Elegir una sola alineación y habilitar los permisos para esa alineación.

Lo que estamos evaluando

El estudio de Nivel 2:

- Reduzca el corredor seleccionado de 1,500 pies a una alineación propuesta de autopista de 400 pies.
- · Identificar consideraciones ambientales y esfuerzos de mitigación.
- Identificar ubicaciones de intercambio y conceptos de diseño.
- Desarrollar otras características de diseño.

Proceso de estudio Estamos aquí



60

Mesa

202

Provecto de Estudio Desarrollo y **Estudio Ambiental Ambiental y Reporte** Recopilación de datos Evaluación Final y DCR y Registro Conceptual de Diseño Alternativos de Decisión Inicial (DCR) Aproximadamente Publicación del Dos Aviso de Intención un año años (Comienza el proceso ambiental) 2023 2024 Anticipado completado en 2026

Próximos pasos

Después de las reuniones públicas iniciales de septiembre de 2023, el equipo de estudio utilizará los datos recopilados del área de estudio, así como los aportes públicos, de la agencia y tribales para ayudar a desarrollar alternativas de alineación preliminares dentro del corredor de 1,500 pies. Una vez que se haya desarrollado una gama de alternativas, el equipo de estudio publicará un Aviso de Intención para iniciar oficialmente el proceso ambiental (el desarrollo del EIA) y continuar el proceso de ingeniería.

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 Courtney King al 855.712.8530 o por correo electrónico al cking3@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Para más información

Las preguntas y comentarios se pueden enviar hasta **el 27 de septiembre de 2023** de cualquiera de las siguientes maneras. Todos los métodos de comentarios se consideran iguales.

- Scomentarios en línea: www.northsouth-segment1.com
- Email: info@northsouth-segment1.com
- Llamando al: 602-474-3990
- Correo: ADOT NSCS Segment 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

Regístrese para recibir más actualizaciones del estudio: azdot.gov/sign-up-for-email-updates-from-adot

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT.



N

Gold Canyon

60}

88 Apache Junction

US 60



Appendix C: Public Comments

Agency Early Scoping Meeting Summary

Public Comment

Public Meeting Q & A



Agency Early Scoping Meeting Summary August 17, 2023

Agency Early Scoping Invitation Letter

The study team prepared and distributed an early scoping letter inviting agency representatives to participate in the early scoping phase of the study, prior to the official NEPA process initiating. An official scoping period of 30 days will take place starting from the date of the publication of the NOI in the Federal Register. The invitation letters were emailed on July 17, 2023, and meeting invites were emailed on August 8, 2023. A total of 97 individuals representing thirty-five agencies were invited to attend the meeting.

Meeting Attendance

ADOT hosted the agency early scoping meeting on August 17, 2023 virtually via Webex. The purpose of this meeting was to provide agency representatives with preliminary study information, present the preliminary study corridor, and receive input regarding any issues recommended for evaluation.

Forty-six individuals representing the following agencies were in attendance:

Arizona Department of Public Safety	Arizona Game and Fish Department
Arizona State Historic Preservation Office	Arizona State Land Department
Maricopa Association of Governments	Phoenix-Mesa Gateway Airport Authority
Pinal County	Salt River Project
U.S. Army Corps of Engineers	U.S. Department of the Interior Bureau of Land
	Management
U.S. Department of the Interior Bureau of	U.S. Environmental Protection Agency - Region 9
Reclamation	
Salt River Pima-Maricopa Indian Community	San Carlos Apache Tribe

Meeting Presentation

The agency scoping meeting included a presentation from the project team followed by an open discussion, where agencies were encouraged to ask questions about the project. The purpose of the meeting was to provide a project overview and give a general discussion of the approach and schedule, then provide a forum for any agency comments/suggestions.

This Tier 2 Study will build upon the prior Tier 1 Environmental Impact Statement (EIS) which concluded in November 2021 and established the general location of a new proposed 50-mile-long highway route between US 60 on the north and I-10 on the south in Pinal County. The Selected Alternative in the Tier 1 Record of Decision (ROD) was a 1,500-foot-wide corridor within which subsequent Tier 2 studies would



identify the specific 400-foot highway alignment. Following the Tier 1 EIS, the corridor has been split into two separate Tier 2 studies. This study will extend from US 60 to Arizona Farms Road while a separate study will extend from Arizona Farms Road to I-10.

The study goals were outlined in the presentation as the following:

- Identify alternatives for narrowing the corridor segment, from a 1,500-foot corridor to a proposed 400-foot freeway alignment;
- Identify proposed interchange locations and develop interchange design concepts;
- Develop a Tier 2 Environmental Document and DCR, and
- Determine a Preferred Alternative.

Traffic counts will be conducted along selected routes within the study area. The project will use the 2050 MAG model to help understand the future travel demand. The 2050 model will be used to update the Purpose and Need that was prepared in Tier 1. The study will evaluate existing and 2050 No-Build conditions along US 60. For the future Build conditions, operations along US 60, the North-South corridor, and the traffic interchanges that intersect the corridor will be analyzed. The Tier 2 study will also further refine potential interchange locations previously identified during the Tier 1 study.

The purpose of the proposed project, as established during the Tier 1 EIS process, is to enhance the area's transportation network to accommodate existing and future populations, improve access to future activity centers, improve regional mobility, provide an alternate to avoid traffic congestion on Interstate 10, improve north-to-south connectivity, and integrate the region's transportation network. This Tier 2 study will refine the purpose and need to focus on the segment of the project between US 60 and Arizona Farms Road. A Tier 2 NEPA document and Design Concept Report will be prepared as part of this process, and the studies are expected to take approximately three years to complete.

During this Tier 2 study, a number of environmental considerations will be investigated at a specific and quantitative level (hazardous materials, historic properties, wildlife, biology, noise, property impacts, floodplain and drainage). Any necessary mitigation strategies and measures will be identified as needed based on that impact analysis.

The scope of this Tier 2 Study includes preparing jurisdictional delineations for any identified Waters of the US (WOTUS) and identifying potential permitting requirements. A detailed species analysis would be required, as a few sensitive and special status species are present in the study area (i.e., the Monarch butterfly and newly listed Cactus Ferruginous Pygmy-Owl). The team will also be looking at wildlife movement, habitat, and connectivity. At present, ADOT is working with AZGFD to initiate on-the-ground field data collection to inform this Tier 2 study and get a better understanding of where the wildlife is located. The final results of this wildlife study are anticipated in fall 2026.

During the environmental review process, a Section 4(f) analysis will be conducted. In the previous Tier 1 study, there were a number of existing trails and proposed parks/trails identified. This Tier 2 study will be reviewing the previous inventory and updating it. As historic and cultural resource inventory effort is



underway, additional potential Section 4(f) properties could be identified and incorporated into the alternatives development process.

Discussion Session

Following the presentation, each agency representative was given the opportunity to comment on the study and the information presented. The comments and responses are documented in Table 1. In addition, contact information was provided for agency representatives to continue providing input. Aerial mapping of the study area and informational slides were available for agency representatives to view as part of the virtual presentation.

	_				
Tahle 1	Adency	early	sconino	meetina	comments
	rigency	curry	Jupping	meeting	comments

Agency	Comment Summary
Arizona Department of Game and Fish	 AZGFD wants to make sure that the output from the AZGFD efforts are going to be incorporated into the project. It would be disappointing if the document was released before the studies are completed. AZGFD looks forward to working with the team as they move forward with field work and data collection, and getting this into the process as early as we can. AZGFD has a few efforts going on in this area. Their habitat team has flights and drone work that encompasses the corridor and riparian areas and washes. They will have some more data on this water – riparian available waters for wildlife. Steve Olmsted, ADOT: ADOT is very aware of the dynamics on scheduling and the timeline. ADOT wants to make sure AZGFD has the time to complete their analysis and the EIS process will allow for that data to mature and be available as ADOT makes their Tier 2 decision.
Arizona State Historic Preservation Office	 Kim Ryan will be the primary contact for this project and will be attending meetings in the future. A Programmatic Agreement from the Tier 1 exists.
US Army Corps of Engineers	 Will you be sending out formal invitations to be Cooperating and Participating agencies? USACE appreciates the early coordination with USACE. We have had some conversations with Audrey and Josh related to aquatic resource mitigation. Inquired whether this project has any funding under the BIL, as that funding has specific requirements and USACE likes to track those projects differently. ADOT replied that they are not aware of any BIL funding involved in this project.
Maricopa Association of Governments	 Appreciate the acknowledgement of the Superstition Vistas study. Hopefully, this will be a complimentary planning exercise for this North-South work.



Pinal County	• We appreciate ADOT including Pinal County in the public meeting planning effort, as well as coordination on the Parkway.
Bureau of Reclamation	 Reclamation is working on Class III archeology investigation that is going through the area.
Salt River Project	 They provided a lot of input during the Tier 1 study, and would like to continue to be involved in the study moving forward. SRP requested a copy of this presentation so they can share it interdepartmentally. Asked for any information we can share on alternatives or concepts. Chris Byrd can help with SRP contacts, if needed.
Environmental	Recent CEQ guidelines from March
Protection Agency	 Formal scoping timeline – when is formal scoping expected to kick off?
	 Rodney Bragg: The current plan is early 2024, maybe spring of 2024. There is the possibility of that schedule needing to be adjusted.
	• Clifton Meek covers environmental review for all highway projects in AZ. He worked on the Tier 1 EIS. EPA is glad to hear we are in coordination.
Arizona State Land	ASLD would like to be included in utility coordination meetings in the
Department	 future. ADOT will need to process a right-of-entry in order to do field surveys and access the study area lands.
Salt River Pima Maricopa Indian Community	SRPMIC THPO will continue to participate in this undertaking.
San Carlos Apache Tribe	 Consultation letters are being considered and they will continue to participate in the process.
Bureau of Land Management	 It doesn't appear that this study crosses any BLM land. If there is a need for future follow up, ADOT should reach out.
Arizona Department of Public Safety	Will these be state route highways?How many lanes in each direction?Will any existing facilities be used?
	• There will be ample opportunity to engage on an effort like this.

Public Comments

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
1	Aug. 28	Email	Elena	General	Neutral	I attend the scoping meeting on Thursday, August 17, 2023, at 2:00 p.m. – 3:30 p.m. Can I get a copy of the presentation that was shared during this meeting? I would like to review it and keep a copy on file.	A response was sent to Elen presentation slides. We will invitees/attendees."
2	Aug. 29	Voicemail	Elena	General	Neutral	Map doesn't give good info, what road is it? Is it ironwood or parallel to ironwood?	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The study team followed up therefore there is no existin several miles east of Ironwo stated this was a good plan dilute traffic. She also sugge she asked that we add more
3	Aug. 29	Email	Tylar	Right-of-Way	Neutral	My home seems to be very close to the new corridor. Will the homes in this area be removed to make way?	Thank you for your interest Farms Road (Segment 1). Your home is not located wit this area are within the stuc South corridor visit our inter https://adot.maps.arcgis.co Sb05d7c2888eb44b3. You co level. Specific impacts to individua when a specific roadway alig way needs are determined. and minimize property acqu In order for the project to m in the decision document for acquiring right-of-way until funding for the project is au
4	Aug. 30	Comment Map	Anita	Connections to transportation infrastructure	Neutral	This corridor doesn't alleviate the issues with the US 60 through Gold Canyon. We need a bypass around Gold Canyon or US 60 needs to be widened or we need overpasses and remove the lights in Gold Canyon US 60.	Thank you for your interest Farms Road (Segment 1). As interchange locations and o Traffic issues through Gold o is an ongoing study through Vistas Multimodal Transpor concerns. More information <u>https://azmag.gov/Program</u> <u>Studies/Superstition-Vistas-</u>

lena via e-mail which stated "Attached is a PDF of the vill also prepare meeting notes and distribute them to the

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

up with Elena to let her know the corridor is a new facility and ting road to reference in the area. She informed her that it was wood and she can view more information on the website. Elena an as the roads in this area are very busy and this would help ggested that all roads in this area should connect. In addition, ore roads to our project map for reference.

est in the North-South Corridor Study (NSCS), US 60 to Arizona

within the 1,500-foot study corridor, however, some homes in udy corridor. For a more detailed view of the selected Northteractive, online map at

com/apps/mapviewer/index.html?webmap=2b843a99b8e644f I can use the map zoom tool to view the corridor at the street

dual parcels of land will be identified during the study process alignment (approximately 400 feet wide) and proposed right-ofed. When determining the specific alignment, measures to avoid equisitions will be considered.

o move forward, a Build Alternative would need to be selected for the Tier 2 environmental process. ADOT does not anticipate til after the Tier 2 environmental process is complete and authorized.

est in the North-South Corridor Study (NSCS), US 60 to Arizona As a part of this study, we will be evaluating alignments, d other design features for a 400-foot freeway alignment.

d Canyon are outside of the scope of this study. However, there gh Maricopa Association of Governments, the Superstition portation Planning Study, which may help address some of these ion on that study can be found at:

ams/Transportation/Regional-and-Subregionalas-Multimodal-Transportation-Planning-Study

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
5	Aug. 30	Comment map	Elaine	Traffic interchanges	Neutral	The sr 24 interchange should have been considered when the road was being built, just keep going. Also, off of 24 should be an exit for Snepf Farm Road. There are alot of people who live down that way and they're coming down Germann and Ocotillo to get to their through way. Point being if there are homes planned or homes under construction that could take advantage of not having to sit at red light causing access road backups. Just this a few years ahead.	Thank you for your interest Farms Road (Segment 1). As interchange locations and o is not a part of this study; he The first phase of the SR 24 connect to the North-South For more information, pleas https://cleargov.com/arizor and-central-arizona-parkwa
6	Aug. 30	Comment Map	John	Traffic interchanges	Neutral	Is there any consideration for an interchange off of the new road to the Renaissance Festival? As a long-term resident of Gold Canyon, the relief from the traffic in February and March, the best months of the year, would be greatly appreciated in Gold Canyon.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the As a part of NSCS Segment 2 levels. The interchange loca Junction, Town of Florence, Association of Governments develop a comprehensive p traffic levels.
7	Aug. 30	Comment Map	Jim	Environmental	Neutral	How will ADOT mitigate the expansion of the Urban Heat Island effect caused by enabling urbanization of land currently undeveloped?	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the Adopted general or compre- use and future developmen Segment 1 study are in resp time, urban expansion in Ar because of continued popul defines much of the study a with each new planned deve A majority of the land in the (ASLD). The ASLD manages S land may transfer to private the future growth in the stud development and would like ADOT has no control over th North-South corridor is bein land, as identified in the gen This study will evaluate the highway corridor and will for
8	Aug. 30	Voicemail	N/A	In Support	Positive	We think a corridor is very much needed to help with the heavy flow of traffic off the highway, it bottle-necked up most of the time, we voted for the corridor last November and was voted down I believe but we hope for it and hope it goes through.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the

st in the North-South Corridor Study (NSCS), US 60 to Arizona As a part of this study, we will be evaluating alignments, other design features for a 400-foot freeway alignment. SR 24 however, this is being studied by Pinal County.

24 extension project, east of Ironwood Drive, would eventually th corridor and future phases will ultimately connect to US 60. ease visit

ona/pinal/county/projects/8874/state-route-24-extensionvay-project.

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

At 1, ADOT will evaluate existing and future projected traffic ocations will be reviewed in coordination with the City of Apache ce, Pinal County and other stakeholders such as the Maricopa nts or Sun Corridor Metropolitan Planning Organization to e plan for interchange locations, addressing future, projected

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

rehensive plans, within each local jurisdiction, determine land ent. Transportation studies like this North-South Corridor esponse to future growth as indicated by these local plans. Over Arizona will occur with or without the North-South corridor bulation growth and development. The rural character that y area is transitioning to a more suburban development pattern evelopment and residential subdivision.

the study area is owned by the Arizona State Land Department es State Trust land on behalf of the trust's beneficiaries, and this ate interests through sale or lease. It is anticipated that much of study area would result from the sale of State Trust land for likely result in changes to the area's rural character.

r the timing and development of State Trust land, and the eing proposed based on the anticipated development of this general plans of Pinal County and the affected jurisdictions. The potential environmental impacts of the proposed new follow the applicable federal and state regulations. est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
9	Aug. 30	Voicemail	Tony and Polly	General	Neutral	Owns property off Arizona Farms Rd and wants to know more about where the freeway is being proposed to be built. Target start date of the project and when it will be finished.	The study team followed up that the proposed corridor r information on where it's lo <u>www.azdot.gov/NorthSouth</u> Tony had also asked about t him that they are currently funding identified to build a team is not able to provide a would be built. NSCS Segme process and identify an align features necessary for lando alignment. They also let him
10	Aug. 30	Email	Anita	Traffic Control	Negative	This section of the North South Corridor does nothing to alleviate the traffic issues through Gold Canyon. It only gives San Tan Valley residents more access to the US 60 but does nothing else. A bypass around Gold Canyon or proper overpasses, interchanges are needed through Gold Canyon i.e. get rid of the lights. Also the railways are labelled incorrectly on this map.	www.northsouth-segment1 Thank you for your interest Farms Road (Segment 1). Traffic issues through Gold 4 is an ongoing study through Vistas Multimodal Transpor concerns. More information <u>https://azmag.gov/Program</u> Studies/Superstition-Vistas-
11	Aug. 30	Email	Karen	Noise	Negative	 Helpthe noise is a huge problem for residents along Price Rd. on the 101 from the 60 to the 202. Help! Follow-up Response: Thank you. I was noticing this morning, also, on the banks along the 101/60/202 corridor that there is a lot of trash and paint degradation. Everything in due time with enough taxpayer money, I guess. 	Thank you for your commer we will share your commen
12	Aug. 30	Email	Candace	Traffic Control	Negative	I wish to comment on the north south corridor study US 60 to Arizona Farms Rd. and let you know that the connection of the road at the US 60 close to Mountain view Road would cause increased traffic jams. The US 60 is not built to handle the current amount of traffic, especially during the Renaissance Festival, marathon, golf tournament, Superstition Mountain museum events and the rodeo. As you know about 10,000 homes are being built in what is becoming South Apache Junction and Adot has stated they do not plan to have a bypass of the US 60 through this area. Please do not terminate this new route at Mountain view Road where the intersection cannot handle the traffic.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The connection to US 60 is a study will evaluate numerou surrounding roadways, inclu In addition, the first phase of eventually connect to the N canyon by-pass" route for re https://cleargov.com/arizor and-central-arizona-parkwa
13	Aug. 31	Email	Kristi	Opposed	Negative	Do not want alternative 7. Way to close to Magma Ranch.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the

up with Tony and received his voicemail. They let him know r may be near his property and he can find out more located compared to his property at <u>uthStudy</u>.

t the target start date and ultimate end date. They informed by in the study stage of this project and currently, there is no any portion of the North-South corridor. Therefore, the study e a more specific timeframe for when the North-South corridor ment 1 will further refine the corridor from the Tier 1 EIS ignment, as well as the location of interchanges and other downers and jurisdictions to plan for the future freeway im know he could find out more information at <u>t1.com</u> and shared details on the upcoming public meetings. st in the North-South Corridor Study (NSCS), US 60 to Arizona

d Canyon are outside of the scope of this study. However, there gh Maricopa Association of Governments, the Superstition ortation Planning Study, which may help address some of these ion on that study can be found at:

ms/Transportation/Regional-and-Subregionalns-Multimodal-Transportation-Planning-Study.

ent. Since it is unrelated to the North-South Segment 1 study ent with the appropriate ADOT staff.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will ne study record.

is anticipated to be located near Mountain View Road. The rous alternatives for this connection and local access to the cluding US 60.

e of the SR24 extension project east of Ironwood Drive would North-South corridor and ultimately US 60 providing a "gold r residents in that area. For more information, please visit cona/pinal/county/projects/8874/state-route-24-extensionway-project.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will se study record.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
							Please note that a 1,500-foo which was completed in 202 The current Tier 2 study will to a 400-foot freeway align The selected corridor route here: <u>https://adot.maps.arcgis.co</u> <u>5b05d7c2888eb44b3</u>
14	Aug. 31	Voicemail	Mike	General	Neutral	Yes I am going to be out of state the time you are having the public hearings and I am curious as to where the further most north connection is at the 60. I live in AJ and obviously its gonna be near there in gold canyon. So yeah I just want to know where the connection will be to the 60 as its proposed.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The connection to US 60 is a study will evaluate numerou surrounding roadways. A 1, Environmental Impact State refine the selected 1,500-fo a more detailed view of the map at <u>https://adot.maps.arcgis.co</u> <u>5b05d7c2888eb44b3.</u>
15	Aug. 31	Email	Ryan	Corridor Location Change	Neutral	 Hello. Please find the attached memo. On behalf of the property owner, please accept this request to shift the corridor to the east as shown on the attached exhibit. Doing so will allow for a future community to be created without the encumbrance of the planned corridor bisecting the property. Thank you. Ryan Weed, P.E. President and CEO CVL Consultants (attachment included) 	Thank you for your interest Farms Road (Segment 1). The the Tier 1 Environmental Im 1 Final EIS/ROD for the North regarding the location of the evaluating any freeway align circumstances that arise that study. This additional Tier 2 400-foot freeway alignment
16	Aug. 31	Comment Map	Andrew	Traffic interchanges	Neutral	The proposed traffic interchanges seem to overlook the traffic caused by the renaissance festival. The proposed exit at Elliot Rd does not seem sufficient for the increased traffic flow. Another traffic interchange at Ray Rd should be added to alleviate congestion. This would also allow for more alternatives in and out of Gold Canyon which would prevent traffic when working on US60 or a collision in addition to the renaissance festival.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The NSCS Segment 1 study interchange locations will be Town of Florence and Pinal locations, addressing future
17	Aug. 31	Comment Map	Dana	Connections to transportation infrastructure	Negative	Is the proposed North South Corridor going to be a state route? There is mention of the next study area defining a 400ft wide freeway but the project is not labeled as a new freeway. I am concerned about the impact to the people who use the state trust land for ranching, hunting, recreation, mining, etc. Further development of the desert will only add heat absorbing material increasing the urban heat island, increase noise and light pollution, use more power and precious water and disrupt	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the While the route number has being planned as an access-

foot corridor was selected through the Tier 1 EIS study process 2021.

vill further refine the selected 1,500-foot North-South corridor gnment.

e near Judd Road was alternative 7 and can be viewed online

com/apps/mapviewer/index.html?webmap=2b843a99b8e644f

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

is anticipated to be located near Mountain View Road. The rous alternatives for this connection and local access to the 1,500-foot corridor was selected through the Tier 1 atement (EIS) study process. The current Tier 2 study will further -foot North-South corridor to a 400-foot freeway alignment. For he selected North-South corridor visit our interactive, online

com/apps/mapviewer/index.html?webmap=2b843a99b8e644f

est in the North-South Corridor Study (NSCS), US 60 to Arizona The 1,500-foot North-South corridor was selected as part of Impact Statement (EIS) and Record of Decision (ROD). The Tier orth-South corridor represented the agency's final decision the 1,500-foot North-South corridor. ADOT will not be lignments outside this corridor, unless there are extenuating that were not previously identified or known during the Tier 1 r 2 Study is being conducted to further refine the corridor to a ent.

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

ly will evaluate existing and future projected traffic levels. The I be reviewed in coordination with the City of Apache Junction, al County to develop a comprehensive plan for interchange ure, projected traffic levels.

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

nas not yet been selected, it will likely be a state route and it is ss-controlled freeway. This study will develop an

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
						the beautiful ecosystem that our state is known for. We must preserve the desert for future generations.	implementation plan, which interim features in the initia The rural character that defi suburban development patt A majority of the undevelop the development plans of th State Trust land on behalf of private interests through sal future growth in the study a development, resulting in ch ADOT has no control over th corridor is being planned ba identified in the general plan general or comprehensive p development areas. Transpor
18	Aug. 31	Comment Map	Bob	Right-of-Way	Neutral	Why isn't the alignment straight(er)? Keeping with Phoenix's wonderful N/S, E/W grid system makes sense. There doesn't seem to be a need to curve the proposed road to the east.	study are in response to future Thank you for your interest Farms Road (Segment 1). You be included as a part of the North-South Corridor was see stakeholder agencies througe Concept Report study. Num in Tier 1 study to develop are approved land use plans, drue preferred corridor was idented agencies and the public. The https://azdot.gov/planning/ south-corridor-study-proposed south-corridor-study-proposed
19	Sept. 1	Email	Victor	Unrelated to Study (Pinal County related)	Neutral	I live in Florence and travel Hwy 79. Three times I have had a close call with other drivers, who insist on being in a hurry. One on these three times, i had to swerve onto the right shoulder to avoid a head on with a southbound car who was passing another southbound car. I suggest that we add two "Passing Lanes" each north and south to improve the safely of Hwy 79. Since you do not have any funds for the new planned north-south route perhaps you can find funding for this idea of adding Passing Lanes as suggested. Thank you for any consideration you may provide.	Thank you for your commer we will share your commen
20	Sept. 1	Comment Map	Jasmine	Environmental	Negative	I moved out here for the peace and quiet. To get away from all of the road noise and more. Having this develop basically right next to my subdivision is disheartening. The thought of easier travel is nice, but at what cost to those who already reside in the homes next to it? To me it isn't worth it.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the
21	Sept. 1	Comment Map	Joshua	Traffic interchanges	Neutral	"There must be an full interchange on Judd Rd. Leaving a 3-mile gap with no traffic interchanges from Bella Vista Rd to Arizona Farms Rd will create traffic issues and deter businesses from a central location in San Tan Valley.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the

ch could include constructing at-grade intersections or other tial phases of implementation, prior to being a freeway.

efines much of the study area is transitioning to a more attern with each new development and residential subdivision. oped land in the study area is State Trust land and is subject to the Arizona State Land Department (ASLD). The ASLD manages of the trust's beneficiaries, and this land may transfer to sale or lease for development. It is anticipated that much of the v area would result from the sale of State Trust land for changes to the area's rural character.

the development of State Trust land, and the North-South based on the anticipated development of this land, as lans of Pinal County and other local jurisdictions. Adopted plans, within each jurisdiction, determine land use and portation studies like this North-South Corridor Segment 1 uture growth as indicated by these local plans.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

selected after years of study and coordination with ough the Tier 1 Environmental Impact Statement and Design merous engineering and environmental factors were reviewed and evaluate corridors such as projected future travel demand, drainage/floodplains, cultural resources and many others. The entified as a result of this analysis and input from stakeholder the Tier 1 study is available at

g/transportation-studies/north-south-corridor-study/northposed-new

ent. Since it is unrelated to the North-South segment 1 study ont with the appropriate ADOT staff.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will study record.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will e study record.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
						Also, Bella Vista Rd does not cross the CAP canal which creates a longer timeline and larger cost to ultimately connect into the N/S Freeway. The east-west roads that cross the CAP canal today, such as Judd Rd, should be the priority""	The NSCS Segment 1 study w interchange locations will be Town of Florence and Pinal locations, addressing future
22	Sept. 1	Comment Map	James	Other	Negative	Why not use Rte 79 and save a lot of taxpayer expense? It seems that ADOT is only satisfying the desire of developers to avoid infrastructure costs for the Apache Junction wild growth plan. The county and the state should not be subsidizing residential infrastructure growth.	A majority of the undevelop 79) is State Trust land and is Department (ASLD). The ASL beneficiaries, and this land r development. It is anticipate result from the sale of State area's rural character. ADOT has no control over th corridor is being planned ba identified in the general plan general or comprehensive p development areas. Transpo study are in response to futu The Tier 1 corridor was selec agencies. Numerous enginer study to develop and evalua approved land use plans, dra preferred corridor was ident agencies and the public. The https://azdot.gov/planning/
23	Sept. 2	Email	Dennis	Opposed (Pinal County related)	Negative	Just to let you know, I will be voting AGAINST any proposal that does not include a continuation of Hwy 24 over to Hwy 60. There should be a short term priority to getting all of the thru HEAVY truck traffic off of this road that is primarily used by residential patrons. Thank you for your consideration.	 south-corridor-study-proposed Thank you for your interest Farms Road (Segment 1). You be included as a part of the Please note the scope of the extension of SR 24 to US 60; The first phase of the SR 24 connect to the North-South For more information, please https://cleargov.com/arizor and-central-arizona-parkwa
24	Sept. 2	Comment Map	Robert	Traffic interchanges	Neutral	Is this proposed segment to end at Arizona Farms Road? Does it connect with Felix Road? Is there a plan to connect with Hunt Highway?	This current study ends at A Arizona Farms Road to I-10. study process. The current T South corridor to a 400-foot North-South corridor visit of https://adot.maps.arcgis.co 5b05d7c2888eb44b3.

y will evaluate existing and future projected traffic levels. The be reviewed in coordination with the City of Apache Junction, al County to develop a comprehensive plan for interchange re, projected traffic levels.

oped land in the study area (southwest of US 60 and west of SR d is subject to the development plans of the Arizona State Land ASLD manages State Trust land on behalf of the trust's d may transfer to private interests through sale or lease for ated that much of the future growth in the study area would ate Trust land for development, resulting in changes to the

The development of State Trust land, and the North-South based on the anticipated development of this land, as blans of Pinal County and other local jurisdictions. Adopted e plans, within each jurisdiction, determine land use and sportation studies like this North-South Corridor Segment 1 future growth as indicated by these local plans.

lected after years of study and coordination with stakeholder neering and environmental factors were reviewed in Tier 1 uate corridors such as projected future travel demand, drainage/floodplains, cultural resources, and many others. The entified as a result of this analysis and input from stakeholder the Tier 1 study is available at

g/transportation-studies/north-south-corridor-study/northposed-new

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will se study record.

the North-South study does not include evaluating the 50; however, SR24 is being studied by Pinal County.

4 extension project, east of Ironwood Drive, would eventually th corridor and future phases will ultimately connect to US 60. ase visit

ona/pinal/county/projects/8874/state-route-24-extensionvay-project.

t Arizona Farms Road and a future study will be conducted from IO. A 1,500-foot corridor was selected through the Tier 1 EIS Int Tier 2 study will further refine the selected 1,500-foot Northbot freeway alignment. For a more detailed view of the selected t our interactive, online map at

com/apps/mapviewer/index.html?webmap=2b843a99b8e644f

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
25	Sept. 3	Comment Map	Sarah	Traffic interchanges	Neutral	Combs Rd is currently a 2 lane road with limited room for expansion due to current and new construction of more than 1500+ homes which will already impact traffic. How do you plan to ensure adequate traffic flow when the expectation is that the CAP project will also have an interchange on the west side of the canal at Combs?	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The NSCS Segment 1 study interchange locations will b Town of Florence and Pinal locations, addressing future Improvements to Combs Ro likely be the responsibility of
26	Sept. 5	Comment Map	David	Connections to transportation infrastructure	Negative	This connect to AZ Farms Road is going to create massive amounts of traffic and noise along Felix Road to Hunt Highway. Felix road is already a speeding zone and this will add to it.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the Traffic volumes/operations this study.
27	Sept. 5	Comment Map	Cody	Traffic interchanges	Neutral	Connection to Felix road would ultimately be the best route if staying within the currently proposed area and would allow for future expansion utilizing current resources and travel paths which would ultimately allow for a better implementation plan long term and a smooth transition into existing infrastructure.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The NSCS Segment 1 study interchange locations will b Town of Florence and Pinal locations, addressing future This study will also develop grade intersections or other prior to being a freeway.
28	Sept. 5	Comment Map	Darrel	Traffic interchanges	Neutral	There is the need to add another interchange so that Gold Canyon doesn't handle the brunt of traffic going to the Renaissance Festival. Incorporating perhaps the 24 interchanges to your planned North South Corridor and then adding another interchange extension to the 60 in or near the Renaissance Festival. this would help traffic going to the festival and eliminate the heavy traffic going through Gold Canyon. Killing two birds with one stone, so to speak.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The NSCS Segment 1 study interchange locations will b Town of Florence and Pinal locations, addressing future
29	Sept. 5	Comment Map	Roberta	Traffic interchanges	Negative	How is having this freeway go to Mountain View road and US60 help ease the traffic problems in Gold Canyon? Have you driven down the US60 east lately. The traffic is really bad and will not get any better with the multiple housing developments.	Thank you for your interest Farms Road (Segment 1). Traffic issues through Gold there is an ongoing study th Superstition Vistas Multimo some of these concerns. Mo https://azmag.gov/Program Studies/Superstition-Vistas

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

ly will evaluate existing and future projected traffic levels. The I be reviewed in coordination with the City of Apache Junction, al County to develop a comprehensive plan for interchange ure, projected traffic levels.

Road west of the CAP Canal is outside of this study and would y of Pinal County.

