



**State Route 260 Lion Springs Improvement Project  
Project No. 260 GI 256 F0139 01D  
Federal Aid No. 260-B (225) S**

**June 2024 Public Meeting Summary Report**

**September 2024**

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1. INTRODUCTION
2. PUBLIC MEETING
  - 2.1. PUBLIC MEETING NOTIFICATION
    - 2.1.1. Project Website
    - 2.1.2. GovDelivery Emails
    - 2.1.3. News Release
    - 2.1.4. Social Media
    - 2.1.5. Stakeholder Outreach
    - 2.1.6. Direct Mail
    - 2.1.7. Earned Media
    - 2.1.8 Newspaper Advertisement
  - 2.2. Public Meeting Materials
    - 2.2.1. Presentation
3. PUBLIC COMMENTS
  - 3.1. PUBLIC COMMENTS
4. TITLE VI REPORTING
  - 4.1. Self ID Surveys
  - 4.2. Title VI Meeting Summary

#### Appendices

##### Appendix A

Public Meeting Presentation  
Project Corridor Maps  
Presentation Script  
Fact Sheet  
Comment Form

##### Appendix B

GovDelivery Notices

##### Appendix C

Social Media Posts  
Social Media Ad

Mailer

Appendix D

Press Releases

Earned Media

Tear Sheets

Appendix E

Comments

## 1. INTRODUCTION

The Lion Springs segment of SR 260 is the only remaining two-lane highway section between Payson and the Mogollon Rim. Because of capacity limitations, this four-mile segment becomes heavily congested during periods of heavy volumes, especially on summer weekends and holidays. Completing the Lion Springs segment will help reduce delays for local and regional travelers by providing four travel lanes (two in each direction) between Payson and the Mogollon Rim.

### Project Elements

Major project elements include:

- Adding one travel lane in each direction between mileposts (MP) 256 to 260.
- Constructing a center-turn lane between MP 256-258 and center median between MP 258-260.
- Constructing a new frontage road for the Diamond Point subdivision.
- Constructing three wildlife crossovers.
- Improving and/or installing drainage and sediment-control facilities, including culverts, pipes and ditches.
- Removing, replacing and extending guardrail, as necessary.

The project will help accommodate growing traffic volumes, enhance safety and make overall improvements as part of a larger improvement project of approximately 4 miles of SR 260 through the town of Star Valley, between the town of Payson and the unincorporated community of Heber-Overgaard.

### Project Map



Figure 1: Project Area Map

## 2. PUBLIC MEETING

ADOT held an in-person public meeting on June 6, 2024. The purpose of the meeting was to inform and engage the public regarding the final design of the SR 260 project. The meeting also provided opportunities for the public to ask questions and make comments.

The meeting featured an open-house, presentation by the project team, and additional open-house time directly following the presentation. A flyover presentation was shown at the meeting during the end of the presentation. Members of the public were provided comment cards and were able to ask questions of the project team during the open-house portion of the evening.

Project team members from ADOT, partner organizations and WSP USA served as subject matter experts at the meeting during the presentation and open house. Staff attendees included:

- ADOT Project Manager: Rashidul Haque
- ADOT Community Relations Project Supervisor: Jerry McCoy
- ADOT Community Relations Project Manager: Ryan Harding
- ADOT District Administrator: Brendan Foley
- ADOT Assistant District Engineer: Jeremy Degeyter
- ADOT Right-of-Way: Linda Mansfield
- ADOT Acquisition/Property: Elva Patty Barba
- ADOT Environmental/NEPA: Katie Rodriguez
- Consulting Roadway Design Lead: Greg Fly
- Consultant Traffic Engineer Lead: Howard Olien
- Consultant Transportation Engineer: Michelle Medina
- Consultant Public Involvement Lead: Jessica Parks
- Consultant Public Involvement Coordinator: Charlie Misra
- Consultant Landscape Lead: Ed Corral
- Consultant Environmental Lead: Diana Dunn
- Tonto Apache Tribe Chairman: Calvin Johnson



Figure 1 - June 6 Public Meeting

Participants were notified that comments and questions about the project could also be submitted during the public comment period through email, telephone, USPS mail or online. Participants were notified that all project related materials, including the presentation, were available online.

Approximately 138 people attended the public meeting. Of these, 24 people indicated that they heard about the meeting by direct mail, 15 by social media, 14 by email, 7 by advertising (radio/newspaper), 7 by news media coverage and 13 by “Other”. Some examples of “Other” included word of mouth, the Payson Town Council and via ADOT’s Five Year Plan.

## **2.1. PUBLIC MEETING NOTIFICATION**

### **2.1.1. Project Website**

ADOT hosts a project website (<https://azdot.gov/projects/northcentral-district-projects/sr-260-lion-springs-improvement-project>), which was updated by June 6, 2024 to correspond with the beginning of the comment period. The project website provides a project overview, including a list of the project elements, a timeline, the public meeting date and instructions on how to participate in the public meeting, project fact sheets in English and information on the ways to ask questions or make comments. All materials related to the public meeting are posted on the project website, including:

- Public meeting information
- Public meeting slides
- Project corridor maps
- Updated environmental documents
- Public meeting flyover simulation

Copies of the public meeting materials posted to the website are included in Appendix A.

### **2.1.2. GovDelivery Emails**

Information on how to participate in the virtual public meeting and reminder notices were distributed by ADOT on May 23, June 3 and June 17 via GovDelivery to 4,342 subscribers, as well as by email to the stakeholders on the project contact list.

Copies of the GovDelivery notices can be found in Appendix B.

ADOT Public Information staff distributed a news release to media outlets on May 22.

### **2.1.3. News Release**

The news release can be found in Appendix B.

### **2.1.4. Social Media**

ADOT Digital Communications staff posted to ADOT’s Facebook and Twitter/X accounts on May 22 and May 31, providing information about the public meeting and commenting opportunities.



A paid social media ad was also placed on May 24 on Facebook and geotargeted to communities in the Payson area between May 27 to June 5, 2024. The ad reached 10,555 accounts and resulted in 605 link clicks to the project website.

Images of the social media posts can be found in Appendix C.

### 2.1.5. Stakeholder Outreach

ADOT Community Relations team created a contact list that included stakeholders in the project area, such as businesses, HOAs, schools and churches. The team communicated with this 1,889-member list via email to provide information about the project and the public meeting. Information about the public meeting was emailed to these stakeholders on May 23, June 3 and June 17, 2024.

A copy of the emails can be found in Appendix C.

### 2.1.6. Direct Mail

Postcards were sent via Every Door Mail Direct in English to all residential and business properties (4,189 total) within 2-miles of the project. The 6.25" x 9" postcard included information about the project, how to participate in the virtual public meeting and how to provide comments. The postcards were sent on May 15, 2024.

A copy of the mailer can be found in Appendix C.

### 2.1.7. Earned Media

A news article about the public meeting was published on May 22, 2024, by the Payson Roundup.

A copy can be found in Appendix D.

### 2.1.8 Newspaper Advertisement

ADOT placed two meeting ads in the Payson Roundup on May 28 and May 31, 2024. Tear sheets showing the placed ads are available in Appendix D.

## 2.2. Public Meeting Materials

A variety of public meeting materials were made available in English to the public. These public meeting materials included:

- Presentation
- Script



Figure 2 - Paid Social Media Ad



- Fact sheet
- Comment form
- Self-Identification survey

After the meeting, a copy of the presentation slides was posted on the project website.

Copies of the materials listed above can be found in Appendix A.

### 2.2.1. Presentation

The presentation can be found in Appendix A and covered the following topics:

- Project Purpose
- Project Background and Need
- Planned Improvements
- Project
- Wildlife Crossings
- Noise Analysis
- Project Right-of-Way Acquisitions
- Project Timeline
- What to Expect During Construction
- How to Comment and Stay Informed

## 3. PUBLIC COMMENTS

This section summarizes the comments received during the public-comment period from June 6 through June 28, 2024. Comments could be submitted through the following methods: mail, telephone, e-mail and in-person. A total of 39 comments were received through the following methods:

- Online comment form: 12
- Written comment forms: 15
- Email comments: 8
- Mail: 4



Figure 3 - Open house portion of the public meeting

The public comments and questions are included in Appendix E.

### 3.1. PUBLIC COMMENTS

Comments and questions received during the public comment period and at the in-person public meeting addressed the following topics:

- Design Modification
  - Residents felt that a right turn lane should be added to the design at Lion Springs Road and Dealer's Choice Road.

- Some residents felt like additional traffic signals should be installed to reduce speed through areas with nearby residences.
- Project and Community Impacts
  - Some respondents were concerned about property acquisition and impact to personal property.
  - Respondents were concerned about potential construction traffic and noise impacts.

## 4. TITLE VI REPORTING

### 4.1. Self ID Surveys

Meeting participants were asked to complete ADOT's self-identification survey for Title VI reporting purposes. A total of 23 people completed the self-ID survey out of 138 attendees (excluding the panelists and ADOT/MAG/FHWA staff), which was a 16.7% percent response rate.

Of the 23 self-identification survey responses:

- 23 (100 percent) identified as White

### 4.2. Title VI Meeting Summary

A Title VI public meeting summary documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on June 21, 2024.



**Figure 4 - Members of the public review the flyover simulation**

## Appendices

### Appendix A

#### Public Meeting Presentation

The ADOT logo is displayed in white, bold, sans-serif capital letters on a dark blue rectangular background. This logo is part of a vertical blue bar that runs down the left side of the slide.

**ADOT**

The background of the slide is a photograph of a two-lane road at dusk or dawn. The road has yellow double lines and is flanked by trees on the left and a building on the right. A silver SUV is driving away from the camera on the left side of the road. The sky is a deep blue.

# **STATE ROUTE 260 LION SPRINGS IMPROVEMENT PROJECT FINAL DESIGN**

**SR 260 Lion Springs Improvement Project  
Public Meeting June 6, 2024  
Eastern Arizona College - Payson Campus**

ARIZONA DEPARTMENT OF TRANSPORTATION



# Tonight's Presenter

Jerry McCoy

ADOT Community Relations Supervisor

Northern Arizona Region



# Welcome

## Meeting format

- Presentation
- After presentation:  
Review materials, ask questions & provide comments

## Housekeeping

- Please mute cell phones during presentation
- Restroom locations
- Emergency instructions/exit locations

# Purpose of Today's Meeting

- Overview of the project and design plans.
- Opportunity to view project plans and speak with the project team.
- Ask questions to project team & provide comments.





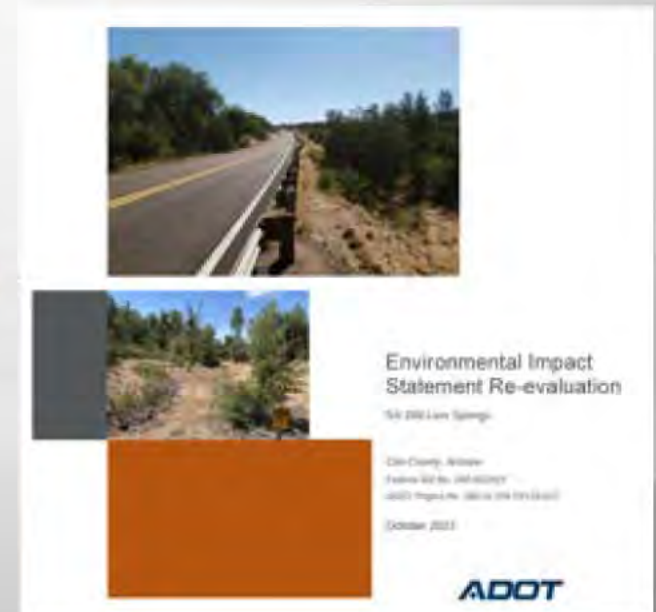


# Project Background

- SR 260 Lion Springs segment was part of an ADOT study initiated in the early 1990s to evaluate highway improvements between Payson and Heber.
- The final recommendations for the SR 260 Lion Springs Improvement project were documented in the 2000 Design Concept Report and Environmental Impact Statement (EIS).
- Due to the passage of time, ADOT initiated an environmental re-evaluation in 2020 to account for changes that have occurred in the area over the past 20 years and to ensure the design plan conforms to current federal regulations.

# Project Background & Need

- Lion Springs only remaining 2-lane segment of SR 260 between Payson and the Mogollon Rim.
- Improve capacity and traffic flow.
- Recently updated the Environmental Impact Statement and engineering study from the 1990s.
- Project is in final design.



# Planned Improvements

- Add one lane in each direction between MP 256-260.
  - Center left-turn lane between MP 256-257.
  - Four-lane divided highway between MP 257-260.
- Construct new frontage road for the Diamond Point Shadows subdivision.
- Install three wildlife crossings (over or under SR 260).

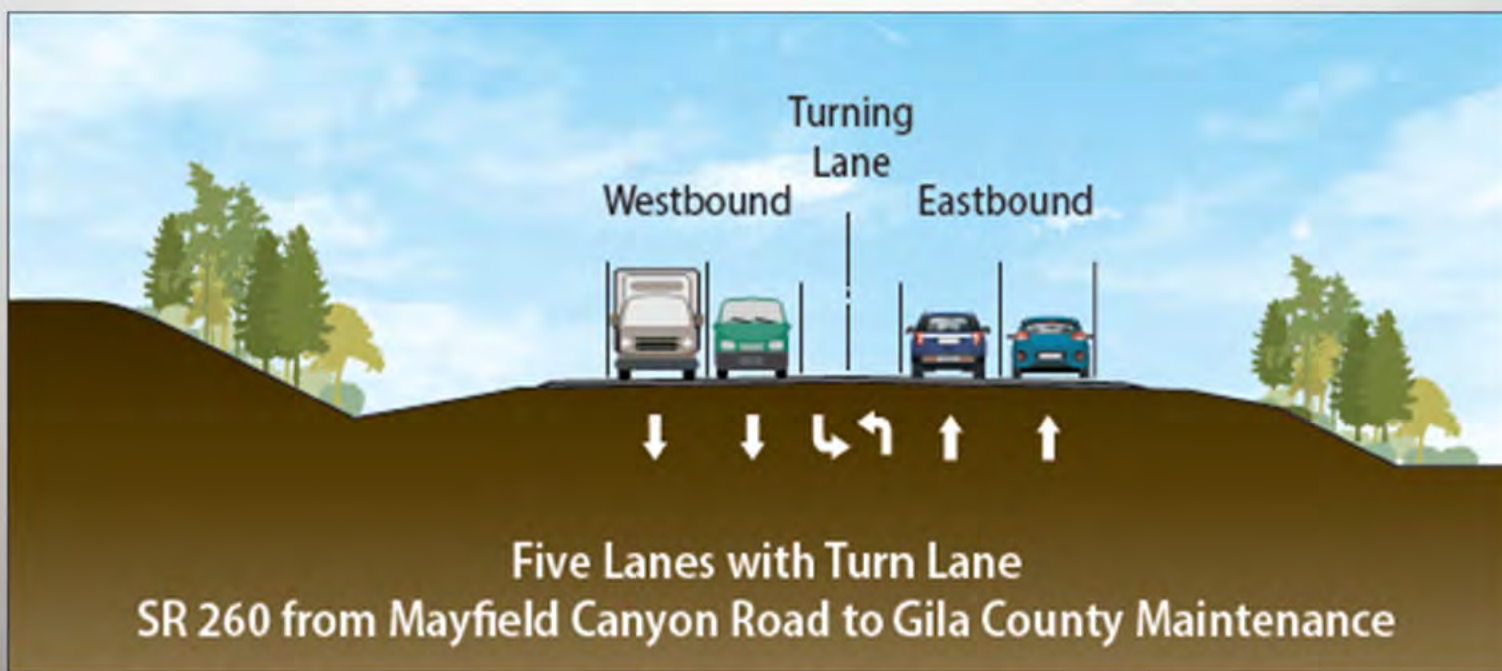




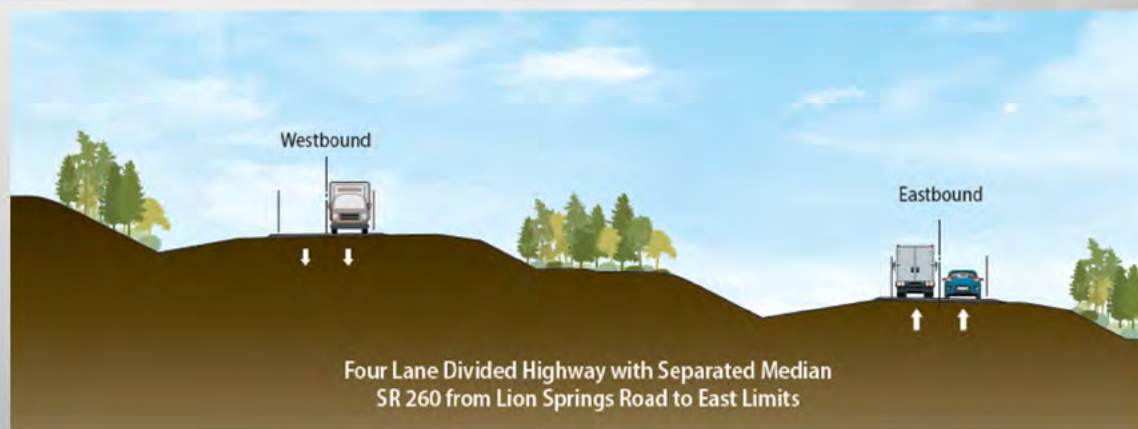
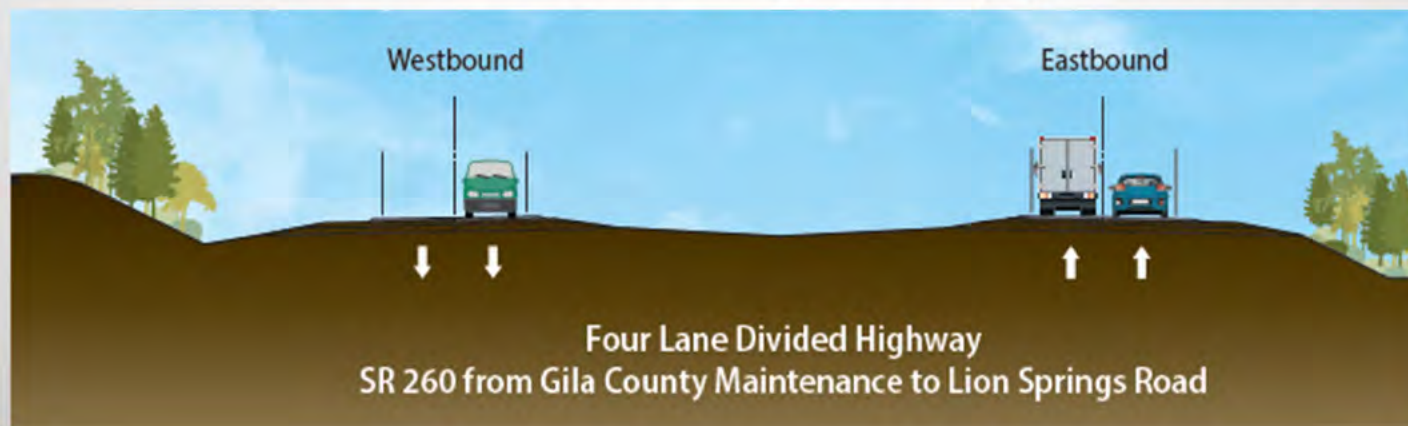
## Planned Improvements - Continued