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

ns and noise levels will be reviewed and considered as part of

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

ly will evaluate existing and future projected traffic levels. The I be reviewed in coordination with the City of Apache Junction, al County to develop a comprehensive plan for interchange ure, projected traffic levels.

op an implementation plan, which could include constructing atner interim features in the initial phases of implementation,

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

ly will evaluate existing and future projected traffic levels. The I be reviewed in coordination with the City of Apache Junction, al County to develop a comprehensive plan for interchange ure, projected traffic levels.

est in the North-South Corridor Study (NSCS), US 60 to Arizona

Id Canyon are outside of the scope for this study. However, through Maricopa Association of Governments, the modal Transportation Planning Study, which may help address More information on that study can be found at: ams/Transportation/Regional-and-Subregionalas-Multimodal-Transportation-Planning-Study.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
30	Sept. 5	Comment	KEIAN	Connections to	Neutral	"The new North-South Corridor has the potential to link us more closely with the	Thank you for your interest
		Мар		transportation		heart of the city, bringing exciting developments and opportunities our way. But I	Farms Road (Segment 1). Yo
				infrastructure		understand that many cherish the quiet and peace of our current surroundings.	be included as a part of the
						The expansion we're witnessing is a result of urban sprawl, where the city grows	ADOT has no control over la
						outward into more rural areas, like ours. This often happens because most new	planned based on the antic
						housing developments consist of single-family homes, rather than mixed	County and other local juris
						developments that include apartments, condos, and townhomes.	each jurisdiction, determine this North-South Corridor So
						I believe we can work together to encourage more mixed development in the	by these local plans.
						neighboring cities like Queen Creek and San Tan Valley, which can help keep the	
						balance between growth and maintaining the calmness we love. This type of	
						development can prevent the spread of urban sprawl and offer diverse housing options for newcomers.	
						If you're interested to learn more about urban sprawl and mixed development, you	
						might enjoy some YouTube channels that explain it well: check out ""Not Just	
						Bikes"", ""City Beautiful"", and ""City Nerd"" for easy-to-understand insights."	
31	Sept. 6	Comment	Ronald	Traffic	Neutral	If there is not to be an interchange on Judd Rd. then please have a frontage road to	Thank you for your interest
		Мар		interchanges		and from the Bella Vista interchange.	Farms Road (Segment 1). Yo
							be included as a part of the
							The NSCS Segment 1 study
							interchange locations will b
							Town of Florence and Pinal
							locations, addressing future
32	Sept. 6	Email	Frank		Neutral	I don't see any planning for study of a relationship with the Proposed I-11	Thank you for your interest
				Study		development and construction as well as the proposed Sonoran Corridor all of	Farms Road (Segment 1). Yo
						which directly affect my property in Green Valley, AZ.	be included as a part of the
						I believe the North-South segment is just a piece of the improvements proposed by	
						ADOT. Please provide me an interactive map which shows the relationship of the	The North-South Segment 1
						NS Segment and the I-11 as well as the Sonoran Corridor all of which improve traffic	Corridor or the I-11 corridor
						flow FROM THE MEXICAN BORDER and reduce Congestion through our Major cities	For more information on the
						(Tucson) as well as Marana and cities further north.	North-South Corridor Tier 1
						I consider my self a major stakeholder and will continue to comment- Please show	Sonoran Corridor Tier 1 EIS Interstate 11 Corridor Tier 1
						all project which have a connection from the US Border.	Interstate 11 Corndon Her 1
							To address your request for
							to Marana and to the north
							District and the Central Dist
33	Sept. 6	Email	Wayne	General	Neutral	For a future phase of this development, I'd like to propose that a connector be	Thank you for your interest
						added between Ocotillo Rd and US 60, about 2-3 miles north of Florence Junction.	Farms Road (Segment 1). Yo
						The distance from Schnepf Rd to Hwy 79 is about 11 miles, straight line, although to	be included as a part of the
						separate the existing junction to US 60, it should probably turn south just prior to	Diance note that while the
						Hwy 79 and join up about a mile and a half south of the existing junction. Ocotillo	Please note that while the s
						Rd already exists a bit east of there so the road bed is already more or less	for the North-South corrido
						prepared. This wouldn't have to be a "freeway", just a divided highway, probably two lanes each way, going down to one lane each way prior to the junction and	Ocotillo Road is controlled b east to US 60 is outside ADC
						two ranes each way, going down to one rane each way prior to the junction and	east to 03 00 is outside ADC

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will ne study record.

land development and the North-South corridor is being icipated development as identified in the general plans of Pinal risdictions. Adopted general or comprehensive plans, within ne land use and development areas. Transportation studies like Segment 1 study are in response to future growth as indicated

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

y will evaluate existing and future projected traffic levels. The be reviewed in coordination with the City of Apache Junction, al County to develop a comprehensive plan for interchange re, projected traffic levels.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will ne study record.

t 1 study area is not in proximity to either the selected Sonoran for. Each of these studies serves a specific purpose and need. the Tier 1 studies, please visit the websites linked below: <u>r 1 Environmental Impact Statement (EIS) Study</u> <u>IS</u> r 1 EIS, from Nogales to Wickenburg

or information on other projects between the Mexican border th, please reference the projects listed on ADOT's <u>South Central</u> <u>istricts</u> projects websites.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

e study team will be evaluating potential interchange locations for based on existing and future local roadway connections, I by the local jurisdiction, and any extension of that roadway DOT's control.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
	Date Rec d.				Sentiment	 Intersecting with just a stop sign. It can be put in and then wait for ten or so years to be expanded if necessary. So the hard part is the interchange with Hwy 24 but that can be done with just a typical diamond interchange for the present and merely have Ocotillo from that point be a highway instead of a surface street. I think that gets the cost of such a link down to about as low as it can and yet still be very effective in its purpose. My reasoning for this is as follows. The East Valley is growing steadily Southward but the current freeway connectors are all joining US 60 north of Baseline Rd. So to get to Superior/Globe it is necessary to travel several miles north so you can travel east and then several miles south so you can continue on US 60 towards Superior. Hardly efficient or convenient. I also see two other problems that have been developing. First, traffic into the Gold Canyon area is starting to get quite heavy and I'm sure the residents in that area would also appreciate some relief from that. Second, during the Renaissance festival, US 60 comes basically to a stop for miles, southward in the morning and northward in the evening (although the evening rush isn't quite as bad, it still gums up traffic in the area.) That makes trying to commute on this road PAST that area difficult indeed. So for the sake of access to the SE Valley, as well as for the benefit of Gold Canyon and commuters who are not destined to that area, this would make a decent addition. I know this may not exactly be appropriate for the current phase of discussion, but I would nonetheless like to submit this to the planners for future consideration. Follow up response from person (Sept. 22): I apologize for some of the seeming randomness of the first paragraph. I was writing, thinking, and revising in one go and apparently did not stop to review properly what I ended up with in order to make sure it was consistent. However, technicals aside, the reason for the proposal still stands a	Response However, SR 24 is envisione and US 60, which would pro- information on the SR 24 st https://cleargov.com/arizon and-central-arizona-parkwa This study will develop an in could include constructing a phases of implementation,
34	Sept. 7	Email	Julie	General	Neutral	 I will be out of town next week an unable to attend both September 12-14 in person meetings along with the virtual on September 20th. I did submit my comments and appreciate the opportunity to do so. May I request that any information shared from these be emailed to me? I am very interested for any follow up as it's unfortunate my plans were already made prior to any news of these meetings. Thank you :) Smile like the sunshine warm and bright 	Thank you for your interest Farms Road (Segment 1). Al virtual public meetings, incl study website at ADOT Nort <u>segment1.com</u>). Let us know
35	Sept. 7	Comment Map	Hilary	Traffic interchanges	Neutral	I live in a home that backs up to Ocotillo Road, just East of Ironwood. I am concerned that an interchange at Ocotillo Road would increase traffic on this already congested & loud road. What plans do you have for keeping traffic noise down for residents?	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the

oned to ultimately be extended east to the North-South corridor provide a future access-controlled east-west highway. For more study, please visit <u>zona/pinal/county/projects/8874/state-route-24-extension-</u>

<u>way-project</u>.

n implementation plan for the North-South corridor, which g at-grade intersections or other interim features in the initial n, prior to being a freeway.

est in the North-South Corridor Study (NSCS), US 60 to Arizona . All information shared with and provided at the in-person and ncluding the recording of the presentation, can be found on the lorth-South Tier 2 Corridor Study (<u>www.northsouth-</u> now if you have any further questions.

est in the North-South Corridor Study (NSCS), US 60 to Arizona . Your comment has been shared with the study team and will he study record.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
							As a part of NSCS Segment 1 ADOT Noise Abatement Poli other noise sensitive land us freeway alignment. Improve County.
36	Sept. 9	Comment Map	BRYAN	Traffic interchanges	Positive	THIS AREA WOULD BE A GREAT LOCATION FOR A FREEWAY INTERSECTION, I LIVE OFF BELLA VISTA AND QUAIL RUN LN AND I CAN CONFIRM THE VOLUME OF TAFFIC THAT FLOWS THROUGH THIS AREA IS HEAVY BETWEEN COMMUTERS TO AND FROM SAN TAN FLORENCE COOLIDGE AND MANY OTHER AREAS	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The NSCS Segment 1 study v interchange locations will be Town of Florence and Pinal locations, addressing future
37	Sept. 11	Comment Map	Jeremy	Other	Neutral	Your map doesn't work. There is nothing showing	Thank you for your interest Farms Road (Segment 1). An https://adot.maps.arcgis.co 5b05d7c2888eb44b3.
38	Sept. 12	Comment Map	Brittany	Connections to transportation infrastructure	Neutral	Why build this route so close to the proposed CAP Parkway? Don't they serve the same purpose?	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the A majority of the vacant lan State Land Department (ASI trust's beneficiaries, and thi for development. It is antici by ASLD for development. The North-South facility is p regional trips and planned of
39	Sept. 12	Comment Map	Stephen	Traffic interchanges	Negative	I like the omission of an interchange at Pima Rd. Between Schnepf and Ironwood, this is a small, 2-lane residential road with homes right alongside it, some with driveways opening onto it. These are older rural properties so there aren't block walls and collector roads to isolate the traffic from people's front yards. An interchange there would just invite more traffic, so please keep the current plan of no interchange at Pima.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The NSCS Segment 1 study of help determine exact interco in coordination with the City develop a comprehensive p traffic levels.
40	Sept. 12	Comment Map	Kristen	Right-of-Way	Negative	This location is family homestead which has been in the family almost 100 years. In addition to movement of our homes we would have to move our business and could not comprehend of the economic loss that this would have on our small business. Since this is a farm there will be environmental concerns with disposed chemicals containers from the 50's. Suggestion to ensure the southern corridor route which will not put you into a situation where environmental remediation such as a Brownfield site becomes necessary. Please feel free to contact me with any additional information.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the As we develop specific align avoid and minimize impacts include further evaluation o information regarding the p into consideration during th

t 1, ADOT will conduct noise studies in accordance with the olicy to determine future predicted noise levels at homes and uses in close proximity to the future planned North-South vements to Ocotillo Road would likely be conducted by Pinal

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will ne study record.

y will evaluate existing and future projected traffic levels. The be reviewed in coordination with the City of Apache Junction, al County to develop a comprehensive plan for interchange are, projected traffic levels.

st in the North-South Corridor Study (NSCS), US 60 to Arizona An interactive map of the study area can be found here: com/apps/mapviewer/index.html?webmap=2b843a99b8e644f

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will ne study record.

and east of the CAP Canal is currently owned by the Arizona ASLD). The ASLD manages State Trust land on behalf of the this land may transfer to private interests through sale or lease icipated that much of the land east of the CAP canal will be sold

planned to connect US 60 to I-10 near Eloy and will serve development east of the CAP Canal.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

y will evaluate existing and future projected traffic levels to rchange locations. The interchange locations will be reviewed ity of Apache Junction, Town of Florence and Pinal County to plan for interchange locations, addressing future, projected

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will ne study record.

gnments within the 1,500' corridor, efforts will be made to cts to existing homes and development. The study process will n of potential hazardous materials concerns, and your e property and potential environmental concerns will be taken that evaluation.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
41	Sept. 12	Comment Map	5	Other	Negative	Just attended your meeting and your proposed route puts my newly constructed home right on the freeway. We obtained all permits and and recently finished construction about 2 years ago, no mention was made by anyone about the proposed freeway going through our home. This is especially upsetting as there is vacant land that could be used near by. The reason for our move was to get away from the noise and congestion. How could the city and state issue permits and allow construction knowing this proposed traffic corridor was coming and not disclose this.	Thank you for your interest does not have a red-flag sys Since this project is still with purchased (designating the County's system as a future County is working to mitiga- issue building permits. At this time, only a 1,500 cc through the previous Tier 1 this Tier 2 study is to refine specific alignments within t minimize impacts to existing specific impacts to individua when a specific roadway ali right-of-way needs are deter until after the Tier 2 environ authorized. At this time fun project, and a specific roadwa identified. We encourage you to contin move into potential freewa segment.com to stay up to add you to our email list to
42	Sept. 12	Voicemail	Steve	General	Neutral	Yes help, I plan on attending the meeting this evening at Poston Butte high school at 5:30 p.m. I haven't called the school yet but I was wondering where exactly in the school the meeting will be, I've never been there so I'd kind of like to not have to hunt for it.	They called prior to the mean up needed.
43	Sept. 13	Comment Map	Avri	Traffic interchanges Related studies	Neutral	Comment 1: The location of any proposed traffic interchanges at the US 60 near Mountain View Rd may pose a potential increase of engine braking noise and highway noise to the houses that sit at the base of the mountains. All engine braking noises reverberate off the mountains and can currently be heard in the residential area. Comment 2: Are there any traffic congestion concerns for the interchange at the US 60 during the renaissance festival? Will the excess of traffic that frequently gets backed up on US 60 from the festival to Goldfield Rd be included in the next study? How will a new interchange be effected by this? Will it impact the residents access to residential streets/Gold Canyon during excess traffic times?	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The connection to US 60 is a study will evaluate numeror surrounding roadways, inclu accordance with ADOT's no In addition, the first phase of eventually connect to the N canyon by-pass" route for r https://cleargov.com/arizor and-central-arizona-parkwa
44	Sept. 14	Voicemail	Jake	General	Neutral	Hi my name is Jake with Wood Patel and Associates, we have been hired with Pinal County to do some initial evaluations of a potential San Tan city center part of our evaluation is looking at the proposed north south corridor and planned intersections. Trying to get access to some shake files to get into their design programs	Called Jake back and inform

est in the North-South Corridor Segment 1 Study. Pinal County system in place for individual property owner building permits. within study phases, and no official right-of-way has been the area as state-owned land), it does not get flagged in Pinal are corridor when individuals apply for building permits. Pinal gate these obstacles within their system and is still obligated to

corridor has been identified for the North-South corridor 1 study, which was finalized in August of 2021. The purpose of the this corridor to a 400-foot freeway alignment. As we develop in the 1,500-foot corridor, efforts will be made to avoid and ting homes and development within the corridor. Locationdual parcels of land will be identified during the study process alignment (approximately 400 feet wide or less) and proposed etermined. ADOT does not anticipate acquiring right-of-way ronmental process is complete and funding for the project is unding has not been allocated for the construction phase of the adway alignment within the 1,500' corridor has not been

ntinue to provide your feedback on the study, especially as we way alignment alternatives. You can visit www.northsouthto date on future public involvement opportunities and we can to receive project updates.

neeting but were already at the meeting setting up. No follow-

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

is anticipated to be located near Mountain View Road. The rous alternatives for this connection and local access to the icluding US 60. This project will conduct a noise study in noise abatement policy.

e of the SR24 extension project east of Ironwood Drive would North-South corridor and ultimately US 60 providing a "gold r residents in that area. For more information, please visit cona/pinal/county/projects/8874/state-route-24-extensionway-project.

rmed him interchanges have not been defined at this point.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
45	Sept. 15	Voicemail	David	General	Neutral	Hello my name is David I live out here in gold canyon, our organization shared your meeting information for the meeting at Apache junction on sept. 14, got feedback from an individual who showed up to the meeting and no one was there, let me know how to connect with the virtual meeting on the 20 th	Called David back gave info
46	Sept. 16	Email	Barbara	Opposed	Negative	My husband and I would like to say NO to the North South Corridor as presented at the meeting on 9/12/23. What we believe would be a better alternative that will affect FAR fewer homeowners and farms would be to widen Rt 79 and widen Arizona Farms Road. Skyline Drive could also be an option to go from San Tan Valley to Rt 79. Even though our neighborhood falls in the second phase, the map we were looking at during the meeting, if we follow the drawing of where the highway would be, means that our home and many, many others in Wildhorse Estates (Arizona Farms and Felix) would be affected adversely to say the least. We're talking this highway would be pretty much in the middle of our neighborhood. What it would do to the neighborhood(s) near the canal (Skyline/Quail Run) would be a complete disaster for homeowners in that neighborhood. If this road must get built, maybe taking it farther EAST of the canal where there is still plenty of state land and far fewer homes. None of us want a highway in our yards. We already have an issue with speeders, unsafe drivers and a complete lack of law enforcement on Felix Road. Adding a highway in the mix would not help with the safety and welfare of those of us who live in the affected neighborhoods.	Thank you for your interest Farms Road (Segment 1). A majority of the undevelop 79) is State Trust land and is Department (ASLD). The AS beneficiaries, and this land development. It is anticipate result from the sale of State area's rural character. ADOT has no control over the corridor is being planned bas identified in the general pla- general or comprehensive p development areas. Transpo- study are in response to fut This current study ends at A Arizona Farms Road to I-10. study process. The current T South corridor to a 400-foor North-South corridor visit o https://adot.maps.arcgis.co 5b05d7c2888eb44b3 The Wildhorse Estates locate feet west of the selected Tie Quail Run Lane is approxima We appreciate your input, a considered in the North-Sou alignments for the North-Sou
47	Sept. 18	Voicemail	Jill	General	Neutral	Live in the anthem at marril ranch subdivision in new Florence, question about segment 2, where it is proposed to be placed, can't tell by the map, and how close it gets to the subdivision	Called Jill back and sent det
48	Sept. 18	Email	Michael	Traffic Control	Nuetral	I have reviewed the map and could not verify the exit of 60. The narrowing of 60 from Signal Butte to Goldfield creates problems during rush hour and especially during the Renaissance Festival. This proposed intersection will increase traffic and create additional traffic slowing to a crawl. Before moving forward, please widen 60 and create a by pass for those attending the Festival primarily February and March.	Thank you for your interest Farms Road (Segment 1). At this time, no decision has US 60 is anticipated to be lo numerous alternatives for t including US 60. ADOT will o

fo for virtual meeting and helped get him set up.

st in the North-South Corridor Study (NSCS), US 60 to Arizona

loped land in the study area (southwest of US 60 and west of SR d is subject to the development plans of the Arizona State Land ASLD manages State Trust land on behalf of the trust's ad may transfer to private interests through sale or lease for lated that much of the future growth in the study area would ate Trust land for development, resulting in changes to the

r the development of State Trust land, and the North-South based on the anticipated development of this land, as blans of Pinal County and other local jurisdictions. Adopted e plans, within each jurisdiction, determine land use and sportation studies like this North-South Corridor Segment 1 future growth as indicated by these local plans.

t Arizona Farms Road and a future study will be conducted from 10. A 1,500-foot corridor was selected through the Tier 1 EIS nt Tier 2 study will further refine the selected 1,500-foot Northpot freeway alignment. For a more detailed view of the selected t our interactive, online map at

com/apps/mapviewer/index.html?webmap=2b843a99b8e644f

cated at Felix Road and Twin Spurs Lane is approximately 5,000 Tier 1 corridor. In addition, the intersection of Skyline Drive and mately 9,000 feet west of the selected Tier 1 corridor.

t, and this comment will be shared with the study team and ned evaluation of the NSCS Segment 1. We encourage you to south Segment 2 study to provide input on alternative -South freeway, south of Arizona Farms Road. letailed map link with more information.

est in the North-South Corridor Study (NSCS), US 60 to Arizona

has been made on the connection to US 60. The connection to located near Mountain View Road. The study will evaluate r this connection and local access to the surrounding roadways, Il continue to coordinate with surrounding studies and agency

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
						The busiest "snowbird" numbers arrive every January February and March. Please develop a solution before finalizing a schedule for the proposed North South Corridor. Please notify me of any public opportunities to discuss these issues and MDOT's proposed solutions. Thanks for your consideration.	partners and evaluate exist for further public review an
49	Sept. 18	Email	Steve	Property Value	Neutral	I am concerned about what the future impact of the North South segment might be for existing commercial property in Pinal County. I know it is early on in the study, however I want to make sure I am able to protect the future prospects and value of the land that I purchased for development. I have a commercial parcel at the intersection of Kings Ranch Road and US 60. I want to make sure that my property and area properties continue to have excellent commercial viability and that any prospective plans do not have an adverse impact on values for those parcels and projects in the area. The study needs to make sure that any change will continue to enhance the existing commercial uses. Consideration should encompass all aspects of a successful project so that proposed changes in traffic patterns, visibility, access and traffic volumes do not decrease the value of the existing commercial properties and their future prospects. I understand all developers, including the Superstition Vistas developers, would like to have the commercial frontage and interchanges located on their property to increase their property values. However, the existing commercial parcels currently serving Gold Canyon and US 60 should not be impacted by the desire to increase property values elsewhere at the cost of decreasing any aspect of the value/visibility/accessibility/traffic patterns of the existing commercial properties.	Thank you for your commend 60 to Arizona Farms Road (S A majority of the undevelop 79) is State Trust land and in Department (ASLD). The AS beneficiaries, and this land development. It is anticipate result from the sale of State area's rural character. ADOT has no control over t corridor is being planned bas identified in the general plat general or comprehensive p development areas. Transp study are in response to fut The study team will be devel alignments within the select factors to help determine p adjacent parcels. We recog have a commercially viable improve transportation com- may be an indirect benefit of facility based on enhanced We appreciate your input, a considered in the continued
50	Sept. 19	Comment Map	Jeff	Other	Negative	Why is the state spending so much money and effort doing endless studies for highways that will only serve to facilitate more urban sprawl? Where does the water needed for all of this runaway growth come from? Why aren't we investing in STATEWIDE improvements to our transportation infrastructure. I live most of the year in Northern Arizona, and have lived in the Flagstaff area for most of the last 50 years. We are "out of sight and out of mind" when it comes to infrastructure improvements and maintenance. We're still using the same transportation system we had 30 years ago, in spite of a significant increase in population. Stop the analysis paralysis, start looking at STATEWIDE improvements (not just Phoenix), and let the developers and real estate interests fund the bulk of these projects. After all, they're the ones who reap the benefits of growth-facilitating boondoggles like this and I-11.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the A vast majority of land with the Arizona State Land Dep for development) and the p Trust Fund. ADOT is not inv sales or development plans The North-South corridor is land, as identified in the ge Adopted general or compre

isting and future conditions to develop connection alternatives and comment.

nent and interest in the North-South Corridor Study (NSCS), US I (Segment 1).

loped land in the study area (southwest of US 60 and west of SR d is subject to the development plans of the Arizona State Land ASLD manages State Trust land on behalf of the trust's ad may transfer to private interests through sale or lease for bated that much of the future growth in the study area would ate Trust land for development, resulting in changes to the

r the development of State Trust land, and the North-South based on the anticipated development of this land, as blans of Pinal County and other local jurisdictions. Adopted e plans, within each jurisdiction, determine land use and sportation studies like this North-South Corridor Segment 1 Future growth as indicated by these local plans.

eveloping and evaluating several potential North-South ected 1,500-foot corridor. The team will use a number of e potential alignments, including trying to minimize impacts to ognize the desire for property owners of undeveloped land to le property. Please note that the purpose of the study is to onnectivity, it is not to increase property values, however this it to property owners in proximity to a future North-South ed access.

t, and this comment will be shared with the study team and led evaluation of the NSCS Segment 1.

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

ithin the study corridor is currently State Trust Land owned by epartment (ASLD). ASLD auctions its State Trust Land (typically e proceeds are provided to the Permanent Land Endowment nvolved in this process and has no control or approval of ASLD ns.

is being planned based on the anticipated development of this general plans of Pinal County and other local jurisdictions. brehensive plans, within each jurisdiction, determine land use

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
							and development areas. Tra study are in response to fut
							ADOT, in coordination with other local and regional age across the state. Every year expand the statewide highv
51	Sept. 19	Email	Rocky	Unrelated to Study	Neutral	Please consider widening and resurfacing US 60 between the Y at Vernon and springerville. It's too narrow and in poor condition in certain areas.	Thank you for your commen 60 to Arizona Farms Road (S This portion of US 60 is outs
52	Sept. 20	Email	Scott	In Support	Positive	This vital piece of infrastructure is needed to help reduce traffic on existing roadways. With the thousands of new homes scheduled to be built in the coming months/years it will be extremely difficult to commute to phoenix area locations without improvements like the N/S corridor.	share your comment with t Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the
53	Sept. 20	Voicemail	Phillip	General	Neutral	I am trying to do a phone listening to the segment tonight at 7, don't have zoom, best way to do this is online, I have a desktop but the audio needs to be by phone, can someone call back and help me get set up	Reached out to Phillip and h
54	Sept. 20	Voicemail	Julie	General	Negative	Emailed my comments, I happened to be out of town for both of these meetings were held in person, which is unfortunate that they were both in the same week, maybe scheduling can look into that, having them once a week different alternative weeks, and then I'm on the road now back trying to enter the information to get onto the virtual by phone and I have to tell you, when its not hands free it is very inconvenient and unsafe to have to put in phone numbers and webinars and passwords, so I'm really frustrated because I am not able to do it right now, I'm going to pull over and see if that works, I tried it while I was driving and that didn't work with the numbers I had	Thank you for your commen meeting while using a hand platform generates the mee numbers and passcodes wh meeting while safely stoppe If you were unable to join th the study website at <u>ADOT</u> segment1.com).
55	Sept. 21	Comment Map	Steve	Traffic interchanges	Positive	I think this is a great plan for the east valley to move traffic to instate 10&8. I know that Gold canyon needs some help with some sort of road to move traffic away from there area during the fevestable, but this is for a completely different need. The growth is coming to this area and we better be ready for it, or we will be in gridlock driving anywhere we go.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the
56	Sept. 21	Voicemail	Liz	General	Neutral	I missed the appointment yesterday on the 20 th for the north-south study, wondering if there is a recording	Called Liz back and shared t
57	Sept. 21	Voicemail	Кау	General	Neutral	Salt river project land department, deadline for comments, due before sept. 27, clarification, is adot looking for comment from public or agencies.	Emailed Kay letting her kno
58	Sept. 21	Email	Elizabeth	General	Neutral	I missed yesterday's meeting do you have a recording of the meeting? Or is there another meeting I could attend	Thank you for your interest Farms Road (Segment 1). Al virtual public meetings inclu study website at <u>ADOT Nort</u> Recordings of the virtual pu website early next week. Le
59	Sept. 25	Email	Lynnda	In Support	Positive	Please complete the roads as indicated on the survey map, We desperately need more lanes out in Pinal county. Especially extend Highway 24 that would carry so much traffic.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the

Transportation studies like this North-South Corridor Segment 1 Future growth as indicated by these local plans.

th statewide Metropolitan Planning Organizations (MPOs) and gencies conduct numerous planning efforts to assess the needs ar, ADOT invests in projects to preserve, modernize, and hway system.

nent and interest in the North-South Corridor Study (NSCS), US I (Segment 1).

Itside of the scope for the NSCS Segment 1. However, we will the appropriate ADOT staff.

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

I he was able to get into the meeting.

nent. We are sorry to hear you had difficulty logging into the nds-free device traveling in your vehicle. Our virtual meeting neeting call in numbers and passcodes. We agree that entering while driving is unsafe and recommend participants join the oped.

the virtual meeting a recording of the meeting is available on <u>T North-South Tier 2 Corridor Study (northsouth-</u>

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

the recording.

now we are accepting comments from everyone.

est in the North-South Corridor Study (NSCS), US 60 to Arizona All information shared with and provided at the in-person and cluding the recording of the presentation can be found on the <u>orth-South Tier 2 Corridor Study (northsouth-segment1.com)</u>. public meeting in English and Spanish will be uploaded to the Let us know if you have any further questions.

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
							Please note that local jurisd area. Pinal County is also lea future North-South corridor For more information, pleas <u>https://cleargov.com/arizon</u> and-central-arizona-parkwa
6	0 Sept. 25	Email	Cheri	General	Neutral	 Thank you for the opportunity to engage with ADOT as you initiate the public outreach process for the North South Corridor Study- US 60-AZ FArms Road. The Department offers the Comment 60 A comments and requested coordination as the project moves forward. Thank you, and please feel free to call or email with any questions or concerns. CHERI BOUCHÉR PROJECT EVALUATION PROGRAM SPECIALIST ARIZONA GAME AND FISH DEPARTMENT (attachment included) 	Thank you for providing inp of your email and comment consideration and will be in The project team will reach correspondence to Tazeen Manager for ADOT.
6	L Sept. 26	Comment Map	Julie	Connections to transportation infrastructure	Neutral	What are the visual aids for the crossings and build of this corridor. Specifically the area of Skyline and the overpass to this area. I wonder what the projected noise from traffic and light pollution this will bring. Please give us more of this information as it becomes available or send me what you have if I have missed it. Thank you	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the This study is in the early sta of the highway has not yet and what the highway woul progresses. As part of NSCS Segment 1, predicted noise levels at ho the future planned North-S ADOT Noise Abatement Rea noise abatement. The noise the draft EIS and DCR docur comment. ADOT will also he public comments.
6	2 Sept. 26	Comment Map	Darren	Connections to transportation infrastructure	Neutral	It seems the N/S freeway alignment would well serve regional needs if it headed NE from the SR 24 interchange to connect with the US 60 Gold Canyon bypass rather than connecting with US 60 further to the west.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the At this time, no decision ha US 60 is anticipated to be lo numerous alternatives for t including US 60. ADOT will o partners and evaluate exist for further public review an

sdictions are involved in the local roadway extensions in the leading a study to extend SR 24 to the east to connect with the dor.

ease visit cona/pinal/county/projects/8874/state-route-24-extensionway-project.

nput on the North-South, Segment 1 project. ADOT is in receipt ent letter. It has been forwarded to the project team for included in the documentation for this early scoping period. ch out for further discussion. Please direct future en Dewan (tdewan@azdot.gov) as she is the current Project

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

stages and the specific 400-foot freeway alignment and design et been determined. More information on the potential crossing build look like will be provided in the future as the study

1, ADOT will conduct noise studies to determine future homes and other noise sensitive land uses in close proximity to a-South freeway alignment. Based on federal guidelines and the Requirements, ADOT will determine the locations that warrant ise study and any identified noise abatement will be included in cuments, which will be available for public review and hold public hearings to provide this information and seek

est in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

has been made on the connection to US 60. The connection to e located near Mountain View Road. The study will evaluate or this connection and local access to the surrounding roadways, ill continue to coordinate with surrounding studies and agency isting and future conditions to develop connection alternatives and comment.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
							The Tier 1 corridor was select agencies. Numerous enginer develop and evaluate corrid use plans, drainage/floodpla corridor was identified as a and the public. The Tier 1 st https://azdot.gov/planning/ south-corridor-study-propose An ongoing regional study the reviewing the overall transp Superstition Vistas Multimo found at: https://azmag.gov
63	Sept. 26	Comment Map	Greg	Traffic interchanges	Neutral	Would like to see this be a full interchange, and not an exit to the roadway	Studies/Superstition-Vistas- Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The NSCS Segment 1 study w interchange locations will be Town of Florence and Pinal locations, addressing future
64	Sept. 26	Comment Map	Don	Other	Neutral	ADOT host virtual public meeting such as Sept. 20 on the North-South Corridor Study where the public encouraged to view but why not keep the meeting available for those that where unable to attend by allowing them to sign in and view the past meeting???	Thank you for your interest Farms Road (Segment 1). All virtual public meetings inclu study website at ADOT Nort Recordings of the virtual public website early next week. Let
65	Sept. 26	Email	Kevin	In Support	Positive	Thanks for reaching out. Please forgive my prior email. I see that the proposed route has shifted east and there are no longer concerns about loosing my property. Very good !! I like the new proposed route. Although that is getting into one of my favorite hunting areas, but OK. I'M GOOD WITH IT!	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the
66	Sept. 26	Email	Mike	General	Neutral	Missing is providing an access to Renaissance.	Thank you for your interest Farms Road (Segment 1). Yo be included as a part of the The NSCS Segment 1 study w interchange locations will be Town of Florence and Pinal of locations, addressing future, Please note that this study of provide alternative access to An ongoing regional study the reviewing the overall transpont

lected after years of study and coordination with stakeholder neering and environmental factors were reviewed in Tier 1 to ridors such as projected future travel demand, approved land plains, cultural resources, and many others. The preferred a result of this analysis and input from stakeholder agencies study is available at

g/transportation-studies/north-south-corridor-study/northposed-new

through the Maricopa Association of Governments is also sportation needs in this area. This study is called the nodal Transportation Planning Study. More information can be ov/Programs/Transportation/Regional-and-Subregionalis-Multimodal-Transportation-Planning-Study

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will e study record.

y will evaluate existing and future projected traffic levels. The be reviewed in coordination with the City of Apache Junction, al County to develop a comprehensive plan for interchange re, projected traffic levels.

st in the North-South Corridor Study (NSCS), US 60 to Arizona All information shared with and provided at the in-person and cluding the recording of the presentation can be found on the orth-South Tier 2 Corridor Study (northsouth-segment1.com). Dublic meeting in English and Spanish will be uploaded to the Let us know if you have any further questions.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will ne study record.

y will evaluate existing and future projected traffic levels. The be reviewed in coordination with the City of Apache Junction, al County to develop a comprehensive plan for interchange re, projected traffic levels.

/ does not include evaluation of a US 60 bypass route to to the Renaissance Festival.

through the Maricopa Association of Governments is also sportation needs in this area. This study is called the nodal Transportation Planning Study. More information can be

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
							found at: <u>https://azmag.gov</u>
							Studies/Superstition-Vistas-
67	Sept. 26	Email	Gary	General	Positive	In the ordinary course of events, I would not have the freeway bend towards	Thank you for your interest
						Florence, but would have the freeway be straight. However, given that the Superior	Farms Road (Segment 1). Yo
						Court is located north of Florence, it makes sense for the freeway to bend towards	be included as a part of the
						North Florence, instead of being straight.	
68	Sept. 26	Email	Marianne	Traffic Control	Neutral	Concerned about amount of traffic now which I feel Adot has not helped our area	Thank you for your interest
						move traffic and with so many traffic lights now only slows all traffic down and	Farms Road (Segment 1). Yo
						creates dangerous driving on Rt 60. Would be nice if you would take those residents	be included as a part of the
						that live here to help us out. I know it's expensive and not budgeted, but it's a mess	
						here and only gets worse as snowbirds come which backs Rt 60 up miserably.	This study will include evalu
						Please work on that. Thank you in advance.	at the proposed connection
							In addition, local jurisdiction
							Pinal County is also leading
							future North-South corridor
							Central Arizona Parkway pro
							For more information, pleas
							https://cleargov.com/arizor
							and-central-arizona-parkwa
69	Sept. 26	Email	James	Noise	Neutral	I am a resident of Laredo Ranch subdivision near Combs and Schneph roads. I would	Thank you for your interest
						like to add public comment on the proposed N S corridor. Please take into	Farms Road (Segment 1). Yo
						consideration the noise pollution and have the proposed corridor as far East of the	be included as a part of the
						canal as possible.	
70	Sept. 26	Email	Lauren	In Support	Positive	Please build the freeway out here!! Either down Arizona farms or anthem! The	Thank you for your interest
						young people of this community desperately need one, right now it takes 30	Farms Road (Segment 1). Yo
						minutes just to reach the closest freeway, it is not very practical for working	be included as a part of the
						families. The community out here is only going to get bigger, it would be a missed	
						opportunity to not build it now.	This on-going Tier 2 study is
							funding has been identified
						Follow up Response:	currently have an anticipate
						I would like to request more information on what ended up happening at the	construction of the North-Se
						meeting and if the freeway will be built and when it will be built.	
71	Sept. 26	Email	Elizabeth	General	Neutral	(Email 1):	Thank you for your interest
						When will the funding start?	Farms Road (Segment 1). Yo
						When will you break ground?	be included as a part of the
						(Email 2):	ADOT does not currently ha
						72Can i get a better idea of were the new development will be at do you ha73ve	design and construction of t
						maybe like a GIS map with more details of the new development will b74e located	
						75	For a detailed view of the co
						(Email 3):	https://adot.maps.arcgis.co
						Will you be having any more meetings? I didn't get to attend the last one?	<u>5b05d7c2888eb44b3</u> . You c
							level.
						(Email 4):	
						what system do you to track traffic	Additional public meetings v

ov/Programs/Transportation/Regional-and-Subregionals-Multimodal-Transportation-Planning-Study

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will ne study record.

luating existing and future projected traffic volumes on US 60 on with the North-South corridor.

ions are involved in the local roadway extensions in the area. ng a study to extend SR 24 to the east to connect with the lor and will provide relief to this area through the proposed project.

ase visit

ona/pinal/county/projects/8874/state-route-24-extensionvay-project.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will be study record.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will ne study record.

v is expected to last approximately 3 years and no additional ed for design or construction. Therefore, ADOT does not ated timeline for receiving funding to advance design and -South corridor.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will study record.

have an anticipated timeline for receiving funding to advance f the North-South corridor.

corridor map visit:

com/apps/mapviewer/index.html?webmap=2b843a99b8e644f can use the map zoom tool to view the corridor at the street

s will be held later in the study. All information shared with and and virtual public meetings including the recording of the

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
							presentation can be found of
							Corridor Study (<u>www.north</u>
							ADOT publishes traffic data
							https://adot.public.ms2soft
72	Sept. 26	Email	Hector	Land	Neutral	In the website they said some of the land will be sold that is owned by the az state	Thank you for your interest
						trust land where can i get information on purchasing a lot from the az state trust	Farms Road (Segment 1). Yo
						land?	be included as a part of the
							The Arizona State Land Dep
							large parcels of land typical
							information about their auc
73	Sept. 26	Email	Philip	General	Neutral	On September 14, 2023, I attended the ADOT meeting in Apache Junction. The	Thank you for your interest
						purpose of the meeting	Farms Road (Segment 1). Yo
						was to inform interested residents / property tax payers, of the status of the North / South Corridor.	be included as a part of the
						,	The Tier 1 corridor from US
						The following are my comments / opinions from my experience. I have not seen	with stakeholder agencies. I
						anything written by someone	reviewed in Tier 1 to develo
						else, so maybe this will inspire people to think and write their thoughts.	demand, approved land use
							others. The preferred 1,500
						CURRENT STATUS:	and input from stakeholder
						1. Tier 1 is defined as the area between Highway 60 and Arizona Farm Road.	https://azdot.gov/planning/ south-corridor-study-propo
						2. Tier 2 is defined as the area between Arizona Farm Road and Interstate 10 near	The current Tier 2 study will
						Eloy.	corridor to a 400-foot freew
						3. The environmental impact study for Tier 1 is complete or almost complete.	reviewing alignment option
						 The environmental impact study for Tier 2 has not begun. Budget cost = \$4,000,000 	alignment.
						5. The original planned width of the Right of Way was 1,500 feet. This has been	Segment 1 of the Tier 2 stud
						reduced to 400 feet.	is from Arizona Farms Rd to
						6. Purchase of State Trust Land has not been done. = NO MONEY	recent public meeting. The S
						7. Detailed design has not been started.	
						a. Survey work	The NSCS Segment 1 study
						b. Location of intersections = BIG cost factor! 1. Evenumile?	interchange locations will be
						1. Every mile? 2. Every two miles?	Town of Florence, and Pinal locations to address future,
						3. SR 24 Extension Design Concept dated 6/11/2021 has Ray Road connecting	
						with 60 at Peralta	The connection to US 60 is a
						4. ADOT and AJ concept has Elliott connecting with 60 at Kings Ranch Road	study will evaluate numerou
						c. Type of intersections	surrounding roadways, inclu
						 Traffic lights Overpasses 	ADOT does not have a mech
						d. Highway 60, Mountain View Drive, Goldfield and N/S Corridor interface	within the Arizona revised s
						e. SR-24 and N/S Corridor Interface	
						f. Currently the north bound traffic will only go west. No plans now to have it go	This study will develop an in
						west and east.	grade intersections or other
							prior to being a freeway.

on the study website at ADOT North-South Segment 1 hsouth-segment1.com).

a at the following web site:

ft.com/tcds/tsearch.asp?loc=Adot&mod=TCDS

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will ne study record.

epartment does not typically sell individual lots. They auction ally 20 acres or larger. You can visit <u>www.land.az.gov</u> to see uctions.

st in the North-South Corridor Study (NSCS), US 60 to Arizona Your comment has been shared with the study team and will he study record.

IS 60 to I-10 was selected after years of study and coordination a. Numerous engineering and environmental factors were lop and evaluate corridors such as projected future travel se plans, drainage/floodplains, cultural resources, and many 00-foot-wide corridor was identified as a result of this analysis er agencies and the public. The Tier 1 study is available at g/transportation-studies/north-south-corridor-study/northbosed-new

vill further refine the selected 1,500-foot-wide North-South eway alignment. As part of this process, the study will be ons which would define the specific location of the 400-foot

udy extends from US 60 to Arizona Farms Road and Segment 2 to I-10. The Segment 1 study has started and was the focus the e Segment 2 study has not started yet.

y will evaluate existing and future projected traffic levels. The be reviewed in coordination with the City of Apache Junction, al County to develop a comprehensive plan for interchange e, projected traffic levels.

s anticipated to be located near Mountain View Road. The ous alternatives for this connection and local access to the cluding eastbound and westbound US 60.

chanism for tolling within AZ state law and no current ability statutes.

implementation plan, which could include constructing ater interim features in the initial phases of implementation,

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
#	Date Rec'd.	Rec'd Via	First Name Minu	Theme	Sentiment	Comment: ISSUES: 1. MONEY IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Response Image: Thank you for your intered
						and I would really appreciate it if you could provide the content of what was shared at these meetings.	Farms Road (Segment 1). virtual public meetings in study website at <u>ADOT No</u> Let us know if you have a
75	Sept. 28	Email	Кауе	General	Neutral	Thank you in advance for reviewing the attached SRP comments/concerns to the North South Segment 1/Tier 2 Corridor study as provided by the Land and Transmission departments. Should there be any further questions or clarifications needed, please do not hesitate to reach out directly to me. Kaye Bockmann, SR/WA Senior Land Rights Management Analyst SRP Land Department PAB10W (attachments included)	Thank you for your intere Farms Road (Segment 1). be included as a part of th
76	Oct. 2	Voicemail	Kyle	General	Neutral	I'm interested in this	Thank you for your intere Farms Road (Segment 1).I
77	Oct 10	Freedu	Maril	Conorol	Neutral		www.northsouth-segmen
77	Oct. 10	Email	Mark	General	Neutral	Hello to whom is in charge: Here are my questions: Is this a truck route?	Thank you for your interest Farms Road (Segment 1). be included as a part of th

erest in the North-South Corridor Study (NSCS), US 60 to Arizona 1). All information shared with and provided at the in-person and including the recording of the presentation can be found on the <u>North-South Tier 2 Corridor Study (northsouth-segment1.com</u>). e any further questions.

erest in the North-South Corridor Study (NSCS), US 60 to Arizona 1). Your comment has been shared with the study team and will f the study record.

erest in the North-South Corridor Study (NSCS), US 60 to Arizona 1).If you would like more information please visit <u>nent1.com</u> or email us at <u>connect@northsouth-segment1.com</u>. erest in the North-South Corridor Study (NSCS), US 60 to Arizona 1). Your comment has been shared with the study team and will f the study record.

#	Date Rec'd.	Rec'd Via	First Name	Theme	Sentiment	Comment:	Response
						 What kind of traffic capacity are you expecting? Once built, will it be able to expand for future development? How will this impact the traffic in Gold Canyon (Pros and Cons)? Will the current 60 east of this extension be used as frontage road and move the actual 60 east after the extension further south for future residential and commercial growth and developments for Gold Canyon? How will the connection look on the 60? Will you be able to access the extension from both East and West bound traffic? What kind of noise level will this cause? Has there been any noise studies done on this? What are the environmental (lights, barriers, animal crossings, etc) impacts of this extension? What is the next step if approved – what is the project's final look? Why does it have to go all the way to the 60? Why not stop at the 24? Can they make it a soft (longer drawn out) exit (like how it was done on the 24 from Signal Butte to the 202 North & South)? If you need clarity on any of these questions, please reach out to me. Thank you! 	The study is just starting an investigated as part of the s projected traffic levels. The the City of Apache Junction, such as MAG or Sun Corrido locations, addressing future conducted as part of this stu Department to review wildl The connection to US 60 is a study will be evaluating nur surrounding roadway.

and many of your questions/topics will be reviewed and the study. For example, the study will evaluate existing and future the interchange locations will be reviewed in coordination with on, Town of Florence and Pinal County and other stakeholders idor MPO to develop a comprehensive plan for interchange ure, projected traffic levels. In addition, a noise study will be a study, and we are coordinating with Arizona Game and Fish ildlife crossings.

is anticipated to be located near Mountain View Road. The numerous alternatives for this connection and local access to the

Public Meeting Q & A

Date	Meeting	Question	Answer
Sept. 12, 2023	In-person public meeting #1	Related to the widening of SR79	Widening SR 79 would only serve a limited amount of traffic movements. Tier 1 EIS reviewed alignments, widening would help in some cases, however it would not supply north and south access for all the land that has potential to be developed in the future. North South would meet potential future capacity versus widening.
Sept. 12, 2023	In-person public meeting #1	How will it be funded? State, local, or federal?	Only funding in place is for this study, but in the future the project could be funded from all those various pots of money- state, local, federal. No funding for anything beyond this particular funding.
Sept. 12, 2023	In-person public meeting #1	What is the chance of this project being approved? When these studies get initiated, what are the chances they get approved? Is there any history of them being funded?	Most of the time when we are proposing a new corridor, they would get approved, if there is a demonstrated need. Any definitive answer would be speculative.
Sept. 12, 2023	In-person public meeting #1	I live in the Apache Junction area. Master planned community being planned. Has that been taken into account and included in this study? Has master planned community been taken into account?	That question goes into tier 1 study, some of that was identified as tier 1 study. Tier 1 identified existing and planned development in the corridor. Tier 2 is getting new traffic projections until 2050, working with Pinal County, Apache Junction, Florence to understand all the ongoing and planned developments, so that we can hopefully address all those things. and seeking to address all those issues from a traffic standpoint. In terms of development that was planned, they obtained a permit, and it is identified in our system and used as part of the tier 1 corridor study, so we are aware. Obviously, this is a rapidly growing area, these new developments coming all the time, but we do have some idea.

Date	Meeting	Question	Answer
Sept. 12, 2023	In-person public meeting #1	Do you readjust then? Or move the corridor since it is not concrete, or is that land bought and gotten?	State land is a stakeholder partner, so all of their developments are a part of this team as well. Not a surprise as to where the corridor is shown, and nothing is going to be done on state land that isn't consistent with what ADOT is doing. To reiterate, we do have a selected 1500 ft corridor on the map. We may slightly go outside of the map, to slightly adjust for interchanges and alignments, but the alignments will be within a 1500 ft corridor. It will not be shifted; we will be looking for alignments within the corridor.
Sept. 12, 2023	In-person public meeting #1	Concern is a time factor. Very slow-moving process. Why is it not a priority when residents moving into San Tan Valley are so isolated and not connected to all the activities that are in the valley itself. With all the new homes and residents, we have new impact money coming in, and I would like you to address why that money isn't being used to fund some of these projects?	So why isn't ADOT making the project a priority? This is a process and long-term project with no funding. We are trying to do the early phases of planning. TRANSPORTATION PLANNING IS A LONG-TERM PROJECT, we are trying to move this along as quickly as possible, we do not have funding for this. Some of your questions and comments are related to things in Pinal Co. jurisdiction. I know we are looking at an extension of SR24, local jurisdiction is managing that, we have folks from Pinal Co. here to address those questions. ADOT funding is not from the impact money you mentioned.
Sept. 12, 2023	In-person public meeting #1	Question 1: This is being planned for later, in 2050? What is being planned for rapid transportation? To me, there's land, so put in something that will even further down the road alleviate a lot of the traffic problems that you have here nowadays? Got a big city, got to do something. Question 2: to me it seems like there are a lot of little people around saying "this is what I'm going to work on, and this is what I am going to work on. Somebody's gotta take it and say "we are going to take it and say were going to work on and make sure that we have in the big areas to make sure we have some sort of rapid transit, like Atlanta, NY,	Response 1: ADOT does not oversee high-capacity transit, something like light rail, heavy rail, commuter rail. We provide funding for rural transit grants. We have somewhat of a role, as we do rail studies, but all of the implementation of the rail projects come from a regional partner. Or local partners. There may be some integration at some point. Response 2: That would be a great comment for Pinal Co. and the regional planning organizations, since they are the ones that take on those kinds of planning duties.
Sept. 12, 2023	In-person public meeting #1	Does existing funding cover the segment two study?	Yes, there is funding allocated through the state legislature for both of the tier 2 studies as well as segment two study.

Date	Meeting	Question	Answer
Sept. 12, 2023	In-person public	Is there a process by which the ultimate alignment	Not sure we have an answer. There would have to be
	meeting #1	of the 450 ft Right of way would move out of the	extenuating circumstances that were unknown in the previous
		1500 ft. right of way, or would you have to go back	study that would cause us to even look at that. Technically
		to the tier 1 study? Is there some process by which	speaking it is possible, but there would have to be some
		it could move outside of there?	extenuating circumstances. We do not know what that would
			be.

 Sept. 12, 2023 In-person public meeting #1 Question 1: Synthesizing what has been stated: first meeting #1 Question 1: Synthesize har way that Pinal Co. is underseeing. Why isn't ADOT working in concert with Pinal Co. to synthesize that central parkway that Pinal Co. to synthesize that central parkway to provide a little bit more immediate relief on that east side of the Canal. We ultimately selected east of the county is working on the centra arizona parkway to provide a little bit more immediate relief on that east side of the Canal. We coordinate very closely with the alignment that you guys are trying to do tog on the westside of the CAP. You won't impact as many homes on the eastside and the need we have in our community we have right now would be addressed. You guys could get some youry sit in on our study meetings, and serve two different needs. The county is looking at this pace, I don't know if you have ever driven on Ironwood, but it is still sluggish. The county has been playing a catch-up game for the last 40 years. If you continue to play catch up, these poor people here are never going to see any progress. Why don't you merge both projects and work with the county? Question 2: but are they talking to each other??? Question 3: it sounds like you are trying to distarce yourself from the question. Question 3: it sounds like you are trying to distarce going on is what this is for Response 3: All of the stakeholders we have working with the freeway system, which work with the county, are trying to come up with a solution and find the funding to address the problem the sourportes as well as on the projects as well as on the projects within their going on other projects as well as on the projects within their for any containg the stry progress and ifferent neads. The county is contained to the same parter working with the solut control or and that alignment. All the same parter working with the solut contained the same partery is down and th	Date	Meeting	Question	Answer
very well taken, there is a lot of collaboration that goes on. Ther are 32 agencies in a meeting. We are all talking to each other, collaborating, the different		In-person public	Question 1: Synthesizing what has been stated: first of all, you guys have no funding. I am actually here concerning the parkway that Pinal Co. is underseeing. Why isn't ADOT working in concert with Pinal Co. to synthesize that central parkway with the alignment that you guys are trying to do to go on the westside of the CAP. You won't impact as many homes that way, you're not going to impact as many homes on the eastside and the need we have in our community we have right now would be addressed. You guys could get some type of transportation going, and kind of merge both projects that way, but now that you guys are going at this pace, I don't know if you have ever driven on Ironwood, but it is still sluggish. The county has been playing a catch-up game for the last 40 years. If you continue to play catch up, these poor people here are never going to see any progress. Why don't you merge both projects and work with the county? Question 2: but are they talking to each other?? Question 3: it sounds like you are trying to distance yourself from the question. Question 4: I understand, but in order to get this going we have to incorporate what he is doing; you	Response 1: During the tier 1 process, as we mentioned we had several different corridor alignments. Some of which were west of the canal, some east. We ultimately selected east of the corridor for future growth. The County is working on the central Arizona parkway to provide a little bit more immediate relief on that east side of the canal. We coordinate very closely with the county, sit in on our study meetings, and serve two different purposes. All are for future growth; one serves more of an immediate need. ADOT's project is on the east side for future development. Different purposes and different needs. The county is looking at a corridor on the west side of the CAP specifically to address the growth on the San Tan Valley area, the purpose and need for the NS corridor is a facility that ultimately goes from Yuma US 60 all the way to 1-10 as a major regional facility. They have different locations, different alignments, and that is why the two studies are going on concurrently. Response 2: you will see County at ADOT meetings, and ADOT at county meetings. Response 3: All of the stakeholders we have working with the freeway system, which work with the county, are trying to come up with a solution and find the funding to address the problems. The purpose of this discussion tonight is to focus on the North South corridor and that alignment. All the same partners are working on other projects as well as on the projects within their respective cities. Same is true with transportation. Multiple studies are going on in this area for both transportation, transit, even lights and paths. That is not part of tonight's discussion. Response 4: understood, but that is why all of the agencies are participating in this. They are talking together. Your comment is very well taken, there is a lot of collaboration that goes on. There are 32 agencies in a meeting.

Date	Meeting	Question	Answer
Sept. 12, 2023	In-person public meeting #1	I am looking at these maps, and you are going through a lot of state land. Looks to me like AZ is more interested in selling state land than anything else. This part is hard to hear, but it sounds to me like the gist is why do we not extend and widen current freeways to meet need?	Corridor was already selected through the tier 1 study process. We did have an opportunity for multiple rounds of review. Emphasize that this corridor is set, so we are focused on trying to identify alignments within this corridor.
Sept. 12, 2023	In-person public meeting #1	Once the corridor studies are completed and they get their funding, how long will it take to complete? Is one of the purposes of the corridor to supply transportation to the huge warehouses that they are building over on Ellsworth and Ray?	No funding for design and construction we can't speculate on a timeline. Could be built in segments, depending on need. We just know that this will be a long-term process.
Sept. 12, 2023	In-person public meeting #1	Is this highway to help all the warehouses?	There is tremendous growth in the area, some of which is commercial, so yes, it is going to serve all uses.
Sept. 12, 2023	In-person public meeting #1	Have you considered making the north south corridor a toll road? Toll road could help fund the future projects and growth. Add lanes to major roads we all use? Help add more forms of transportation as well.	ADOT does not have a mechanism for tolling within AZ state law. No current ability within the Arizona revised statutes.
Sept. 12, 2023	In-person public meeting #1	How can we participate in this process? How can we help fund or get it done quicker? How can we give you guys what you need to get the job done? Legislature is the culprit of that. 86 million allocated to SR24, NS corridor was allocated 19 million for the tier 2 study, and part of the funding was supposed to come from the half cent sales tax, which failed at the ballot	Future projects and funding could come from Pinal Co. and a corridor tax. ADOT does not get involved in those kinds of tax discussions.
Sept. 12, 2023	In-person public meeting #1	What happened to the tax dollars that were collected and couldn't be spent?	The tax was authorized in 2018. And we collected for about four years (half cent sales tax) Goldwater institute challenged the tax, and it was deemed illegal, so there is about 80 million in an account that belongs to us. Looking at options to ensure that tax collected does not become a windfall for Walmart and Home Depot. The Supreme Court said we can't use that money on roads, so the 80 mill is not going towards the project.
Sept. 12, 2023	In-person public meeting #1	Make a guesstimate at how long construction will take? Based on prior projects such as South Mountain.	Was South Mountain about three years? Yeah, about three years and 22 miles. About the same amount as this project. Really hard to speculate. Post study, could be built in phases, guesstimate about three years

Date	Meeting	Question	Answer
Sept. 12, 2023	In-person public meeting #1	I appreciate necessity for studies, but are we professional students and beating a dead horse? Can we have a handshake relationship between those who are studying and those who would like to build the d*** thing?	Breaking the project into Tier 1 and Tier 2 studies breaks the funding up into manageable sections, which sometimes extends the time frame.
Sept. 12, 2023	In-person public meeting #1	The parkway is for the immediate use and to satisfy needs for people currently here, NS freeway is in alignment with the Superstition Vistas project that has been on the drawing board for years, I want to impress on you that we are Pinal Co., were not Maricopa Co. we are tired of being treated like the purple step child. We want money spent in Pinal Co. to advance our communities and our growth. Original meeting for this was in Dec. 2011. Twelve years. How long do people have to wait to get something done? If this is done in 2050, that will be 40 years.	The crux of that answer lies with funding. It is a process, but we have a timeline.
Sept. 14, 2023	In-person public meeting #2	Are there plans for US 60 to be widen from two lanes to three lanes (beginning at point of intersection)in conjunction with the North- South?	I am not aware of any funding to widen US 60. There was a plan to widen out to Ironwood, but not sure that is currently funded. This project will be looking at the impacts to US 60 to the west of where this connection is shown, but there is no funding to build this corridor or US 60 in that area, but it will be a part of the study to figure out what those impacts are.
Sept. 14, 2023	In-person public meeting #2	Will Elliot connect to US 60 at Kings Ranch Road?	We're working with Pinal Co., Apache Junction and Florence to determine their long-range plans to extend the roadways. It's possible that that could occur, but I don't think any of that is set in stone. We'll be working with those partners to evaluate where those locations will be located. Pinal Co response: Yes, Pinal Co. recently did a significant route study that HDR references–It's a two-mile grid system, planning corridor that goes east to west all the way from Meridian Road to the Maricopa Co. line. Will be working with ADOT and HDR to come up with those two-mile spacings. Potential Alignment–Would Elliot potentially connect where Kings Ranch is now- theoretically, yes.

Date	Meeting	Question	Answer
Sept. 14, 2023	In-person public meeting #2	Northbound traffic is only shown going west on US 60, why? Where North-South connects with US 60 it would appear that it's only going to the west.	Those decisions haven't been made yet. That is what we are looking at with the study. That graphic you are referring to shows the 1,500-foot corridor that is shown connecting near Goldfield Road and then curving going south, that doesn't necessarily mean that is the only way it is going to connect. As we talked about in the presentation, there's going to be a much bigger roadway network that the facility will need to connect to. We are still working that out and that is why we are here tonight, to get input. None of those decisions have been made yet.
Sept. 14, 2023	In-person public meeting #2	When will US 60 be widened to six lanes for the increased traffic?	Currently ADOT does not have plans/funding for widening US 60 in this area.
Sept. 14, 2023	In-person public meeting #2	Are you planning overpasses or traffic lights at intersections? What is the expected speed limit? 80 mph?	Again, all those details will be worked out as part of the study. We don't know where the overpasses/underpasses will be or if there will be overpasses or underpasses. That's what we will be looking at further down the road as part of the study, and where the traffic signals will be in the future and what the speed limit will be.
Sept. 14, 2023	In-person public meeting #2	How much is this study going to cost? What will the road cost?	We do not have a current construction estimate for the roadway. The Tier 1 fully developed would cost close to \$2 billion, so segment 1 is about 1 billion. Once we have a recommended build alternative, we will be putting together a cost estimate. These are rough estimates that give an idea of magnitude. The study-the state had 4 or 5 million programmed and the county added a million.
Sept. 14, 2023	In-person public meeting #2	Concerning the plan and the cost that include interchanges for roads that don't exist, raising costs and possibly causing the project not to be funded. Seven interchanges and most don't exist. The idea that these don't exist yet, but we are planning future interchanges?	Those dots shown on the list, there could be seven, there could be five, there could be eight that we identified, as part of this project will be developing an implementation plan, that could be the first phase of plan, it could be two lane each way without interchanges possibly, we don't know that yet. We are developing that as part of the study.

Date	Meeting	Question	Answer
Sept. 14, 2023	In-person public meeting #2	All that money is going into the land trust, and they are not going to give one dime to an intersection or road towards this project. How do you plan to pay for this? Right now, you are looking at 40-50 years for something like this.	Because we don't have funding in place now, it's hard to say how it might be paid for. There is an existing ½ cent sale tax in place for Pinal Co., we are in the process of going back out to the voters to redo that in that particular effort it will be for maintenance and improvements for future needs throughout the Co. Then there is the Pinal Regional Transportation Authority, support that was created by the Co supervisors that was created for all the cities and towns in Pinal Co. was defeated by the Goldwater Institute, 88 million dollars sitting in an escrow account, and we are having to determine how to divvy that out. We are in the process now of developing another ½ cent tax
Sept. 14, 2023	In-person public meeting #2	Isn't the North-South Corridor a federal aid project? Isn't federal money involved with a 20 percent state match? Shouldn't that take the edge off of funding?	We fund highways through a number of different methods. But typically, there is a federal match. Sometimes it's grants and different sources of funding.
Sept. 14, 2023	In-person public meeting #2	Why wouldn't you just go from the US 60 to the I- 10 in one fell swoop?	We broke it down into two segments for planning purposes, because this is a big corridor. Doing this makes it a little more manageable because there are so many things we have to evaluate.
Sept. 14, 2023	In-person public meeting #2	Ocotillo, Riggs and Skyline roads, are you going to run those east of the 79? Is that part of this project?	Those are arterial roadways that would be the Pinal Co. Street network or local jurisdictions.
Sept. 14, 2023	In-person public meeting #2	Will the study take in account the impact of the east side of the city? Are you factoring the whole regional picture re. traffic?	We are working with a travel demand model. MAG maintains a regional model that covers the whole Phoenix Metro area. So, we will be looking at the traffic projections to the year 2050 to see how this and other roadways influence each other.
Sept. 14, 2023	In-person public meeting #2	Currently, we get 10-mile backups especially during February, March and April on the US 60. What considerations are being made for the current, dangerous situation on US 60?	ADOT has done a roadway safety assessment on US 60 in Gold Canyon, there are some interim improvements that we are recommending. Pinal Co is working with the Phoenix District as well as State–just submitted another traffic impact analysis on the Renaissance Festival to come up with potential alternatives for that US 60 backup?
Sept. 14, 2023	In-person public meeting #2	Where are the people who are going to go on this new segment coming from? Why don't they use the 202?	A large area shown on our graphics is labeled state land ownership- there are plans to develop that area, and they would be one of the large users of this corridor. Also, the roadway connects all the way down to I-10 so eventually people going to and from Tucson will have a new route to use.
Sept. 14, 2023	In-person public meeting #2	Why do you stop at Arizona Farms Road? Why not go a couple of more miles south to 287?	The corridor goes all the way to I-10, so that was just a manageable segment/ stopping point.

Date	Meeting	Question	Answer
Sept. 14, 2023	In-person public meeting #2	Why not just connect with SR 24 instead of going all the way up to US 60?	If SR 24 was built out and North-South connected up to US 60, this would serve as a bypass for those who live in the gold Canyon area. We do anticipate the need to connect this roadway up to US 60.
Sept. 14, 2023	In-person public meeting #2	Explain the phasing of how you would unload a project like this, how would you construct this over time, once you come up with your recommendations?	We would have to look at an implementation plan and come up with logical projects There are a number of different ways to do the implementation and that is what we need to look at as part of this effort.
Sept. 14, 2023	In-person public meeting #2	Explain all of the different options we have for funding? We get confused with federal money, state money and county money, city money, etc we do not know.	Essentially, ADOT does interim facilities to try and stretch all the dollars that we can based on need throughout the valley. SR 24 is an interim facility based on the traffic demands for the next 20 years. Pinal Co. is working on a plan to extend that. There are a variety of different funding sources depending on which county you are in. ADOT gets funding from the highway users fund, gas tax, and grants, and a combination of local and state funding. The Long-Range Transportation Plan has a lot of good information on funding sources.
Sept. 14, 2023	In-person public meeting #2	Do you know the projected growth in the new development areas? And why aren't the developers more responsible for providing funding for roadways?	All development that is planned and permitted goes into a model and that's how the Metropolitan Planning Organizations like the Maricopa Association of Governments and the Sun Corridor Metropolitan Planning Organization develop traffic demand models to determine future needs. They include projected population and employment growth, existing and planned developments, land uses, existing traffic levels and future planned roadways. Representatives from Pinal County indicated that the growth projections predict another 1 million people in this area in the next [?] years.
Sept. 20, 2023	Virtual public meeting	I'm concerned because it's not really a funded project yet. So, I'm concerned, like, where does the money come from just to continue, even though you don't know if it's going to happen, right?	yes, so there is no funding for anything besides the study we are currently working on, so there is funding to conduct this study that we indicated would last roughly the next 3 years there is no funding currently identified for any right of way acquisition for any design efforts, or for construction.

Date	Meeting	Question	Answer
Sept. 20, 2023	Virtual public meeting	I live in the magma ranch community. Just off of Judd Road and Cooper Road. The North South corridor will run approximately a little more than 1000 feet from the Magna neighborhood, I was wondering. how might the project affect the property values of my neighborhood and any other nearby neighborhoods that the highway will run nearby.	 1st, I'll just add that there's. I believe there's been a number of different studies done that show. Uh, with the increased access. That would be provided that it could increase property values, but I'd like to have Marissa. Hopefully see if she has any additional information about that. So, appraisals on properties are based on the current market value. So that's what we'll base your appraisal off of, if your property is affected.
Sept. 20, 2023	Virtual public meeting	Thanks for taking my call again. So, that does bring up a good question to appraisal because I am on the East side of the canal and I definitely don't want a lot of construction more traffic lights coming into my environment because we moved out there bought property, built to home just to be on the outskirts of town and we're unincorporated and I love it. This is really concerning me, because with the Pinal parkway coming in, on the supposedly the East side of the canal I'm great with that and that will prevent a lot of traffic from building up if that goes ahead and get finished. So, my question is, why proceed with the funds and all this, you know, environmental studies and everything when that could actually alleviate the even need for North- south corridor when Pinal parkway is done.	The state landholdings last. So, this, this map, all this blue area is land that's held by. The Arizona state land department, and their mission is to auction off the land to earn money for schools within the state, so it's very likely highly likely that this would be developed at some point in the future. So, 1 of the key things we're looking at is. Uh, how do we provide a transportation network in the future when this is developed realizing today that its vacant desert land. But trying to look to the future and realize that this could be developed. So, this is 1 of the key considerations with this particular study between us 60. And Arizona farms road, but as was noted. Uh, in 1 of the earlier slides during the presentation. There was also development potential, even further south. Then this, and this would ultimately connect to I-10 and provide a regional. North South route for. Future traffic demands out to the year 2050. Or, even beyond the. Pinal Parkway yes. Would help alleviate. Some of the existing congestion issues, but this is really about a long range. Planning effort looking way into the future.

Date	Meeting	Question	Answer
Sept. 20, 2023	Virtual public meeting	I work with a local engineering and planning firm a couple large projects that we have kind of, in the next corridor to the South, primarily in Florence and in Coolidge. Um, projects are Maril ranch and Florence center so, with those projects, I just I know that you had mentioned previously on the presentation that that next stage will be as you're going through this, this process will be identified soon, or you'll kick off that process soon could you tell me what kind of what that what you anticipate the timing would be. Would that be sometime this year next year? Just so I could have an understanding of the timing on that. And then also just a 2nd question, if I might. Uh, what stage in the process we look to establish the kind of the are the options for the 400-foot wide final, right away within that 1500-foot corridor. And will there be multiple options or will you just look to. The environmental studies to detect 1 final corridor within that's overall, 1500-foot corridor. That's it.	So, my understanding is that the Southern project from Arizona Farms Road down to I-10. Would likely start within the next couple of months meaning that they could have some public meetings. Possibly early next year, so that is they are looking to start that study. Soon, uh, this fall likely or very late summer. Um, right now we are collecting data. And mapping information as far as constraints, and what's in the project area, we will use that information. To guide the development of alternatives, there could be. Multiple alternatives, or if we have a lot of constraints in some areas that there may only be 1 alternative in. Portions of the corridor, but that is all yet to be. Determined and that's what we'll hopefully be doing over the next several months.

Date	Meeting	Question	Answer
Date Sept. 20, 2023	Meeting Virtual public meeting	Question Can you talk to some of the economic activity that this project might enable? Are there certain businesses in the South that might be planning to leverage this Project?	 Uh, well, I'm not I'm not sure that I can speak to that. Um. Perhaps representatives from. Pinal County could help address that. An interesting question, I would say that with the development of that quarter. I'm sorry, this is Andy Smith. I'm a transportation consultant. I actually worked for federal county for about 15 years and. Come back as a transportation consultant for the
			county. It is my experience we're working on these kinds of projects that we have. It does improve the transportation in the economic vitality and. Economic development when the facilities are built, it's also. That's kind of where I'm going to kind of digress here, but as an example, we're working on statement 24 from Ironwood over the U S60. And we're working with queen Creek, Apache junction state land ADOT and several others to come up with a facility that goes all the way across. And a lot of that is predicated on the fact that we have the LG
			plant coming in and we have some other economic development opportunities that are coinciding with the LG facilities. And so. That's a perfect example as to why we're really pushing with the 24 and the parkway concept. But the county will start to go out here in the next month. We'll be coming out for public input as well for our particular corridor. So that will be more. Advantageous in the short term, but in the long term as Rodney was stating, the economic is coming because the development will sell, the State land will sell those properties out there in that real estate and the developers will come in and
			they will build houses. And they will build. Commercial etcetera, so that's all future. That maybe it's a little further ahead in the future than we're talking about what the 24 in our Parkway concept if that helps. Studies indicate that these types of transportation projects improve economic vitality when completed. Pinal County is working on the SR 24 extension, which will help provide access to near term developments, such as the LG plant.

Date	Meeting	Question	Answer
Sept. 20, 2023	Virtual public meeting	How many lanes will this be?	So that that's a lot of pretty detailed questions. Uh, 1st, we don't know how many lanes will be required. That'll be determined as
	5	Are there sound walls to be included?	a part of the study. Um, we're looking at. A future horizon, year of 2050, and That'll help guide us to determine how many lanes
		Where on the 60 will this connect? East of the Goldfield Road?	are needed. In that 2050 future year, there could be an interim facility. That's built that has less lanes than that. Um, but all that is to be worked out with the study. As well as, um, we'll be conducting noise analysis to determine if noise walls are needed. But again. None of that's been decided and as far as the connection to you as 60. The 1500-foot corridor. Does connect up near gold field road and we'll be looking at a number of different. Options of how to make that connection. Can't say exactly how it's going to connect. Today, but there will be a number of different options that will be. Investigated of how to make that connection and how to restore access. To the existing roadways within that area. But all of those will be looked at as a part of this study that we're working on right now.
			We don't yet know how many lanes will be required, that will be determined as part of the study based on the transportation needs in 2050. There may be an interim facility with fewer lanes initially. There will be a noise analysis as part of the project, so noise abatement will be identified through that process. The US 60 connection will be made near Goldfield Road, and we will be evaluating several options for making that connection as part of this study.
Sept. 20, 2023	Virtual public meeting	Yes, uh, my question, it might lie outside of the scope of this meeting but, uh. Are there any plans to include public transportation options along the corridors? Such as a BRT.	Yeah, that that will be. That will be discussed with the agency partners, such as Pinal County, and the other agencies that would operate. Those types of services, um, that that could be an option. Within the corridor, Andy, did you want to. We are actually working with within the county. We're working with the. During the rapid transit system in Coolidge, transit component as well, as Valley Metro to try and bring in some more services within that area and as Rodney identified that superstition vista study that MAG is doing will help facilitate that. So, I would suggest that maybe as an opportunity to provide public input when that meeting comes out for open houses and public comment. Please add that to your comments.

Date	Meeting	Question	Answer
Sept. 20, 2023	Virtual public meeting	So, I was just hearing a lot of talk of future. Um, I was wondering if you had to project. When would you foresee this project breaking ground?	I don't think we could even answer that question because what you said, there's no funding. For any, anything beyond this study. Um, so I'd hate to even take a guess at that.
Sept. 20, 2023	Virtual public meeting	Question #1: Hi, in the last caller's question, he wanted to know about breaking ground, and would it be safe to say that it won't be any sooner than 2050? Can you say that? Question #2: Yes. So, no sooner than what you're like no sooner than 30.	 Response #1: Well, to be clear 2250. Is the year that we're looking for future traffic information so. We, we look out to the future to say how many cars are going to be on the road. In the future, and 2050 is the year that we've chosen. To use for this study so, um. If funding became available, I would speculate that it would be before 2050, because that's. Again, when our future. Uh, travel, demand, or traffic information is based on. But, again, it's all based on funding, becoming available and. I know we've said this a bunch of times, but there is no funding right now for anything beyond this study. Response #2: Well, this study is going to last, at least 3 years. And we will, we'll need to get funding at some point. In order for something in order to finish this study. We can't finish this study without some funding for some next step. But that next step could be focus more on right away preservation than any construction. I mean, maybe Assad could answer the question. That we're trying to figure out how you would say this but based on 5-year program. There's a prioritization given to that 5-year program, and this isn't even in that 5-year program.
Sept. 20, 2023	Virtual public meeting	As this point why is there not an interchange on Judd Road?	Well, that list that we talked about earlier was from the tier 1 study that was finished a couple years ago and, um. I personally don't know the exact reason why Judd Road was not on the list, but that list of vendor changes will be further evaluated and refined as a part of this Tier 2 Study if you would like an interchange Judd Road, please make sure you provide a comment on the website that requests that.

Date	Meeting	Question	Answer
Sept. 20, 2023	Virtual public	I had another question, and this is regards to South	Uh, I personally, I don't have that information handy, but you
	meeting	of Arizona falls farms road. So, it's not in this study,	can visit. The website, and they have an interactive map on their
		but I live in anthem and I'm just wondering. Say,	website where you can see the entire corridor.
		hunt highway and Felix or AdAway what's the	
		alignment? Will it be west of Hunt highway? Will it	
		be east of Felix? Please.	