- Improve and/or install drainage facilities, including culverts, pipes and ditches.
- Enhance erosion control measures.
- Remove and replace pavement, where needed.
- Remove, replace and extend guardrail, where needed.
- Salvage tree species and revegetate constructed slopes

## Five-lane Highway with Center Turn Lane (MP 256-257)



## Four-lane Divided Highway (MP 257-260)





## Four-lane Divided Highway with Frontage Road: Fuller to Pinon Roads



# Wildlife crossings

- Maintain/restore key ecological connections.
- Lower risk of road accidents.
- Collaboration with U.S. Forest Service and Arizona Game & Fish Department.
- Proposing three total crossings.



# Wildlife Escape Ramps/Jump-outs





**Segment 1:** Five Lane Flush Median  
(Shifted North)

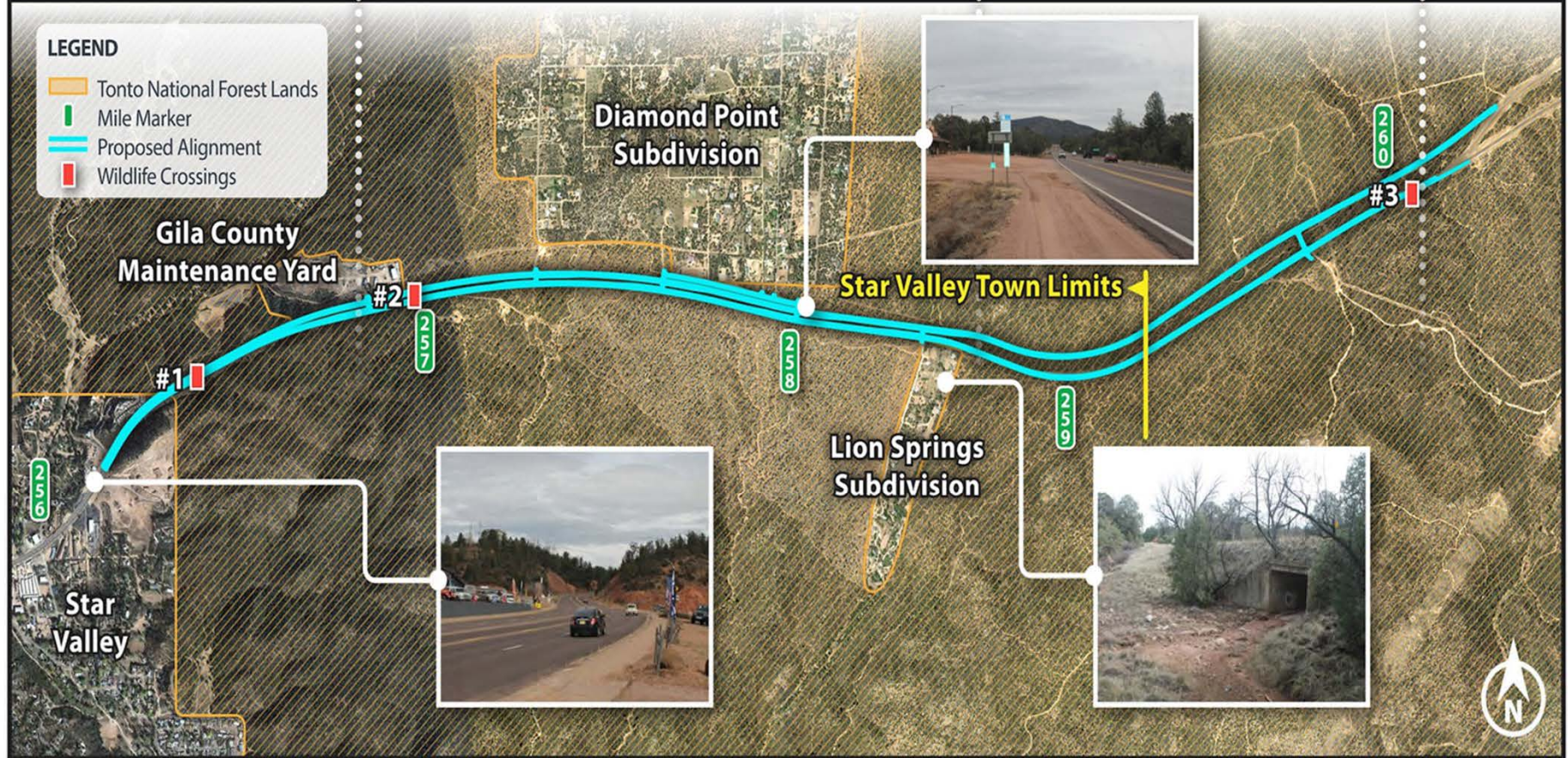
**Segment 2:** Four Lane Open 84' wide Median (Shifted South)

**Segment 3:** Four Lane Open 100-300' wide  
Median (Shifted North)

SR 260 Preacher  
Canyon (WSP)

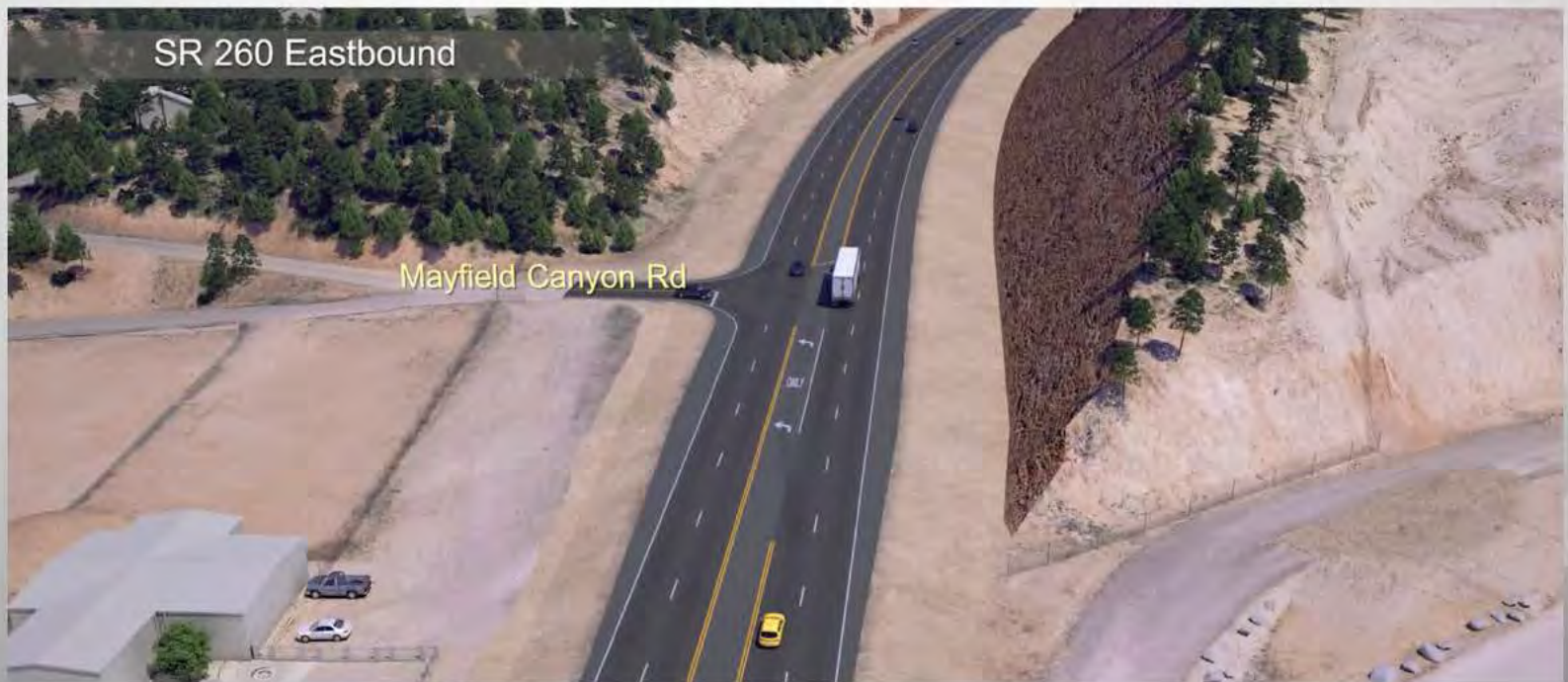
**LEGEND**

- Tonto National Forest Lands
- Mile Marker
- Proposed Alignment
- Wildlife Crossings





# “Flyover” Video Simulation



# Noise Analysis

- Noise analysis was conducted within project limits based on ADOT Noise Abatement Requirements and federal (FHWA) regulations.
  - Existing noise measurements were taken.
  - Future noise levels were modeled for nearby homes and other noise-sensitive property types (churches, schools, parks) based on projected traffic volumes in 2040.
- As a result of noise measurements and analysis, no new noise mitigation is warranted for project.

# Project Right-of-Way Acquisitions

- Acquisition of right-of-way (ROW) is needed to:
  - Widen SR 260 to the outside of the existing road.
  - Improve/install drainage and erosion-control.
  - Construct frontage road to the Diamond Point Shadows subdivision.
- Affected property owners have already been contacted by ADOT ROW staff.
- New ROW identified on project design plans and map.



# Project Timeline

We Are  
Here  
June 2024



**Design**

**March 2020 to May 2025**

**Construction**

**Spring 2026 to Fall 2029**

\* Timeline/schedule subject to change

# What to Expect During Construction

- Traffic restrictions/short-term closures. One lane will remain open in both directions, excluding closures.
- Temporary roadway crossovers at three locations.
- Rock blasting operations.
- Construction-related traffic delays and noise.
- Advance notice of construction restrictions sent to SR 260 Lion Springs Improvement project email list.

# How to Comment Through June 21

- Tonight: Complete and submit a comment card.
- Online: Comment form on website [azdot.gov/Lion-Springs](http://azdot.gov/Lion-Springs).
- Email/Phone: Ryan Harding, ADOT Community Relations.
  - [rharding@azdot.gov](mailto:rharding@azdot.gov) or 602.550.8397
- Mail: Ryan Harding, ADOT Community Relations, 1655 W Jackson, MD 126F, Phoenix, AZ 85007.

# How to Stay Informed

- Visit project website: [azdot.gov/Lion-Springs](http://azdot.gov/Lion-Springs)
- Sign up to receive project updates and traffic alerts by email.

 **Subscribe for updates**

- Tonight's presentation and video simulation will be posted to the project website.

# After Tonight's Presentation

- View the display boards at the 3 stations staffed by members of the project team.
- View the oversized map that includes the major project elements and new ADOT right-of-way lines.
- Opportunity to ask questions and provide comments to members of the project team.
- Comment cards at each station to complete and submit.

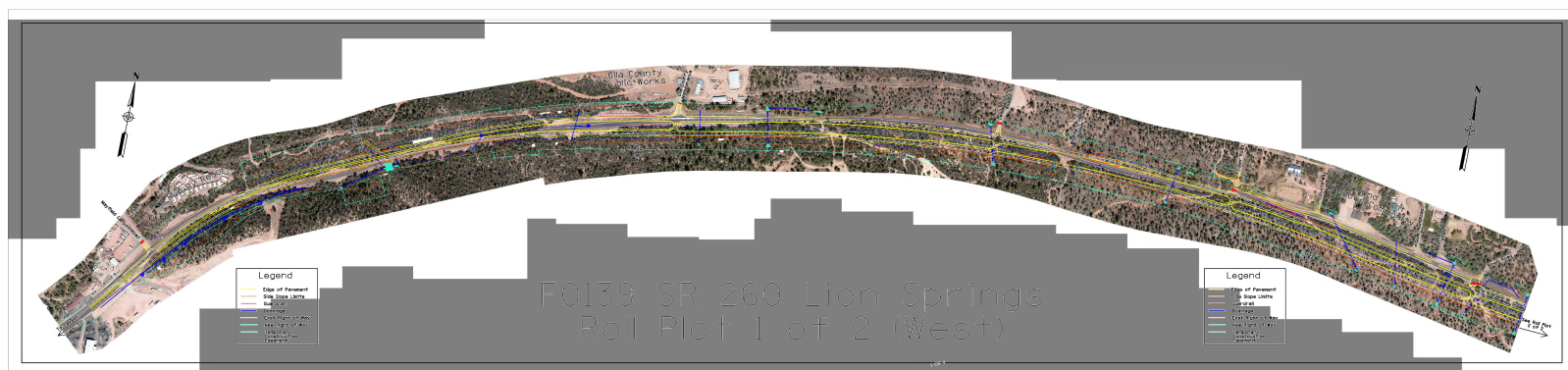


# Thank You for Attending!

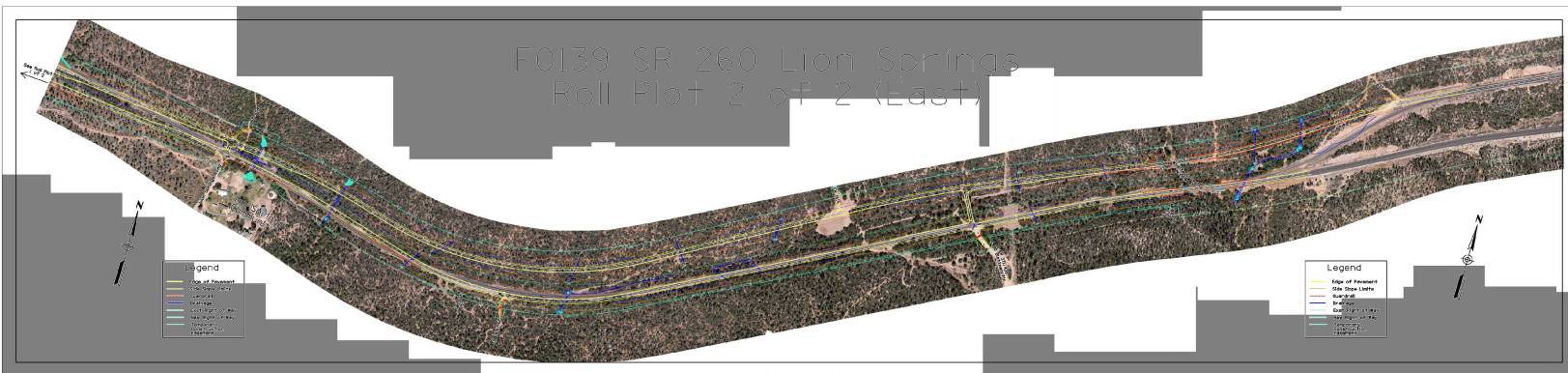
- Please complete a one-question anonymous Self-ID Survey at the welcome/sign-in table before leaving tonight's meeting.
- Visit the project web page at [azdot.gov/Lion-Springs](http://azdot.gov/Lion-Springs).

## **Project Corridor Maps**





## F0139 SR 260 Lion Springs



## Presentation Script

SR 260 Lions Springs Improvement Project:

Presenter script for June 6 in-person public meeting

### Slide #1

**3:45 p.m.** - ((Slide #1 on screen))

**4:25 p.m.** - May I have your attention . . . may I have your attention, please. The presentation will start in about five minutes. So, if you can begin making your way to the seating area, we will begin shortly.

**4:30 p.m.** - Welcome and thank you for attending today's public meeting on the State Route 260 Lion Springs Improvement project. I'm Jerry McCoy with the Arizona Department of Transportation.

Before we get started, I'd like to introduce and acknowledge some people who are attending today's meeting.

From Gila County, we have County Supervisors Steve Christensen and Woody Cline as well as County Engineer Tom Goodman and Public Works Director Homero Vela.

From the town of Star Valley, we have Mayor Bobby Davis, Vice Mayor Andy McKinney, Council Member Ray Armington, Council Member George Binney, Council Member Dennis Dueker, Council Member Matt Highstreet and Town Manager Tim Grier.

Joining us from the town of Payson are Mayor Chris Higgins, Council Member Joel Mona and Deputy Town Manager Christine Smith.

From the US Forest Service, we have District Ranger Matt Paciorek and Civil Engineer Terrin Lane.

((SLIDE #1 CONTINUES TO NEXT PAGE))

### SLIDE #1 cont.

And, finally, from ADOT we have:

?? introduce any ADOT leadership team members in attendance ??

Northcentral District Administrator Brenden Foley and Assistant District Engineer Jeremy DeGeyter.

Senior Project Manager for the Lion Springs project Rashidul Haque; and  
Project design consultant Greg Fly with WSP.

In addition, we have other ADOT team members with us today from the design team, including representatives from roadway design, engineering, environmental planning, right of way and other disciplines. They all are wearing name badges to make it easier for you to spot them. Raise your hands project team members!!

Thank you all for being with us today.

### **Slide #2**

Once again, I'm Jerry McCoy with ADOT Community Relations, and I'll be making today's presentation.

To kick things off, I have a couple questions for those of you in attendance relating to how you learned about today's meeting:

- By show of hands, how many of you learned about today's meeting through an email you received from ADOT?
- How many of you learned about the meeting after receiving a postcard in the mail from ADOT?
- How many of you saw the print advertisements in the Payson Roundup newspaper? Okay . . .
- And, finally, how many of you heard about the meeting on Facebook? How about on Nextdoor?

Interesting and thank you as we are always looking for the best and most effective ways to notify you and other members of the communities we serve on ADOT programs and activities.

### **Slide #3**

The format of today's meeting is we'll first start with a presentation and then after the presentation, you'll have the opportunity to review project materials as well as ask questions and provide comments to members of the project's design team.

In terms of housekeeping items:

- Please mute your cell phones during the presentation.
- Restrooms are located just outside these doors to my left.
- In case of an emergency, exit the room using one of the two doors to my left, and please assemble in the parking lot.

### **Slide #4**

The purpose of today's public meeting is to provide you with information on the SR 260 Lion Springs Improvement project, which is currently in final design, and to let you know how you can provide comments throughout the public comment period, which ends June 21st.

- During the presentation, we will provide an overview of the project, the planned improvements, the project timeline and what to expect during construction when work is scheduled to get underway in a couple years.
- As part of the presentation, we'll show you a "fly-over" video simulation that will provide you with a better idea of what the project will look like after it's completed.
- After the presentation, you'll have the opportunity to speak with, ask questions and provide input to members of ADOT's project team at the three stations we have set up near the back of the room.
  - We encourage you to take some time to look at the displays and the large detailed project map we have set up as well as ask questions and provide comments to the project team members . . . that is the purpose of today's meeting.
  - So, let's get started.

**Slide #5**

Here is a map that shows the approximately 4-mile-long project area in Star Valley. As you see, the project boundaries are roughly between Mayfield Canyon Road and Forest Road 432, between mileposts 256 and 260.

**Slide #6**

The Lion Springs segment of SR 260 was part of an ADOT study initiated in the early 1990's to evaluate increasing traffic volumes, safety considerations and overall improvements to approximately 40 miles of SR 260 between Payson and Heber.

The final recommendations of the study, which included widening the highway from two to four travel lanes, were documented in a Design Concept Report (DCR) and an Environmental Impact Statement or EIS document in 2000.

The Record of Decision was signed in April 2000.

The Lion Springs section was listed in the implementation plan as the final project below the Mogollon Rim to be improved and widened to a 4-lane highway.

Under the federal government's National Environmental Policy Act or NEPA, ADOT is required to assess the environmental effects of its proposed actions, such as widening an existing highway like this one, prior to making final decisions.

Since more than 20 years had passed when the original project design and environmental study was completed, ADOT initiated a re-evaluation in 2020. The re-evaluation looked at any

changes that have occurred since the original design and environmental document was approved as well as those effects on current environmental, social and economic conditions.

The environmental review, consultation and other actions required by federal environmental laws for this project are being or have been carried out by ADOT and executed by the Federal Highway Administration and ADOT. The environmental re-evaluation document, which is posted on the project website for you to review, was completed in October 2023. The project website address where you can find the environmental document is [azdot.gov/lion-springs](https://azdot.gov/lion-springs).

### **Slide #7**

I'm sure all of you who live in Star Valley, Payson or Gila County know why this project is needed?

- The Lion Springs segment is the only remaining 2-lane highway section of SR 260 between Payson and the Mogollon Rim.
  - Five earlier ADOT projects have already widened the other segments of the highway.
- Due to the capacity limitations of the 2-lane roadway in Lion Springs, traffic backups are common - especially during peak times, including summer weekends and holidays.
- Also, since SR 260 has already been widened to two lanes in each direction both to the east and west of Star Valley, traffic bottlenecks are created when drivers have to merge to a single lane in each direction when approaching the town.
  - Thus, expanding the Lion Springs segment of SR 260 will help decrease delays and improve access for both local and regional travelers in the area.
- In addition to increasing capacity of the roadway, the project will also enhance safety and mobility for motorists.

The planned improvements for the new Lion Springs segment will tie into the already widened sections of SR 260 to the east and west of the project.

### **Slide #8**

Now that we've covered the project background and need, let's move to the planned improvements for the project.

The planned improvements include:

- Widening SR 260 to a 5-lane roadway with 2 travel lanes in each direction and a continuous center left-turn lane between milepost 256 and 257.
- Widening SR 260 to a 4-lane divided highway from milepost 257 to 260.
- Constructing a new frontage road for the Diamond Point Shadows subdivision.
- Constructing three wildlife crossings - either over or under SR 260 - as well as installing game fencing and wildlife jump-outs, also known as escape ramps.



We'll show you the locations of these wildlife crossings in a few slides.

**Slide #9**

Other planned improvements include:

- Improving and/or installing drainage facilities.
- Enhancing erosion control measures.
- Removing and replacing pavement, cattleguards and guardrail, where needed, and
- Salvaging trees and revegetating the constructed slopes.

Of all the planned improvements that will be included in this project, the one improvement that many people in the area have been waiting for is widening the roadway to two travel lanes in each direction.

The next few slides feature renderings of what the proposed 4-mile section of roadway will look like through Star Valley when construction is completed.

**Slide #10**

Starting from the west end of the project, this rendering depicts Segment 1 of the project between Mayfield Canyon Road and the Gila County Maintenance Yard. This 1-mile segment will be widened to a 5-lane roadway with two travel lanes in each direction and a continuous center turn lane.

**Slide #11**

These renderings of Segments 2 and 3 of the project show the 4-lane divided highway configurations.

- The rendering at the top of the slide shows SR 260 between the Gila County Maintenance yard and Lion Springs Road, while the rendering on the bottom shows SR 260 from Lion Springs Road to the east limits of the project. This is roughly between mileposts 257 and 260.

**Slide #12**

This final rendering shows the portion of Segment 2 with the frontage road that will be constructed between Fuller and Pinon roads. The new frontage road, which is shown on the left side of the rendering, will improve access and mobility to and from the Diamond Point Shadows subdivision.

We have all these renderings on large display boards at the stations in the back, so you can take a closer look at them.

**Slide #13**

Another key element of the planned improvements is the three wildlife crossings ADOT is proposing.

Throughout the country, highways, like this one, often bisect natural wildlife routes. To address this issue, wildlife crossings are often used to maintain or restore key wildlife connections while lowering the risk of vehicle crashes involving wildlife. These crossings, which can be constructed above or below the highway, are essentially tunnels and vegetated bridges designed specifically for wildlife to safely cross the road.

Wildlife crossings represent one element of this project that has expanded in scope since the original design was completed more than 20 years ago, when only one crossing was included.

Working in close collaboration with the U.S. Forest Service and Arizona Game & Fish, three wildlife crossings are now being proposed due to the increase in wildlife-vehicle crashes since design plans were first created back in 2000.

The locations of the three wildlife-crossings are shown in an upcoming slide.

#### **Slide #14**

To further protect wildlife, ADOT is proposing to install wildlife fencing along the 4-mile project area. Wildlife escape ramps or jump-outs will also be integrated with the wildlife fencing. Together, these features will enable animals that do manage to cross the fence line to escape from the fenced-in roadway and right of way onto the non-road or other side of the fence.

Pictured here is a scaled-down wildlife escape ramp, along with wildlife fencing, that ADOT constructed along the Preacher Canyon section of SR 260, just east of this project.

#### **Slide #15**

This slide shows some of the improvements and features we've covered thus far in the presentation.

Going from left to right or west to east, you can see:

- **Segment 1** features the 5-lane configuration with a center-turn lane between Mayfield Canyon Road and the Gila County Maintenance yard.
  - Included in Segment 1 is the first proposed wildlife crossing depicted in orange on this slide next to the number 1.
  - This crossing, just east of the Sky Run RV Resort, is proposed to be constructed over the highway.
- As we move east, **Segment 2** features a 4-lane divided highway between the county maintenance yard and Lion Springs Road along with the proposed frontage road for the Diamond Point Shadows subdivision.
  - Segment 2 also features the second wildlife crossing near Dealer's Choice Road.
  - This crossing is being proposed to be built underneath the highway.

- And, finally **Segment 3** will feature a 4-lane divided highway that starts at Lion Springs Road and will connect to the already widened SR 260 Preacher Canyon section.
  - The third and final wildlife crossing highlighted in orange on the slide next to the number 3 is proposed near the east end of the project.
  - The third wildlife crossing, which would also be constructed underneath the highway, will replace the existing at-grade crossing near this area.
- We have this slide on a large board at one of our stations in the back of the room, if you'd like to take a closer look at it.

### **Slide #16**

To help better visualize what the project will look like once it's constructed, we have produced a "flyover" video simulation for today's meeting.

Let's watch the video now.

– AFTER VIDEO –

After the presentation, the video will run continuously on the screen behind me if you would like to watch it again. The video, as well as this presentation, will also be posted on our project website at [azdot.gov/lion-springs](http://azdot.gov/lion-springs).

As a reminder, for those of you who may have questions or comments about the project or what we presented today, we have members of the ADOT project team with us. The team members, who will be at the three stations near the back of the room, are here for you. . . to hear your comments and answer your questions. So, please hold on to your comments and questions for after the presentation.

### **Slide #17**

As part of the environmental re-evaluation that was completed during the design phase, a noise analysis was conducted within the project limits. The Federal Highway Administration - also known as FHWA - requires noise studies for Type 1 projects. Type 1 projects include roadway widenings, like this one, that provide additional travel lanes to an existing highway.

READ SLIDE (beginning with sub-bullets)

### **Slide #18**

Widening SR 260 requires ADOT to acquire new right of way as well as permanent and temporary easements. The majority of new land required for this highway widening project is U.S. forest land that would be converted to permanent roadway easements. It is anticipated that ADOT will need to acquire approximately 105 acres of new right of way and 3 acres for construction easements. The forest land would account for approximately 100 of the total 108 acres needed for the project.

Acquiring new right of way and easements is needed to READ SLIDE (start with sub-bullets)

For those of you who are interested in learning more about this topic, ADOT's new right-of-way lines are depicted on the large map in the back of the room, and there are also ADOT right-of-way and property acquisition staff members here to answer questions you may have.

**Slide #19**

Regarding the project schedule, design work on this project began in early 2020. The design phase is currently ongoing, with 95% of the design plans now completed. Final design is scheduled to be finished about one year from now.

As part of the final design phase, on-site environmental assessments will be conducted by ADOT representatives or contractors. The assessments will begin later this month and continue through early 2025. Although the environmental work will be conducted off the roadway at various locations within the project area, you may see personnel in the area along with minor restrictions on SR 260 while the field work is underway.

After the final design is completed, the project will then be advertised for prospective construction companies to bid on. Once ADOT opens the bids and determines who the qualified low bidder is, the construction contract will then be placed on the Arizona State Transportation Board's meeting agenda to award the contract.

Now, one of the factors that could impact the timeline I just outlined is if all the bids come in higher than ADOT's budget estimate. If that occurs, the project will most likely be re-advertised and the bidding process would start over again.

Finally, funding for the \$109 million dollar construction project is planned to become available in July 2025, according to ADOT's current Five-Year Construction Program. Construction will most likely begin in spring 2026; however, a finalized construction schedule has not yet been issued and the bid advertisement date has not been officially designated. Once work does start, the anticipated construction duration will be about 3-in-a-half years, when factoring in anticipated annual winter shutdown periods.

**Slide #20**

When work starts on the project, here is what you can expect during construction: READ SLIDE

**Slide #21**

In addition to informing you about the project, we are holding today's meeting because we want to hear from you.

- This slide shows you the various ways you can provide comments on the project through Friday, June 21.
- READ SLIDE
- The information on this slide is on a large board at one of our stations in the back, in case you want to write down any of this information.

**Slide #22**



This slide shows you the best ways to stay informed of the project:

((READ SLIDE))

I want to bring extra attention to the second bullet and encourage each and everyone of you to sign up to receive project updates and traffic alerts. All you have to do is visit our project website at [azdot.gov/lion-springs](https://azdot.gov/lion-springs). Once on the web page, look for and click on the “subscribe for updates” icon, which is shown on this slide, in the upper right-hand corner of the web page.

- All you need to do is enter your email address and that’s it. It’s that quick and easy!

### **Slide #23**

Once again, after this presentation, we encourage you to take some time to . . . ((READ SLIDE)).

Each station will have comment cards, and the ADOT project team members will ask you to write your comment or question on the card so we have documentation of receiving your comment or question.

If you write a question on the comment card and provide your contact information, we will send you a written response to your question. Please give your completed comment card to a team member.

We want to hear from you – even if it’s just a quick note on the comment card – we encourage you to do so.

### **Slide #24**

That concludes the meeting presentation. Thank you for attending the public meeting for the SR 260 Lion Springs Improvement project. Don’t forget to visit the project web page at [azdot.gov/lion-springs](https://azdot.gov/lion-springs). Finally, if you haven’t already, please complete the one-question anonymous self-ID survey at the welcome/sign-in table before leaving tonight’s meeting.

Thank you and have a good evening!

## Fact Sheet

# SR 260 LION SPRINGS IMPROVEMENT PROJECT



Arizona Department  
of Transportation

## Project and Purpose

The Lion Springs segment of SR 260 is the only remaining two-lane highway section between Payson and the Mogollon Rim. This 4-mile segment often becomes congested during periods of heavy traffic, especially on summer weekends and holidays due to capacity limitations.

The project will help accommodate increasing traffic volumes, enhance safety and make overall improvements as part of a larger effort to widen 30 miles of SR 260 between the town of Payson and the Mogollon Rim.

## Project Elements

Major project elements include:

- Adding one travel lane in each direction between mileposts (MP) 256 to 260.
- Constructing a center-turn lane between MP 256-257 and a 4-lane divided highway between MP 257-260.
- Constructing a new frontage road for the Diamond Point subdivision.
- Constructing three wildlife crossovers.
- Improving and/or installing drainage and sediment-control facilities, including culverts, pipes and ditches.

## Timeline

**WE ARE HERE:**  
**June 2024**

### DESIGN

March 2020 to May 2025

### CONSTRUCTION

Spring 2026 to Fall 2029



## Next Steps

Construction is anticipated to begin in spring 2026. ADOT will provide advance notice of construction impacts such as traffic restrictions and short-term closures.

## Stay Informed

Join the email list to stay up-to-date with the latest project information. Find the email sign-up at the project website.