Email Comment Attachments

Comment #15 Attachment

Comment #60 Attachment

Comment #75 Attachments (2)

MEMORANDUM

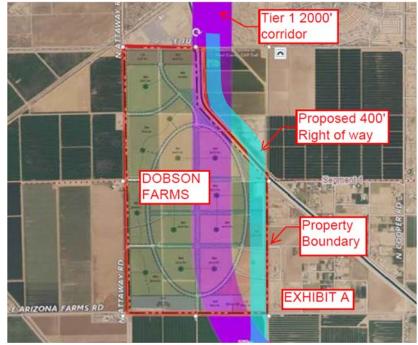
То:	<i>December 22, 2021</i> Chris Salas – Town of Florence Asad Karim – ADOT Carlos Lopez - ADOT	Project Name: Project Number:	Dobson Farms
From:	Ryan Weed, P.E.	Re:	North South Corridor Alignment

Coe & Van Loo Consultants, Inc. (CVL) is under contract with the developer of the Dobson Family Farms parcel shown in red on Exhibit A. CVL has reviewed the ADOT North South Corridor Study. Based on the preferred alignment in purple, the Dobson Farms property will be partially bisected by the planned alignment. Given the master planned development potential of this large parcel a small alignment shift, as shown in concept is necessary to retain the community. The shift as shown will enable the property to develop as a master plan, connected with neighborhood streets,

trails, and open space. On behalf of the property owner and developer please accept this as our formal request to shift the alignment as shown. The project is currently moving forward through the Town zoning process and is at this time prepared to provide the 400' wide right of way corridor in the location shown. CVL has coordinated with the Town of Florence and Pinal County, each of which have no concerns about shifting the planned alignment. Your timely reply would be appreciated. Please advise of any questions regarding this request. I can be reached directly at 602-285-4730.

Coe & Van Loo Consultants, Inc.

Ryan Weed, P.E., CEO





September 23, 2023

Mr. Asadul Karim, P.E. ADOT Project Manager 206 S. 17th Ave. Phoenix, Arizona 85007

Electronically submitted to <u>akarim@azdot.gov</u>

RE: Initiation of North South Corridor Tier 2 Study, US 60 to Arizona Farms Road

Dear Mr. Karim:

The Arizona Game and Fish Department (Department) appreciates the opportunity to engage with the Arizona Department of Transportation (ADOT) on the upcoming North South Corridor Study (NSCS) - US 60 to Arizona Farms Road for Tier 2 NEPA. The Department served as a Cooperating Agency during the previous Tier 1 Environmental Impact Statement (EIS) for the North South Corridor that resulted in a 2021 Record of Decision (ROD), and provided extensive information and feedback about wildlife and habitat resources within the project area. The Department is looking forward to coordinating with ADOT during this upcoming effort as the analysis and conservation commitments from the Tier 1 ROD are carried forward into the Tier 2 process.

Under Title 17 of the Arizona Revised Statutes, the Department, by and through the Arizona Game and Fish Commission, has jurisdictional authority and public trust responsibilities to conserve and protect the state fish and wildlife resources. In addition, the Department manages threatened and endangered species through authorities of Section 6 of the Endangered Species Act and the Department's Section 10(a)(1)(A) permit. It is the mission of the Department to conserve and protect Arizona's diverse fish and wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations. For your consideration during the upcoming NSCS, the Department provides the following comments based on the agency's statutory authorities, public trust responsibilities, and special expertise related to wildlife resources and recreation.

During the Tier 1 NEPA process, the Department identified considerations related to wildlife, wildlife habitat, and wildlife related recreation, including: habitat loss and fragmentation, wildlife movement, loss of wildlife-related creation opportunities, and potential effects to specific special status species including western burrowing owl, kit fox, Tucson Shovel-nosed snake, and Sonoran desert tortoise. Additionally, potential indirect effects such as pollution by toxins, noise, and lighting were identified. In response to these concerns, ADOT incorporated

5000 W. CAREFREE HIGHWAY, PHOENIX AZ 85086

GOVERNOR: KATIE HOBBS COMMISSIONERS: CHAIRMAN TODD G. GEILER, PRESCOTT | CLAY HERNANDEZ, TUCSON | MARSHA PETRIE SUE, SCOTTSDALE JEFF BUCHANAN, PATAGONIA | JAMES E. GOUGHNOUR, PAYSON DIRECTOR: TY E. GRAY DEPUTY DIRECTOR: TOM P. FINLEY Initiation of North South Corridor Tier 2 Study, US 60 to Arizona Farms Road September 23, 2023 Page 2

several Avoidance, Minimization, and Mitigation Strategies (Appendix D) within the North-South Corridor Study Tier 1 Final EIS and ROD. Key measures were incorporated into the ROD included coordination with the Department prior to and during the Tier 2 analysis to identify wildlife connectivity data and study needs, and the incorporation of said data into the infrastructure design to minimize the roadway's effects on wildlife movement.

In accordance with the measures in the ROD, ADOT contacted the Department in the fall of 2022 for recommendations on wildlife movement studies that should be conducted in order to inform project design. The Department provided recommendations to ADOT in November of 2022 for studies that should be conducted prior to the Tier 2 analysis, including: an inventory of water sources in the vicinity of the corridor, camera studies along key drainages that will be affected by the project, javelina and kit fox telemetry and genetic studies, tortoise movement studies, protocol surveys for special status species where appropriate, and the development of a relocation strategy for western burrowing owls within the corridor. Of these recommended surveys, the Department's Contracts Branch recently completed the water source inventory, and is currently conducting the camera studies, as well as the kit fox movement and genetic studies.

Incorporation of wildlife movement study data and recommendations

During the Tier 1 NEPA process, the Department recommended conducting pre-Tier 2 wildlife studies at least 2-4 years prior to the initiation of the Tier 2 process, in order to ensure that there was time for adequate data to be collected to inform design recommendations. The Department understands that the Tier 2 NEPA process will be formally initiated in 2024, after only one year of wildlife movement data has been collected. Per our agreement with ADOT to conduct wildlife movement studies, these studies will continue through 2025.

• The Department requests close coordination with ADOT project staff and engineers as corridor siting and design is developed, to ensure that design and data collection progress in such a manner that provide for identification and the incorporation of wildlife movement design features recommendations remain feasible.

Species of Greatest Conservation Need

The <u>Arizona Wildlife Conservation Strategy (AWCS)</u>¹, formerly referred to as the State Wildlife Action Plan (SWAP), provides a comprehensive vision for managing Arizona's fish, wildlife, and wildlife habitats. The AWCS identifies Species of Greatest Conservation Need (SGCN) for the State of Arizona.

- The Department recommends that potential impacts to, as well as appropriate avoidance and minimization measures for all state trust species be addressed in the upcoming Tier 2 NEPA analysis. The attached report created on the Arizona Online Environmental Review Tool (ERT) identifies known occurrences of special status species in the project vicinity and species of economic or recreation importance predicted within the project vicinity based on predicted range models.
- While there is potential for burrowing owls to occur along most of the NSCS, there will likely be a higher concentration of owls within the active or fallow/abandoned agricultural lands, and along drainages and/or berms that intersect the corridor route. The

¹ <u>https://awcs.azgfd.com/</u>

Initiation of North South Corridor Tier 2 Study, US 60 to Arizona Farms Road September 23, 2023 Page 3

> Department recommends developing a burrowing owl conservation strategy, in concert with Department staff. This conservation strategy should identify likely hot spots along the route for burrowing owls, identify suitable locations for the relocation of owls that are encountered prior to or during construction, and clearly outline roles and responsibilities for actions to be taken when owls are detected prior to or during construction.

Recreation/Open Space Access

The Department recommends examining the potential effects of the corridor to economically important recreation opportunities. Many portions of the corridor cross roadways that currently provide access to recreation opportunities within, or east of, the North-South Corridor. Maintaining recreation access through the corridor is critical to providing important recreation opportunities for Arizonans.

• The Department recommends maintaining access for outdoor recreation through the corridor to the greatest extent feasible. If the corridor design will result in limitations to current recreation access, the Department requests opportunities to coordinate with ADOT project staff and engineers to identify appropriate alternatives, signage, parking areas, or other design features that retain recreational access within the corridor.

Indirect Effects

The Department recommends the development and implementation of adequate weed abatement and habitat restoration programs that monitor adjacent habitats, and adaptively address effects from invasive species and habitat conversion.

The Department is looking forward to coordinating with ADOT during this upcoming effort, as the analysis and conservation commitments from the Tier 1 ROD are carried forward into the Tier 2 process. For further coordination, please contact Cheri Bouchér at <u>cboucher@azgfd.gov</u> or 623-236-7615.

Sincerely,

for Luke Thompson Branch Chief, Habitat, Evaluation, and Lands Branch

cc: Dena Whitaker, Environmental Planner, ADOT Environmental Planning Joshua Fife, Biology Team Lead, ADOT Environmental Planning Rodney Bragg, Associate Vice President, AECOM

Enclosure: ERT report HGIS-20392

AZGFD #M23-08112610

Arizona Environmental Online Review Tool Report



Arizona Game and Fish Department Mission To conserve Arizona's diverse wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations.

Project Name:

North-South Corridor Study- US60- AZ Farms Rd

Project Description:

North-South Corridor Study- US60- AZ Farms Rd

Project Type:

Transportation & Infrastructure, Road construction (including staging areas), Realignment/new roads

Contact Person:

Cheri Boucher

Organization:

Arizona Game and Fish Department

On Behalf Of:

ADOT

Project ID:

HGIS-20392

Please review the entire report for project type and/or species recommendations for the location information entered. Please retain a copy for future reference.

Disclaimer:

- 1. This Environmental Review is based on the project study area that was entered. The report must be updated if the project study area, location, or the type of project changes.
- 2. This is a preliminary environmental screening tool. It is not a substitute for the potential knowledge gained by having a biologist conduct a field survey of the project area. This review is also not intended to replace environmental consultation (including federal consultation under the Endangered Species Act), land use permitting, or the Departments review of site-specific projects.
- 3. The Departments Heritage Data Management System (HDMS) data is not intended to include potential distribution of special status species. Arizona is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. HDMS data contains information about species occurrences that have actually been reported to the Department. Not all of Arizona has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity. Such surveys may reveal previously undocumented population of species of special concern.
- 4. Arizona Wildlife Conservation Strategy (AWCS), specifically Species of Greatest Conservation Need (SGCN), represent potential species distribution models for the State of Arizona which are subject to ongoing change, modification and refinement. The status of a wildlife resource can change quickly, and the availability of new data will necessitate a refined assessment.

Locations Accuracy Disclaimer:

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.

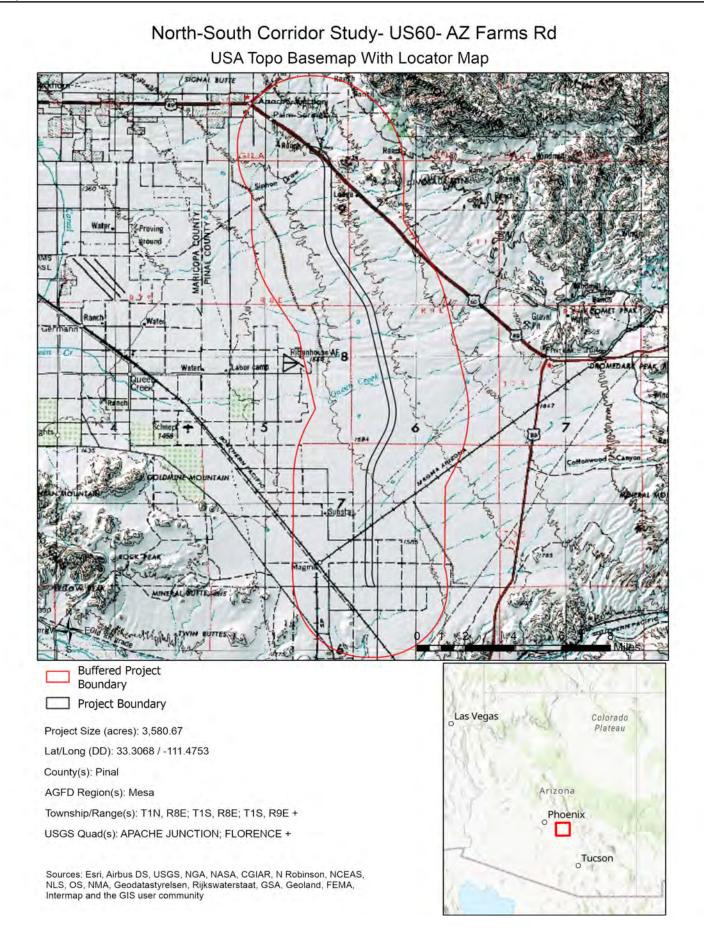
Recommendations Disclaimer:

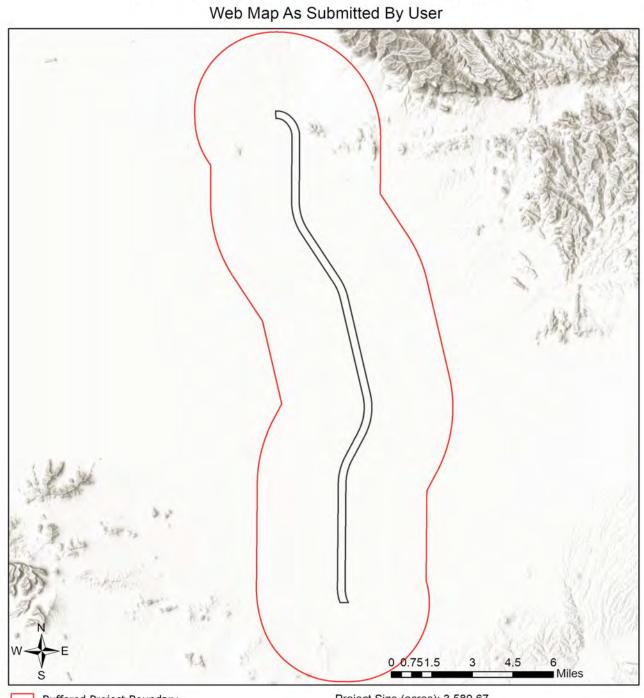
- 1. The Department is interested in the conservation of all fish and wildlife resources, including those species listed in this report and those that may have not been documented within the project vicinity as well as other game and nongame wildlife.
- 2. Recommendations have been made by the Department, under authority of Arizona Revised Statutes Title 5 (Amusements and Sports), 17 (Game and Fish), and 28 (Transportation).
- 3. Potential impacts to fish and wildlife resources may be minimized or avoided by the recommendations generated from information submitted for your proposed project. These recommendations are preliminary in scope, designed to provide early considerations on all species of wildlife.
- 4. Making this information directly available does not substitute for the Department's review of project proposals, and should not decrease our opportunity to review and evaluate additional project information and/or new project proposals.
- 5. Further coordination with the Department requires the submittal of this Environmental Review Report with a cover letter and project plans or documentation that includes project narrative, acreage to be impacted, how construction or project activity(s) are to be accomplished, and project locality information (including site map). Once AGFD had received the information, please allow 30 days for completion of project reviews. Send requests to:

Project Evaluation Program, Habitat Branch Arizona Game and Fish Department 5000 West Carefree Highway Phoenix, Arizona 85086-5000 Phone Number: (623) 236-7600 Fax Number: (623) 236-7366 Or

PEP@azgfd.gov

 Coordination may also be necessary under the National Environmental Policy Act (NEPA) and/or Endangered Species Act (ESA). Site specific recommendations may be proposed during further NEPA/ESA analysis or through coordination with affected agencies





North-South Corridor Study- US60- AZ Farms Rd

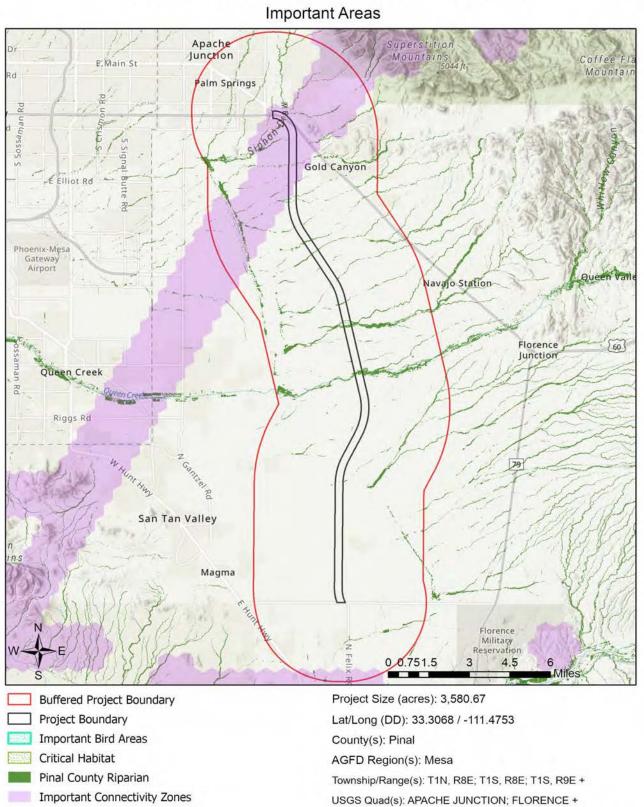
Buffered Project BoundaryProject Boundary

Project Size (acres): 3,580.67 Lat/Long (DD): 33.3068 / -111.4753 County(s): Pinal AGFD Region(s): Mesa Township/Range(s): T1N, R8E; T1S, R8E; T1S, R9E + USGS Quad(s): APACHE JUNCTION; FLORENCE +

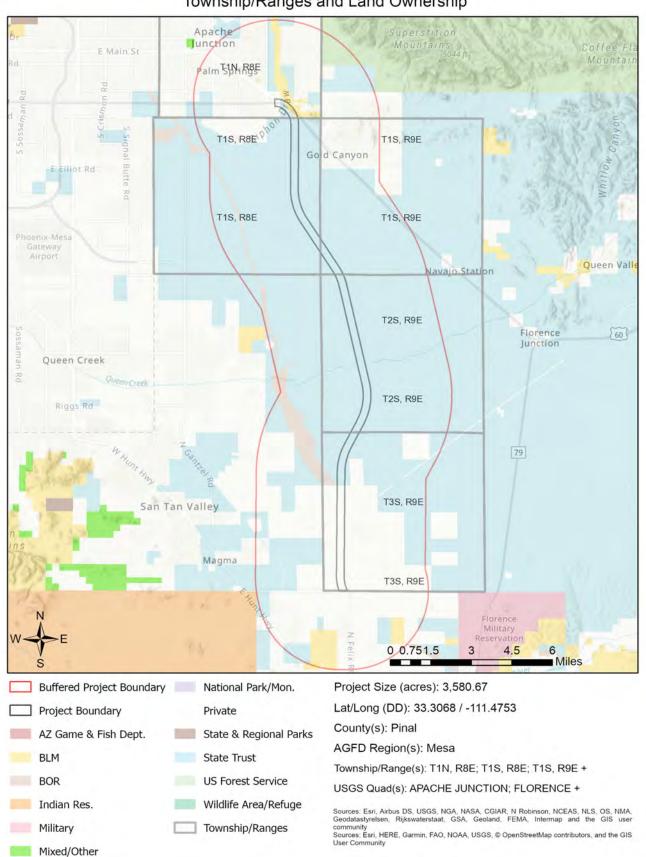
Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

Wildlife Connectivity

Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



North-South Corridor Study- US60- AZ Farms Rd



.

.

Special Status Species Documented within 3 Miles of Project Vicinity									
Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN			
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S		2			
Chionactis annulata	Resplendent Shovel-nosed Snake								
Crotalus tigris	Tiger Rattlesnake					2			
Gopherus morafkai	Sonoran Desert Tortoise	CCA	S	S		1			
Heloderma suspectum	Gila Monster					1			
Incilius alvarius	Sonoran Desert Toad					2			
Lepus alleni	Antelope Jackrabbit					2			
Phrynosoma solare	Regal Horned Lizard					2			

Note: Status code definitions can be found at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/statusdefinitions/

	Special Areas	Documented	that Intersect	with Project	Footprint as	Drawn
--	---------------	------------	----------------	--------------	--------------	-------

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
CAP Canal	Maricopa County Wildlife Movement Area - Landscape					
Important Connectivity Zone	Wildlife Connectivity					
Queen Creek - Gila River Indian Community	Maricopa County Wildlife Movement Area - Riparian/Wash					
Queen Creek - Gila River Indian Community	Pinal County Wildlife Movement Area - Riparian/Wash					
Queen Creek	Conservation Opportunity Area					
Riparian Area	Riparian Area					
Superstition Mountains to Goldfield Mountains and Weekes Wash	Pinal County Wildlife Movement Area - Landscape					
Valley north and east of the San Tan Mountains	Pinal County Wildlife Movement Area - Landscape					

Note: Status code definitions can be found at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/statusdefinitions/

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Ammospermophilus harrisii	Harris' Antelope Squirrel					
Anaxyrus microscaphus	Arizona Toad	SC		S		2
Anthus spragueii	Sprague's Pipit	SC				2
Aquila chrysaetos	Golden Eagle			S		2
Artemisiospiza nevadensis	Sagebrush Sparrow					
Asio otus	Long-eared Owl					2
Aspidoscelis sonorae	Sonoran Spotted Whiptail					2
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S		2

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Auriparus flaviceps	Verdin					2
Botaurus lentiginosus	American Bittern					2
Buteo regalis	Ferruginous Hawk	SC		S		2
Buteo swainsoni	Swainson's Hawk					2
Calypte costae	Costa's Hummingbird					2
Campylorhynchus brunneicapillus	Cactus Wren					2
Catharus ustulatus	Swainson's Thrush					2
Chaetodipus baileyi	Bailey's Pocket Mouse					2
Charadrius montanus	Mountain Plover	SC				2
Chilomeniscus stramineus	Variable Sandsnake					2
Coccyzus americanus	Yellow-billed Cuckoo (Western DPS)					
Colaptes chrysoides	Gilded Flicker			S		2
Columbina inca	Inca Dove					2
Corynorhinus townsendii pallescens	Pale Townsend's Big-eared Bat	SC	S	S		1
Crotalus tigris	Tiger Rattlesnake					2
Cynanthus latirostris	Broad-billed Hummingbird		S			2
Empidonax wrightii	Gray Flycatcher					2
Eumops perotis californicus	Greater Western Bonneted Bat					
Falco mexicanus	Prairie Falcon					2
Falco peregrinus anatum	American Peregrine Falcon					
Falco sparverius	American Kestrel					2
Gopherus morafkai	Sonoran Desert Tortoise	CCA	S	S		1
Heloderma suspectum	Gila Monster					1
Icterus bullockii	Bullock's Oriole					2
Incilius alvarius	Sonoran Desert Toad					2
Kinosternon sonoriense sonoriense	Desert Mud Turtle					
Lanius Iudovicianus	Loggerhead Shrike	SC				2
Lasiurus blossevillii	Western Red Bat		S			2
Lasiurus cinereus	Hoary Bat					2
Lasiurus xanthinus	Western Yellow Bat		S			2
Lepus alleni	Antelope Jackrabbit					2
Lithobates yavapaiensis	Lowland Leopard Frog	SC	S	S		1
Macrotus californicus	California Leaf-nosed Bat	SC		S		2
Megascops kennicottii	Western Screech-owl					
Melanerpes uropygialis	Gila Woodpecker					2
Melospiza lincolnii	Lincoln's Sparrow					2
Melozone aberti	Abert's Towhee		S			2
Micrathene whitneyi	Elf Owl					
Micruroides euryxanthus	Sonoran Coralsnake					2

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Myotis velifer	Cave Myotis	SC		S		2
Myotis yumanensis	Yuma Myotis	SC				2
Neotamias cinereicollis	Gray-collared Chipmunk					
Neotamias minimus	Least Chipmunk					
Nyctinomops femorosaccus	Pocketed Free-tailed Bat					2
Parabuteo unicinctus	Harris's Hawk					2
Passerculus sandwichensis	Savannah Sparrow					2
Perognathus amplus	Arizona Pocket Mouse					2
Peucaea carpalis	Rufous-winged Sparrow					2
Phrynosoma solare	Regal Horned Lizard					2
Phyllorhynchus browni	Saddled Leaf-nosed Snake					2
Pooecetes gramineus	Vesper Sparrow					2
Spizella breweri	Brewer's Sparrow					2
Tadarida brasiliensis	Brazilian Free-tailed Bat					
Toxostoma bendirei	Bendire's Thrasher					2
Toxostoma lecontei	LeConte's Thrasher			S		2

Species of Economic and Recreation Importance Predicted that Intersect with Project Footprint as Drawn

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Callipepla gambelii	Gambel's Quail					
Odocoileus hemionus	Mule Deer					
Pecari tajacu	Javelina					
Puma concolor	Mountain Lion					
Zenaida asiatica	White-winged Dove					
Zenaida macroura	Mourning Dove					

Project Type: Transportation & Infrastructure, Road construction (including staging areas), Realignment/new roads

Project Type Recommendations:

Bridge Maintenance/Construction

Identify whether wildlife species use the structure for roosting or nesting during anticipated maintenance/construction period. Plan the timing of maintenance/construction to minimize impacts to wildlife species. In addition to the species list generated by the Arizona's On-line Environmental Review Tool, the Department recommends that surveys be conducted at the bridge and in the vicinity of the bridge to identify additional or currently undocumented bat, bird, or aquatic species in the project area. To minimize impacts to birds and bats, as well as aquatic species, consider conducting maintenance and construction activities outside the breeding/maternity season (breeding seasons for birds and bats usually occur spring - summer). Examining the crevices for the presence of bats prior to pouring new paving materials or that the top of those crevices be sealed to prevent material from dripping or falling through the cracks and potentially onto bats. If bats are present, maintenance and construction (including paving and milling) activities should be conducted during nighttime hours, if possible, when the fewest number of bats will be roosting. Minimize impacts to the vegetation community. Unavoidable impacts to vegetation should be mitigated on-site whenever possible. A revegetation plan should be developed to replace impacted communities.

Consider design structures and construction plans that minimize impacts to channel geometry (i.e., width/depth ratio, sinuosity, allow overflow channels), to avoid alteration of hydrological function. Consider incorporating roosting sites for bats into bridge designs. During construction, erosion control structures and drainage features should be used to prevent introduction of sediment laden runoff into the waterway. Minimize instream construction activity. If culverts are planned, use wildlife friendly designs to mitigate impacts to wildlife and fish movement. Guidelines for bridge designs to facilitate wildlife passage can be found on our Wildlife Friendly Guidelines web page under the Wildlife Planning button, at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/.

Fence recommendations will be dependent upon the goals of the fence project and the wildlife species expected to be impacted by the project. General guidelines for ensuring wildlife-friendly fences include: barbless wire on the top and bottom with the maximum fence height 42", minimum height for bottom 16". Modifications to this design may be considered for fencing anticipated to be routinely encountered by elk, bighorn sheep or pronghorn (e.g., Pronghorn fencing would require 18" minimum height on the bottom). Please refer to the Department's Fencing Guidelines located on Wildlife Friendly Guidelines page, which is part of the Wildlife Planning button at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/.

During the planning stages of your project, please consider the local or regional needs of wildlife in regards to movement, connectivity, and access to habitat needs. Loss of this permeability prevents wildlife from accessing resources, finding mates, reduces gene flow, prevents wildlife from re-colonizing areas where local extirpations may have occurred, and ultimately prevents wildlife from contributing to ecosystem functions, such as pollination, seed dispersal, control of prey numbers, and resistance to invasive species. In many cases, streams and washes provide natural movement corridors for wildlife and should be maintained in their natural state. Uplands also support a large diversity of species, and should be contained within important wildlife movement corridors. In addition, maintaining biodiversity and ecosystem functions can be facilitated through improving designs of structures, fences, roadways, and culverts to promote passage for a variety of wildlife. Guidelines for many of these can be found at: https://www.azqfd.com/wildlife/planning/wildlifeguidelines/.

Consider impacts of outdoor lighting on wildlife and develop measures or alternatives that can be taken to increase human safety while minimizing potential impacts to wildlife. Conduct wildlife surveys to determine species within project area, and evaluate proposed activities based on species biology and natural history to determine if artificial lighting may disrupt behavior patterns or habitat use. Use only the minimum amount of light needed for safety. Narrow spectrum bulbs should be used as often as possible to lower the range of species affected by lighting. All lighting should be shielded, canted, or cut to ensure that light reaches only areas needing illumination.

Minimize the potential introduction or spread of exotic invasive species, including aquatic and terrestrial plants, animals, insects and pathogens. Precautions should be taken to wash and/or decontaminate all equipment utilized in the project activities before entering and leaving the site. See the Arizona Department of Agriculture website for a list of prohibited and restricted noxious weeds at https://www.invasivespeciesinfo.gov/unitedstates/az.shtml and the Arizona Native Plant Society https://www.invasivespeciesinfo.gov/unitedstates/az.shtml and the Arizona Native Plant Society https://www.invasivespeciesinfo.gov/unitedstates/az.shtml and the Arizona Native Plant Society https://aznps.com/invas for recommendations on how to control. To view a list of documented invasive species or to report invasive species in or near your project area visit iMapInvasives - a national cloud-based application for tracking and managing invasive species at https://imap.natureserve.org/imap/services/page/map.html.

• To build a list: zoom to your area of interest, use the identify/measure tool to draw a polygon around your area of interest, and select "See What's Here" for a list of reported species. To export the list, you must have an account and be logged in. You can then use the export tool to draw a boundary and export the records in a csv file.

Minimization and mitigation of impacts to wildlife and fish species due to changes in water quality, quantity, chemistry, temperature, and alteration to flow regimes (timing, magnitude, duration, and frequency of floods) should be evaluated. Minimize impacts to springs, in-stream flow, and consider irrigation improvements to decrease water use. If dredging is a project component, consider timing of the project in order to minimize impacts to spawning fish and other aquatic species (include spawning seasons), and to reduce spread of exotic invasive species. We recommend early direct coordination with Project Evaluation Program for projects that could impact water resources, wetlands, streams, springs, and/or riparian habitats.

The Department recommends that wildlife surveys are conducted to determine if noise-sensitive species occur within the project area. Avoidance or minimization measures could include conducting project activities outside of breeding seasons.

Based on the project type entered, coordination with State Historic Preservation Office may be required (<u>https://azstateparks.com/</u>).

Trenches should be covered or back-filled as soon as possible. Incorporate escape ramps in ditches or fencing along the perimeter to deter small mammals and herpetofauna (snakes, lizards, tortoise) from entering ditches.

Design culverts to minimize impacts to channel geometry, or design channel geometry (low flow, overbank, floodplains) and substrates to carry expected discharge using local drainages of appropriate size as templates. Reduce/minimize barriers to allow movement of amphibians or fish (e.g., eliminate falls). Also for terrestrial wildlife, washes and stream corridors often provide important corridors for movement. Overall culvert width, height, and length should be optimized for movement of the greatest number and diversity of species expected to utilize the passage. Culvert designs should consider moisture, light, and noise, while providing clear views at both ends to maximize utilization. For many species, fencing is an important design feature that can be utilized with culverts to funnel wildlife into these areas and minimize the potential for roadway collisions. Guidelines for culvert designs to facilitate wildlife passage can be found on the home page of this application at https://www.azqfd.com/wildlife/planning/wildlifeguidelines/.

Based on the project type entered, coordination with Arizona Department of Environmental Quality may be required (<u>http://www.azdeq.gov/</u>).

Based on the project type entered, coordination with U.S. Army Corps of Engineers may be required (<u>http://www.usace.army.mil/</u>)

Based on the project type entered, coordination with County Flood Control district(s) may be required.

Vegetation restoration projects (including treatments of invasive or exotic species) should have a completed siteevaluation plan (identifying environmental conditions necessary to re-establish native vegetation), a revegetation plan (species, density, method of establishment), a short and long-term monitoring plan, including adaptive management guidelines to address needs for replacement vegetation.

<u>The Department requests further coordination to provide project/species specific recommendations, please</u> <u>contact Project Evaluation Program directly at PEP@azgfd.gov</u>.

Project Location and/or Species Recommendations:

Analysis indicates that your project is located in the vicinity of an identified Conservation Opportunity Area (COA). While there are many areas in Arizona that present abundant conservation opportunities, COAs are specific areas on the landscape that the Department identified as having the greatest potential for conservation efforts. COAs were identified using species and habitat data, the presence of unique landscape features, and Departmental expertise. COAs range in size, scope, and focal species and/or habitats and are strictly a non-regulatory conservation tool for the public and our conservation partners to consider. For more information regarding this particular COA near your project area and the Department's suggestions for potential conservation efforts, please visit the COA profile at https://awcs.azgfd.com/conservation-opportunity-areas.

Analysis indicates that your project is located in the vicinity of an identified <u>wildlife habitat connectivity feature</u>. The **County-level Stakeholder Assessments** contain five categories of data (Barrier/Development, Wildlife Crossing Area, Wildlife Movement Area- Diffuse, Wildlife movement Area- Landscape, Wildlife Movement Area- Riparian/Washes) that provide a context of select anthropogenic barriers, and potential connectivity. The reports provide recommendations for opportunities to preserve or enhance permeability. Project planning and implementation efforts should focus on maintaining and improving opportunities for wildlife permeability. For information pertaining to the linkage assessment and wildlife species that may be affected, please refer

to: https://www.azgfd.com/wildlife/planning/habitatconnectivity/identifying-corridors/.

Please contact the Project Evaluation Program (pep@azgfd.gov) for specific project recommendations.

HDMS records indicate that one or more **Listed**, **Proposed**, **or Candidate** species or **Critical Habitat** (Designated or Proposed) have been documented in the vicinity of your project. The Endangered Species Act (ESA) gives the US Fish and Wildlife Service (USFWS) regulatory authority over all federally listed species. Please contact USFWS Ecological Services Offices at <u>https://www.fws.gov/office/arizona-ecological-services</u> or:

Phoenix Main Office

9828 North 31st Avenue #C3 Phoenix, AZ 85051-2517 Phone: 602-242-0210 Fax: 602-242-2513

Tucson Sub-Office 201 N. Bonita Suite 141 Tucson, AZ 85745 Phone: 520-670-6144 Fax: 520-670-6155

Flagstaff Sub-Office SW Forest Science Complex 2500 S. Pine Knoll Dr. Flagstaff, AZ 86001 Phone: 928-556-2157 Fax: 928-556-2121

This review has identified **riparian areas** within the vicinity of your project. During the planning stage of your project, avoid, minimize, or mitigate any potential impacts to riparian areas identified in this report. Riparian areas play an important role in maintaining the functional integrity of the landscape, primarily by acting as natural drainages that convey water through an area, thereby reducing flood events. In addition, riparian areas provide important movement corridors and habitat for fish and wildlife. Riparian areas are channels that contain water year-round or at least part of the year. Riparian areas also include those channels which are dry most of the year, but may contain or convey water following rain events. All types of riparian areas offer vital habitats, resources, and movement corridors for wildlife. The Pinal County Comprehensive Plan (i.e. policies *6.1.2.1* and *7.1.2.4*), Open Space and Trails Master Plan, Drainage Ordinance, and Drainage Design Manual all identify riparian area considerations, guidance, and policies. Guidelines to avoid, minimize, or mitigate impacts to riparian habitat can be found

at <u>https://www.azgfd.com/wildlife/planning/wildlifeguidelines/</u>. Based on the project type entered, further consultation with the Arizona Game and Fish Department and Pinal County may be warranted.

HDMS records indicate that **Sonoran Desert Tortoise** have been documented within the vicinity of your project area. Please review the Tortoise Handling Guidelines found at: <u>https://www.azgfd.com/wildlife/nongamemanagement/tortoise/</u>

Analysis indicates that your project is located in the vicinity of an identified <u>wildlife habitat connectivity feature</u>. The **Statewide Wildlife Connectivity Assessment's Important Connectivity Zones** (ICZs) represent general areas throughout the landscape which contribute the most to permeability of the whole landscape. ICZs may be used to help identify, in part, areas where more discrete corridor modeling ought to occur. The reports provide recommendations for opportunities to preserve or enhance permeability. Project planning and implementation efforts should focus on maintaining and improving opportunities for wildlife permeability. For information pertaining to the linkage assessment and wildlife species that may be affected, please refer

to: https://s3.amazonaws.com/azgfd-portal-wordpress/azgfd.wp/wp-

content/uploads/0001/01/23120719/ALIWCA Final Report Perkl 2013 lowres.pdf.