 [azdot.gov/Lion-Springs](https://azdot.gov/Lion-Springs)



Submit questions and comments by June 21 to:

Ryan Harding, Community Relations Project Manager

 [rharding@azdot.gov](mailto:rharding@azdot.gov)  602.550.8397

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 who require a reasonable accommodation based on language or disability should contact Ryan Harding at [RHarding@azdot.gov](mailto:RHarding@azdot.gov) or 602.550.8397. 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 855.712.8530 o por correo electrónico al [projects@azdot.gov](mailto:projects@azdot.gov). Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

**Comment Form**

## Questions or Comments



Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ Email: \_\_\_\_\_

Meeting Date: \_\_\_\_\_ Project or Study: \_\_\_\_\_

Your question or comment: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Use reverse side if necessary

19-060

*Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.*



## **Appendix B**

## **GovDelivery Notices**

Subject:Reminder: Public invited to learn more about State Route 260 widening project in Star Valley this week

Sent:06/03/2024 11:28 AM MST

Sent By:rharding@azdot.gov

Sent To:Subscribers of SR 260 Lion Springs Improvement Project

1,445

 Recipients

✓ Email

✗ SMS

✗ Facebook

✗ Twitter

✓ RSS

SMS

Facebook

Twitter

RSS

96%

Delivered

0% Pending

4% Bounced

31% Open Rate

1% Click Rate

Email Delivery Stats

	Minutes	Cumulative Attempted
	3	97%
	5	97%
	10	97%
	30	97%
	60	97%
	120	97%

Delivery Metrics - Details

1,445	Total Sent
1,385 (96%)	Delivered
0 (0%)	Pending
60 (4%)	Bounced
0 (0%)	Unsubscribed

Bulletin Analytics

642	Total Opens
425 (31%)	Unique Opens
10	Total Clicks
9 (1%)	Unique Clicks
23	# of Links

## Delivery and performance

*These figures represent all data since the bulletin was first sent to present time.*

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
<b>Email Bulletin</b>	Delivered	95.2%	1,255	1,195	351 / 29.4%	60	0
<b>Digest</b>	n/a	n/a	190	190	74 / 38.9%	0	0
<b>SMS Message</b>	Delivered	0.0%	0	0	n/a	0	n/a

## Link URL

## Unique Clicks

## Total Clicks

<a href="http://azdot.gov/Lion-Springs">http://azdot.gov/Lion-Springs</a>	3	4
<a href="https://content.govdelivery.com/accounts/AZDOT/bulletins/3...">https://content.govdelivery.com/accounts/AZDOT/bulletins/3...</a>	2	2
<a href="https://public.govdelivery.com/accounts/AZDOT/subscriber/n...">https://public.govdelivery.com/accounts/AZDOT/subscriber/n...</a>	2	2
<a href="http://az511.gov/">http://az511.gov/</a>	1	1
<a href="https://public.govdelivery.com/accounts/AZDOT/subscriber/n...">https://public.govdelivery.com/accounts/AZDOT/subscriber/n...</a>	1	1
<a href="https://subscriberhelp.granicus.com/">https://subscriberhelp.granicus.com/</a>	0	0
<a href="https://www.azdot.gov/adotalerts/">https://www.azdot.gov/adotalerts/</a>	0	0
<a href="https://twitter.com/ArizonaDOT">https://twitter.com/ArizonaDOT</a>	0	0
<a href="https://www.youtube.com/user/ArizonaDOT">https://www.youtube.com/user/ArizonaDOT</a>	0	0
<a href="https://apps.azdot.gov/contact_adot/">https://apps.azdot.gov/contact_adot/</a>	0	0
<a href="https://www.azdot.gov/">https://www.azdot.gov/</a>	0	0
<a href="https://www.facebook.com/azdot">https://www.facebook.com/azdot</a>	0	0
<a href="https://public.govdelivery.com/accounts/AZDOT/subscriber/o...">https://public.govdelivery.com/accounts/AZDOT/subscriber/o...</a>	0	0
<a href="https://www.az511.gov/about/mobileapp">https://www.az511.gov/about/mobileapp</a>	0	0
<a href="https://content.govdelivery.com/accounts/AZDOT/bulletins/3...">https://content.govdelivery.com/accounts/AZDOT/bulletins/3...</a>	0	0
<a href="https://azdot.gov/business/civil-rights/ada-derechos-civilesada">https://azdot.gov/business/civil-rights/ada-derechos-civilesada</a>	0	0
<a href="https://az511.gov/about/mobileapp">https://az511.gov/about/mobileapp</a>	0	0
<a href="https://www.azdot.gov/media/blog">https://www.azdot.gov/media/blog</a>	0	0
<a href="https://www.flickr.com/ArizonaDOT">https://www.flickr.com/ArizonaDOT</a>	0	0
<a href="https://subscriberhelp.govdelivery.com/">https://subscriberhelp.govdelivery.com/</a>	0	0



Subject:Reminder: Public can provide comments on State Route 260 widening project near Payson through Friday, June 21

Sent:06/17/2024 11:11 AM MST

Sent By:rharding@azdot.gov

Sent To:Subscribers of SR 260 Lion Springs Improvement Project

1,526

 Recipients

✓ Email

✗ SMS

✗ Facebook

✗ Twitter

✓ RSS

96%

Delivered

0% Pending

4% Bounced

31% Open Rate

2% Click Rate

Email Delivery Stats

	Minutes	Cumulative Attempted
	3	97%
	5	97%
	10	97%
	30	97%
	60	97%
	120	97%

Delivery Metrics - Details

1,526	Total Sent
1,464 (96%)	Delivered
0 (0%)	Pending
62 (4%)	Bounced
1 (0%)	Unsubscribed

Bulletin Analytics

718	Total Opens
449 (31%)	Unique Opens
28	Total Clicks
22 (2%)	Unique Clicks
24	# of Links

## Delivery and performance

*These figures represent all data since the bulletin was first sent to present time.*

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
<b>Email Bulletin</b>	Delivered	95.3%	1,325	1,263	367 / 29.1%	62	1
<b>Digest</b>	n/a	n/a	201	201	82 / 40.8%	0	0
<b>SMS Message</b>	Delivered	0.0%	0	0	n/a	0	n/a

## Link URL

## Unique Clicks

## Total Clicks

<a href="http://azdot.gov/Lion-Springs">http://azdot.gov/Lion-Springs</a>	20	27
<a href="https://content.govdelivery.com/accounts/AZDOT/bulletins/3...">https://content.govdelivery.com/accounts/AZDOT/bulletins/3...</a>	3	3
<a href="http://az511.gov/">http://az511.gov/</a>	1	1
<a href="https://public.govdelivery.com/accounts/AZDOT/subscriber/o...">https://public.govdelivery.com/accounts/AZDOT/subscriber/o...</a>	1	1
<a href="https://www.facebook.com/azdot">https://www.facebook.com/azdot</a>	0	0
<a href="https://az511.gov/about/mobileapp">https://az511.gov/about/mobileapp</a>	0	0
<a href="https://content.govdelivery.com/accounts/AZDOT/bulletins/3...">https://content.govdelivery.com/accounts/AZDOT/bulletins/3...</a>	0	0
<a href="https://public.govdelivery.com/accounts/AZDOT/subscriber/n...">https://public.govdelivery.com/accounts/AZDOT/subscriber/n...</a>	0	0
<a href="https://azdot.gov/business/civil-rights/ada-derechos-civilesada">https://azdot.gov/business/civil-rights/ada-derechos-civilesada</a>	0	0
<a href="https://www.azdot.gov/">https://www.azdot.gov/</a>	0	0
<a href="https://subscriberhelp.granicus.com/">https://subscriberhelp.granicus.com/</a>	0	0
<a href="https://apps.azdot.gov/contact_adot/">https://apps.azdot.gov/contact_adot/</a>	0	0
<a href="https://www.youtube.com/user/ArizonaDOT">https://www.youtube.com/user/ArizonaDOT</a>	0	0
<a href="https://subscriberhelp.govdelivery.com/">https://subscriberhelp.govdelivery.com/</a>	0	0
<a href="https://www.az511.gov/about/mobileapp">https://www.az511.gov/about/mobileapp</a>	0	0
<a href="https://twitter.com/ArizonaDOT">https://twitter.com/ArizonaDOT</a>	0	0
<a href="https://www.flickr.com/ArizonaDOT">https://www.flickr.com/ArizonaDOT</a>	0	0
<a href="https://www.azdot.gov/adotalerts/">https://www.azdot.gov/adotalerts/</a>	0	0
<a href="https://public.govdelivery.com/accounts/AZDOT/subscriber/n...">https://public.govdelivery.com/accounts/AZDOT/subscriber/n...</a>	0	0
<a href="https://www.azdot.gov/media/blog">https://www.azdot.gov/media/blog</a>	0	0

Subject:Public invited to learn more about State Route 260 widening project in Star Valley

Sent:05/23/2024 11:39 AM MST

Sent By:rharding@azdot.gov

Sent To:Subscribers of SR 260 Lion Springs Improvement Project

1,371

 Recipients

✓

Email

✗

SMS

✗

Facebook

✗

Twitter

✓

RSS

96%

Delivered

0% Pending

4% Bounced

31% Open Rate

0% Click Rate

Email Delivery Stats

	Minutes	Cumulative Attempted
	3	96%
	5	96%
	10	96%
	30	96%
	60	96%
	120	96%

Delivery Metrics - Details

1,371	Total Sent
1,313 (96%)	Delivered
0 (0%)	Pending
58 (4%)	Bounced
0 (0%)	Unsubscribed

Bulletin Analytics

695	Total Opens
408 (31%)	Unique Opens
5	Total Clicks
5 (0%)	Unique Clicks
23	# of Links

## Delivery and performance

*These figures represent all data since the bulletin was first sent to present time.*

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
<b>Email Bulletin</b>	Delivered	95.1%	1,192	1,134	345 / 30.4%	58	0
<b>Digest</b>	n/a	n/a	179	179	63 / 35.2%	0	0
<b>SMS Message</b>	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
<a href="http://azdot.gov/Lion-Springs">http://azdot.gov/Lion-Springs</a>	4	4
<a href="https://content.govdelivery.com/accounts/AZDOT/bulletins/3...">https://content.govdelivery.com/accounts/AZDOT/bulletins/3...</a>	2	2
<a href="http://az511.gov/">http://az511.gov/</a>	1	1
<a href="https://apps.azdot.gov/contact_adot/">https://apps.azdot.gov/contact_adot/</a>	0	0
<a href="https://subscriberhelp.govdelivery.com/">https://subscriberhelp.govdelivery.com/</a>	0	0
<a href="https://www.azdot.gov/adotalerts/">https://www.azdot.gov/adotalerts/</a>	0	0
<a href="https://subscriberhelp.granicus.com/">https://subscriberhelp.granicus.com/</a>	0	0
<a href="https://www.azdot.gov/media/blog">https://www.azdot.gov/media/blog</a>	0	0
<a href="https://www.youtube.com/user/ArizonaDOT">https://www.youtube.com/user/ArizonaDOT</a>	0	0
<a href="https://www.flickr.com/ArizonaDOT">https://www.flickr.com/ArizonaDOT</a>	0	0
<a href="https://az511.gov/about/mobileapp">https://az511.gov/about/mobileapp</a>	0	0
<a href="https://azdot.gov/business/civil-rights/ada-derechos-civilesada">https://azdot.gov/business/civil-rights/ada-derechos-civilesada</a>	0	0
<a href="https://www.azdot.gov/">https://www.azdot.gov/</a>	0	0
<a href="https://public.govdelivery.com/accounts/AZDOT/subscriber/o...">https://public.govdelivery.com/accounts/AZDOT/subscriber/o...</a>	0	0
<a href="https://public.govdelivery.com/accounts/AZDOT/subscriber/n...">https://public.govdelivery.com/accounts/AZDOT/subscriber/n...</a>	0	0
<a href="https://twitter.com/ArizonaDOT">https://twitter.com/ArizonaDOT</a>	0	0
<a href="https://content.govdelivery.com/accounts/AZDOT/bulletins/3...">https://content.govdelivery.com/accounts/AZDOT/bulletins/3...</a>	0	0
<a href="https://www.az511.gov/about/mobileapp">https://www.az511.gov/about/mobileapp</a>	0	0
<a href="https://public.govdelivery.com/accounts/AZDOT/subscriber/n...">https://public.govdelivery.com/accounts/AZDOT/subscriber/n...</a>	0	0
<a href="https://www.facebook.com/azdot">https://www.facebook.com/azdot</a>	0	0

## Appendix C



## **Social Media Posts**



# Tag Performance

May 1, 2024 – June 30, 2024

Monitor trends and analyze performance of your tagged messages

## Included in this Report

X @ArizonaDOT

arizona\_dot

Arizona Department of Transportation

Arizona Department of Transportation

Volume Summary

View the volume for tagged published posts, sent messages, and received messages during the publishing period.

<div>Tagged Published Posts</div> <div>3 ↗ —</div>	<div>Tagged Sent Messages</div> <div>— —</div>
<div>Tagged Received Messages</div> <div>— —</div>	

Published Post Performance Summary







View your key aggregated tag performance metrics from the publishing period.

<div>Impressions</div> <div>33,389 —</div>	<div>Engagements</div> <div>640 —</div>	<div>Engagement Rate (per Impression)</div> <div>1.9% —</div>
<div>Post Link Clicks</div> <div>15 —</div>		

## Top Posts

View the top tagged published posts from the publishing period.

Descending by Lifetime Engagements

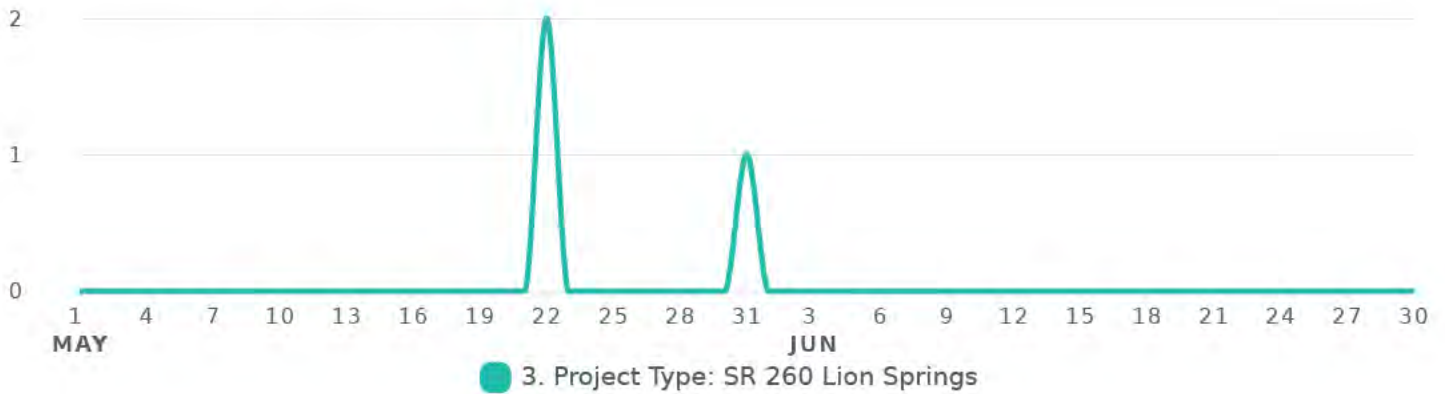
<div><div><div>Arizona Depart...</div><div>Wed 5/22/2024 5:30 pm...</div></div></div> <div>ADOT is hosting a June 6 public meeting about the future State Route 260 Lion...</div> <div></div> <div><div>Total Engagements413</div><div>Reactions69</div><div>Comments24</div><div>Shares18</div><div>Post Link Clicks5</div><div>Other Post Clicks297</div></div>	<div><div><div>Arizona Depart...</div><div>Fri 5/31/2024 8:00 am MST</div></div></div> <div>MAKE YOUR VOICE HEARD: ADOT invites you to a public meeting on improving...</div> <div></div> <div><div>Total Engagements196</div><div>Reactions33</div><div>Comments19</div><div>Shares7</div><div>Post Link Clicks10</div><div>Other Post Clicks127</div></div>	<div><div><div>@ArizonaDOT</div><div>Wed 5/22/2024 11:13 a...</div></div></div> <div>We want to hear from you! ADOT hosts a public meeting on the future SR 260...</div> <div></div> <div><div>Total Engagements31</div><div>Likes6</div><div>@Replies0</div><div>Reposts4</div><div>Post Link Clicks—</div><div>Other Post Clicks21</div><div>Other Engagements0</div></div>
---	--	---



## Published Post & Sent Message Volume

View the volume of your tagged published posts and sent messages based on published date.

Lifetime Published Post Volume, by Day



**You have no sent message tag data to display.**

- To hide this widget, filter your message types
- Try a new date range or filter selections
- Tag sent messages in the [Smart Inbox](#)

## Received Message Volume

View the volume of tags applied to received messages based on published date.



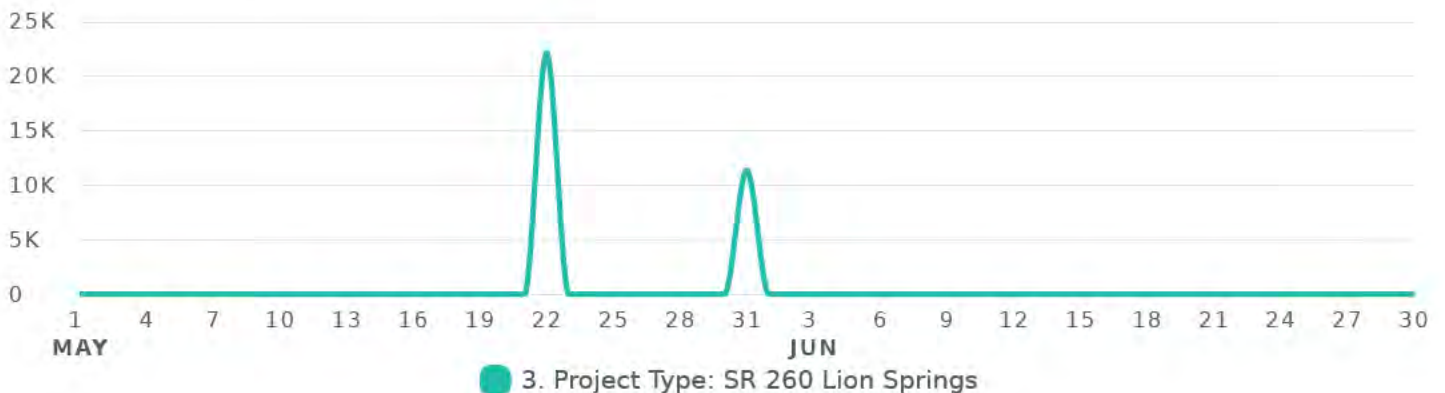
You have no received message tag data to display.