Please contact the Project Evaluation Program (pep@azgfd.gov) for specific project recommendations.

HDMS records indicate that **Western Burrowing Owls** have been documented within the vicinity of your project area. Please review the western burrowing owl resource page at:

https://www.azgfd.com/wildlife/speciesofgreatestconservneed/burrowingowlmanagement/.



September 27, 2023

North-South Corridor Team C/O ADOT Communications 20 E. Thomas Road, Suite 2500 Phoenix AZ 85012 Email: info@northsouth-segment1.com

Re: SRP Land comments for the North-South Corridor Study (NSCS)

On behalf of the Salt River Project Agricultural Improvement and Power District (SRP), we would like to thank you for the opportunity to provide comments for the ADOT/FHWA Segment 1 North South Corridor Tier 2 Environmental and Engineering Studies.

As part of the SRP Land Dept review, it was determined that the segment along the US60 between Southern Ave to Baseline Rd, is on BLM withdrawn land. The land was withdrawn in connection with the construction and maintenance of SRP power transmission lines. SRP does not have the authority to issue a license for the construction of the proposed freeway alignment on the withdrawn land, for it neither serves Reclamation purposes nor the construction and maintenance of power transmission lines. Further discussion regarding this portion of project will need to include BLM since they would dictate the process to consider the requested use by ADOT/FHWA.

SRP maintains an existing 115KV and 230KV power transmission corridor located inside the withdrawn lands, and requires the remaining transmission corridor be reserved for future SRP infrastructure to support increasing power demands. SRP requests that ADOT/FHWA consider realigning or narrowing the route to avoid the withdrawn land location so to not disrupt the current and future use of this corridor. Please note that our Transmission Line Asset Management team has also provided information about the conflicts with existing infrastructure locations separately. If you need a copy of that correspondence, please don't hesitate to ask and we can provide a copy.

As we continue to partner with you going froward, and the route is further refined, in order to expedite our review and evaluation process, we request that future plans identify the boundaries of withdrawn land and existing easements as well as survey structure locations.

If you have any questions, please contact me at 602-236-3129 or kaye.bockmann@srpnet.com.

We look forward to continuing to work with you on the North-South Corridor while continuing to ensure SRP can provide safe, reliable service to the continuing growth of the valley.

Sincerely,

Kaye Bockmann, SR/WA SRP Land Rights Management Analyst Email: <u>kaye.bockmann@srpnet.com</u>

Cc: Christy Burke Michelle Genereux



IN REPLY REFER TO: PXAO-1500 2.1.4.17

United States Department of the Interior

BUREAU OF RECLAMATION Phoenix Area Office 6150 West Thunderbird Road Glendale, AZ 85306-4001



VIA ELECTRONIC MAIL AND CERTIFIED MAIL

Ms. Tazeen Dewan and Mr. Asadul Karim Project Managers Arizona Department of Transportation MPD Corridor Planning Group 1611 West Jackson Street, MD310B Phoenix, AZ 85006 <u>Akarim@azdot.gov</u> tdewan@axdot.com

Subject: I-10 North-South Corridor Environmental Impact Statement

Dear Ms. Dewan and Mr. Karim:

The Bureau of Reclamation (Reclamation) reviewed the Tier 1 Environmental Impact Statement for the North-South Corridor Study and provided your office with written comments on December 14, 2017, and October 14, 2019. Representatives from Reclamation attended the Arizona Department of Transportation (ADOT) Agency Scoping Meeting for this project on August 17, 2023. We remain concerned that two portions of the proposed highway will impact Reclamation lands owned in fee for the Central Arizona Project (CAP) (Enclosure 1) and withdrawn lands for the Salt River Project (SRP) (Enclosure 2).

Reclamation would like to point out that there is a planned recreation trail along the CAP which is part of the Pinal County Open Space and Trails Master Plan. This recreation trail and culturally significant historic properties located along the CAP could be considered as protected under Section 4(f). Reclamation encourages ADOT and/or their representatives to collaborate with Reclamation and the Central Arizona Water Conservation District for portions of the proposed corridor that would impact lands owned in fee by Reclamation for the CAP. Additionally, ADOT should collaborate with Reclamation and SRP for portions of the proposed corridor that would impact lands withdrawn for the SRP.

Should you have questions regarding this matter, please contact Mr. Dominic Graziani, Supervisory Natural Resources Specialist, at (623) 773-6250 or via email at <u>dgraziani@usbr.gov</u>. Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability, may dial 711 (TTY, TDD, or TeleBraille) to access telecommunication relay services.

ARIZONA, CALIFORNIA^{*}, NEVADA^{*}

Individuals outside the United States should use the relay services offered within their country to make international calls to the point of contact in the United States.

Sincerely,

DOMINIC Digitally signed by DOMINIC GRAZIANI GRAZIANI Date: 2023.09.20 09:41:55-07(00)

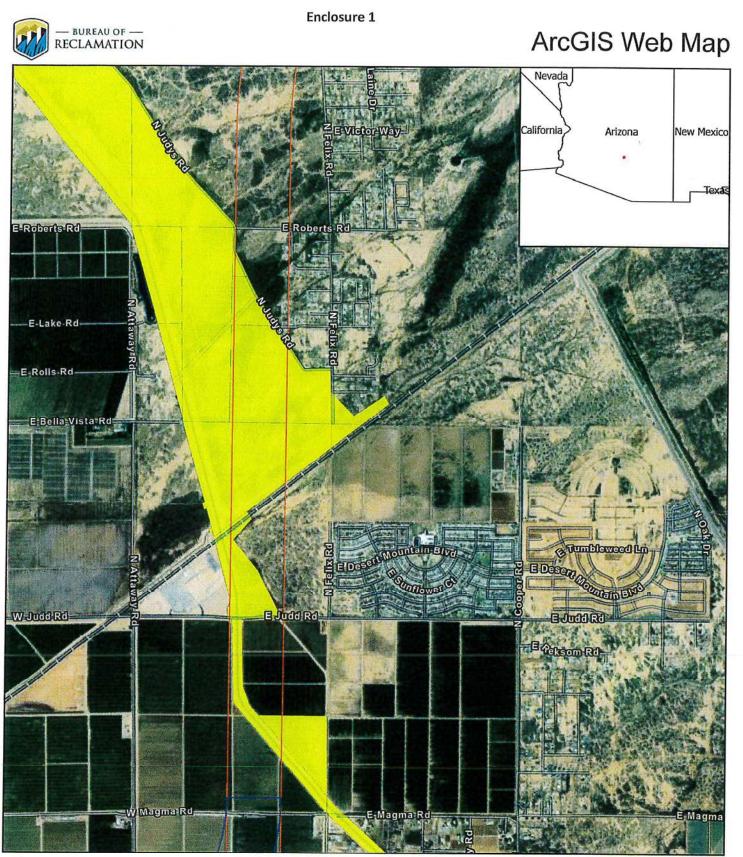
GRAZIANI Date: 2023.09.20 09:41:55-07'00'

Manager, Environmental Resource Management Division

Enclosures - 2

cc: Ms. Kaye Bockmann, SR/WA Senior Lands Rights Management Analyst Salt River Project Land Department, PAB10W P.O. Box 52025 Phoenix, AZ 85072-7066 Kaye.Bockmann@srpnet.com

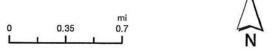
Mr. Tom Fitzgerald Land and Survey Supervisor Central Arizona Project 23636 North 7th Street Phoenix, AZ 85024 <u>tfitzgerald@cap-az.com</u> (w/encls to each)



Legend

Proposed Corridor

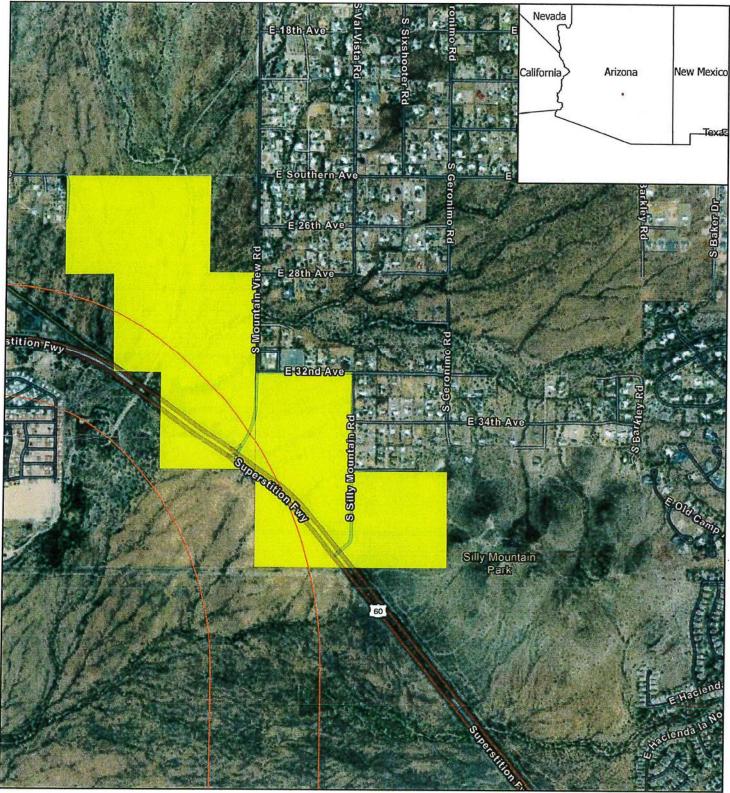
Central Arizona Project



DISCLAIMER: This map and data are provided as-is and are intended for general reference only. None of the parties involved in preparing the map or data contained herein warrant or represent the data to be complete and accurate.

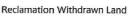


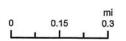
ArcGIS Web Map



Legend

Proposed Corridor







DISCLAIMER: This map and data are provided as-is and are intended for general reference only. None of the parties involved in preparing the map or data contained herein warrant or represent the data to be complete and accurate.

Date: 9/13/2023



September 27, 2023

North-South Corridor Team C/O ADOT Communications 20 E. Thomas Road, Suite 2500 Phoenix AZ 85012 Email: <u>info@northsouth-segment1.com</u> Online: northsouth-segment1.com

TO: Arizona Department of Transportation (ADOT)

REF: SRP Transmission comments for the North-South Corridor Study (NSCS)

Salt River Project Transmission Line Asset Management appreciate the opportunity to provide comments for the North-South Corridor Study.

Transmission Line Asset Management (TLAM) has taken a sincere interest in the study of the North-South Freeway Corridor. SRP TLAM responses from October 2019 and January 2021 are still valid. I have attached the following information: map, details, photos, concerns, and comments.

Note: It is our understanding that this information will be used to support SRP operation and maintenance of existing transmission facilities while you continue your study of the proposed North-South corridor.

Sincerely,

Cecil Essix SRP Engineering Technician Email: <u>cecil.essix@srpnet.com</u>

Attachments: SRP to ADOT North-South Freeway Letter dated 10.29.2019 ADOT North-South DEIS SRP Comments on preferred alternative dated 03.24.2021 North-South DEIS MAP dated 02.25.2020



Zack Heim, Director Transmission Line Design Construction and Maintenance EVS111 | P.O. Box 52025 Phoenix, AZ 85072-2025 Phone: 602-236-0589 zack.heim@srpnet.com

October 29, 2019

North-South Corridor Team C/O ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix AZ 85007

Dear Mr. Karim,

The Salt River Valley Water Users' Association and the Salt River Project Agricultural Improvement and Power District, (collectively "SRP") appreciate the opportunity to provide comments on Arizona Department of Transportation's ("ADOT") Draft Tier 1 Environmental Impact Statement ("DEIS") for the North-South Corridor Study.

SRP is a municipal power utility and water provider located in Phoenix, Arizona. SRP operates seven dams and reservoirs on the Salt and Verde rivers and East Clear Creek and approximately 131 miles of canals that deliver water to the Phoenix metropolitan area. As a political subdivision of the State of Arizona, SRP provides retail electric services to more than one million residential, commercial, industrial, agricultural and mining customers. As a vertically integrated utility, SRP provides generation, transmission and distribution services. In addition, SRP owns, operates and maintains a number of high voltage transmission lines, distribution lines (less than 69kV), substations and associated infrastructure in Arizona. These power lines are essential in serving the Phoenix Metropolitan Area, northern Pinal County, mining and other industrial customers in east-central. Arizona.

SRP has taken a sincere interest in the study of the North-South Freeway Corridor ("freeway") and has regularly attended agency stakeholder meetings. SRP finds the eastern alignment to be the least impactful to SRP and therefore supports the ADOT preferred alignment. SRP conducted a field review to identify potential conflicts between the proposed freeway route and existing transmission line infrastructure (69kV and above). There may be additional conflicts with SRP's distribution (12kV and below), telecommunication, and water infrastructure.

SRP submits the following comments based on review of the DEIS:

Areas of highest concern:

SRP sheet 3 of 12: SRP's 500kV line makes a 90 degree turn, and parallels the freeway corridor.

SRP sheet 4 of 12: SRP's 500kV line turns in a southeasterly direction, the north-south portion of the freeway will parallel SRP's power line.

SRP sheet 6 of 12: The freeway will likely require reconstruction of SRP's 69kV line with taller structures.

SRP sheet 8 of 12: The freeway will cross SRP's 230/500kV line as well as the railroad. SRP suggests avoiding this area if possible and will require additional coordination if the conflict is unavoidable.

SRP sheet 9 of 12: The freeway will cross three lines, SRP's 500kV, 230kV, 115kV lines. SRP suggests avoiding this area if possible and will require additional coordination if the conflict is unavoidable.

SRP sheet 10 of 12: The freeway will cross SRP's 230/500kV line at the Gila River. SRP suggests avoiding this area if possible and will require additional coordination if the conflict is unavoidable.

Areas requiring further investigation by ADOT and SRP:

SRP sheet 2 of 12: If the freeway is located south and west of the US60 at this location it will likely avoid conflicts with SRP facilities.

SRP sheet 5 of 12: The proposed route at this location will likely avoid conflicts with SRP facilities. However significant conflicts will occur if alternative W1b is selected in this area (see SRP sheet 5 of 12).

SRP sheet 7 of 12: The proposed route at this location will likely avoid conflicts with SRP facilities.

SRP sheet 11 of 12: The freeway will cross SRP's 230/500kV line.

SRP sheet 12 of 12: The freeway will cross SRP's 230/500kV line.

At all crossing locations, SRP prefers the freeway cross at an elevation that provides sufficient clearance to overhead conductors in accordance with the National Electrical Safety Code (NESC) to limit modifications to SRP facilities. SRP prefers that ADOT route the freeway to limit the impact on SRP facilities where crossings do occur.

SRP has communicated with HDR and is submitting comments within the public comment period timeframe. SRP understands there will be future opportunities to meet with the project team once it has reviewed the comments received on the DEIS. HDR offered to follow-up and set a meeting, SRP appreciates this essential collaboration.



Throughout the study process SRP has worked very hard to communicate the costly nature of changes to transmission line infrastructure. Any relocation of SRP facilities will be at ADOT's expense. In addition, modification to 100kV and higher facilities may require a Certificate of Environmental Compatibility (CEC) issued by the Arizona Corporation Commission. The CEC process may impose additional cost and schedule impacts on this project.

SRP will work collaboratively with ADOT to support the project needs while preserving the safe operation and maintenance of transmission facilities in the area.

Sincerely,

Zack Heim, Director Transmission Line Design, Construction, and Maintenance

Cc:

Jeff LeCheminant Don Hays Janeen Rohovit





March 24, 2021 North-South Corridor Study DEIS

This is a follow up to the January 26, 2021 Webex meeting where potential impacts of the preferred alternative freeway routes to SRP transmission facilities were discussed. Below you will find overlay maps, details, photos and comments for specific locations. To aid in this review we have also included two System Overlay Maps (North and South) generated by SRP GIS Services. The SRP GIS Technician was able to overlay SRP's transmission lines with the various alternative routes as depicted in the DEIS and is a good representation where potential conflicts exist.

Please note that the October 29, 2019 memo to North-South Corridor Team C/O ADOT Communications from Zack Heim, Director of Transmission Line Design Construction and Maintenance is referenced. This memo listed "Areas of highest concern" and "Areas requiring further investigation" and included a 12-sheet pdf map document. For ease of reference, number and letter designations were added as follows:

Areas of highest concern:

- 1. SRP sheet 3 of 12: SRP's 500kV line makes a 90 degree turn, and parallels the freeway corridor.
- 2. SRP sheet 4 of 12: SRP's 500kV line turns in a southeasterly direction, the northsouth portion of the freeway will parallel SRP's power line.
- 3. SRP sheet 6 of 12: The freeway will likely require reconstruction of SRP's 69kV line with taller structures.
- 4. SRP sheet 8 of 12: The freeway will cross SRP's 230/500kV line as well as the railroad. SRP suggests avoi ding this area if possible and will require additional coordination if the conflict is unavoidable.
- 5. SRP sheet 9 of 12: The freeway will cross three lines, SRP's 500kV, 230kV, 115kV lines. SRP suggests avo iding this area if possible and will require additional coordination if the conflict is unavoidable.
- 6. SRP sheet 10 of 12: The freeway will cross SRP's 230/500kV line at the Gila River. SRP suggests avoiding this area if possible and will require additional coordination if the conflict is unavoidable.

Areas requiring further investigation by ADOT and SRP:

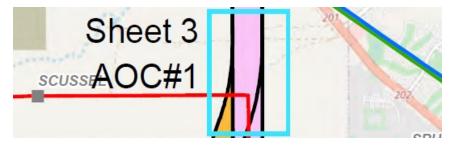
- A. SRP sheet 2 of 12: If the freeway is located south and west of the US60 at this location it will likely avoid conflicts with SRP facilities.
- *B.* SRP sheet 5 of 12: The proposed route at this location will likely avoid conflicts with SRP facilities. Howev er significant conflicts will occur if alternative W1b is selected in this area (see SRP sheet 5 of 12).
- C. SRP sheet 7 of 12: The proposed route at this location will likely avoid conflicts with SRP facilities.
- D. SRP sheet 11 of 12: The freeway will cross SRP's 230/500kV line.
- E. SRP sheet 12 of 12: The freeway will cross SRP's 230/500kV line.

Please feel free to contact Don Hays at 602-236-0615 or <u>Don.Hays@srpnet.com</u> with any comments or questions.

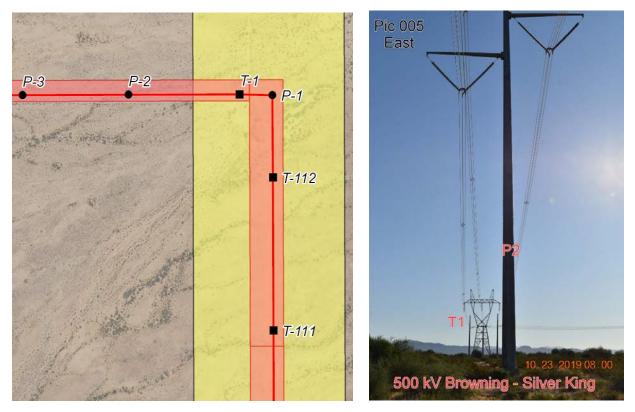


*SRP submitted the following comments based on review of the DEIS: Areas of highest concern:

1. SRP sheet 3 of 12: SRP's 500kV line makes a 90 degree turn and parallels the freeway corridor.



Location of Area of Concern 1 – refer to System Overlay Map-North



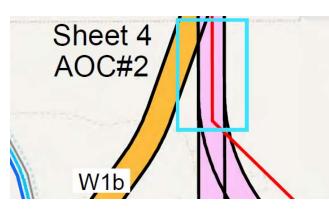
Detail of Area of Concern 1

Photo looking east from just west of P-2

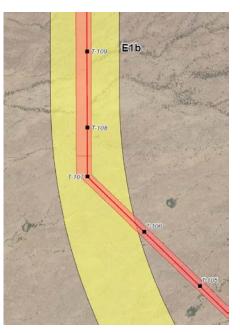
Note: For Alternatives W1b, E1a and E1b: if the freeway is built on the west side of the 500kV transmission line, then the proposed crossing would be between Tower 1 (T-1) and Pole 2 (P-2). A crossing does not appear feasible between T-1 and turn-structure P-1, where the transmission line takes a 90 degree turn south. If the freeway is built to the east of the 500kV transmission line, see comment 2 below.



2. SRP sheet 4 of 12: SRP's 500kV line turns in a southeasterly direction, the north-south portion of the freeway will parallel SRP's power line.



Location of Area of Concern 2



Detail of Area of Concern 2



Photo looking south from north of T-109

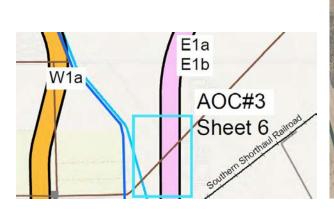


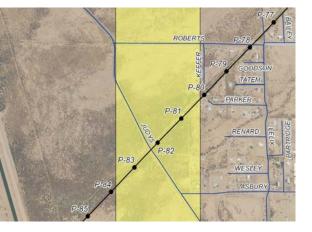
Photo looking south from just north of T-107

Note: For Alternatives E1a and E1b, if the freeway is built on the east side of the 500kV transmission line, then the proposed crossing would be between Tower 106 (T-106) and Tower 107 (T-107) – which would be an angled crossing and not a preferable perpendicular crossing. If the freeway is built on the west side of the 500kV transmission line, see comment 1.



3. SRP sheet 6 of 12: The freeway will likely require reconstruction of SRP's 69kV line with taller structures.





Location of Area of Concern 3

Detail of Area of Concern 3



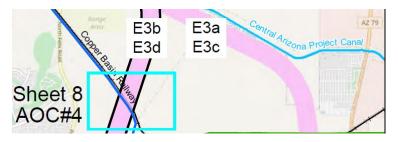
Photo looking southwest to P-81 Photo looking northeast to P-82 P

Photo looking southwest to P-83

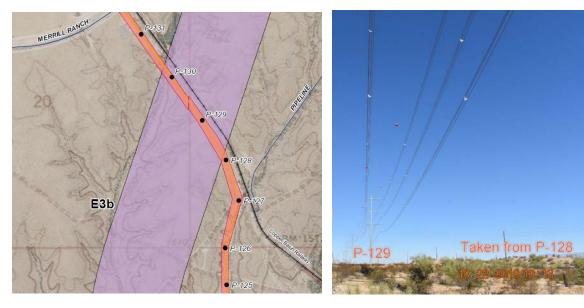
Note: For Alternatives E1a and E1b, the freeway will cross an SRP 69kV transmission line. It appears a perpendicular crossing is not likely, and this will result in reconstruction of the line with multiple taller poles and a potential reroute to accommodate the crossing.



4. SRP sheet 8 of 12: The freeway will cross SRP's 230/500kV line as well as the railroad. SRP suggests avoiding this area if possible and will require additional coordination if the conflict is unavoidable.



Location of Area of Concern 4 – refer to System Overlay Map-South



Detail of Area of Concern 4



Photo looking northwest to P-130

Photo looking northwest to P-129



Photo looking northwest to P-131

SRP-General Use

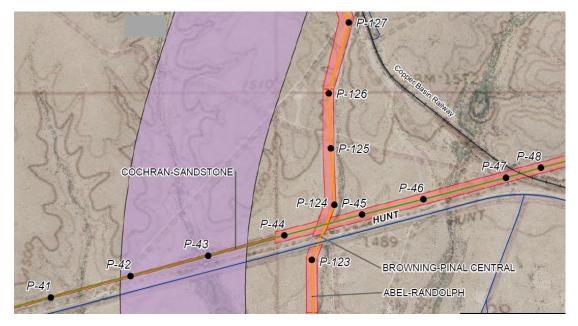


Note: At area of concern 4, Alternatives E3b and E3d the freeway will cross SRP 230/500kV transmission lines. It appears a perpendicular crossing is not likely. This area offers many design and construction challenges. The railroad, uneven terrain, geotechnical condition as well as other transmission line crossings may result in reroutes and replacement of structures. Modifications to this line may involve long outage coordination times, potential to cause a reopening of the CEC (Certificate of Environmental Compatibility with the Arizona Corporation Commission) as well as extensive foundation work and procurement of long lead material.

5. SRP sheet 9 of 12: The freeway will cross three lines, SRP's 500kV, 230kV, 115kV lines. SRP suggests avoiding this area if possible and will require additional coordination if the conflict is unavoidable.



Location of Area of Concern 5 - refer to System Overlay Map - South



Detail of Area of Concern 5



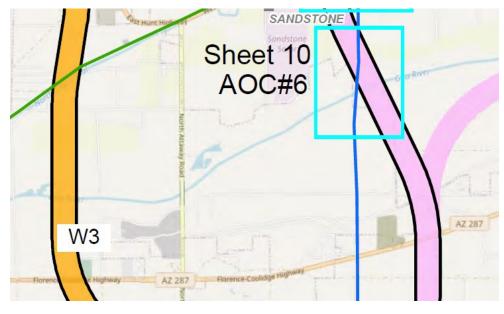


Photo looking east from P-42

Photo looking west toward P-44

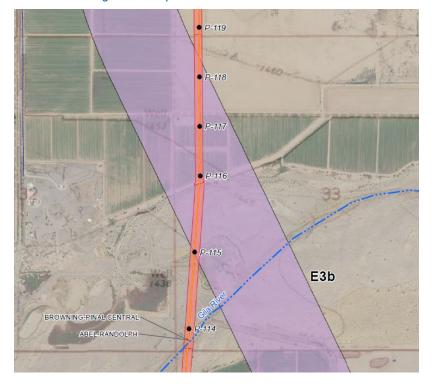
Note: For Alternatives E3b and E3d the freeway will cross an SRP 115kV transmission line. It appears a perpendicular crossing is possible here, but the area offers many design and construction challenges. Uneven terrain, geotechnical condition as well as other transmission lines crossing may result in reroutes and replacement of structures. Modifications to this line may involve long outage coordination times, potential to cause a reopening of the CEC (Certificate of Environmental Compatibility with the Arizona Corporation Commission) as well as costly foundation work and procurement of long lead material.

6. SRP sheet 10 of 12: The freeway will cross SRP's 230/500kV line at the Gila River. SRP suggests avoiding this area if possible and will require additional coordination if the conflict is unavoidable.



Location of Area of Concern 6 - refer to System Overlay Map - South





Detail of Area of Concern 6

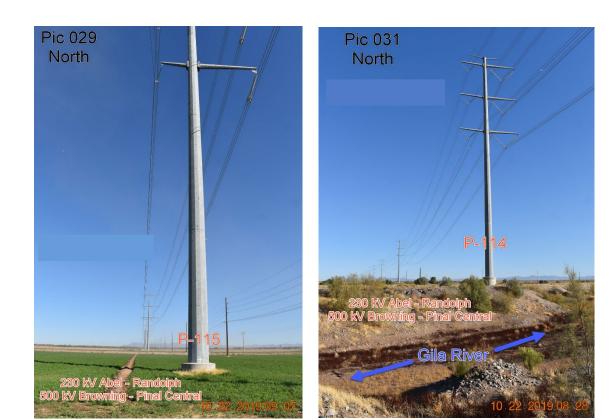


Photo looking north from P-115

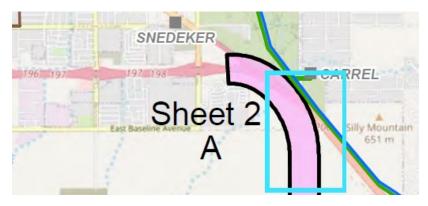
Photo looking north from P-114 SRP-General Use



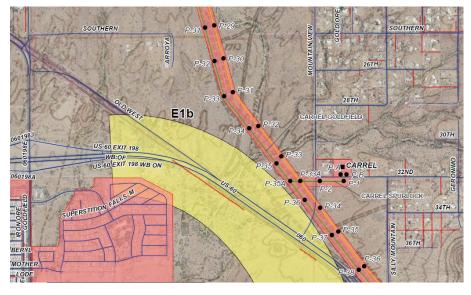
Note: Alternatives E3b and E3d the freeway will cross SRP's 230/500kV transmission line. It appears a perpendicular crossing is not possible here and the area offers many design and construction challenges. Uneven terrain, geotechnical conditions as well as other transmission lines crossing may result in reroutes and replacement of multiple structures. Modifications to this line may involve long outage coordination times, potential to cause a reopening of the CEC (Certificate of Environmental Compatibility with the Arizona Corporation Commission) as well as expensive foundation work and procurement of long lead material. A bridged crossing of the Gila River at this location may have significant impacts to SRP transmission facilities. Pole foundations near the river channel are designed to meet loading requirements for the types of soils found and for potential exposure to erosion and scour.

*SRP identified the following areas for further investigation by ADOT and SRP:

A. SRP sheet 2 of 12: If the freeway is located south and west of the US60 at this location it will likely avoid conflicts with SRP facilities.



Location of Area A of Further Investigation – refer to System Overlay Map-North



Detail of Area A of Further Investigation

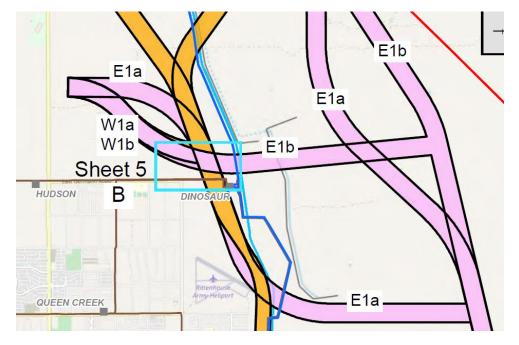




Photo looking northwest from P-38

Note: Alternative E1b will avoid crossing SRP 115kV and 230kV transmission lines. Although a mainline freeway crossing is not needed here, improvements to Mountain View Road or other surface streets related to an interchange and on/off ramps may impact SRP facilities.

B. SRP sheet 5 of 12: The proposed route at this location will likely avoid conflicts with SRP facilities. However, significant conflicts will occur if alternative W1b is selected in this area.



Location of Area B of Further Investigation - refer to System Overlay Map-North





Detail of Area B of Further Investigation

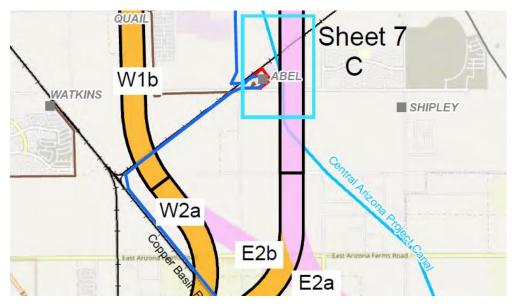


Photo looking north to P-56, P-55 & P-54



Note: Alternative E1b will avoid Dinosaur Substation, but will be crossing SRP 230/500kV transmission lines. A perpendicular crossing is preferred but the Central Arizona Project Canal is nearby, and freeway design should account for maintaining electrical clearances in accordance with National Electrical Safety Code (NESC) to limit modifications to SRP facilities.

C. SRP sheet 7 of 12: The proposed route at this location will likely avoid conflicts with SRP facilities.



Location of Area C of Further Investigation – refer to System Overlay Map - North

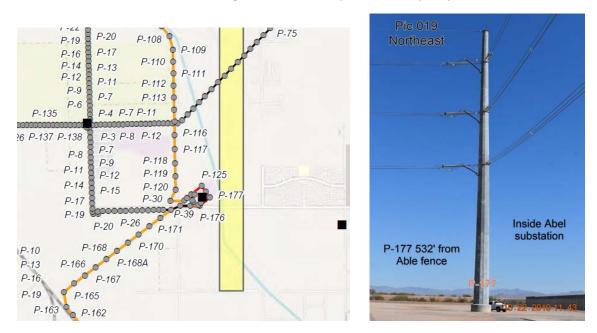
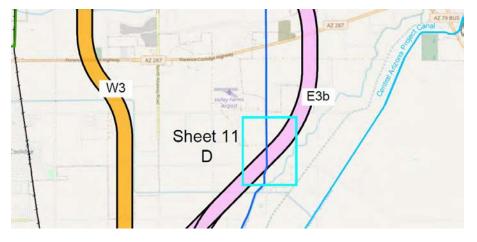




Photo looking northeast to P-177

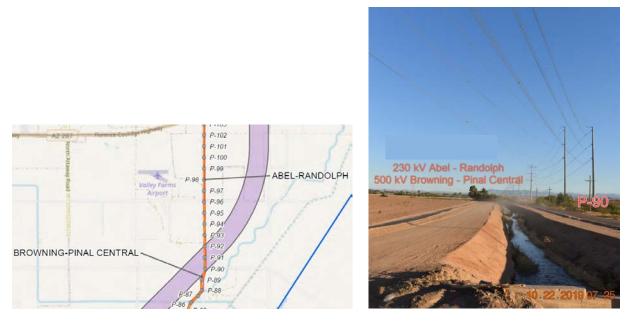
Note: Alternative E1b will avoid Abel Substation and it appears crossings of existing SRP transmission lines is not necessary.





D. SRP sheet 11 of 12: The freeway will cross SRP's 230/500kV line.



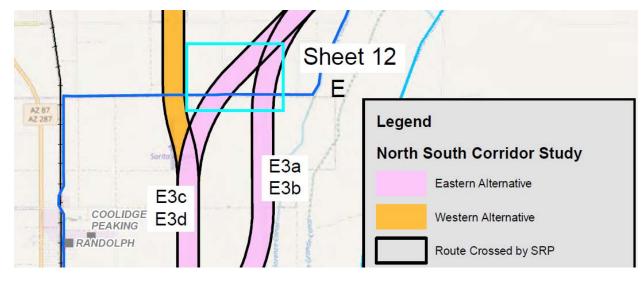


Detail of Area D of Further Investigation

Photo looking north to P-90

Note: Alternative E3b will be crossing SRP 230/500kV transmission lines. A perpendicular crossing is preferred but irrigation canals and other features may not allow. Freeway design should account for maintaining electrical clearances in accordance with National Electrical Safety Code (NESC) to limit modifications to SRP facilities.