- To hide this widget, filter your message types
- Try a new date range or filter selections
- Tag received messages in the [Smart Inbox](#)

## Published Post Impressions

View the impressions on your tagged posts based on published date.

Lifetime Published Post Impressions, by Day



Published Post Impressions, by Tag

Totals

% Change

**Total Impressions**

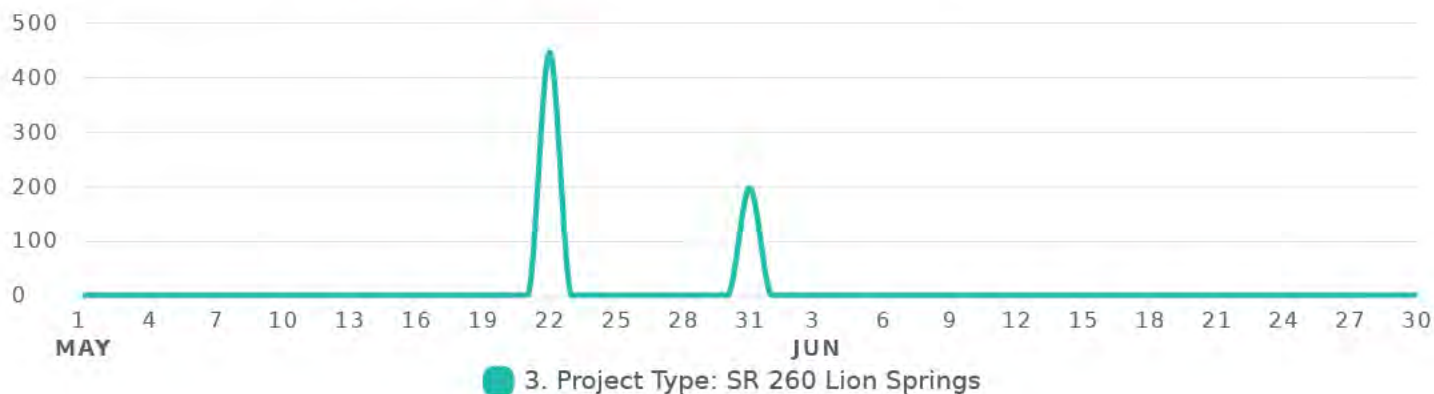
**33,389**

—

## Published Post Engagements

View the engagements on your tagged posts based on published date.

Lifetime Published Post Engagements, by Day



Lifetime Published Post Engagements, by Tag

Totals

% Change

**Total Engagements**

**640**

—

## Published Post Video Views

View the video views on your tagged posts based on published date.



**You have no post tag data to display.**

- To hide this widget, filter your message types
- Try a new date range or filter selections
- Tag posts in the [Post Performance Report](#)

Tag Performance

Review your aggregate tag metrics from the publishing period.

Tags 

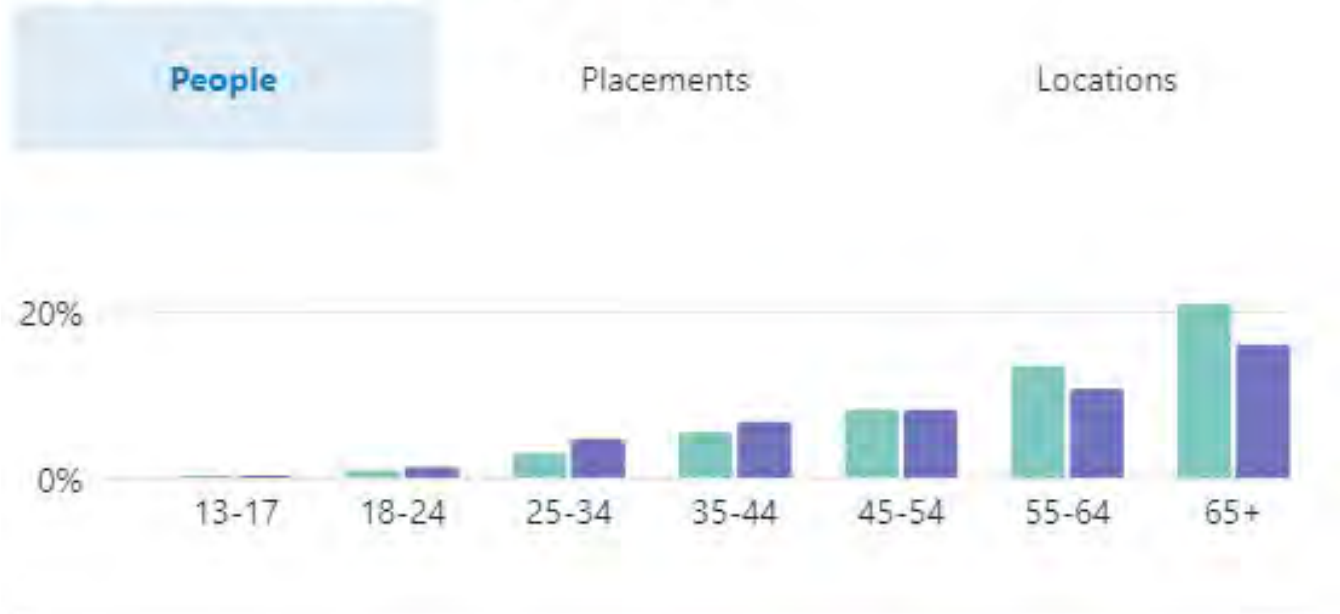
Aggregate ▾

Tags	Tagged Published Posts	Tagged Received Messages	Tagged Sent Messages	Impressions	Average Reach per Post	Video Views
<b>Publishing Period</b> May 1, 2024 - Jun 30, 2024	<b>3</b> ↗ —	<b>N/A</b> —	<b>N/A</b> —	<b>33,389</b> —	<b>15,015.5</b> —	<b>0</b> —
<b>Compare To</b> Mar 1, 2024 - Apr 30, 2024	<b>0</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<div><div></div><b>3. Project Type: SR 260</b> <b>Lion Springs</b></div>	3	N/A	N/A	33,389	15,015.5	0

## Social Media Ad

### Audience

This ad reached 10,555 people in your audience.



### Audience details



Location

United States: Latitude 34.25 Longitude -111.26 Payson (+15 mi) Arizona

Age

18 - 65+

Edit Audience



### Performance i

\$251.93 spent over 9 days.

Link clicks i

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Reach i

**10,555**

Cost per Link Click i

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## **Mailer**

# SR 260 LION SPRINGS IMPROVEMENT PROJECT

The Arizona Department of Transportation invites you to participate in a public meeting on June 6th to learn about and provide input on the final design of the SR 260 Lion Springs Improvement Project.

## The proposed improvements include:

- Add one lane in each direction between MP 256-260 in Star Valley.
- Install three wildlife crossings.
- Construct a new frontage road for the Diamond Point Shadows subdivision.
- New drainage and other improvements.



## PUBLIC MEETING

Thursday, June 6th

4 – 6 p.m.




*presentation at 4:30 p.m.*


**Eastern Arizona College Payson Campus**  
Community Room 301

201 N Mud Springs Rd  
Payson, AZ 85541

**Visit the website to find out more!**

**We want to hear from you!** Comments are being accepted through June 21.

 [azdot.gov/lion-springs](https://azdot.gov/lion-springs)  [Rharding@azdot.gov](mailto:Rharding@azdot.gov)  602.550.8397

 ADOT SR 260 Lion Springs, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

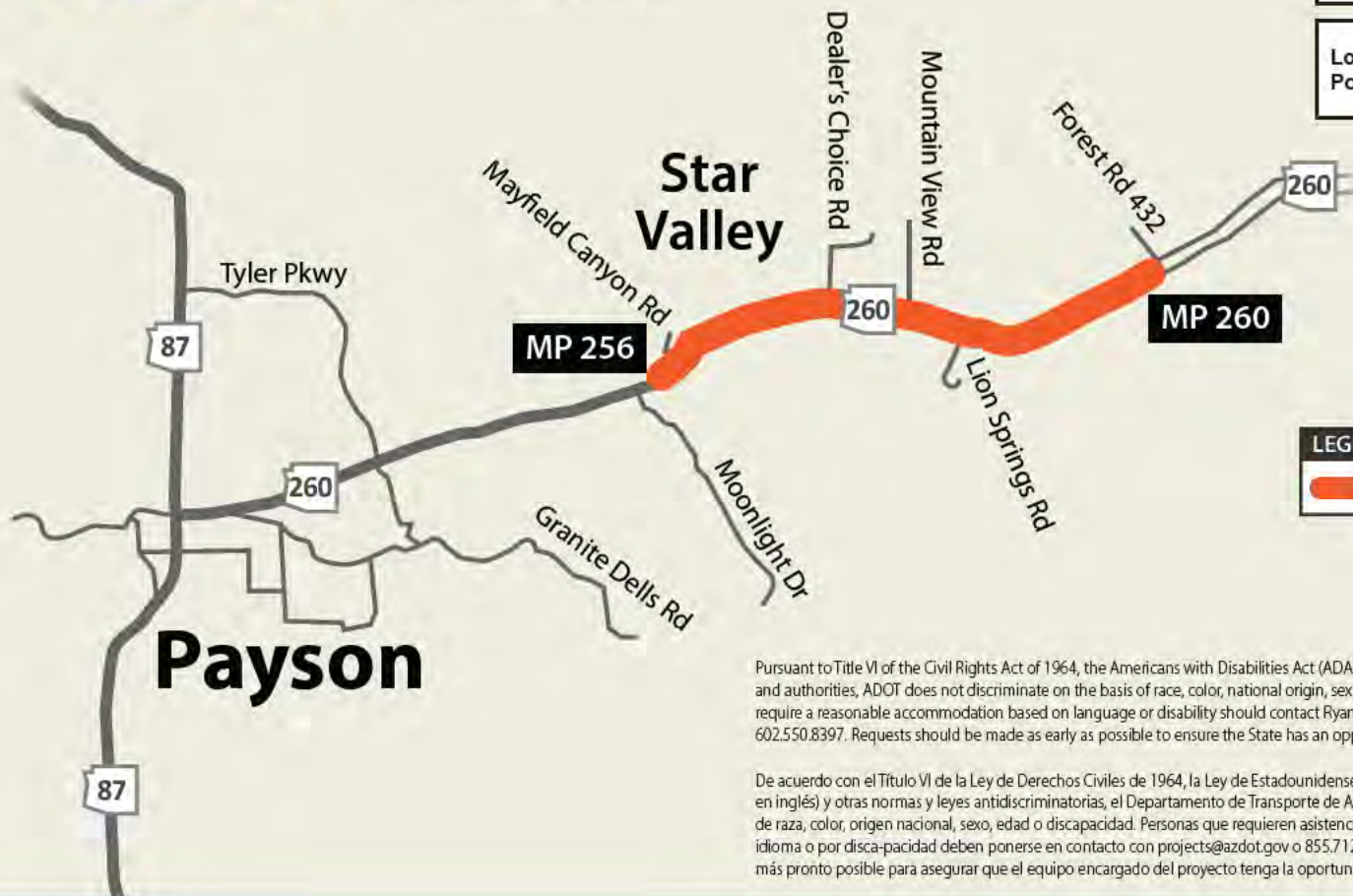




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LEGEND

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Map not to scale

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## Appendix D



## Press Releases

<http://www.paysonroundup.com/news/local/june-6-meeting-in-payson-will-discuss-future-sr-260-project/article-e2f78fcc-1865-11ef-beef-6fa4235eba55.html>

## June 6 meeting in Payson will discuss future SR 260 project

May 22, 2024

The Arizona Department of Transportation will host a June 6 public meeting about the future State Route 260 Lion Springs Improvement Project at Eastern Arizona College's Payson campus.

ADOT expects to complete the final design of the widening project in the Star Valley area in spring 2025, with initial construction funding slated for availability during the fiscal year that starts in July 2025. The public meeting will be held as follows:

**What:** SR 260 Lion Springs Improvement Project public meeting

**When:** 4 to 6 p.m. Thursday, June 6 (presentation at 4:30 p.m.)

**Where:** Eastern Arizona College Payson Campus (Community Room 301), 201 N. Mud Springs Road, Payson

Project staff will be on hand to answer questions. Attendees also can submit comments at the meeting. Major elements of the SR 260 Lion Springs Improvement Project include:

- Adding one travel lane in each direction along a four-mile stretch (mileposts 256-260). Construction is expected to take approximately two years to complete.
- Constructing a center left-turn lane between mileposts 256 and 257 and a center median between mileposts 257 and 260.
- Constructing a new frontage road for the Diamond Point subdivision.
- Building three wildlife crossings.

## Earned Media

## **Tear Sheets**



### Library Summer Reading programs

Both the Payson Public Library and the Pine Library are hosting Summer Reading programs starting Saturday, June 1.

Registration is open for the Payson program at the library circulation desk, 328 N. McLane Rd., Payson or online at [paysonplsandbox.beanstack.org](https://paysonplsandbox.beanstack.org).

The theme this year is Adventure Begins at Your Library and the program in Payson runs from June 1 through July 20.

The Summer Reading Kick-Off event is from 11 a.m. to 2 p.m., Saturday, June 1. It includes a barbecue, hotdogs, magic yoyo, reading, Gaga-Ball, 4-Square game, arts and crafts and more. Make slime, see a worm farm, enjoy baboon art and even learn how to hula-hoop.

For more details call (928) 474-9260.

The Pine Library, also kicks off its summer reading program, with the same theme. Check at the library, 6124 Randall Place, Pine, (928) 476-3678 for details.

### The Control Road improvements

The Control Road improvement project, between State Route 260 east of Roberts Mesa Road and the Houston Mesa Road, in Payson, started Monday, May 20 and should be completed by Monday, July 29.

The work takes place from 6 a.m. to 4 p.m., Monday through Thursday, with some work possible on Fridays. Drivers can expect lane closures with pilot car operations and 15-to-20-minute delays.

There will be no work on Memorial Day, Monday, May 27 or on Thursday and Friday, July 4-5.

A project hotline has been established: Phone (928) 402-4225 or email: [projects@gilacountyaz.gov](mailto:projects@gilacountyaz.gov)

### Payson Tea Party

The Payson Tea Party meets from 6

## GARDENERS NEEDED



Contributed photo

**The Payson Public Library**, 328 N. McLane Rd., Payson needs garden helpers at 1 p.m., Friday, May 31. Volunteers will plant flowers and vegetables, and also plant and take home their own flower or vegetable. To sign-up or get more information, call (928) 474-9260.

p.m. to 7:45 p.m., Tuesday, May 28 at Tiny's Family Restaurant, 600 E. Hwy. 260, Payson. Speaking at the meeting are Dave Cook current LD 7 House member running for the Arizona Senate; Kelly Parks, candidate for Gila County Supervisor District 3; and, tentatively, Randy Roberson candidate for Gila County Supervisor District 2.

### At the library

The Payson Public Library, 328 N. McLane Rd., Payson needs garden helpers at 1 p.m., Friday, May 31. Volunteers will plant flowers and vegetables, and also plant and take home their own flower or vegetable.

To sign-up or get more information, call (928) 474-9260.

### Get tickets for Taste at the Bridge

Now is the time to get tickets for the annual Taste of the Bridge, scheduled from 4:30 p.m. to 7:30 p.m., Saturday, June 1 at Tonto Natural Bridge State Park.

Presented by HS3 General Contracting and Roof King USA, the festivities feature an elevated dinner by Chef Lovett of Rim Country BBQ, with two guest executive chefs. Sol De Ville provides live music for the evening. There will also be beer and wine tasting.

Additionally live and silent auctions are planned.

The cost is \$75 per person, tickets can be purchased at [www.eventbrite.com](https://www.eventbrite.com).

### Summer Concert Series opens

The free Summer Concert Series, hosted by the Payson Parks and Recreation Department opens Saturday, June 1 in Green Valley Park. Tyler Gummersall performs at 7 p.m. Bring a lawn chair or blanket for seating.

### Garden Club meets

The High Country Garden Club meets at 5:30 p.m., Thursday, June 6 in the log cabin building of Mount Cross Lutheran Church, 601 E. Hwy. 260.

The evening's presentation will be: "Creating a Sustainable, Living Environment in Your Soil" by John Rothstein, owner of The Compost Tea Chemist LLC. All are welcome. Come early to get a seat and please bring a donation for the local food banks.

### Free CPR and AED class

Register now for a free CPR and AED class to be held from 5 p.m. to 9 p.m., Tuesday, June 11. The class is offered by CERE (Center for Excellence in Rural Education) and the Payson Fire Department. Space is limited and pre-registration is required. Call MHA Foundation, 928-472-2588 for more information.

### Rock of Ages military outreach program

The Rock of Ages Lutheran Church, 204 W. Airport Rd., Payson, is collecting cards, letters, and (store-bought) cookies during May.

This is for the church's Outreach to Active Service Military everywhere. Cookies, cards and letters of encouragement can be dropped off at Rock of Ages Lutheran Church, 204 W. Airport Rd., Payson and the American Legion Post 69, 709 E. Hwy. 260, Payson.

The congregation hopes by the end of the month's collection to have the items to the service members by the 4th of July.