E. SRP sheet 12 of 12: The freeway will cross SRP's 230/500kV line.

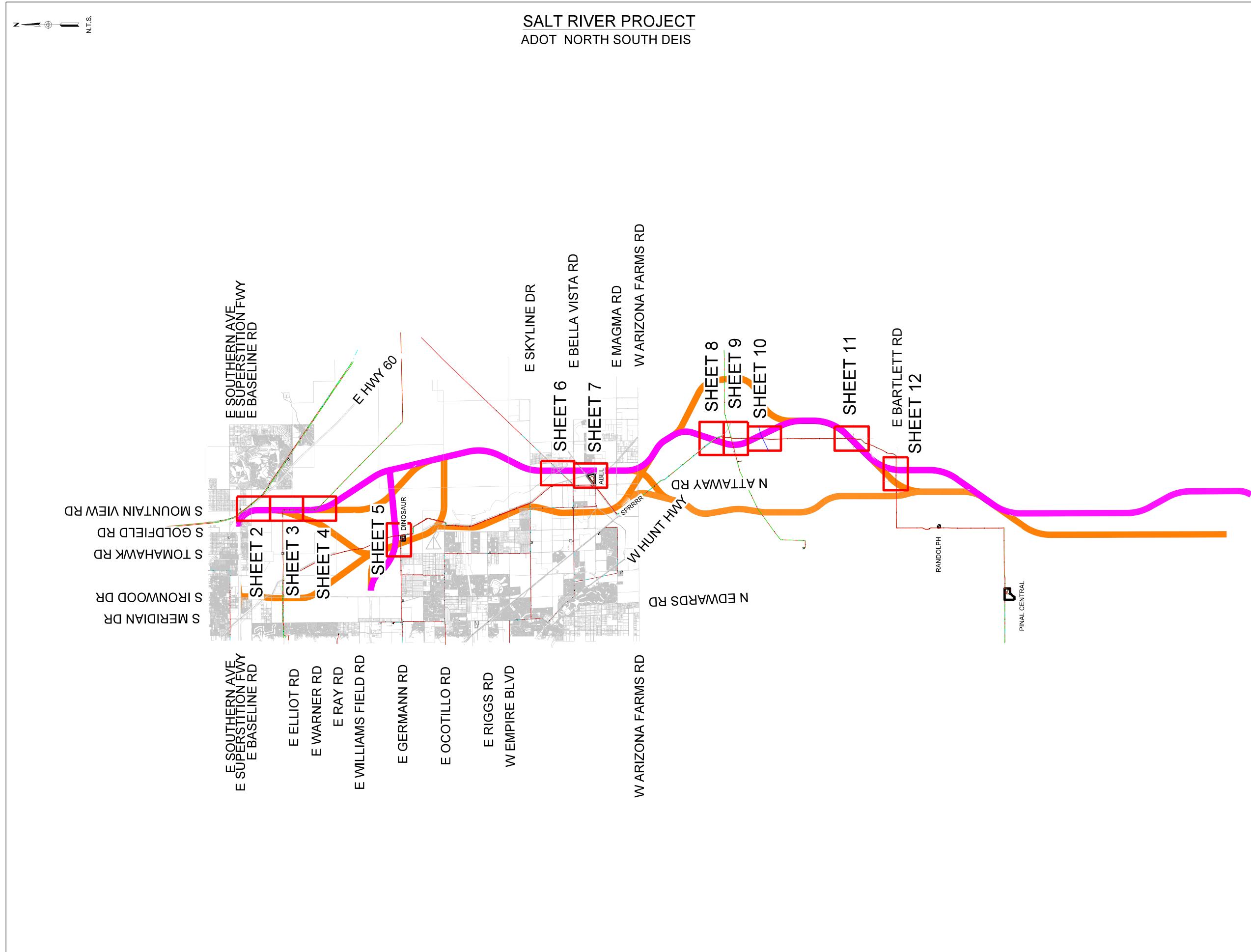
Location of Area E of Further Investigation - refer to System Overlay Map - South



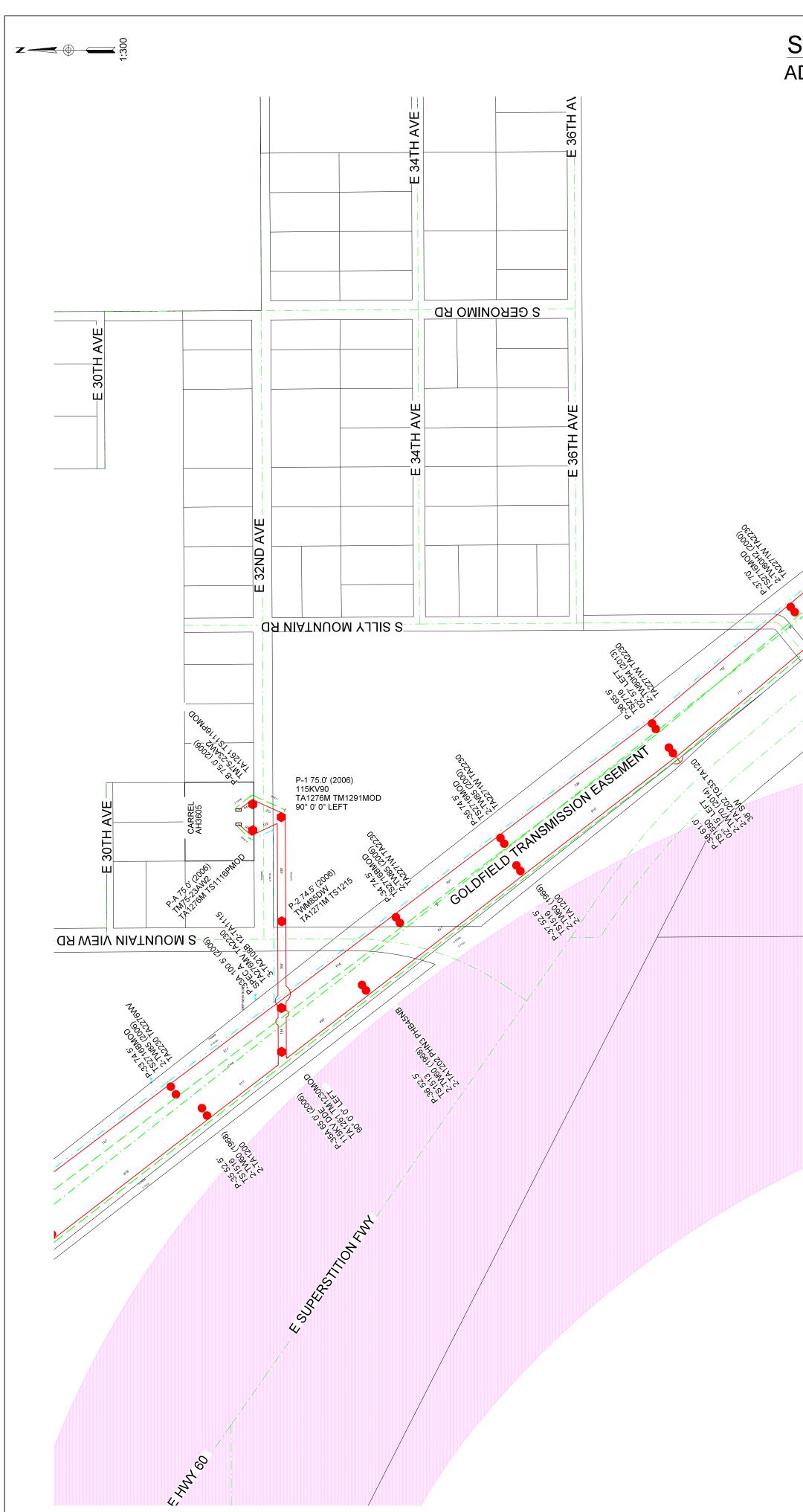
Detail of Area E of Further Investigation

Photo looking west to P-70 and P-71

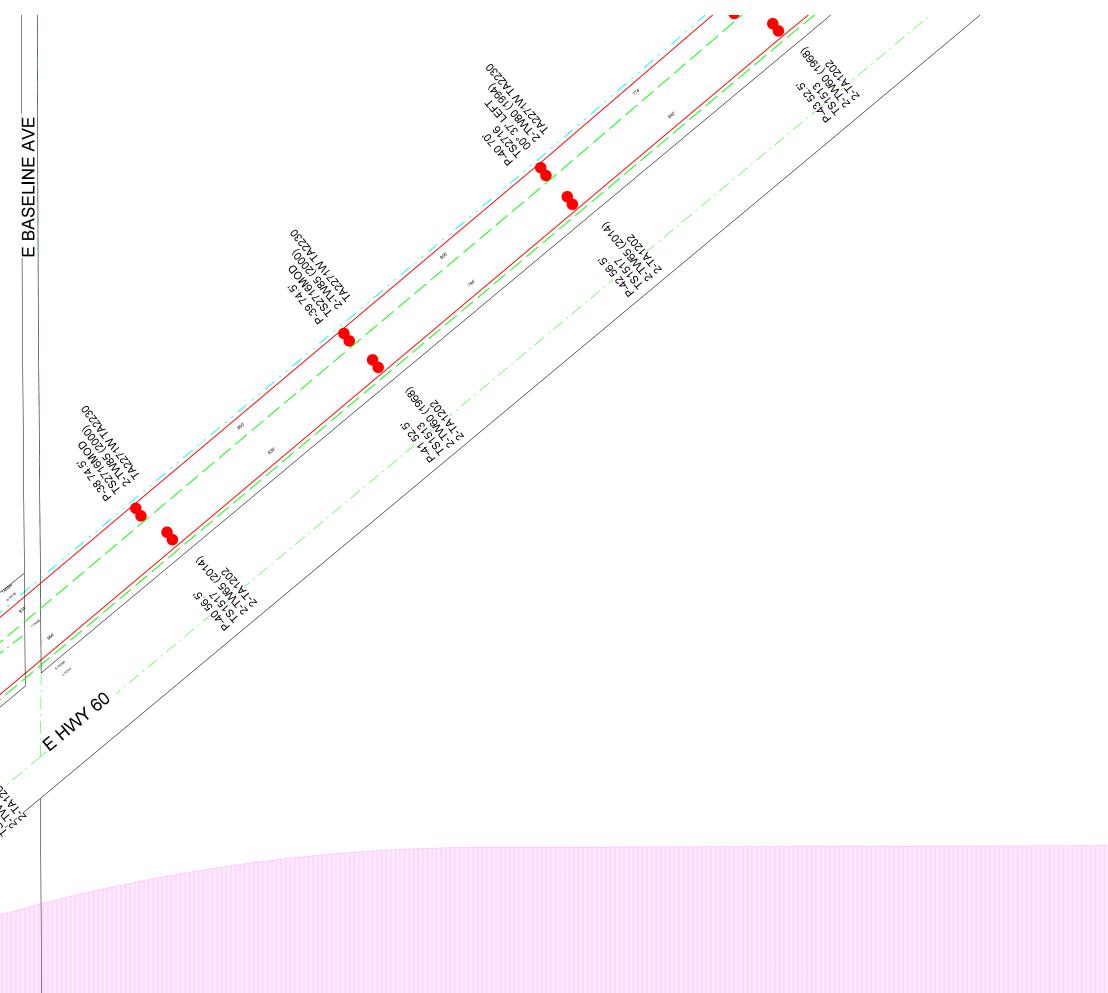
Note: Alternative E3b will be crossing SRP 230/500kV transmission lines. A perpendicular crossing appears likely, but irrigation canals and other features may impact final configuration. Freeway design should account for maintaining electrical clearances in accordance with National Electrical Safety Code (NESC) to limit modifications to SRP facilities.



1					
			<u>EGEND</u> TRANS STEEL R		
	-		TRANS. STEEL P D TRANS. STEEL		
	$\mathbf{\nabla}$		TRANS. STEEL		
	V		D TRANS. HYBRI		
	•		TRANS WOOD P		
	0				
		EXISTING EXISTING	WOOD POLE (DI	ST./FOR	EIGN)
			D TOWER		
<		REINFOR	CED WOOD POLE		
			FIBER SPLICE C		
			D FIBER SPLICE		
(OWN GUY AND		
	×		K GUY/QUEEN PC	DST	
_	N	OVERHEA REMOVAL			
	//		CORNER MARKE	R	
	·		CORNER MARKE	R	
			CONDUCTOR STATIC WIRE		
			OPGW		
			ADSS CABLE		
			CONSTRUCTION		
				XXX	YXM
	00/00/00				ISSUE
#			in / ENGR	СНК	AUTH
Sř		TRANSMIS	SION LINE DE	ESIGN	
	K I			c	
NORTH SOUTH DEIS					
		A	H3509		
COVER SHEET					
	TOOOOOOO			r	1 OF 12 G SIZE
	A, CO, PI -				X 34



SALT RIVER PROJECT ADOT NORTH SOUTH DEIS

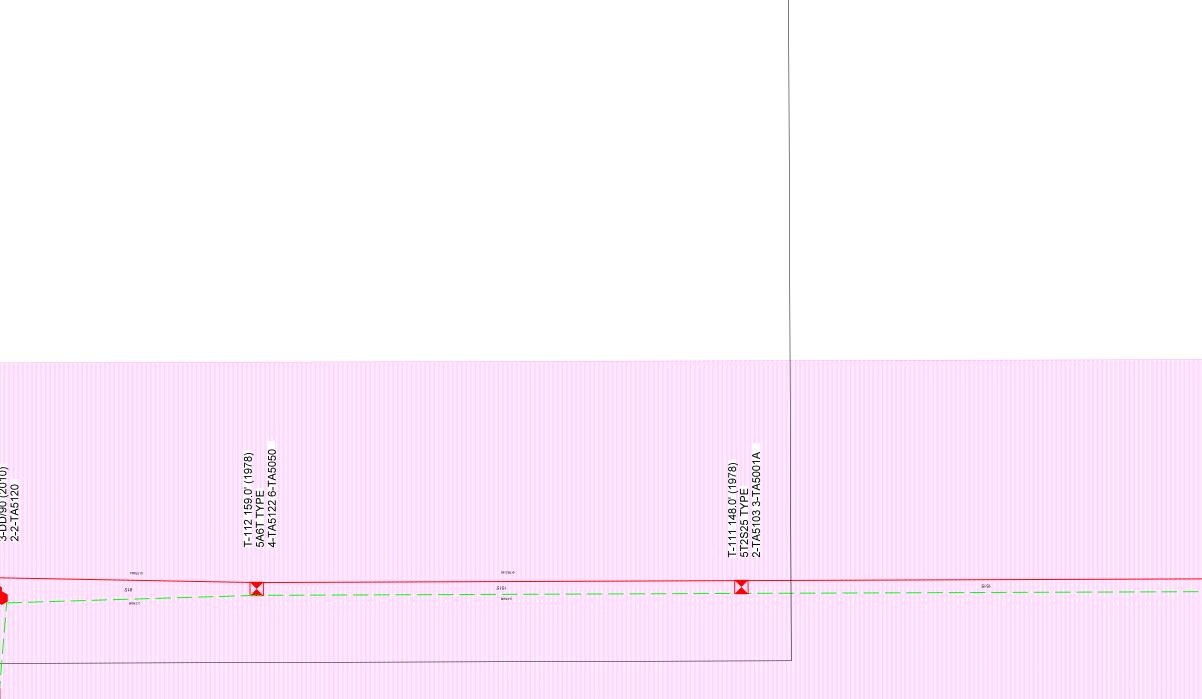


BASELINE AVE

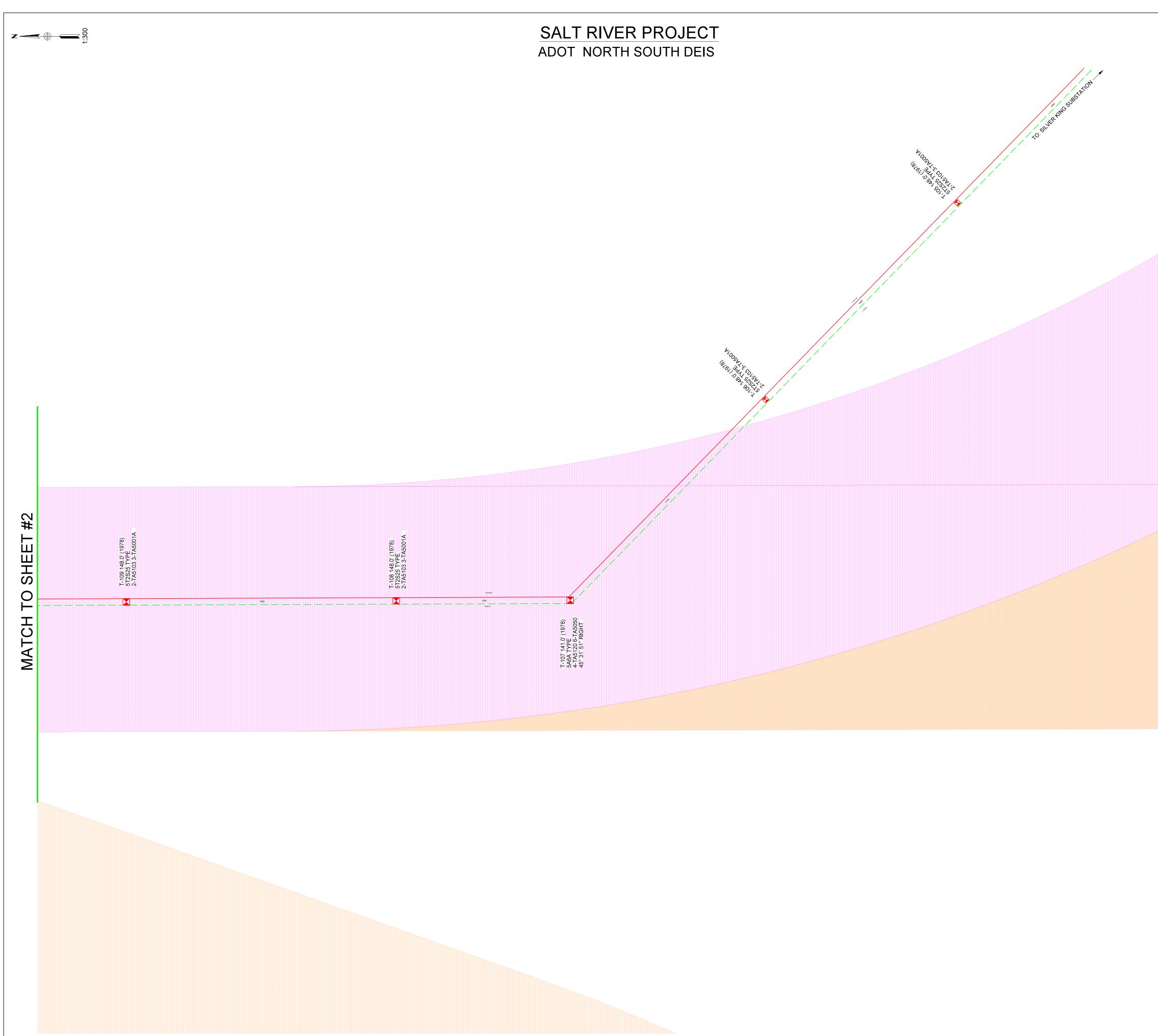
MATCH TO SHEET #2	LEGEND EXISTING TRANS. STEEL F PROPOSED TRANS. STEEL F PROPOSED TRANS. HYBRI EXISTING TRANS WOOD P PROPOSED TRANS WOOD P PROPOSED TRANS WOOD P EXISTING WOOD POLL (D) EXISTING FIBER SPLICE C PROPOSED FIBER SPLICE C SINGLE DOWN GUY AND A COUBLE DOWN GUY AND A SIDEWALK GUY/QUEEN PA OVERHEAD GUY REMOVAL MARKS SECTION CORNER MARKE A0-ACRE CORNER MARKE CONDUCTOR STATIC WIRE OPGW ADSS CABLE	L POLE POLE ID POLE OLE POLE ST./FOREIGN) E CASE CASE CASE ANCHOR ANCHOR OST
	A 00/00/00 USERNAME (NTID)	XXX YXM
	REV. # DATE DSGN / ENGR	CHK ISSUE AUTH
	TRANSMISSION LINE D	ESIGN
	ADOT NORTH SOUTH DE	IS
	AH3509	
	JOB # T0000000	SHEET: 2 OF 12
	DISTRIBUTION CODE	DWG SIZE
	TD1.5A, CO, PI + 10	22 X 34

Z —	The second secon	SA ADC
MATCH TO SHEET #1		P-1 110' 2-TA5055/TA5046 90° RIGHT 3-DD/90 (2010) 2-2-TA5120
MATCH		(8701) 10.141 1-T 3977 79A3 6205AT-9 5255AT-4 THELOO LEFT
		and a second secon
		(8761) '0.361 S-9 AI £.2003AT-£ £013AT-S
		TO: SCUSSEL SUBSTATION
		(8701) '0.321 2-9 AI £.2002AT-£ £012AT-S

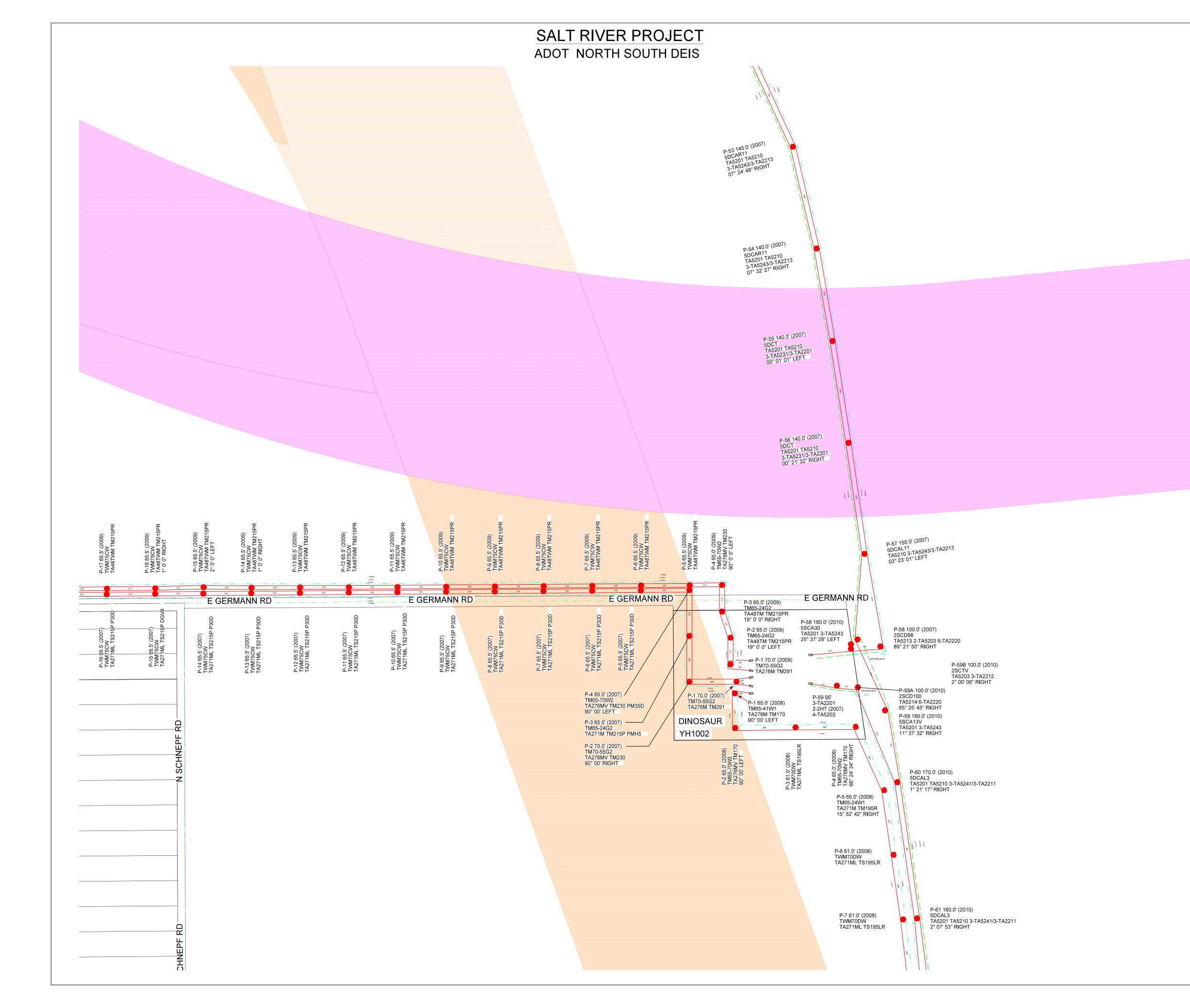
BALT RIVER PROJECT



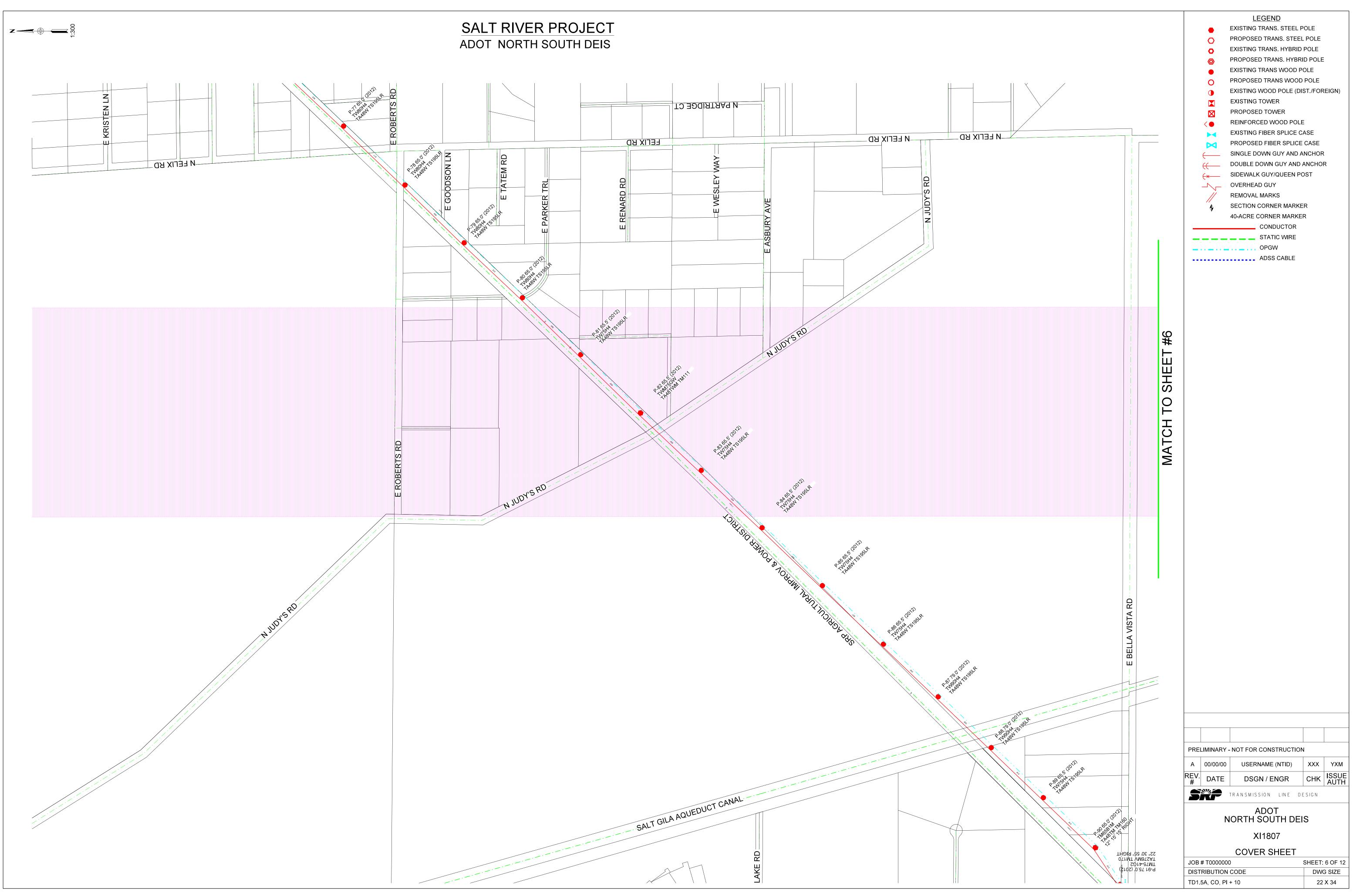
				LEGEND EXISTING TRANS. STEEL PROPOSED TRANS. HYBRI PROPOSED TRANS. HYBRI EXISTING TRANS WOOD PROPOSED TRANS WOOD EXISTING TRANS WOOD EXISTING TOWER PROPOSED TOWER REINFORCED WOOD POLE (EXISTING FIBER SPLICE PROPOSED FIBER SPLICE SINGLE DOWN GUY AND DOUBLE DOWN GUY AND DOUBLE DOWN GUY AND SIDEWALK GUY/QUEEN F OVERHEAD GUY REMOVAL MARKS SECTION CORNER MARK 40-ACRE CORNER MARK CONDUCTOR STATIC WIRE OPGW ADSS CABLE	EL POLE D POLE POLE D POLE DIST./FOF LE CASE E CASE ANCHOF D ANCHO POST	REIGN)
T-10 148.0 (1978) 512525 TVPE 2.TA5103 3.TA50014 2.TA5103 3.TA50014	MATCH TO SHEET #3					
		A REV. #	00/00/00 DATE	- NOT FOR CONSTRUCTIO USERNAME (NTID) DSGN / ENGR TRANSMISSION LINE NORTH SOUTH DE ZH1212	XXX CHK DESIGN	YXM ISSUE AUTH
		DIST	# T000000 RIBUTION 5A, CO, PI	CODE	DW	3 OF 12 G SIZE X 34

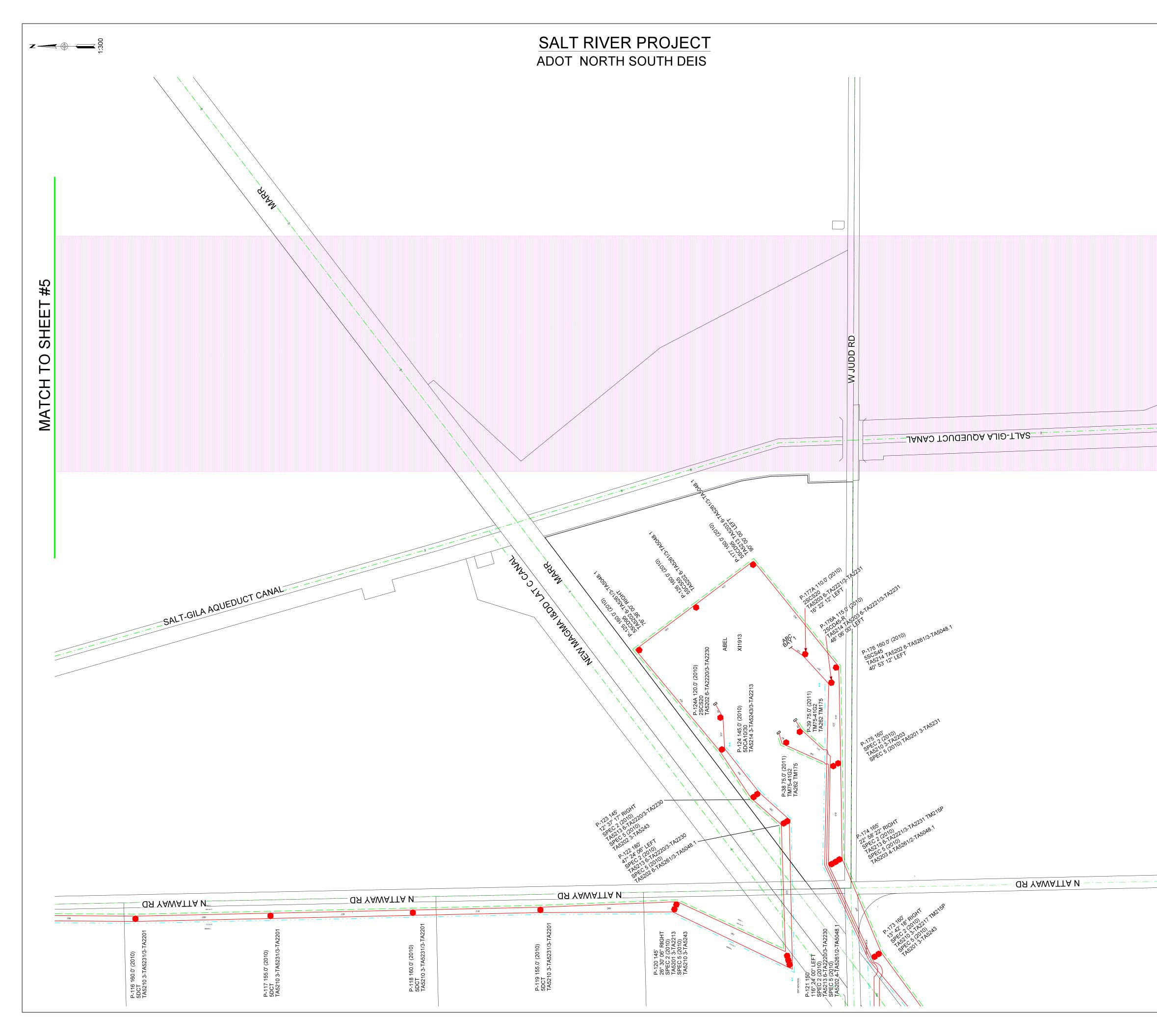


LEGEND EXISTING TRANS. STEEL POLE PROPOSED TRANS. HYBRID POLE EXISTING TRANS WOOD POLE EXISTING TRANS WOOD POLE EXISTING WOOD POLE (DIST./FOREIGN) EXISTING TOWER PROPOSED TOWER PROPOSED TOWER PROPOSED FIBER SPLICE CASE SINGLE DOWN GUY AND ANCHOR DOUBLE DOWN GUY AND ANCHOR SIDEWALK GUY/QUEEN POST OVERHEAD GUY REMOVAL MARKS SECTION CORNER MARKER 40-ACRE CORNER MARKER 40-ACRE CONDUCTOR STATIC WIRE CONDUCTOR ADSS CABLE
A00/00/00USERNAME (NTID)XXXYXMREV. #DATEDSGN / ENGRCHKISSUE AUTH

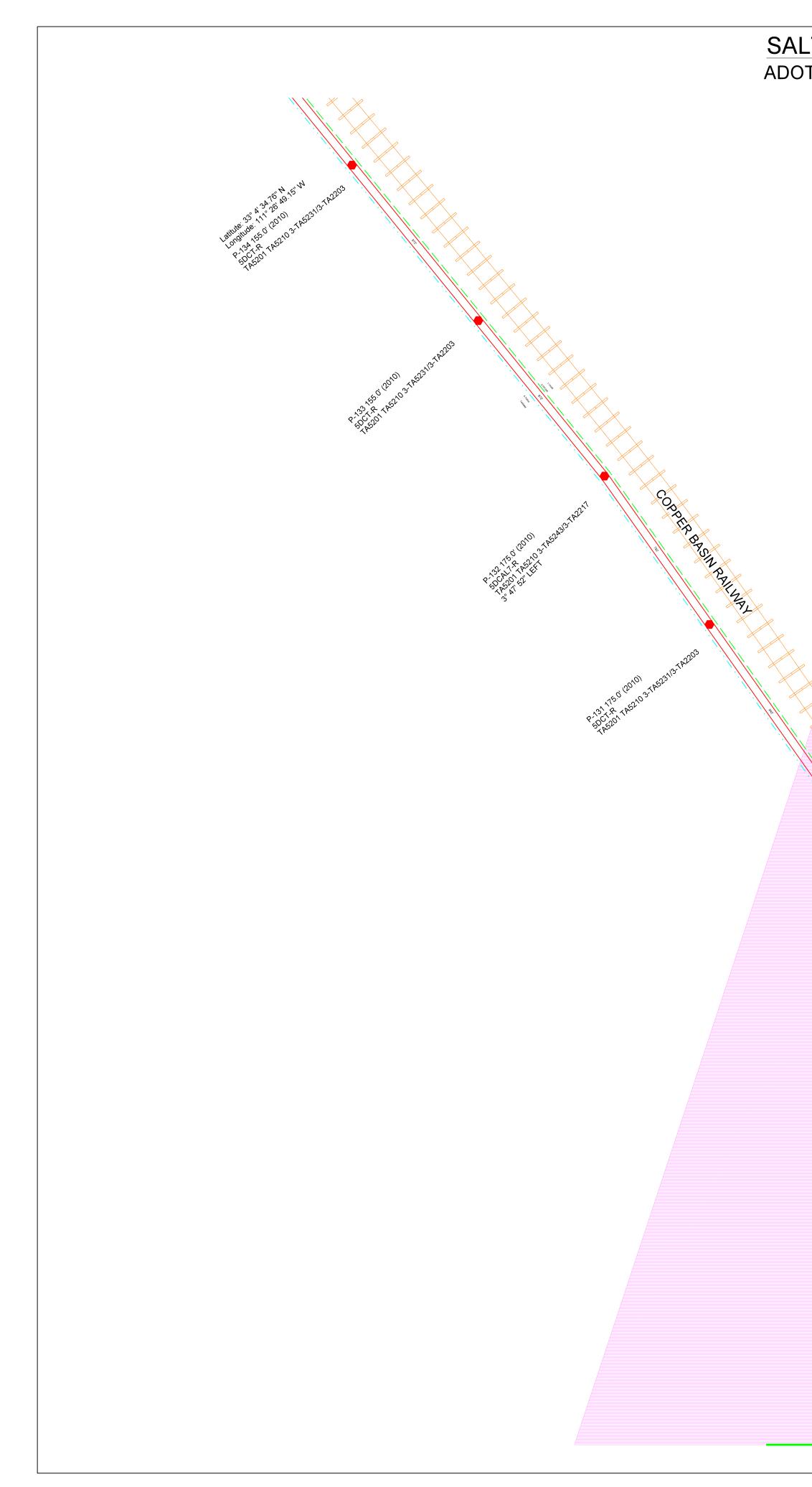


N 1:300			EXISTING PROPOSE EXISTING PROPOSE EXISTING PROPOSE EXISTING PROPOSE REINFORG EXISTING PROPOSE SINGLE D DOUBLE D SIDEWALH OVERHEA REMOVAL SECTION	ED TOWER CED WOOD P FIBER SPLIC ED FIBER SPLI OWN GUY AN DOWN GUY AN COWN GUY AN	EEL POLE RID POLE BRID POLE D POLE ODD POLE (DIST./FOR OLE E CASE ICE CASE ID ANCHOR ND ANCHOR ND ANCHOR N POST RKER R E	EIGN)
-	A REV.	00/00/00	USER	CONSTRUCT NAME (NTID)	TION XXX CHK	YXM
	#		transmis / JORTH		D E S I G N	AUTH
	DIST	# T000000 RIBUTION 5A, CO, PI	CODE		DWO	5 OF 12 G SIZE X 34