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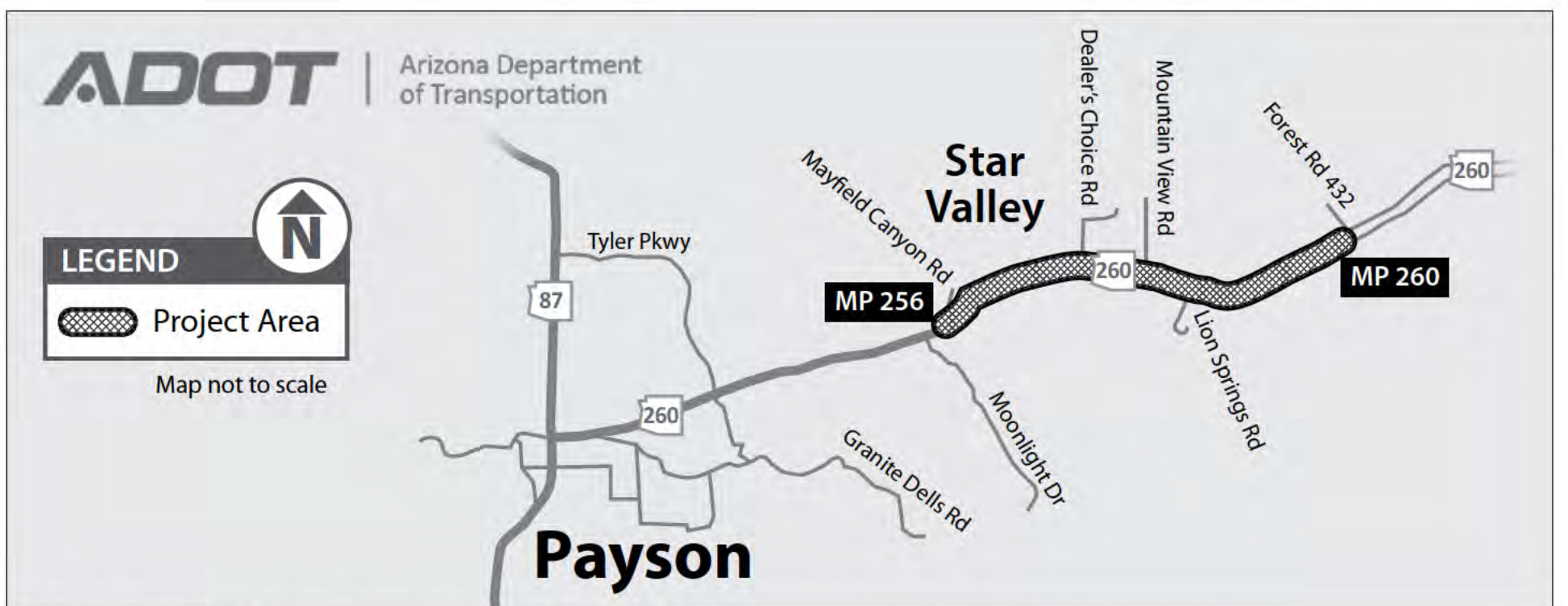
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# Payson schools set student fees for next year

## Preschool, sports fees, device insurance all add up for struggling families

BY PETER ALESHIRE  
CONSULTING PUBLICATIONS EDITOR

The Payson School Board at its last meeting left student fees mostly unchanged for the upcoming school year.

That's good news, mostly. Except, of course, a free public education is actually still kind of expensive, by the time you add up the fees.

The fees will affect preschool, student athletics and the insurance parents have to pay so their child can take advantage of a district-provided computer that's become increasingly essential to completing assignments and keeping up with the rest of the class.

### Preschool fees:

The big fees apply to the district's booming preschool program, which now operates at both the Julia Randall Elementary School Campus and the converted Westerly campus. The district had long offered free preschool for special education students, with the fees covered by federal funds. But several years ago, the district started offering open enrollment for all preschool students at the converted Westerly campus.

The district now hopes to enroll between 100 and 120 preschool students at the two campuses in the upcoming school year. Most slots will be half day – but the district wants to experiment with full-day classes as well.

The district has some scholarships to reduce costs and can still access federal funding to provide low-cost options for special education students. The fees adopted for the upcoming year include:

- \$325-\$250 per month for half day preschool.
- \$650 per month for full-day preschool.

The nation's facing something of a preschool crisis – with a shortage of teachers, high fees and limited access.

About 44% of 3-4 year-olds nationally are enrolled in preschool, according to a report by the Anne E. Casey Foundation. Enrollment in preschool and Head Start dropped between 2019 and 2021. Cost and a lack of high-quality programs has plagued American families for years.

The child care and preschool system is chronically underfunded, which has a big impact on low income families. Research suggests that enrollment in a quality preschool program can help children from low-income families close the gap on learning and reading and social skills by the time they start kindergarten. Only about 30-40% of kids from low-income families attend preschool compared to close to 60% of kids from high-income families.

About half of Payson families with kids qualify for free-and-reduced school lunches based on family income, a percentage higher than the statewide average.

The U.S. has one of the lowest rates of preschool attendance in the industrialized world. Many economically advanced countries lie France, Belgium, Israel, Spain and Norway enroll almost all 3-4 year olds in preschool programs, according to an international summary by NeaToday. The survey ranked the U.S. 29th out of 34 nations.

Worse yet, Arizona has one of the lowest rates of preschool attendance in the country.

The district's pre-school program has a curriculum intended to help kids get ready to start kindergarten. Such programs are linked to later student academic success and improved

healthcare outcomes.

### Sports Fees:

The sports fees have remained relatively stable, although they're still costly for families with several kids all participating in athletic programs.

The sports fees for the high school now come to \$400 for the first sport, \$100 for the second sport and \$50 for the third sport, and \$200 for electronic sports.

The district no longer has a maximum fee per family – which used to save families with multiple kids participating in multiple sports.

The sports fees for the middle school are lower. That includes \$200 for the first sport, \$100 for the second sport and \$50 for the third sport.

The district has also added the E-sport option to the middle school. That includes \$50 per season for enrolled students and \$100 per season for students receiving taxpayer vouchers for private school tuition or home school costs.

The district has a limited number of scholarships for students who want to participate in sports, but whose families can't afford the fee. The scholarships depend on money donated to the district by individuals and community organizations.

The district has significantly increased the general fund money going into the sports programs, which used to be supported mostly by student fees, Credit for Kids donations and fundraising efforts by teams and booster clubs.

### Device Protection Plan

The district this year increased the fee to provide insurance for computers and other devices by \$5 to a total of about \$30.

The district used COVID money to buy a fleet of new laptops so each student could take home a laptop to do homework and access class assignments and materials. This proved invaluable during the shift in and out of remote learning. Once teachers got used to counting on students having computers, they



Keith Morris/Roundup

Safford's Brianna Arbizo is hit by the ball in front of Payson second baseman Chancie Deaton. Arbizo was ruled out. The Payson School Board set the sports fees for next year at \$400 for the first sport, \$100 for the second sport and \$50 for the third sport at the high school level. Middle school sports fees are lower.

integrated online lessons, grading and interactions into more classes. This made having a district issued computer essential for kids beyond fifth grade. The elementary school students still largely rely on computers that remain in the classroom.

The district initially imposed

the \$25 refundable fee to cover the district's costs if computers sent home with the kids were lost or damaged.

However, the fees have so far brought in about \$28,000, while damages have exceeded \$60,000. So the added \$5 will likely reduce but not eliminate the losses.



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azdot.gov/lion-springs   Rharding@azdot.gov   602.550.8397

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## Appendix E

## Comments


Method	Public Comment	ADOT Response
Email	<p>As you look at improving SR 260 in Star Valley, Arizona, I HIGHLY encourage you to investigate the option of adding a traffic light or similar object in Star Valley.</p> <p>Entering SR 260 is difficult and dangerous during the weekends in the summer due to visitor traffic. Adding a traffic light has been discussed for many years by residents. Adding lanes is helpful for traffic control, but a safe intersection is really what residents have been requesting for many years.</p> <p>If it is feasible, I encourage you to explore this option when making your final plans.</p> <p>Thank you for reading my public comment.</p>	<p>Certain criteria must be met to install crosswalks and traffic signals along state highways. While no intersections along SR 260 in Star Valley have met those criteria to date, ADOT's Regional Traffic Group will continue to monitor this stretch of highway. As development continues to grow along this corridor, there may be future traffic studies that shows a need for a signal and/or crosswalk.</p>
Email	<p>My name is [REDACTED] I own [REDACTED] [REDACTED] which is in the Central Portion of your Lyon Springs project. I was at your Townhall meeting this evening that was located at the local community college I need to contact someone about the proposal and how I will be compensated for construction/ signage for my restaurant. Please reach out to me at this email address or [REDACTED] [REDACTED] please and thank you.</p>	<p>Since submitting your comments, an ADOT right-of-way acquisition agent has contacted you to answer your questions and concerns as well as walk you through ADOT's property acquisition process. Regarding your request for compensation during construction, you should speak with your attorney as access to your restaurant will be maintained during construction.</p>
Email	<p>This improvement project is much needed to improve safety and to accommodate the increased flow of traffic.</p> <p>I find it interesting that, while plans have been made to construct three wildlife crossings, nothing is being planned to accommodate pedestrians attempting to cross SR 260 in Star Valley.</p> <p>It is virtually impossible to cross SR 260 on Fridays and Sundays</p>	<p>Certain criteria must be met to install crosswalks and traffic signals along state highways. While no intersections along SR 260 in Star Valley have met those criteria to date, ADOT's Regional Traffic Group will continue to monitor this stretch of highway. As development continues to grow along this corridor, there may be future traffic studies that show a need for a signal and/or crosswalk.</p>

Method	Public Comment	ADOT Response
	<p>due to the extremely high traffic volume in Star Valley. I would recommend that AZDOT consider installing a pedestrian crosswalk or a pedestrian bridge across SR 260 to insure the safety of our citizens in Star Valley.</p>	
Email	<p>Greg,</p> <p>Thank you for traveling to Payson and providing excellent information to the public for the Lion Springs Project yesterday afternoon. The very large aerial view plot with the roadway overlay made it easy for almost everyone to understand the project and how it may affect them personally.</p> <p>I'm really glad you were able to show the video simulation. It was very well done and worth the effort that went into it.</p> <p>Given the power outage I thought the team did an outstanding job accomplishing the goals of the meeting despite the unexpected challenge. The attendance was excellent, and people stayed despite the heat. There is obviously a very high level of public support.</p> <p>If you could share this with Rashidul, Brenden and other members of the team who were present I would appreciate it.</p> <p>Great job!</p>	<p>We appreciate your comments and support for this improvement project.</p>
Email	<p>Hi, widening this road is a long over due need. Driving it at night is frightening and weekends are horrid. I have only one concern- there still isn't a traffic light in Star Valley.</p> <p>I live in the Knolls area, immediately after entering Star Valley from Payson, on the south side of the 260, getting out on weekends and sometimes during the week is difficult. The 4</p>	<p>Certain criteria must be met to install crosswalks and traffic signals along state highways. While no intersections along SR 260 in Star Valley have met those criteria to date, ADOT's Regional Traffic Group will continue to monitor this stretch of highway. As development continues to grow along this corridor, there may be future traffic studies that shows a need for a signal and/or crosswalk.</p>

Method	Public Comment	ADOT Response
	<p>lanes of traffic are at 55mph+ out of Payson and 40mph+ out of Star Valley, there is a curve in the road both ways that restricts the view of oncoming traffic and looking east (R) out of Highline Dr toward Star Valley there is vegetation further limiting sight of oncoming traffic. There is another road coming out NW of ours that adds another dimension of traffic to be watchful of.</p> <p>Please consider a traffic light at this intersection as well as lowering the speed limit out of Payson to 45. This would slow the traffic through Star Valley and the traffic coming from Payson. It could include a sensor for traffic on Highline increasing the time for passage on the 260 if no one was waiting on Highline Dr.</p> <p>Thank you for your consideration,  </p>	<p>ADOT did make improvements at the intersection of SR 260 and Highline Drive, which included updated striping and advanced warning signs.</p> <p>Currently, ADOT is in the process of conducting a speed study between the SR 87/SR 260 intersection in Payson and Star Valley.</p>
Email	<p>Attn Ryan Harding and ADOT Lion Springs Improvement Project committee</p> <p>I am writing this letter as a concerned resident of not only Lion Springs Road, but the town of Star Valley / Payson and Gila County.</p> <p>The residents of Payson and Star Valley have dealt with traffic issues and concerns for many years. Our roadways are overpopulated, especially during heavy tourism seasons and although not always considered and taken care of in a timely manner, we do appreciate the fact that the Lion Springs section is finally being addressed!</p> <p>After attending the public meeting on June 6, we were left with a handful of questions that were not able to be answered by</p>	<p>ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.</p> <p>Regarding your comment about there being no need for a left-hand turn lane on eastbound SR 260 at Lion Springs Road, the dirt road you are referring to is a designated Forest Service Road that must remain accessible for Forest Service vehicles and personnel. Furthermore, the locations of the proposed left-turn lanes throughout the Lion Springs project are designed in accordance with the recommendations from the Location Design Concept Report (LDCR) for SR 260 Payson to Heber that was completed in May 2000.</p>



Method	Public Comment	ADOT Response
	<p>anyone at the meeting. Every question was answered with "Please fill out the comment card" Therefore, here is a list of questions I would like to address and would appreciate an explanation.</p> <p>First and foremost, can we address the lack of a right hand (if heading eastbound) turnout lane for the Lion Springs Road south exit? This road has over 23 homes, and approx. 85 residents, with many vacant lots that will soon become residential homes as well. Most of these 85 residents have lived on this road for decades and have dealt with the detrimental traffic and numerous accidents, some of which have been fatal. The lack of a turnout lane will continue to disrupt the flow of traffic causing not only possible future accidents as well as continue to create road rage incidents.</p> <p>Furthermore, the design of a left turn lane (heading eastbound), seems very inappropriate, as this north turnoff across from Lion Springs Road, does not access anything other than a dirt four-wheeler trail that is gated. The need for a turnout lane to access zero residents while not providing a safe turnout lane directly across the highway where there are established homes, makes absolutely no sense.</p> <p>I would also like to address my concerns regarding the need of obtaining access and acquisition of my property at 103 S Lion Springs Road. It is my understanding that a portion of my property will be used temporarily to construct a drainage spillway, and another portion of my property is being requested to permanently be consumed by ADOT for such spillway. The area of this spillway is home to several very large native Sycamore Trees that are well over a couple hundred years old. I</p>	<p>The design of the culvert and the rip-rap outlet basin is based on current ADOT guidelines for the SR 260 roadway. The design of the rip-rap outlet basin is to mitigate concentrated flows resulting from the culvert and to restore flows to pre-project conditions outside ADOT's right of way.</p> <p>Regarding the removal of the sycamore trees near the drainage basin, those trees are in the ADOT right of way (state property) and will need to be removed as part of the widening project.</p> <p>Regarding your concerns about the need for ADOT to obtain partial acquisition of your property, you should have had an opportunity to ask your questions and share your concerns when ADOT's right-of-way acquisition agent Elva "Patty" Barba made the offer presentation to you in July. If you have any addition questions or concerns regarding the acquisition process, please contact Mr. Barba at 602.712.7175 or ebarba@azdot.gov.</p> <p>Gila County G&amp;D Ordinance states that 300.0 Lands to which this ordinance applies, "This Ordinance shall apply to all land within the unincorporated area of Gila County, Arizona, excluding lands under federal and tribal jurisdiction unless requested by tribal, state, or federal official or mandated by state or federal regulation."</p> <p>Because this project is located on federal lands, Gila County does not have enforcement of our ordinance unless requested by a state or federal agency. If that request would be made, ADOT would utilize section 601.0 of its ordinance and require an engineered drainage report that shows the conditions of the project, including the interim existing drainage conditions as compared to the conditions at the time of plan approval. So long</p>

Method	Public Comment	ADOT Response
	<p>do not believe this is the best area to construct this spillway if these trees would need to be harvested. My suggestion would be to adjust the route of the highway further north to avoid removing these trees that I will not be giving permission to remove.</p> <p>It is also my understanding that in Gila County, the flow of water may not be altered at any property lines. The design that was presented at the June 6th meeting shows the flow of water being altered as it enters my property by the construction of the spillway. I would like this to be addressed and verified with me before construction commences.</p> <p>As I stated earlier, we are appreciative that the Lion Springs section is being addressed but would like to hope that the concerns of safety for the residents are taken into serious consideration before a final plan is submitted.</p> <p>Thank You,</p> 	<p>as that report shows that 601.2 “The entrance and exit points and continuity of all natural drainage ways on a development hillside site, and their preservation shall be provided for in the plan.” And 601.5 “Drainage facilities designed to convey runoff to the nearest approved drainage way or detention facility.” Then, ADOT would approve that plan.</p>
Email	<p>Attached are comments/concerns related to the ADOT presentation and the EIS Re-evaluation Report dated October 2023.</p> <p>I recognize and acknowledge that some of the comments below referring to the EIS are not totally within the scope and requirements of such a study. However, other than the PowerPoint</p>	<p>As noted in the ADOT EIS re-evaluation document that is available on the ADOT website, the final recommendations for the SR 260 Lion Springs project were documented in the 2000 design concept report and an Environmental Impact Statement (EIS) for which a record of decision (ROD) and project decision was signed on April 28, 2000. ADOT completed a re-evaluation of the original EIS decision in fall 2023, which provides updates to the original</p>

Method	Public Comment	ADOT Response
	<p>presentation on June 6, and the EIS, ADOT hasn't provided documents, plans, or specifications that address the concerns that fall outside the scope of the EIS. For that reason, I have included my concerns/comments in the review of the EIS.</p> <p>I could not locate additional documents, workplans, design etc. on the ADOT project page.</p> <p>Please provide a link to relevant documents. At the open house, the public was not informed that ADOT is required to address i.e. acknowledge and respond to all written comments and that the public is not limited to the 5 3/4 by 8 1/2 inch comment card. Without this knowledge, some people may feel it is pointless to provide comments. It indicates a lack of transparency.</p> <p>While developing and managing these projects are part of your job, this type of impact on the private landowners is not. The impacts to their homes, livelihood, and retirement plans may have a substantial impact on their future. Does ADOT have a communications strategy for the private landowners adjacent to the project? Generalized communication to the public does not address these concerns.</p> <p>While I do not live adjacent to this project, I have close family that does. They have horses, cows, goats, and a variety of small farm animals which this project will impact.</p> <p>Comments provided on the following document: Environmental Impact Statement Re-evaluation SR 260 Lion Springs</p>	<p>EIS evaluations and addresses regulatory changes. Public involvement for this project is being conducted in compliance with Federal Highway Administration (FHWA) guidance for EIS re-evaluations and ADOT's Public Involvement Plan.</p> <p>ADOT signed the EIS re-evaluation document on Oct. 30, 2023 as a final version. A public announcement through ADOT's GovDelivery notification system was done on Oct. 31, 2023 to inform the public of the completion of the EIS re-evaluation.</p> <p>ADOT will review feedback provided on ADOT's EIS re-evaluation template. ADOT has an established template for re-evaluation projects and includes acronyms and figures as a standard within the document.</p> <p>In addition to the PowerPoint presentation, ADOT provided simulation of 95% plans and roll plot maps at the public meeting in June 2024. Additional information and documents can be requested directly at <a href="https://azdot.gov/adot-news/public-information-and-records-request">azdot.gov/adot-news/public-information-and-records-request</a>.</p> <p>Mitigation measures specific to ADOT and the contractor are identified and outlined in Attachment A of the EIS re-evaluation. Construction noise impacts were considered in the ADOT Noise Report and in the EIS re-evaluation. As noted in the EIS re-evaluation document, noise impacts to terrestrial and avian wildlife from construction activities were also considered and it was determined that construction-related noise would attenuate to slightly above ambient noise levels at approximately 800 feet from the construction footprint.</p> <p>ADOT noted in the EIS re-evaluation that potential negative</p>

Method	Public Comment	ADOT Response
	<p>Gila County, Arizona Federal Aid No. 260-B(226)T ADOT Project No. 260 GI 256 F0139 01C October 2023 ADOT General report Comments</p> <ul style="list-style-type: none"> <li>The Report is not listed as a final or draft version.</li> </ul> <p>██████████ Page 2 of 3</p> <ul style="list-style-type: none"> <li>A list of acronyms/abbreviations should be included.</li> <li>A list of Tables included should be provided in the Table of Contents (TOC)</li> <li>A list of Figures should be provided in the TOC.</li> <li>A thorough review of the data and references should be completed to ensure the correct information is used, see specific comments for factual errors.</li> </ul> <p>Specific Section Comments</p> <p>1.3.3 Schedule – Report states that 95% design is completed, if so, please include more detailed design plans and figures</p> <p>2.3 Affected Environmental Resources</p> <ul style="list-style-type: none"> <li>This section of the report includes both preexisting, post-construction and construction conditions, but not all the environmental resources are included in the construction phase, i.e. noise. Mitigation measures that are the responsibility of the Contractor are not provided. Construction noise impacts livestock/farm animals and the mitigation measures are not provided. If not appropriate for this report, then what report or plan are they discussed?</li> </ul> <p>2.3.1 Land, Ownership, etc.</p>	<p>impacts include new right-of-way requirements on private land. Acquisition of right of way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987. Property owners would be compensated in accordance with the Uniform Act based on an appraised fair market value.</p> <p>ADOT will note the information on the APN numbers for the EIS re-evaluation,</p> <p>ADOT noted in the EIS re-evaluation that temporary construction impacts, such as noise and lane closures, would also affect the surrounding community during construction; however, these impacts would be limited in duration. For temporary construction easements acquisition of right of way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987. Property owners would be compensated in accordance with the Uniform Act based on an appraised fair market value.</p> <p>The ADOT EIS re-evaluation document, which you can view or download from the project web page, also outlined the scope of work and location of the wildlife crossings. You can find this information on page 3 of the document. Additional public outreach relating to temporary traffic control, construction hours, etc., will be provided prior to construction. Additional information and documents can be requested directly at <a href="http://azdot.gov/adot-news/public-information-and-records-request">azdot.gov/adot-news/public-information-and-records-request</a>.</p> <p>ADOT did not evaluate impacts to groundwater as it is not</p>

Method	Public Comment	ADOT Response
	<ul style="list-style-type: none"> <li>• Page 8, Paragraph 4, - this paragraph assumes that the project will enhance uses and does not evaluate the potential negative impacts the project will have specifically on private land. Please evaluate.</li> <li>2.3.3 Environmental Justice - Environmental Consequences, page 14</li> <li>• Please review the parcel number referenced in Paragraph 1, (APN 302-532-18B), this appears to be incorrect as it could not be found on Gila County Assessors database as of 06/06/2024. No such APN was found, and this is an incorrect APN format.</li> <li>• Table 7 - Please review the parcel number referenced APN 302-53--018B. This APN does not exist on Gila County Assessors database. The correct APN appears to be 302-53—018D</li> <li>• 2</li> <li>nd Paragraph, 2nd sentence, - assumptions made regarding lack of “negative outcomes for property owners...” regarding TCE. No basis was provided for this statement and indicates a lack of knowledge and awareness of what actually would have a negative impact. Please evaluate.</li> <li>• 2</li> <li>nd Paragraph, 2nd sentences 5-7 – Statements made with regard to road closures related to blasting and bridge construction, since the location of the referenced work are not provided, it is impossible for the public and landowners</li> </ul>	<p>anticipated to be impacted by the project. The contractor will be completing the groundwater testing plan if it is applicable. Additional information and documents can be requested by visiting <a href="http://azdot.gov/adot-news/public-information-and-records-request">azdot.gov/adot-news/public-information-and-records-request</a>.</p> <p>ADOT does not anticipate any direct impacts to livestock/farm animals. As noted in the EIS re-evaluation document, noise impacts to wildlife from construction activities were also considered and it was determined that construction-related noise would attenuate to slightly above ambient noise levels at approximately 800 feet from the construction footprint.</p> <p>In addition, ADOT identified specific requirements for herbicides in the EIS re-evaluation document, which can be found on Attachment A. In addition, ADOT has standard specifications for herbicide application by the contractor, which can be found in the ADOT Standard Specifications. ADOT will notify landowners prior to the construction start date. ADOT encourages you to sign up to receive project updates and traffic restrictions before they occur by visiting the project web page at <a href="http://azdot.gov/lion-springs">azdot.gov/lion-springs</a>. Once on the web page, click on the "Subscribe for updates" icon in the upper right-hand corner, enter your email address and then check the "SR 260 Lion Springs Improvement Project" box under Northcentral District Projects.</p> <p>ADOT also evaluated temporary, general impacts for the larger community as part of EIS re-evaluation, which you can find in the Environmental Consequences and Mitigation Measures section of the document that you can find on the project web page. In addition, ADOT has standard requirements that must be followed by contractors on construction projects through other agency</p>

Method	Public Comment	ADOT Response
	<p>to evaluate impact.</p> <p>In addition, no discussion is provided regarding advance notice to residents, nor the potential impacts to livestock/farm animals. What mitigation and monitoring will be provided to landowners?</p> <ul style="list-style-type: none"> <li>• The report identifies APN of private property owners. What evaluation of this public disclosure will be conducted to determine the potential impact on the valuation of the private land? This report appears to assume that all impacts of this project will result in positive impacts to everyone.</li> </ul> <p>2.3.8 Visual Resources</p> <p>██████ Page 3 of 3</p> <ul style="list-style-type: none"> <li>• Please provide a detailed figure that include the segments with bridge structures and wildlife crossings.</li> </ul> <p>2.3.9 Water Resources</p> <ul style="list-style-type: none"> <li>• Floodplain – please define “undetermined” as it relates to floodplain maps.</li> <li>• Provide a list of private wells and construction wells, along with the geohydrological evaluation of the groundwater / surface water in this area or provide a link/copy of that report.</li> <li>• Provide a copy of the groundwater testing plan referenced in Contractor responsibilities on page 23, 3rd bullet. Will the public be able to review and comment on the plan prior to approval?</li> </ul>	<p>requirements.</p> <p>ADOT held a public meeting for this project on June 6, 2024. A comprehensive list of landowners, stakeholders and area residents were notified of the meeting via a direct-mail postcard, newspaper ads, press releases and social media. After an overview of the project was presented at the meeting, ADOT staff personally spoke with and answered questions from attendees about the project. Citizens at the meeting were also able to provide written comments. Interested community members, who didn't attend the meeting, could submit their questions and comments via an online comment form on the project web page. These public comments will be provided formal responses from ADOT in the Public Meeting Summary Report, which will be posted on the project web page for public review.</p> <p>Prior to construction, additional notification will be provided to landowners and other stakeholders. Jason Stephens is the community relations project manager. His cell phone number and email are listed on the project webpage. Community members are encouraged to contact Jason at any point of the project to ask questions about the project.</p>



Method	Public Comment	ADOT Response
	<ul style="list-style-type: none"> <li>• How are “adverse effects” referenced in 3rd bullet evaluated and defined. What constitutes “adverse effects”?</li> </ul> <p>2.3.10 Biological Resources</p> <ul style="list-style-type: none"> <li>• How are impacts to livestock/farm animals evaluated and potential impact mitigated? I understand this is an EIM, but some evaluation of non-wildlife resources should be made. If not in this report, what report?</li> <li>• Contractor Responsibilities, page 27, 3rd bullet - What monitoring and mitigation methods are required prior to spraying herbicides? Please provide wind conditions i.e. speed/direction limitations. Will private landowners receive prior notification with respect to potential exposure to humans, livestock, and/or farm animals? Please provide.</li> </ul> <p>2.3.12 Temporary Construction Impacts</p> <ul style="list-style-type: none"> <li>• Existing conditions – identify inconvenience related to health impacts to human, livestock, and/or farm animals. Provide monitoring and mitigation measures.</li> <li>• Environmental Consequences – identify adverse impacts from blasting on livestock/farm animals etc. Provide notification, monitoring and mitigation requirements.</li> <li>• Mitigation Measures – If the referenced documents are supposed to provide the public with the assurance that no adverse impacts are present during construction,</li> </ul>	

Method	Public Comment	ADOT Response
	<p>then you should either provide these documents or the specific mitigation requirements that detail this. This statement does not provide such assurance that requirements will be sufficient.</p> <p>3.0 Agency and Public Involvement</p> <ul style="list-style-type: none"> <li>• Page 31, 3rd paragraph – A more direct method of communication is needed for the landowners that are directly impacted. A communications strategy should be provided that includes notification, schedule updates, potential impacts, monitoring and mitigation measures. Suggest you develop an impacted landowners' group and conduct a pre-project kick-off meeting, regularly scheduled updates, contacts with ADOT project team, and Contractors. A single point of contact would be helpful.</li> </ul> <p>While this is a typical project for you and your team, this is not an everyday event for the landowners.</p>	
Email	<p>I'm very glad that you are doing this project. It is badly needed.</p> <p>I've seen your plans, and the only concern I have is that you have not put any right turn lanes into the actual Lyons Springs area. I think you have grossly underestimated the number of people who live down there or need to use that. If you don't do it now, you will be doing it after the first or second fatality. The drivers on that road go extremely fast and do not pay attention to whether the person in front of them has their signal on or not. If you can put a frontage Road on the diamond point area, you can put a right hand turn lane for lion Springs.</p>	<p>ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.</p>

Method	Public Comment	ADOT Response
	Again, do not follow the bad example of the city of Mesa who is redoing Gilbert Road over the salt river for the third time because they didn't do them right the first two times. Put the right hand turn lane in now while you've got the entire project happening.	
Mail	The design at Lion Springs Rd needs to be changed. Eliminate the left hand turn lane and make a right turn out lane for Lion Springs Rd. Also, we don't need a spillway as the creek very rarely runs at all. Move the hwy north and take out the curve going East that causes many accidents. ADOT states they want to salvage native trees, so the 300-year-old sycamore trees would stay where they are. By moving the hwy north, ADOT wouldn't need to purchase property from homeowners and could use that money elsewhere for the project.	<p>ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.</p> <p>Regarding your comment about there being no need for a left-hand turn lane on SR 260 at Lion Springs Road, the dirt road you are referring to is a designated Forest Service Road that must remain accessible for Forest Service vehicles and personnel. Furthermore, the locations of the proposed left-turn lanes throughout the Lion Springs project are designed in accordance with the recommendations from the Location Design Concept Report (LDCR) for SR 260 Payson to Heber that was completed in May 2000.</p> <p>Finally, the design of the culvert and the rip-rap outlet basin is based on current ADOT guidelines for the SR 260 roadway. The design of the rip-rap outlet basin is to dissipate concentrated drainage flows through the new culvert as well as reduce the velocity of the water in a large storm event.</p>
Mail	PLEASE reconsider this project concerning the Lion Springs area going East on Hwy 260. There is a left hand turn lane planned, that is completely unnecessary because there is only a very rough off-road trail going north there. Instead, PLEASE put a right hand turn lane when going East at Lion Springs Rd. There	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.

Method	Public Comment	ADOT Response
	have been many accidents and some fatalities at our road. When the hwy is 4 lanes, the vehicle speeds will be higher making this area more dangerous. A much better plan would be to move the hwy north in the Lion Springs area, eliminating the curve where there have been multiple accidents and fatalities. This would allow an easy right turn for Lion Springs Rd. There are now 24 homes on Lion Springs Rd, with multiple drivers at each home, as well as daily public traffic and school buses. Moving the hwy north would also eliminate the attempt to cut huge 300-year-old sycamores down to build a spillway - the flow in Lion Springs is minimal! It is dry 95% of the time! Please redesign the plan and move the hwy north at Lion Springs Rd. ELIMINATE many problems!	<p>Regarding your comment about there being no need for a left-hand turn lane on SR 260 at Lion Springs Road, the dirt road you are referring to is a designated Forest Service Road that must remain accessible for Forest Service vehicles and personnel. Furthermore, the locations of the proposed left-turn lanes throughout the Lion Springs project are designed in accordance with the recommendations from the Location Design Concept Report (LDCR) for SR 260 Payson to Heber that was completed in May 2000.</p> <p>The design of the culvert and the rip-rap outlet basin is based on current ADOT guidelines for the SR 260 roadway. The design of the rip-rap outlet basin is to dissipate concentrated drainage flows through the new culvert as well as reduce the velocity of the water in a large storm event.</p>
Mail	I would like a right bound turn lane onto Lion Springs Road. We would like the whole project moved north. I talked to Rashidul Haque at the meeting about my concerns, and he said he's a man of his word.	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.
Mail	We would like a turning lane from the eastbound lane! I have nearly been rear ended several times! People speed around me now and it's a double line there. It's very scary.	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.
Online comment form	Our main concern for Lion Springs Rd is there is no right turn lane for us to slow down before turning off. There are a total of 59 people that live on Lion Springs Rd, 12 are under high school age, and 20 homes. It is already hazardous when we pull off because of cars coming over the hill behind us at a high speed when we are slowing down to pull off, with 2 lanes of higher	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.