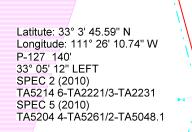




LEGEND EXISTING TRANS. STEEL P PROPOSED TRANS. STEEL PROPOSED TRANS. HYBRID EXISTING TRANS WOOD PO PROPOSED TRANS WOOD EXISTING WOOD POLE (DIS PROPOSED TOWER PROPOSED TOWER PROPOSED TOWER PROPOSED FIBER SPLICE C/ PROPOSED FIBER SPLICE C/ SINGLE DOWN GUY AND A COUBLE DOWN GUY AND A SIDEWALK GUY/QUEEN PC VERHEAD GUY REMOVAL MARKS SECTION CORNER MARKE 40-ACRE CORNER MARKEF CONDUCTOR STATIC WIRE OPGW ADSS CABLE	POLE POLE D POLE DLE POLE ST./FOREIGN)
PRELIMINARY - NOT FOR CONSTRUCTION A 00/00/00 USERNAME (NTID) REV. DATE DSGN / ENGR PRELIMINARY - NOT FOR CONSTRUCTION A 00/00/00 USERNAME (NTID) REV. DATE DSGN / ENGR TRANSMISSION LINE DE ADOT NORTH SOUTH DEI XI1914 COVER SHEET JOB # T0000000 S DISTRIBUTION CODE TD1.5A, CO, PI + 10	XXX YXM CHK ISSUE AUTH

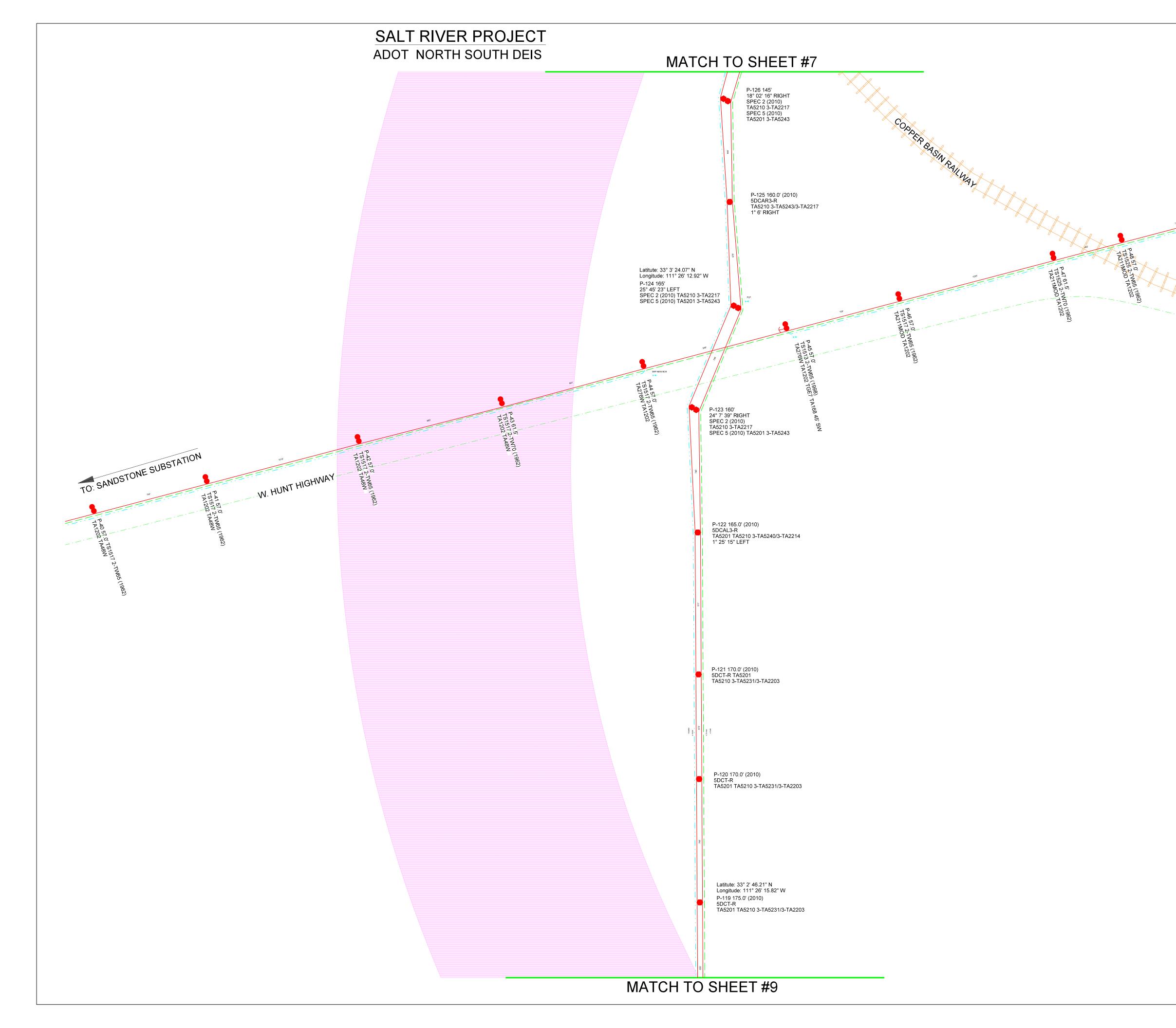


SALT RIVER PROJECT ADOT NORTH SOUTH DEIS

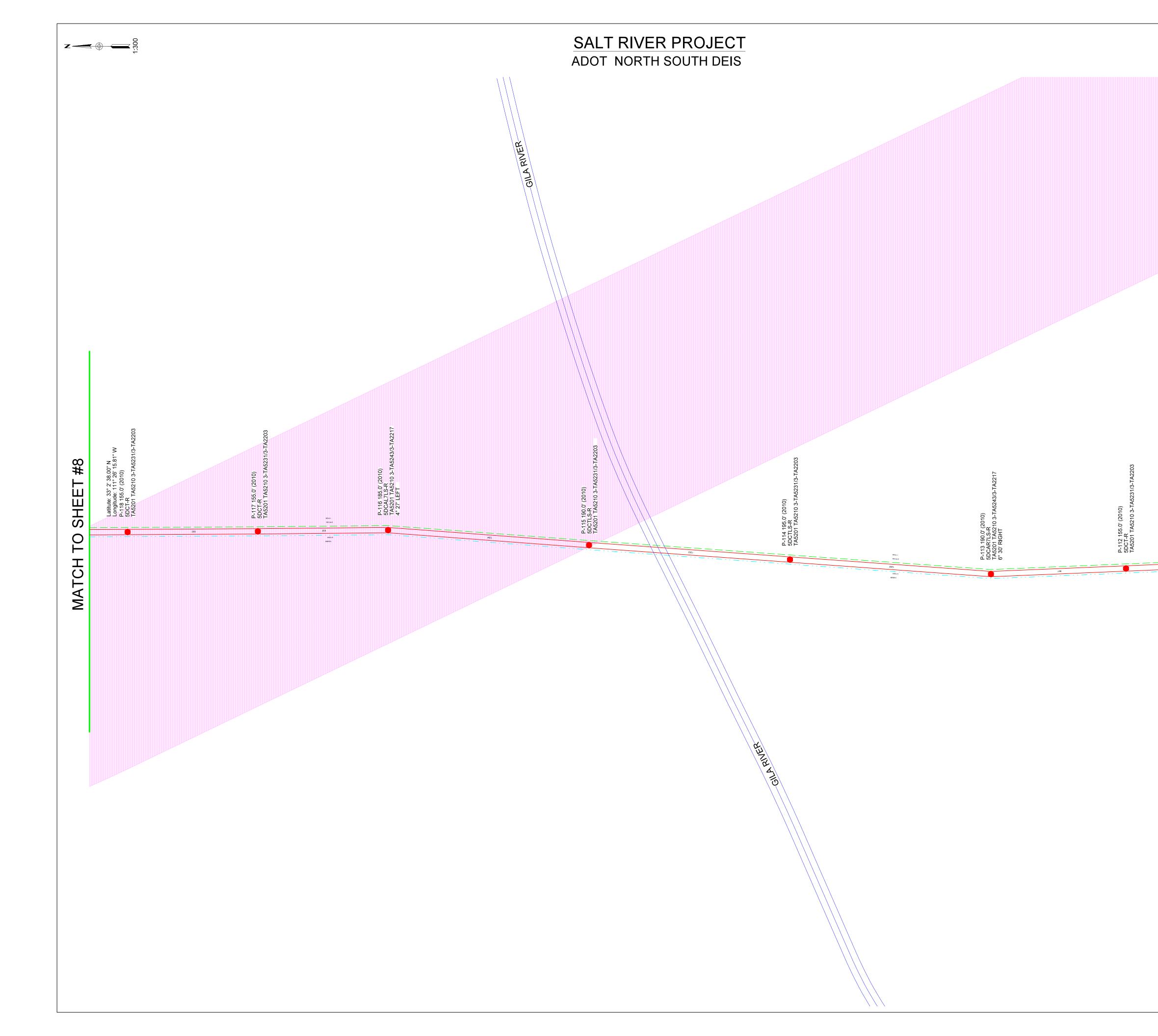


MATCH TO SHEET #8

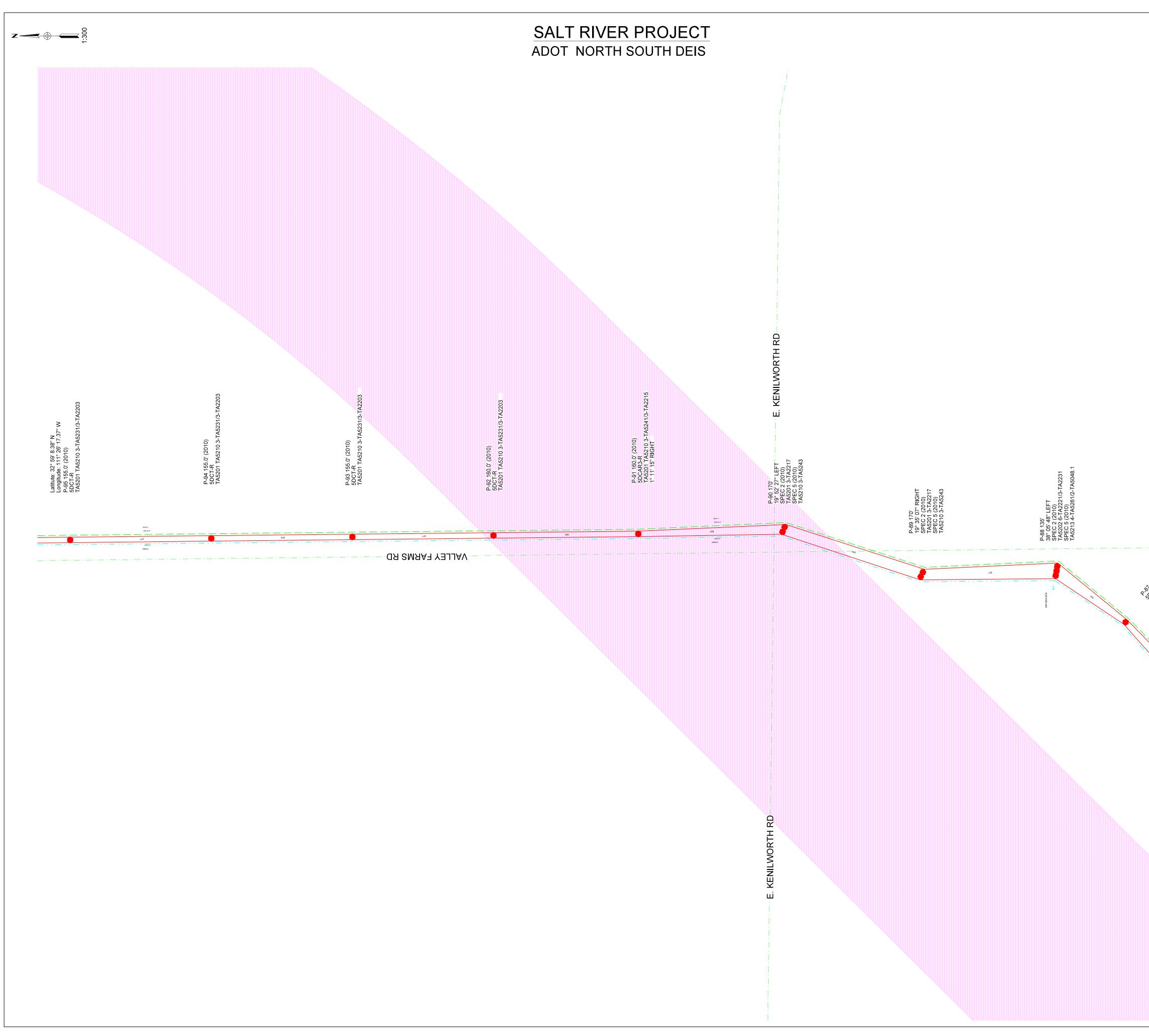
N			<u>L</u>	EGEND		
Å				TRANS. STEEL P		
4		$\mathbf{\nabla}$		D TRANS. STEEL		
\bigoplus		V		TRANS. HYBRID		
				D TRANS. HYBRI		
1-200				D TRANS WOOD P		
1:300		U		WOOD POLE (DI		EIGN)
			EXISTING			
		\boxtimes		D TOWER		
	<	. 📕				
				FIBER SPLICE C		
				OWN GUY AND A		
				DOWN GUY AND		
			SIDEWAL	K GUY/QUEEN PO	DST	
		N	OVERHEA			
		//	REMOVAL		П	
		V		CORNER MARKE		
				CONDUCTOR		
				STATIC WIRE		
				OPGW		
				ADSS CABLE		
	PRELIN	/INARY -	NOT FOR	CONSTRUCTION	1	
	A O	0/00/00		NAME (NTID)	XXX	YXM
						ISSUE
	#	DATE	DSG	GN / ENGR	CHK	AUTH
			TRANSMIS	SION LINE DE	SIGN	
			ļ	ADOT		
		Ν	ORTH	SOUTH DEI	S	
			١٨	VI2113		
		F00000		R SHEET	011000	0.05.45
		FOOOOOOO BUTION				8 OF 12 G SIZE
		, CO, PI				X 34



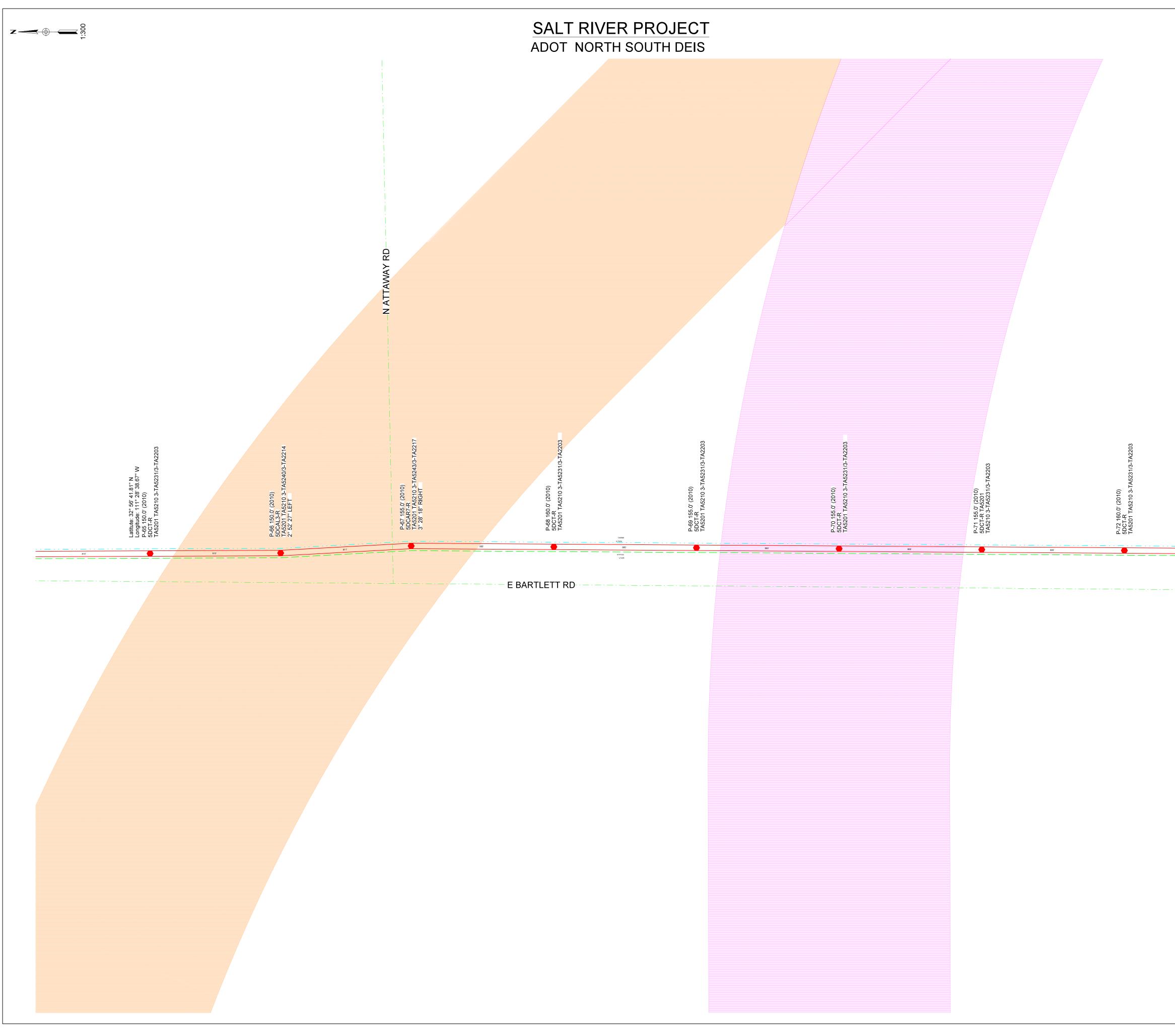
			LEGEND	
	N	-	EXISTING TRANS. STEEL F	POLE
			PROPOSED TRANS. STEEL	
		0	EXISTING TRANS. HYBRID	
	₩	0	PROPOSED TRANS. HYBRID	
		0		
		•	EXISTING TRANS WOOD P	
	1:300	0	PROPOSED TRANS WOOD	
		•	EXISTING WOOD POLE (DI	
		< •	REINFORCED WOOD POLE	
			EXISTING FIBER SPLICE C	
			PROPOSED FIBER SPLICE	
008		(SINGLE DOWN GUY AND A	
		(←	DOUBLE DOWN GUY AND SIDEWALK GUY/QUEEN PO	
		(×	OVERHEAD GUY	531
TSAS			REMOVAL MARKS	
211M			SECTION CORNER MARKE	Ð
OD T T T		�	40-ACRE CORNER MARKE	
×55 120(1)			CONDUCTOR	
22				
A A a				
AT HA				
			ADSS CABLE	
W. HUN				
W. HUNT HIGHWAY				
]
	=			
	F			
		PRELIMINARY	- NOT FOR CONSTRUCTION	N
	F	A 00/00/00	USERNAME (NTID)	XXX YXM
	ľ	REV. # DATE	DSGN / ENGR	CHK ISSUE AUTH
			TRANSMISSION LINE D	
	-			
		Ν	IORTH SOUTH DEI	5
			WI2805	
			COVER SHEET	
		JOB # T000000		SHEET: 9 OF 12
	-	DISTRIBUTION		DWG SIZE
		TD1.5A, CO, PI	+ 10	22 X 34



	LEGEND PROPOSED TRANS. STEEL POLE PROPOSED TRANS. STEEL POLE PROPOSED TRANS. HYBRID POLE PROPOSED TRANS WOOD POLE PROPOSED TOWER PROPOSED TOWER PROPOSED TIBER SPLICE CASE PROPOSED FIBER SPLICE CASE SINGLE DOWN GUY AND ANCHOR DUBLE DOWN GUY AND ANCHOR POUBLE DOWN GUY AND ANCHOR PROPOSED GIBER SPLICE CASE SIDEWALK GUY/QUEEN POST OVERHEAD GUY REMOVAL MARKS CONDUCTOR STATIC WIRE OPGW ADSS CABLE
Latitute: 33° 1' 26.55" N Longitude: 111° 26' 18.55" W For 1155.0' (2010) 50.11 155.0' (2010) 50.17 155210 3-155231/3-172203	
	Image:



		LEGEND EXISTING TRANS. STEEL	POLE
		PROPOSED TRANS. STEE	
	0	EXISTING TRANS. HYBRID	
		PROPOSED TRANS. HYBF EXISTING TRANS WOOD I	
	0	PROPOSED TRANS WOO	
		EXISTING WOOD POLE (D EXISTING TOWER	DIST./FOREIGN)
		PROPOSED TOWER	
	< •	REINFORCED WOOD POL	
		PROPOSED FIBER SPLICE	
	(<u> </u>	SINGLE DOWN GUY AND	
	((DOUBLE DOWN GUY AND SIDEWALK GUY/QUEEN F	
		OVERHEAD GUY	
		REMOVAL MARKS SECTION CORNER MARK	FR
	•	40-ACRE CORNER MARKI	
		STATIC WIRE	
		ADSS CABLE	
4			
ALLEY FRMS RD			
on attends			
8 5 6 6 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6			
P-86 160 SPEC 2 (2010) SPEC 2 (2010) SPEC 2 (2010) SPEC 5 (2010) TA5210 3-TA5243			
220132 2105 2105 2105 2105 2105 2105 2105 210			
ZSZSS,			
Alg instig			
interior in the second se			
174221 1			
Latitute: 32° 57' 50.77" N Longitude: 32° 57' 50.77" N P 85 155.0' (2010) 25 CAR3, R (2010) 35' 48" RIGHT 3 7A52413.7A22 35' 48" RIGHT 3 7A52413.7A22			
2° 57 5 111° 25 111° 21 117° 21			
Pattude: 1011/06: 5-155.0 2173.R 81.R165			
Latitule: 30° 57' 50.77" N Longitude: 32° 57' 50.77" N P-85 155 0' 111° 26' 33.62" N TA5201 7452 0' 1° 5501 745210 1° 5501 745210 1° 5201 745210 1° 5201 745210 1° 5201 745210 1° 5201 745210			
	PRELIMINARY	- NOT FOR CONSTRUCTIO	N
	A 00/00/00	USERNAME (NTID)	XXX YXM
	REV. # DATE	DSGN / ENGR	CHK ISSUE AUTH
		TRANSMISSION LINE E) E S I G N
			.10
		VI2113 COVER SHEET	
	JOB # T000000	00	SHEET: 11 OF 12
	DISTRIBUTION TD1.5A, CO, PI		DWG SIZE 22 X 34
			22 \ 34



N CLEMANS RD	LEGEND EXISTING TRANS. STEEL POLE PROPOSED TRANS. STEEL POLE EXISTING TRANS. HYBRID POLE PROPOSED TRANS WOOD POLE PROPOSED TRANS WOOD POLE EXISTING TRANS WOOD POLE PROPOSED TRANS WOOD POLE EXISTING TRANS WOOD POLE EXISTING TRANS WOOD POLE EXISTING TOWER PROPOSED TOWER PROPOSED TOWER PROPOSED FIBER SPLICE CASE PROPOSED FIBER SPLICE CASE SINGLE DOWN GUY AND ANCHOR DOUBLE DOWN GUY AND ANCHOR DOUBLE DOWN GUY AND ANCHOR WREMOVAL MARKS SECTION CORNER MARKER 40-ACRE CORNER MARKER 40-ACRE CORNER MARKER OPGW ADSS CABLE
Maure Tatitute: 32° 56' 41.58" N Latitute: 32° 56' 41.58" N Longitude: 111° 27' 17.81" W P-73 165.0' (2010) 5DCAL3-R TA5201 TA5210 3-TA5240/3-TA2214 0° 45' 0" LEFT	
	PRELIMINARY - NOT FOR CONSTRUCTION
	A00/00/00USERNAME (NTID)XXXYXMREV. #DATEDSGN / ENGRCHKISSUE AUTHSERETRANSMISSIONLINEDESIGNADOT NORTH SOUTH DEISVI3115COVER SHEETJOB # T0000000SHEET: 12 OF 12DISTRIBUTION CODEDWG SIZETD1.5A, CO, PI + 1022 X 34



Appendix D: Survey

Survey Questions

Survey Results

ΛΟΟΤ

North-South Corridor Study, US 60 to Arizona Farms Road

SEPTEMBER 2023

Thank you for your interest in the North-South Corridor (NSCS) Design Concept Report (DCR) Tier 2 Environmental Study, US 60 to Arizona Farms Road (Segment 1). Below is a brief survey to better understand constraints, considerations, community concerns and preferences along the current 1,500-foot North-South corridor identified in the previous Tier 1 study. This information will be used, along with technical information, to help identify a range of feasible alignment alternatives for NSCS Segment 1, which will be further evaluated and presented for public review and input as part of the study process. Please fill out the brief survey or send us a comment using one of the additional comment methods listed below.

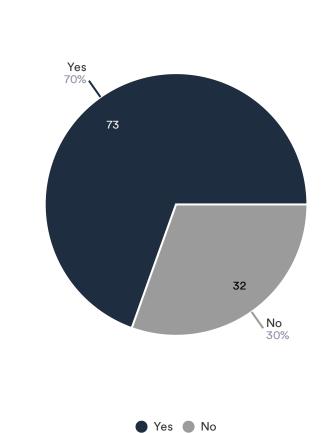
Survey responses and comments are being accepted August 28 through September 27, 2023.

1.	Are you aware of the previous Tier 1 study along the North-South Corridor?	5.	Are there any additional comments you would like to provide?
	a. Yes b. No		
2.	Did you attend any of the previous Tier 1 study public meetings/ hearings?		
	a. Yes b. No		
3.	Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? Please note that you can also leave location specific comments on our interactive map at www.northsouth-segment1.com.		
	a. Please specify the area your comment applies to:		
		6.	Name:
	b. Comment:	7.	Email:
		8.	Address or zip code:
		9.	How did you find out about the North-South Segment 1 study and public meetings?
4.	Do you have any input on the potential traffic interchange locations		 Direct mailer Social media
	being considered?		News release
	□ Elliot Road □ SR 24		 ADOT email blast Posters
	Ocotillo Road		 Newspaper advertisement
	 Riggs/Combs Road Skyline Drive 		Other (please specify):
	Bella Vista Road		
	Arizona Farms Road		Additional Comment Methods
	 Other (please list) Comments regarding potential interchange locations: 		Attend one of our public meetings (in-person or virtual)
			Online comments: www.northsouth-segment1.com
			Email: info@northsouth-segment1.com Call: 602-474-3990
			Mail: 602-474-3990 Mail: ADOT NSCS Segment 1 Study c/o HDR, Inc.
			20 E. Thomas Rd., Suite 2500

Phoenix, AZ 85012

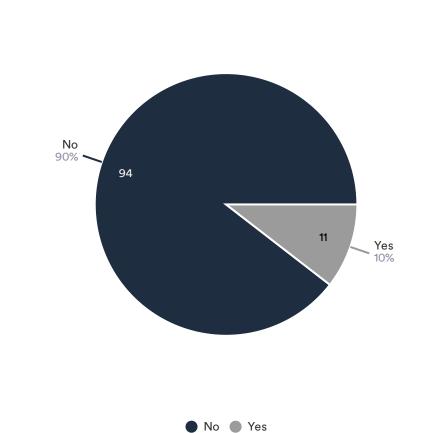
North-South Corridor Study Form

Fall 2023



Are you aware of the previous Tier 1 study along the North-South Corridor?

105 Responses



Did you attend any of the previous Tier 1 study public meetings/hearings?

105 Responses

North-South Corridor StudyForm

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
All of it.	This is a great idea. My family hopes this project gets funded as it will create additional safer north south travel from pinal county.
the need for the route	This road is desperately needed the rate of growth vs the ability of the towns/counties to keep up with the number of vehicles on the road is crazy. I would only hope that when you start, you take into consideration, how many people live here now and what is the projection for 10 years from now. That road that exist 10 years from now is the one you need to build. It is so frustrating when one road is built and in less that 2 years, it's no longer effective. Please it can't be all that more expensive to add lanes the first time. The old one and done. Look at Ironwood, this is crazy, 2 lanes no shoulder. do some constructions, add shoulders, turn arounds. Do some more construction road are being built and more construction, this last one is the only one that is acceptable because it truly is an add on. But adding a lane every couple of years is a pain. If you live here, you have been subjected to a lot of delays and construction. Even with improvements, the roads still aren't wide enough to handle the current flow of traffic. When I think of cost of construction, I think of those things like the set up, running the grader, bringing in all the material to build the road. it can't possibly be cheaper to do something many times rather than to do it once. but yes hurray, it would a great time to look at other ways to ease congestion.
US60, Arizona farms road	I moved to Anthem in Florence 2 years ago from Gilbert. I was wondering when this area would ever have a freeway linking to another for my family, and my community. Also, with that being said, we are all desperate for some kind of access that most other communities have the benefit of having. And, hopefully with the freeway access, more businesses will be attracted to this area. So for us, there are only good benefits for our families and others. I can't imagine anyone who lives in this area would object! Thank you, Deidra King
	Why not just widen Highway 79 rather than all new construction?
bella vista vista connection	i live at hunt hwy and bella vista - Please make this a connection to the new freeway! it will greatly help out this are with local congestion.

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
San Tan Valley- Bella Vista	The North South corridor would greatly improve transportation out here in San Tan Valley. My husband works all over downtown and west Phoenix and after a long day has to fight traffic on the freeway but also coming down Ironwood or other surface streets. The nsc would cut down on traffic and provide easy access to come and go from San tan valley when we need to leave as Queen Creek and San Tan Valley are still missing a lot of retail and restaurant, air travel and hospital amenities.
Segment north of Arizona Farms Rd.	The decision on this portion of the ultimate N?S Corridor should take into consideration the location of the bridge across the Gila River. Placing the bridge downstream from the in situ copper leaching operation. Will the acid used in the leaching process compromise the structural integrity of the bridge foundation? Designing the southernmost segment east of the CAP canal to make a smooth transition to the eastern crossing of the Gila should be considered. We need this. Traffic is terrible thru Gold Canyon. Safety issues due to big truck traffic. Renaissance traffic is unbelievable. Please do something.
Queen Creek and San Tan Valley	Your proposed freeway ignores the critical needs of Queen Creek and San Tan Valley. The congestion in those communities is only going to get worse as the growth continues. Yet the proposed route goes around them, ignoring the existing, taxpaying residents. I won't vote for any funding for a project that does nothing to address the current congestion and traffic flow problems.

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
Yes	There are so many aspects to this it is difficult to prioritize, but let me try. 1. First and foremost there should be an ADOT incitive to have the state create legislation around the State Land Trust that all lands in the trust lands sold must be closest to the existing population bases. Not in the middle of nowhere. This will allow communities the ability to grow their tax base that is needed to support the buildout of the required civil infrastructure without the need for future tax bonds required to support the expansive land development. 2. Environmental impact studies should be applied (as they are anyway) across similar arid regions of the Sonoran Dessert. 3. Water retention /cashing should be part of the bigger picture in the design build as the projects are developed. 4. A mass transportation commuter plan should be included in this project to get the people into the major metropolitan areas. And to connect with any future mass transportation plan that is already in development. Such as the proposed Tucson to Phoenix commuter rail system. (one that should also be developed for the I-10 south corridor to Casa Grande 5. Roundabouts and/or Diverging Diamonds should be included into the existing connector streets to take advantage of the 1500ft study area as this would eliminate the need for the required signalization at these intersections. 6. A 30% reduction in any and all roadway lighting systems should be incorporated into this planning as to be more conducive with the state mandated dark sky ordinances. As 100% light levels are not required during low volume hours of roadway operations. 7. Alternative power sources should be used in the development of this project. One that takes advantage of solar and/or SNRs and other emerging technologies to lessen the impact on the power grid. *. I could go on but I doubt if ADOT has the capacity or the forethought to bring any of this to fruition.
Connection to SR-79	I am opposed to through connections to highway 79. As this is an artery for people in Florence to get to and from the valley. If you're going to allow for development of communities, your roads should support the potential of people first. Fix the existing roads before building roads that are already ten years behind.

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
Highway 24 - 60	I would like to know more information as to when construction will be starting on the 60 to 24 corridor. My wife and I are very happy about this.
interchange at US60	I provided feedback on your interactive map. It would be nice to have notified the public about the Tier 1 study. The first knowledge anyone in the area had was a card sent out last week.
South area of Segment 1	The majority of housing in this area would benefit from an interchange at Judd Road. There were also plans for commercial structures on the south side of Judd Road opposite Magma Ranch and to the north of Magma Ranch.
Traffic	This project is going to cause a lot of unwanted traffic And over population that our roads and freeways are not equip to handle
Turn lane from rt60 onto Superstition mountain dr.	Turn lane needs to be lengthened to avoid high speed rear-end collisions.
	Our household is 100% in favor of the newly proposed North-South corridor which aligns US60 and Arizona Farms Road (and ultimately to I-10). We currently live in Gold Canyon and the volume of heavy burdened trucks passing thru the existing US60 is a safety hazard to our local residents. It is very frequent that exiting Kings Ranch Road, Mountain Brook or Superstition (as the Bashis grocery store, semis and large trucks cannot brake in time for the lights and the red lights placing ourselves in an unsafe situation. Turn lanes on US 60 to our private neighborhoods is an increasing safety concerns due to long lines that protrude out onto US60.
	On the fence of this since sr79 is so close by. I suggest it be more through san tan valley
State Trust Land	Arizona Residents moved out this way to be in undeveloped locations. Quick access to our desert and land we can hunt and sustain ourselves on is used year round. The same expansion happened in Laveen meaning less public land, more houses, more traffic, more crime and more transients.

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
funding to use towards pinal parkway only	 Where is the funding coming from to currently do these Tier studies ? Why would the time and money for this corridor study not go towards ADOT increasing 10 freeway to four lanes and alleviate congested traffic already in existence? This seems backwards to address this area and planning study before the build / potential structures exist (if they even will) Leave the state land for retirement , recreation and preserve the beauty left while we can. Dont Eastmark my San Tan Valley / Apache junction WHY must we duplicate them and allow the growth to proceed in Casa Grande and Coolidge as it is Pinal Pky will suffice for what is needed to help the workforce commute to those areas.
Section of road NEAR MAGMA Ranch Development	I would prefer that the corridor be moved east or west, but not so very close to the magma ranch community, which has already has an adjacent electric substation, natural gas turbines, a solar plant. The natural gas turbines can impact air quality. Occasional crop dusters impact air quality, construction that disrupts dust, and spores, impacts air quality, and causes Valley fever. Natural gas turbines release nitrogen oxide into the air, which is not health for lungs. Now with a freeway/corridor/busy roadway, comes additional air pollution from vehicle exhaust. Why can't you move this project east or west, if Magma Ranch community (located east of Quail Run and north of Judd Road), instead of constructing it directly adjacent to our community. Please consider placing the corridor West of Quail Run, (near Judd Rd), or at least 1 mile to the east of Magma Ranch 2. (Near Judd Rd).

Comment:
We were unable to attend the meetings, so we very much appreciate the ability to correspond via email.
Our address is 10375 east lind road, queen creek, az 85143.
This is important as you will note a section of the proposed freeway is planted almost directly in our back yard (technically runs directly adjacent to my direct neighbor's fenceline to the west).
As anyone can imagine, this would severely and negatively impact not only our living conditions and lives, but also of our many neighbors, all of which have invested significantly in a rural way of life now completely void of noise and pollution and traffic.
This proposal, or at least the section at our property, is completely unacceptable as in addition to the complaints already voiced above would also decimate the property value(s).
I would appreciate any guidance you can provide on how this section can be eliminated, or at least moved. Since there is much empty land on the west side of the canal, and several large sub-divisions already being built directly south of our property (and directly in the path of the proposal), I suspect this should not be a difficult task.
Thank you in advance for your response,
My address is 6675 e. Fox Hollow lane. I'm am on the corner of quail run and fox Hollow. My house seems to be in the path. Will I be forced to move? And if not how near to the new road will I be? Are noise abatement features being considered?

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
Noise sound barriers, flood control for existing properties within the shadow of the proposed freeway, and ground water usage for those of us on personal wells	There were 3 previous paths under review and now there is only one which only impacts the people currently living in the area of Skyline and Judys Roads (our general area). It appears the farmers and developers to the west got their way and the developers and state got their way to the east to maximize profits for future land sales and urban sprawl. It believe it would be better served to move the corridor to the furthest east to plan shopping, services, and flood control prior to development of residential areas while providing flood control for the existing residences. Pinal County has not been at the forefront of planning and development when it comes to planning in this area as evidenced by numerous construction project road closures impacting arterials simultaneously, road building without rock base including the ability to handle traffic from cement/dump trucks, no dust control, etc. I do also believe that ground water usage should be considered due to the Queen Creek drainage and private wells in the area. The information provided by well drillers in the day is not very accurate for registration with the state Dept of Water Resources because when I checked my well it was registered on property almost 20 miles away closer to Casa Grande. Please move your proposed alignment further east to maintain the quality of life for us who have been out here for 20+ years, Thank You. Please keep the corridor east of the canal.
Magma Rach/Bella Vista Road/Skyline Rd	Travel to and from amenities/work impacts Noise pollution increases Traffic increases in an area with 2 lane roads Potential drug and human trafficking increases in the area
Gold Canyon	The community of Gold Canyon needs to have an alternate route for traffic especially for trucks and heavy equipment. Traffic speeds though our area continually not obeying the posted speed limits and causing accidents and traffic stoppages. Our residents currently have only one way in and one way out and in the event of any emergency, lives can and will at some point be lost. The additional building to the east of Gold Canyon has put an added burden on traffic without any consideration for future road development. I have been a resident of the Gold Canyon community and 23 years and it is past time for this north-south corridor to become a reality!!

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
Magma Ranch Florence	Please consider the people who live in magnum ranch. This area is quiet and almost pollution-free. You adding a freeway right next to our homes brings in extreme amounts of air pollution and ruins the area that we have chosen to live in. While I understand it's not your problem that SRP is going to be adding to the air pollution with their new developments, it doesn't seem fair that you should add to it with the freeway right near our homes. Please consider moving this a bit more South to allow the people who live here and opportunity to enjoy the homes they work so hard to afford.
no	
North end, US60 area	 Being a resident of Dolce Vita in Apache Junction, this community and surrounding area should not have additional noise and traffic near it. I dont think the north end on/off ramps of the proposed road should be near this area. Do not change the US 60 at the east end where it curves S/SE to Gold Canyon. Instead finish the SR24 going east, and have that be the northern most on/off area for the proposed new NS corridor. It would then be an effective alternative for traffic going south and east as well as traffic going west and north without harming the existing roadway where the 60 curves SE going to Gold Canyon. I live very close to where you are thinking of extending the highway I believe that it will just bring more opportunity for crime in our area. And being that close will also
	bring much more traffic. I moved to the san tan area to get away from ghat . And what will this all do to our property values? Connect it to the 79 somewhere and stay away from near my home
Ray Rd	The Ray Rd and/or 24 extension to the 60 is needed immediately! We need more ways to get to Mesa from the Gold Canyon area, especially during Ren Fest season! Please, seriously consider expediting this portion of the project!
SR 24 extension should be done at same time to minimize interruption to traffic flow on new connection	Priority should be given to completing the SR24 feeder to the North-South connector so as to minimize traffic issues and flow problems that would occur if not completed together.
US60 TO 24	I think would be a huge improvement for Gold Canyon residents. With all the new homes being built this will help heavy back ups in the winter.
Why is the section from Apache Jc t included in the RT 24 project ??	

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
With the additional traffic, please consider the I24 to both 202 E and W as East traffic is always backed up	I'm a supporter for new roads to enable the City of Queen Creek's continued expansion. the new routes look favorable and great planning by the city to construct roads ahead of homes. Just want to ensure the consideration of impact onto the 202 during peak hours.
	Additional residential developments have been built since the last study was completed. Perhaps don't built the section between the SR 24 and US 60 because of Gold Canyon retirees complaining about traffic. Let traffic from Florence/Coolidge and San Tan use this and the SR-24 to reach Mesa and avoid the NIMBYs of Gold Canyon who want US 60 to be improved for the two months of the year during that weekend festival.
Do not want alternative 7.	To close to Magma Ranch. Off of Felix and Judd east of the canal. We don't want it in our backyard.
Sr-24 to Arizona Farms	Please do it, it would help immensely.
Lack of urgency	The SE valley is growing rapidly and the progress toward meeting the infrastructure demands, including roadways and highways is way behind the curve. Traffic out here is already unbearable and expected to get much worse before any of these projects are completed. Where is the urgency from the county and state?
	I agree with the corridor proposal, this is needed for the reasons listed.
Encanterra	I would like to see the North-South alignment closer to our district than the current plans show it. I think the alignment is too far east, and will not address or enable better traffic flows if it's too far out. I understand it needs to be in undeveloped lands, but I feel a little closer to the existing neighbourhoods would provide more value.
All	Please build this. Both San Tan Valley needs this roadway, and coming from AJ another route south would be appreciated.
All	At this point the political crap needs to stop and get the freeway built now! The 24 was supposed to open as a freeway not an expressway as it currently sits, those of us in this area pay taxes just like metro Phoenix and demand better roads NOW, not 20 plus years in the future.

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
ALL Wildlife Corridors	We at SALT (Superstition Area Land Trust) request the best possible functional wildlife corridors be maintained across all new construction related to the North/South project. High priority wildlife corridors certainly include those associated with Siphon Draw on the far north end and with Queen Creek in the central area, but others include those shown in the 2013 "The Pinal County Wildlife Connectivity Assessment: Report on Stakeholder Input": by using the Arizona Game and Fish Department's On- Line Environmental Review Tool; and (presumably) by referring to the AZGFD's comments to this request. There is a great deal of existing wildlife habitat in the very large Superstition Vistas study area through which this proposed highway will be build that would be difficult to impossible to build out due to flood control and other considerations. It is essential that these large habitat blocks retain functional connectivity to other large nearby habitat blocks such as those in the Superstition Wilderness Area - among others. We and other conservation organizations are actively working with both the AZGFD and Pinal County Flood Control to refine our understanding of the overlap between such habitat blocks and flood control set-a-sides. We anticipate this work will identify considerable low-hanging-fruit. Much needed! Traffic out here is horrible and the commute is long. So excited for this
Creating Faster and Less Congested Travel	to come to fruition. I want to say that I really appreciate the work that is put into this project by everyone. A freeway with no stoplights and proper off-ramps to those streets, all the way to Hwy 60 will be so helpful. So many people travel to Maricopa County for work, and now to
	the Factories out in Coolidge and Casa Grande. It might be nice to see a fwy built above the land, say, as high as a two bedroom home, so it could possibly impact less of the land. That would probably be very expensive though. Gantzel/Ironwood, Ellsworth and now Hunt Hwy have become so congested with all the housing developments coming in. I think incorporating San Tan Valley would help bring businesses, so that residents can live and work in close proximity. A good freeway system for fast travel will surely help.
DO NOT BUILD THIS!	There is NO reason to build this except to encourage development in an area with NO WATER!
	THIS ROAD SHOULD NOT BE BUILT PERIOD!

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
entire project	Please be sure that the appropriate attention is given to historic cultural properties in the area and that the appropriate Indian groups have input.
Florence	Concerned with the traffic dumping onto AZ farms causing huge backlog into the area of anthem and copper basin during the time it takes between segment one and two.
general	I like that the majority is focused over AZ state trust land. Suggest working with AZSLD as you already are to provide future options for intersections and potential major E/W roadways to address Gold Canyon and the renaissance traffic issues for future roadway improvements since it is unlikely another freeway will be planned to address further traffic to the east due to the mountains and access. Please take into account the ruralness of Pinal County when adding traffic into areas and try to preserve or offer options to realign major roadways to avoid the large rural homesteads if possible. The area is still rural, so you can create alternative roads like QC did with the Ellsworth loop road to maintain the core area being disrupted as a wider thoroughfare.
Gold Canyon	I do not see how this improves travel along 60 through Gold Canyon. I do not understand the need for another N/S road. There needs to be an E/W road out of Gold Canyon, it could be from Ray across to 60 at the edge of the new large development in Apache Junction. People of Gold Canyon have no evacuation routes if 60 gets closed down. It is a safety issue as well as an ease of access to outlying areas. When the renaissance festival happens for several months it causes safety concerns with all the road backups, a simple road connecting Ray would be much less expensive and would provide a much needed alternative.

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
Gold Canyon area	this part of US60 is too heavily used. The amount of long haul trucks has got out of hand for this rural area. I have witnessed 5 semitrucks blow through the red lights at Kings Ranch Road. They also drive way beyond the 55mph speed limit They are continually in the left hand lane making for stop and go traffic the norm. The Gold Canyon area is growing daily with new homes. That part of 60 should not be a highway for all the long haul truckers. In the late fall and winter months the traffic is backed up for miles just to get to AJ. When I moved here 10 years ago(year rounder) there were highway patrol cars in the area daily year round pulling over semis d/t speed. Now I see none and the trucks just fly through the red lights in the area. Only see patrol at accidents and then you have a 15 mile backup. Having a N-S new highway to connect with 110 is for the best for the Gold Canyon area and the long haul truck traffic
Left my comment on the interactive map.	
Magma Ranch	Please refer to The Crossings at Crossroads to see how they handled a freeway being built incredibly close. Noise level was VERY nice. also HURRY so millennials can actually enjoy it.
Mountainview and the 60	Having the on and off ramp separate from the 60 so you don't have constant traffic issues like we do at ironwood and the 60. No stop lights just smooth transitions like between the other highways. Example the 101 and the 202
N/A	N/A
Need more information	Need more information in order to comment.
No	I own a home near the area and want this!!
North-South Corridor	Hwy 79 already has the right of way. It could easily be made 4 lanes much cheaper than buying more un-necessary right of way.
North-South Corridor vs Statewide	

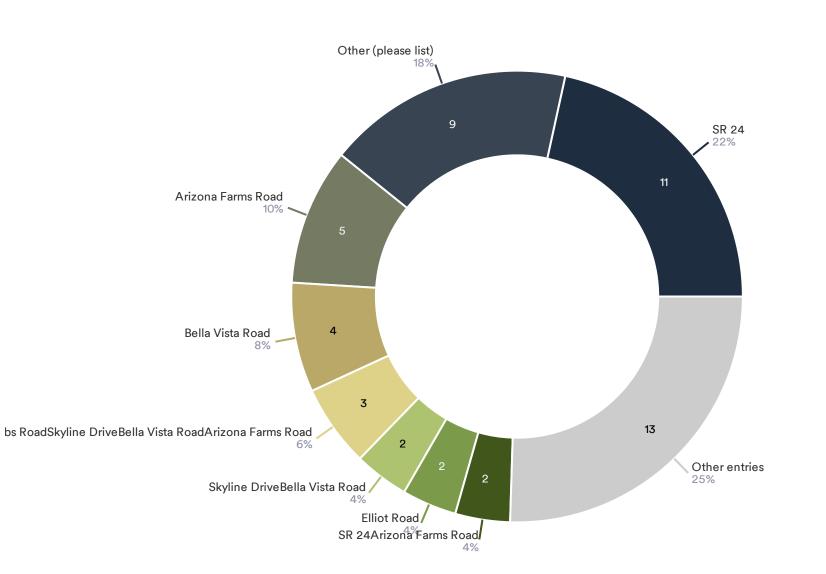
Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
North-South Segment 1	It is surprising that SR24 is not being extended east to 60. This would seem to be a vital traffic artery. If this were completed first, the North-South Segment 1 would only need to extend from Arizona Farms Road to SR24. The northern most section of the proposed section of the North-South Segment would be unnecessary and could be eliminated. This proposed modification would have the advantage of providing access to both 60 and 202 (via SR24). It would also improve east-west traffic flow between Queen Creek and Gold Canyon/Superior. Additionally, it would also improve access to Phoenix-Mesa Gateway Airport from the east.
not at this time	
Over development	I am concerned about the potential for over development and its impact on our water resources. How is this being studied?
Parkway	Why do we need the extra parkway? It's a waste of money and infringes on our homes
Quality of life	We moved here to be away from over crowding. This will increase the population and congestion in the area. I oppose the corridor.
Roadside Ecology	My concern is for any wildlife impacted. I hope there will be sufficient passages underneath or above the roadway to accommodate wildlife safe crossing.
San Tan Valley	If road extensions such as Ocotillo, Combs, Skyline, and Bella Vista are not made during this build, this north-south corridor will do nothing to alleviate the traffic nightmare that exists in San Tan Valley. And please, make this an actual highway, not an expressway like SR 24. Also consider Germann Road either connecting to SR24 or the new n-s corridor.
Segment 1and 2	In Colorado we had and still have toll booth for funding. I would pay a toll that would cut my traveling time. I commute to Gilbert that takes 50 minutes to 60 minutes .

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
Sound walls	US60 E & W between Meridian Interchange and The proposed Northern beginning of the N-S Corridor is the only portion of the Valley freeways which does not have benefit of sound walls. At Ironwood Drive, the road is above the tops of homes in the properties adjoining the highway. The same occurs at Idaho Rd., Tomahawk RD., and Goldfield Roads. Is it possible that sound walls can finally be included as part of this new project? I have lived here 23 years. I have seen many miles of freeways built all over the Phoenix valley area, and all have sound walls where there are homes, except in Apache Junction.
The far east valley on US60 in the Gold Canyon area is rapidly growing & the only in & out is the US60. More connecting roadways are needed to cut down on high traffic congestion.	
this is concerning the map of the corridor	The railways are incorrectly labelled. The Magma railroad is the one that runs roughly on a 45 degree angle and stops when it reaches the UP railway. The Copper basin one is lower on the map and runs roughly east west.
Tier one	This is irresponsible to develop this area before widening the US 60 to take on additional traffic. There are numerous accidents every day due to poor access for the vehicles currently traveling through the US 60 from east of Gold Canyon to Ellsworth where it finally begins to widen. Why aren't you finishing the section to the 24 and to the 202 first? that makes much more sense since the traffic is headed west anyway. Those of us living in Apache Junction are going to be relegated to the surface streets because we cannot safely get on or off the US 60 at our exits for Apache Junction.
Urban sprawl	This is a massive waste of money and will further damage the environment. Why open this section of the desert for more development when water is scarce. Phoenix needs to stop expanding and ADOT needs to be a bigger player in environmental stewardship. This is a huge waste of taxpayer money and does absolutely nothing for Arizona.
US60 and corridor interchange	I frequently use the Mountain View entrance/exit onto US60. Is there a more detail map of how that interchange is going to match up with the proposed corridor?
Yes	There needs to be a way to get to the Renfaire site without having to go through Gold Canyon. That way the route through Gold Canyon isn't affected by the traffic. I know the residents there would love that.

Do you have any comments that the study team should consider when evaluating future North-South alignments between US 60 and Arizona Farms Road? map at www.northsouthsegment1.com. Please specify the area your comment applies to:	Comment:
Yes	I am concerned about the 60 highway where the NorthSouth may connect. Please keep it south of the 60 and away from Goldfield Road. There is too much traffic and noise currently. There needs to be sound walls. I don't want any commercial development such as gas stations in my area. The Apache Junction Planning from the city is not competent and the City Council old timers have no idea what they are doing and cannot plan a master planned community for families. Their zoning decisions and history of allowing someone with a permit or right is backwards. What is the purpose of the study, what good is the corridor going to serve except to eat up more desert.
	This freeway is much needed as many residents in San tan valley & queen creek commute daily to the valley (phx) for work/school/entertainment.
	End the North-South Corridor at the SR-24 interchange. Too many NIMBY's in AJ and Gold Canyon will delay the progress of this important corridor to connect Mesa and San Tan Valley with Coolidge/Florene by 2040. If this corridor can become a Private- Public Partnership, maybe it will open by the 2040 timeframe. Hunt Hwy, Arizona Farms Rd and Gantzel can't sustain the present traffic congestion.
	I recently moved from Laredo Ranch(near Combs and Schnepf roads) to Florence, AZ. I have never understood that your aerial map shows a farm field behind Laredo Ranch and the canal to the east of the farm field. There is a farm field east of Laredo Ranch but it is on the east side of the canal. Directly behind Laredo Ranch is a one lane dirt road-Sierra Vista-then the canal-then the farm field and state lands east of that. I know there had been a plan to put a smaller road directly behind Laredo Ranch, but it would be over a canal if that happened.
	Is the Northsouth-segment1 a freeway?
	Please keep BLMM included in this Project, as BLM lands will be crossed as the study moves south.
	Include the identified interchanges and get it built. This is way past due and the longer you take then the less we will have out in the East Valley. They are building everything in the West Valley and we are left with nothing.
	PLEASE WE REALLY NEED This! I'm tired of going through 33 lights everyday to get to the closest fwy!!
	This is a great idea, makes perfect sense I hope you can get this going. We need it badly

North-South Corridor StudyForm

Do you have any input on the potential traffic interchange locations being considered?



51 Responses- 54 Empty

Do you have any input on the potential traffic interchange locations being considered?	Comments regarding potential interchange locations:
Arizona Farms Road	In favor of this interchange.
Arizona Farms Road	
Arizona Farms Road	Before anymore traffic interchanges are installed, Hunt highway needs expansion. It is such a busy heavily traveled road, and should be expanded. The light at Hunt highway and Oasis, needs to have a sensor in the ground for those taking a left onto Hunt highway, so it will not back up traffic on Hunt highway during heavy traffic times. The same goes for Arizona farms road. It would be great for all of us who have to get to work every day, especially right now with no freeway to access. And, I really wish Hunt highway would stop being used for a truck stop, people who are camping on the side of the road, food vendors, used car and boats for sale, etc I take pride in my home and the area I live in. That might be question for the sheriff department?
Arizona Farms Road	
Arizona Farms Road	
Arizona Farms Road, Other (please list)	
Bella Vista Road	please put it in and hurry. thanks
Bella Vista Road	So convenient for the large new 6 phase community Bella Vista Farms and existing communities that are so far and hard to get to once exiting the 60 or 24 off of Ironwood. More potential for more future residents and home buyers to gain their appeal.
Bella Vista Road	
Bella Vista Road	Keep Bella Vista Rd. as an interchange and not move it to Judd Rd. as may have been suggested by Pinal County officials because there is already a bridge over Judd Road. Bells Vista has been designated as a road of regional significance. Keep it that way!
Elliot Road	
Elliot Road	
Elliot Road, SR 24, Ocotillo Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road, Arizona Farms Road	Move them closer into San Tan Valley.
Elliot Road, SR 24, Ocotillo Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road, Arizona Farms Road, Other (please list)	All with the use of roundabouts or diverging diamonds. If you can eliminate intersection signalization, you should.

Do you have any input on the potential traffic interchange locations being considered?	Comments regarding potential interchange locations:
Ocotillo Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road, Arizona Farms Road	If these are not included, it will negate a lot of the good that it would provide considering the amount of building going on in these areas. Especially with the some 10,000 homes being built in the area north of SR 24.
Other (please list)	All interchange locations to highway 79. Leave San tan valley to have "their" freeway, and us in Florence to have "ours".
Other (please list)	
Other (please list)	US 60 and Mountain View
Other (please list)	Please consider Judd Road. Lots of existing and future residential as well as commercial infrastructure.
Other (please list)	Us 60
Other (please list)	Proposed Marathon gas station at Kings Ranch Road and rt60.
Other (please list)	Having an interchange at the location to serve the annual Renaissance Fair would be an absolute blessing as traffic today backs all the way up to Ironwood and US 60. It is just not practical to leave our homes and travel West to AJ or Mesa during the weekends as the return trip home takes up to an hour
Other (please list)	Hunt hwy
Other (please list)	Traffic interchange on Judd Rd is needed.
Riggs/Combs Road	There are already so many accidents on the 24, Ironwood and Combs. An option for increased speeds will only put our residents more at risk who do uphold the laws.
Riggs/Combs Road, Skyline Drive	I live in this area east of the CAP and currently use Combs / Skyline Drive. Bringing more housing (currently happening) without developing the Pinal Parkway as a priority is a misuse of your current work. If you could do a cohesive plan with the current build of Pinal Parkway all the reasons to pursue the N/S corridor would be relegated. (including expensive overpasses of the canal) STAY WEST OF IT Save time, money ,resources and please work cohesively towards already existing plans that will meet the needs of all the infrastructure requirements NOW !!! Use ADOT funds to widen 10 freeway and improve 60 with 79
Riggs/Combs Road, Skyline Drive, Bella Vista Road, Arizona Farms Road, Other (please list).	Bella Vista, Arizona Farms, skyline drive, Riggs//Combs, and Judd would be good locations because they provide easy access for residents of the established communities. However, it's important that the on and off-ramps should be situated so they they don't cause traffic jams, congestion on these narrow roadways. (Of course)

Do you have any input on the potential traffic interchange locations being considered?	Comments regarding potential interchange locations:
Skyline Drive	We were unable to attend the meetings, so we very much appreciate the ability to correspond via email.
	Our address is 10375 east lind road, queen creek, az 85143.
	This is important as you will note a section of the proposed freeway is planted almost directly in our back yard (technically runs directly adjacent to my direct neighbor's fenceline to the west).
	As anyone can imagine, this would severely and negatively impact not only our living conditions and lives, but also of our many neighbors, all of which have invested significantly in a rural way of life now completely void of noise and pollution and traffic.
	This proposal, or at least the section at our property, is completely unacceptable as in addition to the complaints already voiced above would also decimate the property value(s). I would appreciate any guidance you can provide on how this section can be eliminated, or at least moved. Since there is much empty land on the west side of the canal, and several large sub-divisions already being built directly south of our property (and directly in the path of the proposal), I suspect this should not be a difficult task.
Skyline Drive, Arizona Farms Road	
Skyline Drive, Bella Vista Road	We will be directly between the interchanges of Skyline and Bella Vista Roads which is just a mile and think Judd Road should be considered in place of Belle Vista due to the congestion, noise, and commercialization that would be created by having merging and exiting so close together.
Skyline Drive, Bella Vista Road	Please consider installing Bella vista or Skyline first. These far south interchanges would help alleviate traffic on Ironwood. Especially with all the future plans of residential growth out here South of combs. Thank you
Skyline Drive, Bella Vista Road, Arizona Farms Road	The neighborhoods and developments around here are going to face a significant increase in noise pollution and traffic in a historically low traffic area. Construction is going to limit access to grocery stores and other necessary amenities. This area has multiple housing developments that rely on the Bella Vista/ Quail Run intersection for movement to and from work and those amenities.
SR 24	An interchange at this location would alleviate the influx of traffic to and from Ironwood Road.
SR 24	
SR 24	

Do you have any input on the potential traffic interchange locations being considered?	Comments regarding potential interchange locations:
SR 24	Finish the SR24 road so that it would continue east and end at an intersection S/SE of Gold canyon near the Ren. Festival area, to help with that additional huge amount of traffic when it is at its worst. Also make the SR24 east bound rd the northern most area of the proposed new south bound road and the spot where traffic from the US60 would enter the new SB road. Eliminate the section of the proposed new road north of the 24 going up to and joining the 60.
SR 24	Connect it out to the 79 stay away from fix road
SR 24	
SR 24	Bella Vista Farms will be a great place for an interchange off and on ramps.
SR 24	
SR 24	Same question as before on section to Apache Jct.
SR 24	SR24 just needs to expand and remove the lights as growth continues.
SR 24	This proposed major interchange needs to avoid the flood retarding structures and many desert arroyos that channel floodwaters from the Superstition Mountains.
SR 24, Arizona Farms Road	
SR 24, Arizona Farms Road	It's needed! It would cut off miles of commute time and decrease traffic on Ellsworth/Gantzel
SR 24, Ocotillo Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road, Arizona Farms Road	
SR 24, Ocotillo Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road, Arizona Farms Road	
SR 24, Ocotillo Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road, Arizona Farms Road	all these locations will need interchanges to make this work.
SR 24, Riggs/Combs Road	I believe both of these roads should connect to the new North-South road when it's completed.
SR 24, Riggs/Combs Road, Arizona Farms Road	
	See above!
	None
	There is NO reason to build this except to encourage development in an area with NO WATER! THIS ROAD SHOULD NOT BE BUILT PERIOD!
	N/A
	The interchange that is not discussed in the proposal is where The North-South Segment 1 would connect with 60 near Mountain View Road. This connection looks to be a potential congestion problem for traffic flowing west on 60 with all the traffic from the North-South Segment being dumped onto 60 at this point. With the proposed modification above, this interchange would not exist, as the traffic would flow onto the extended SR24.

Do you have any input on the potential traffic interchange locations being considered?	Comments regarding potential interchange locations:
	Screw I-10 congestion. Add lanes to I-10
	None
	The shouldn't be any because this road shouldn't be built.
	Please keep it away from the 60 and Goldfield Road.
	If possible, add one at Judd Rd for quick access to the Magma Ranch community.
	Include them all and get it done.

Are there any additional comments you would like to provide?

For the Florence, and San tan Valley area, I would imagine Arizona farms road, all the way to Hunt highway, would be as far as we would want to travel to have freeway access. That would be the farthest we would want to go to have a decent amount of time to access the freeway. As it stands, it takes 45 minutes from Hunt highway to get to 24 from north of Ganzel road on ironwood, or Hunt highway and Ellsworth road. Also, anywhere that would come down to Hunt highway, as it's such a heavily traveled road, and is always backed up with traffic due to single lanes. If nothing else, Hunt highway should be at least 4 lanes wide. *This area seems as if it has just been forgotten about* when it comes to roads, and freeways, unlike anywhere else I've lived in this valley. I am hopeful that something will be done, as there is so many homes that have no access to a freeway or any other way for us to get home because of Hunt highway being single lanes also.

Widening the Arizona Farm Roads would be a need. Also, the widening of the Hunt Hyw. Is a real need and the fact that there is more and more traffic including large vehicles. I would like to see a more direct route to I 10 to go east and west.

The nsc study should be reduced at least by at least 1 year. This corridor has been highly in demand and necessary for years as San Tan Valley continues to grow at an incredibly fast rate. The roadways have not grown nearly as quickly and that needs to change.

This interchange should be eliminated and a traffic interchange with Judd should be planned on the east side of the CAP canal.

Many but it seems to be a waste of my time. One thing I will mention, it is very important to have continuity in drainage plans across all governments. This will avoid the need for communities to pay extra for the ADOT planning deficiencies. Like Ray and Meridian Rd, Guadalupe and Meridian Rd drainage projects. This wasted space of drainage results in lost revenue for the communities. Every intersection not in use is a lost tax base.

Focus on existing roadways and if construction is to take place, build it out completely. Don't to the half ass build you did on the 303, 24, and the 143. Just to come back and change it again. Build it and be done with it.

To assist future development maybe looking more east would be the thing to do. That area continues to grow and we don't see a slow down any time soon.

Don't want this

Locating gas station on the other side (on the west/south side) would have better access and cause less congestion at that major intersection into Gold Canyon

God speed

Wildlife, connectivity to recreation like Box Canyon, PLEASE do not cover up our backdrop of the scenic and monumental Superstition mountains with buildings and concrete Preserve the peace, quiet and beauty.

Please give my community sufficient space/distance from the road, so that we don't suffer long term health consequences as a result of these projects. Thank you

please respond

I understand that building right next to these subdivisions is ideal for you but it is not ideal for the people who live here. Please consider to move to a few miles South it doesn't ruin your freeway but it does save our homes and the people who live in them.

No

Use the state trust land wisely, and allow recreational activities to continue there. The desert land and mountains in this area are very unique.

Are there any additional comments you would like to provide?

Please build this connection to the US 60

I'm a supporter of the new plan roads, great to see the studies and plans in development.

We don't want this behind our homes. Felix and Judd. Magma Ranch HOA

Preferably as far away as possible from high priority habitat blocks and/or major wildlife corridors.

There is NO reason to build this except to encourage development in an area with NO WATER!

THIS ROAD SHOULD NOT BE BUILT PERIOD!

Please start working on segment two along with segment one.

please hurry and find funding. its too crowded and we need jobs before the older generation dies out

In looking at potential northsouth-segment2 it appears that a turn towards hwy 87 and connecting southbound would be adaptable and less cost in adding a brand new roadway that is so closely allined in its traversing southward to 110.

Not at this time

From I-10 we will see more people. Please do not build the road. It is a duplicate road that makes no sense building. I can easily get to Florence from Florence Junction.

None

None

Other than helping San Tan Valley residents go north to Apache Junction, this doesn't alleviate the issues of the excess traffic on US 60 through Gold Canyon and the back up of traffic during peak season and especially during the Renaissance festival. Money would be better spent to get a bypass done around Gold Canyon.

Need to plan the road systems such that it will alleviate the Renaissance Festival traffic jams on US 60 for several weekends in a row in the late winter and early spring. It makes the traffic patterns here in Gold Canyon unbearable.

the "later" planned east/west roads connecting the 60 and the 79 to the north/ south corridor should be planned to occur in conjunction with the corridor

I know you have heard this before but please get this done as soon as possible

The traffic out here is causing quite a bit of road rage

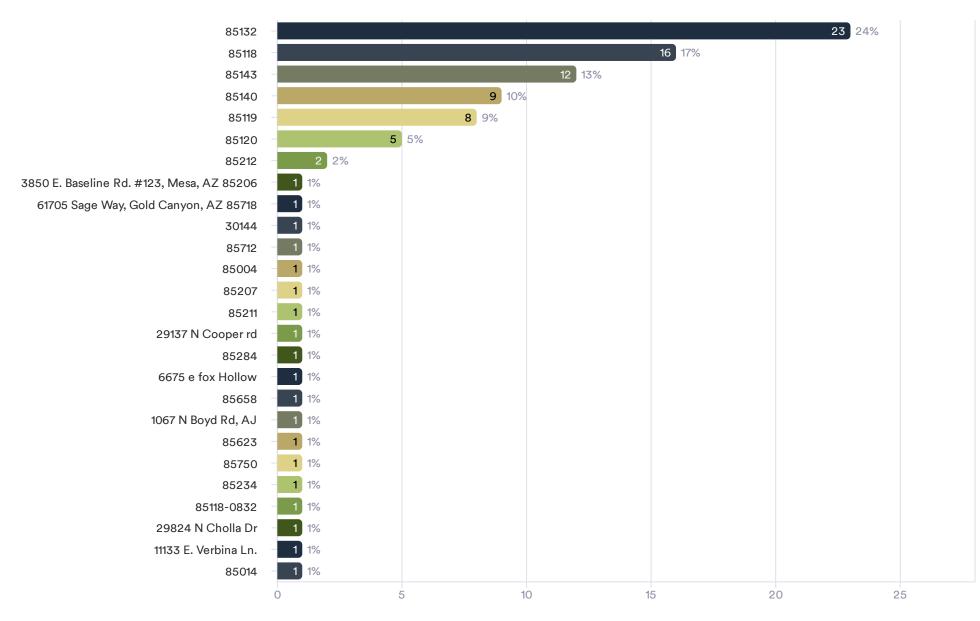
Please include me on informational emails pertaining to this study.

This segment one path would directly improve my life and those around us. We are a huge fan of this coming from residents in crest field manor. We welcome segment one

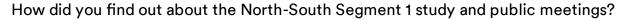
I am in favor of this proposed plan. The area is planned will not disrupt communities. Transportation system is needed in this area due to the increased population. This is a great proposal!

Address or Zip Code

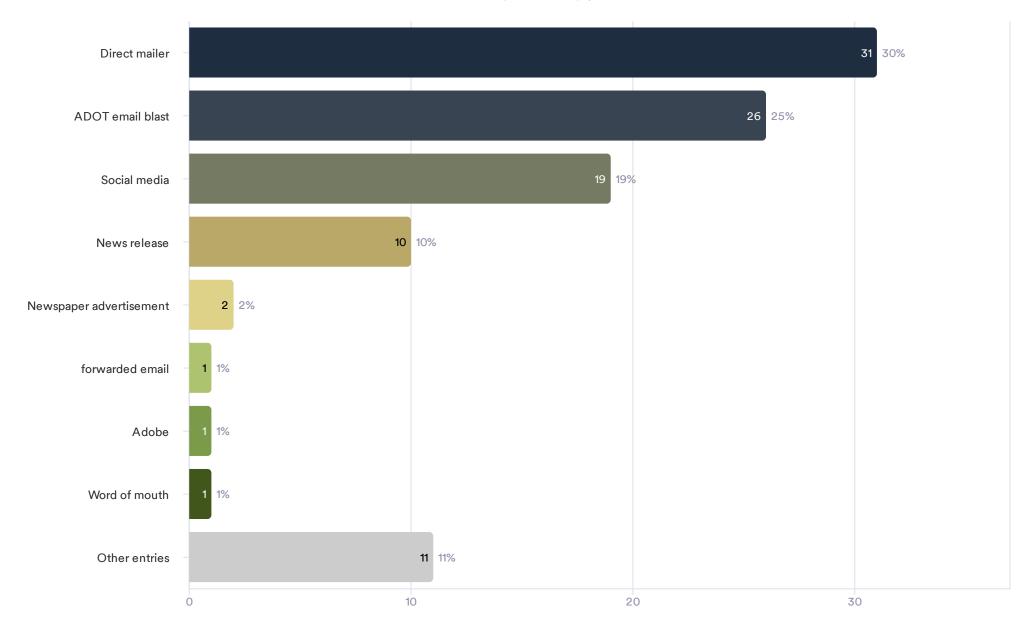
94 Responses



North-South Corridor StudyForm



102 Responses- 3 Empty



Direct mailer 🕒 ADOT email blast 🌑 Social media 🛑 News release 🥚 Newspaper advertisement 🛑 forwarded email 🌑 Adobe 💭 Word of mouth 🔘 Other entries

Thank You!

North-South Corridor StudyForm