Method	Public Comment	ADOT Response
	<p>speed traffic this is going to be worse. We have already had multiple accidents and many close calls pulling off, we face this every time we come home. I believe that most people traveling through here think once they are past Diamond Point they are out of town and speed up not knowing there is one more road turning off to the right. It doesn't make sense for there to be a turning lane for cars turning left at Lion Springs where no one lives, just forest service land, and no right turn lane for us.</p> <p>Our other main concern is where is a school bus going to stop to let school age kids off and pick them up? Again, we have 12 kids living on Lion Springs under high school age, only two of these are in middle school the other 10 are in grade school or not even in school yet but will be soon.</p> <p>How many fatalities or bad accidents will it take for someone to take us seriously about how dangerous this is for all Lion Springs residents.</p>	<p>Regarding your comment about there being no need for a left-hand turn lane on eastbound SR 260 at Lion Springs Road, the dirt road you are referring to is a designated Forest Service Road that must remain accessible for Forest Service vehicles and personnel. Furthermore, the locations of the proposed left-turn lanes throughout the Lion Springs project are designed in accordance with the recommendations from the Location Design Concept Report (LDCR) for SR 260 Payson to Heber that was completed in May 2000.</p>
Online comment form	<p>Unfortunately your design of this phase left out an incredibly important feature. We require safe access to the hwy turning right and left at Lion Springs Rd. Your plans currently don't provide either. You've left us to be SLAUGHTERED by the increase of traffic that this improvement plan will be sending our way. And why the heck would you need to spend money and effort into improving access to a forest rd not used at N lion springs rd ? Where are the school buses suppose to safely pick up and drop off kids. It's currently not a good situation either. Our local police officers and star valley council members are in agreement with this need for our safety. I suggest you correct this before it's too late!</p> <p>We require a right turn lane headed East to exit Highway 260</p>	<p>ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.</p> <p>Regarding your comment about there being no need for a left-hand turn lane on eastbound SR 260 at Lion Springs Road, the dirt road you are referring to is a designated Forest Service Road that must remain accessible for Forest Service vehicles and personnel. Furthermore, the locations of the proposed left-turn lanes throughout the Lion Springs project are designed in accordance with the recommendations from the Location Design Concept</p>

Method	Public Comment	ADOT Response
	onto Lion Springs. Even if your studies don't show adequate traffic for the need, there are numerous safety hazards exiting this area. Many residents are young drivers and/or pulling trailers and equipment that makes the planned exit extremely dangerous as it is currently. A single death is too many!	Report (LDCR) for SR 260 Payson to Heber that was completed in May 2000.
Online comment form	I drive a large Tow truck for a local company and the way your plans are set up for access to and from Lion Springs rd will be harmful to me.  If the traffic increases from the current 30k per day to the expected 75k per day, I will have an exceedingly hard time getting to calls which some are emergency. I'm requesting a safer way to enter the hwy and definitely exiting onto Lion springs rd.	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.  Regarding your concern about making a left turn from Lion Springs Road onto westbound SR 260, a pull-out median will be constructed at the Lion Springs Road alignment, which will enable you and other drivers to safely make left turns onto SR 260.
Online comment form	As the nighttime police supervisor for the area, I believe that a right turn lane is absolutely needed on the eastbound lanes connecting to Lion Springs Road. The majority of our serious injury collisions (and a fatal collision last year) occurred in this area. This leads to a subdivision which does get traffic and is also the area of a school bus stop. Thanks	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.
Online comment form	I believe this is a much needed project ,however, there is no right hand turnout for lion Springs Rd. I see that with the two eastbound lanes in StarValley do not have turn out lanes, but I do see people jockeying in and out of traffic and to get around the vehicles turning right. This is going on at approx 45 miles an hour in the town of StarValley. Once you pass star valley it goes up to 55 ,65 as the travelers think it is a speedway. The same situation with 4 lanes will cause faster traffic and will increase the accidents. We need the speed limit checked and We need a rt turn out onto Lionsprings road for safety purposes. Also, the traffic will be closer to our homes and a sound barrier would be	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.  Regarding your concerns about highway noise, ADOT evaluates noise abatement for highway and roadway projects that increase capacity or change the vertical or horizontal profile of the roadway. A noise analysis was conducted for this project during busier traffic times and was determined to be within the



Method	Public Comment	ADOT Response
	<p>nice. With the two lanes the traffic noise is loud with road noise and Jake brakes from the semi trucks. With 4 lanes it will increase the noise in our peaceful area. Thank you for your consideration to listen to the necessities of the rt hand turnout and sound barrier at Lion Springs Rd.</p> <p>For safety of people traveling the road and turning right on Lion Springs Road - it is pertinent that we have a turn out. The accidents, close calls, etc. ratio is astronomical and could have detrimental results that will not be the best for the community of Lion Springs Road. This has been a known issue for 20 years at least. Pull ambulance reports, police reports, hospital records.</p>	<p>acceptable range per federal regulations and state guidelines.</p> <p>For more information about ADOT's noise abatement policy, visit <a href="https://azdot.gov/business/environmental-planning/noise/noise-abatement-requirements">azdot.gov/business/environmental-planning/noise/noise-abatement-requirements</a>. You can also find more information about how ADOT evaluates and mitigates traffic noise by visiting <a href="https://azdot.gov/business/environmental-planning/noise">azdot.gov/business/environmental-planning/noise</a></p>
Online comment form	I live on Lion Springs just curious why there is no turn lane and what it's going to take to have one put in maybe one of my teenage boys or any other person to be killed trying to turn off the highway	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.
Online comment form	The plans in the flyover are a great design I cannot wait to drive on the new design Thank you so much	ADOT appreciates your comments and support for this improvement project.
Online comment form	<p>To Ryan Harding Community Relations Project Manager Re: ADOT Lion Springs Project;</p> <p>Prior to my comments here is a little bit about me and my background:</p> <p>My name is [REDACTED]; I reside with my wife [REDACTED] at [REDACTED]</p> <p>I am a Veteran of the United States Marine Corps (10 years from 1980 to 1990) Officer/Detective Mesa Police Department (medically retired) Investigator for Arizona Public Service Company/Palo Verde</p>	<p>ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.</p> <p>Regarding your comment about there being no need for a left-hand turn lane on eastbound SR 260 at Lion Springs Road, the dirt road you are referring to is a designated Forest Service Road that must remain accessible for Forest Service vehicles and personnel. Furthermore, the locations of the proposed left-turn lanes throughout the Lion Springs project are designed in accordance</p>

Method	Public Comment	ADOT Response
	<p>Nuclear Generating Station (retired)</p> <p>My wife and I attended your meeting regarding the above mentioned project at the Eastern Arizona College - Payson Campus on June 6th 2024. Also in attendance were approximately 100 members of the community that live in the area where this construction will be taking place.</p> <p>A video was shown to those in attendance regarding the final freeway expansion. On this video the following items were noted by me and my neighbors on Lion Springs Rd.</p> <ul style="list-style-type: none"> <li>-There was no Right Turn Lane for the residents of Lions Springs to utilize to safely access our roadway while making said turn from a 2 lane highway, where the speed limit will likely be 65 MPH.</li> <li>-There was a long left turn lane installed for access to Forest Service Rd 654 (which is directly opposite of Lion Springs Rd), even though there is little to no traffic on that unpaved and unmaintained dirt road outside of the occasional off road vehicle. Why is that? It makes no sense at all!</li> <li>-One of your ADOT representatives at the meeting told us there weren't enough people living on Lion Springs Rd to rate a dedicated right turn lane. This is ironic as there are no people living on FS Road 654.</li> </ul> <p>In addition to the families that utilize Lion Springs Rd on a daily basis there are also the following that use this road daily.</p> <ul style="list-style-type: none"> <li>- Residents that haul equipment on trailers daily to and from work</li> </ul>	<p>with the recommendations from the Location Design Concept Report (LDCR) for SR 260 Payson to Heber that was completed in May 2000.</p> <p>The design of the culvert and the rip-rap outlet basin is based on current ADOT guidelines for the SR 260 roadway. The design of the rip-rap outlet basin is to dissipate concentrated drainage flows through the new culvert as well as reduce the velocity of the water during a large storm event.</p> <p>Regarding the removal of the sycamore trees near the drainage basin, those trees are located in the ADOT right of way (state property) and will need to be removed to widen and improve SR 260 through Star Valley.</p> <p>Regarding your concerns about the need for ADOT to obtain partial acquisition of your property, you should have had an opportunity to ask your questions and share your concerns when ADOT's right-of-way acquisition agent Elva "Patty" Barba made the offer presentation to you in July. If you have any additional questions or concerns regarding the acquisition process, please contact Ms. Barba at 602.712.7175 or ebarba@azdot.gov.</p>

Method	Public Comment	ADOT Response
	<ul style="list-style-type: none"> <li>- Payson Public Schools School buses (Elementary and High School)</li> <li>- USPS delivery vehicles</li> <li>- UPS and FedEx</li> <li>- Waste Management and Off Road Waste Services</li> <li>- Not to mentions various other companies that conduct business with the residents of Lion Springs Rd.</li> </ul> <p>The right turn onto Lion Springs Rd (on the video) is abrupt at 90 degrees and doesn't allow for adequate time to slow a vehicle an complete said right turn in a safe manner. This becomes even more of an issue when you have large delivery vehicles, school buses, trucks towing trailers loaded with heavy equipment, etc. Add in the factor of any vehicle stopped at Lions Springs and attempting to make either a left or right hand turn to gain access to the freeway and this makes turning onto Lion Springs that much more difficult and requires even lower speeds to safely negotiate that turn.</p> <p>As it stands currently, this turn is dangerous enough with vehicles constantly tailgating and or passing into the oncoming lane of traffic, because todays drivers have little to no patience at all. By not adding a right turn lane you are increasing the likelihood of a traffic accident due to the higher rate of speed that vehicles will be traveling. It is entirely likely that there could be an accident that results in a fatality due to all of these extenuating circumstances.</p> <ul style="list-style-type: none"> <li>- It should be noted that your ADOT representative stated to my wife and I that drivers could just move over into the left hand lane of travel to allow someone to make this right turn. That is an Unacceptable comment by someone who is supposed to help</li> </ul>	

Method	Public Comment	ADOT Response
	<p>plan and execute public safety on the roadways of Arizona. What happens if traffic is heavy, as it usually is during the summer and on weekends throughout the year and there is nowhere for traffic in the right lane of travel to move over into the left lane? This just increases the probability of an accident occurring.</p> <p>Note: This same representative told us that you (ADOT) had a working agreement with the prior owners of our property. Whether this is true or not, you never spoke to us, therefore any such agreement (written or verbal) is null and void now that we are the current residents and owners of said property. There is adequate space to the right of the proposed roadway that would allow your organization to install a right turn lane to allow the residents and business vehicles utilizing Lion Springs to make said turn in a safe manner.</p> <p>Note: During my time as a Police Officer I conducted hundreds of vehicle accident investigations. A large percentage of those investigations involved vehicles attempting to make a right hand turn onto an adjoining street, driveway, a parking lot, a residential street or any other instance where a right turn was required without the use of a designated turn lane. These accidents occurred at speeds that were much lower than the posted 65 mph on a state freeway. Add in the factor of speeds at or greater than 65 mph which would be the norm on the 260 where it connects with Lion Springs Rd and you have a much greater probability of a serious or fatal vehicle accident taking place. All because some 10 year old study indicated there were not enough people living on Lion Springs Rd. When did the number of residents on a street make</p>	

Method	Public Comment	ADOT Response
	<p>any difference when it comes to the overall safety and wellbeing of those residents? Then add in all the delivery vehicles, school buses and workers hauling trailers and the odds of an accident increase even more.</p> <p>Next point of contention: I live at [REDACTED] and the northern boundary of my property line runs parallel with HWY 260. A portion of the northwest corner (specifically) is being targeted by ADOT for acquisition so that you can cut out existing trees and place rock (riprap I believe is the term) south of the current overpass along the sides of the dry creek bed.</p> <p>During a scheduled visit in December 2023, my neighbor [REDACTED] and I met with your hired appraiser, Thomas Baker from Tucson, along with 2 ADOT representatives Elva Barba and Beatrix Wagner.</p> <p>The listed individuals told us that ADOT needed to purchase portions of our properties to allow for bulldozers and other earthmoving equipment to install the riprap. It was stated that to do so would require the removal of my pipe rail fencing, they were unable to tell me how much would need to be removed, along with the cutting down and removal of trees that are not only mature but extremely old, with one Sycamore tree being several hundred years old. They followed this up by stating that these fully grown, old and mature trees would be replaced with newly planted trees. I asked where they would find trees of a similar size to replace the trees they intended to cut down. They obviously weren't able to answer this question. This would force me to have to look at the freeway and all of the daily traffic that uses this roadway. I do not want to see this traffic or the roadway. If that is what I wanted I could cut the trees down</p>	

Method	Public Comment	ADOT Response
	<p>myself.</p> <p>Next is the fact that riprap is to be installed along a dry creek bed to control the flow of water. There is no water in this creek, it has been dry for decades and there is nothing to indicate that there will ever be a constant flow of water in it. The only time water is present is after snow melt and even then there is only a few inches of water present and only for a few days. There is no chance of flooding or erosion taking place in this area.</p> <p>Next is the issue of the bulldozers and other equipment gaining access to this area. This can be done without attempting to purchase portions of our properties, removing my existing fencing and the removal of existing trees. This would be obvious to anyone that sets foot on the ground and actually looks at this portion of the roadway. We were told that no engineer has ever set foot out here to physically inspect this land and to see what would make this work easier for all parties included. Google maps is great for some things, however when it comes to conducting a project of this magnitude it would make sense to walk the ground you are planning to build on.</p> <p>In closing, I strongly recommend that your engineers and any other individuals needed from ADOT actually come out to this location and take a good look around. This is truly the only way that you will see what we are talking about and will see that there are other and easier alternatives to completing this project that will probably save you money and be more cost effective.</p> <p>Thank you, [REDACTED]</p>	



Method	Public Comment	ADOT Response
Online comment form	<p>I am writing this letter as a concerned resident of not only Lion Springs Road, but the town of Star Valley / Payson and Gila County.</p> <p>The residents of Payson and Star Valley have dealt with traffic issues and concerns for many years. Our roadways are overpopulated, especially during heavy tourism seasons and although not always considered and taken care of in a timely manner, we do appreciate the fact that the Lion Springs section is finally being addressed!</p> <p>After attending the public meeting on June 6, we were left with a handful of questions that were not able to be answered by anyone at the meeting. Every question was answered with "Please fill out the comment card" Therefore, here is a list of questions I would like to address and would appreciate an explanation.</p> <p>First and foremost, can we address the lack of a right hand (if heading eastbound) turnout lane for the Lion Springs Road south exit? This road has over 23 homes, and aprox 85 residents, with many vacant lots that will soon become residential homes as well. Most of these 85 residents have lived on this road for decades and have dealt with the detrimental traffic and numerous accidents, some of which have been fatal. The lack of a turnout lane will continue to disrupt the flow of traffic causing not only possible future accidents as well as continue to create road rage incidents.</p> <p>Furthermore, the design of a left turn lane (heading eastbound), seems very inappropriate, as this north turnoff across from Lion Springs Road, does not access anything other than a dirt four-</p>	<p>ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.</p> <p>Regarding your comment about there being no need for a left-hand turn lane on eastbound SR 260 at Lion Springs Road, the dirt road you are referring to is a designated Forest Service Road that must remain accessible for Forest Service vehicles and personnel. Furthermore, the locations of the proposed left-turn lanes throughout the Lion Springs project are designed in accordance with the recommendations from the Location Design Concept Report (LDCR) for SR 260 Payson to Heber that was completed in May 2000.</p> <p>The design of the culvert and the rip-rap outlet basin is based on current ADOT guidelines for the SR 260 roadway. The design of the rip-rap outlet basin is to mitigate concentrated flows resulting from the culvert and to restore flows to pre-project conditions outside of the ADOT right of way.</p> <p>Regarding the removal of the sycamore trees near the drainage basin, those trees are in the ADOT right of way (state property) and will need to be removed as part of the widening and improvement project.</p> <p>Regarding your concerns about the need for ADOT to obtain partial acquisition of your property, you should have had an opportunity to ask your questions and share your concerns when ADOT's right-of-way acquisition agent Elva "Patty" Barba made the offer presentation to you in July. If you have any addition</p>

Method	Public Comment	ADOT Response
	<p>wheeler trail that is gated. The need for a turnout lane to access zero residents while not providing a safe turnout lane directly across the highway where there are established homes, makes absolutely no sense.</p> <p>I would also like to address my concerns regarding the need of obtaining access and acquisition of my property at 103 S Lion Springs Road. It is my understanding that a portion of my property will be used temporarily to construct a drainage spillway, and another portion of my property is being requested to permanently be consumed by ADOT for such spillway. The area of this spillway is home to several very large native Sycamore Trees that are well over a couple hundred years old. I do not believe this is the best area to construct this spillway if these trees would need to be harvested. My suggestion would be to adjust the route of the highway further north to avoid removing these trees that I will not be giving permission to remove.</p> <p>It is also my understanding that in Gila County, the flow of water may not be altered at any property lines. The design that was presented at the June 6th meeting shows the flow of water being altered as it enters my property by the construction of the spillway. I would like this to be addressed and verified with me before construction commences.</p> <p>As I stated earlier, we are appreciative that the Lion Springs section is being addressed but would like to hope that the concerns of safety for the residents are taken into serious consideration before a final plan is submitted.</p>	<p>questions or concerns regarding the acquisition process, please contact Ms. Barba at 602.712.7175 or ebarba@azdot.gov.</p> <p>Gila County G&amp;D Ordinance states that 300.0 Lands to which this ordinance applies, <i>“This Ordinance shall apply to all land within the unincorporated area of Gila County, Arizona, excluding lands under federal and tribal jurisdiction unless requested by tribal, state, or federal official or mandated by state or federal regulation.”</i></p> <p>Because this project is on federal lands the county does not have enforcement of our ordinance unless requested by a state or federal agency. If that request would be made, we would utilize section 601.0 of our ordinance and require an engineered drainage report that shows the conditions of the project, the interim existing drainage conditions as compared to the conditions at the time of plan approval. So long as that report shows that 601.2 “The entrance and exit points and continuity of all natural drainage ways on a development hillside site, and their preservation shall be provided for in the plan.” And 601.5 “Drainage facilities designed to convey runoff to the nearest approved drainage way or detention facility.” Then we would approve that plan.</p>
Online comment form	We as Lion Springs residents need an turning lane or under/over pass to safely be able to turn onto Lion Springs or enter Hwy	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR

Method	Public Comment	ADOT Response
	<p>260. We are also concerned about where our children will be dropped off by PUSD on Lion Springs, we utilize the bussing system for our children to get dropped off in the afternoon and with this current plan there is no safe place for them to be dropped off. Please advise.</p>	<p>260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.</p> <p>Regarding your concern about making a left turn from Lion Springs Road to westbound SR 260, a pull-out median will be constructed at the Lion Springs Road alignment, which will enable you and other drivers to safely make left turns onto SR 260.</p>
Online comment form	<p>First off don't why you're naming it "Lion Springs Improvement project" when you're not in any way improving the lion springs turn off. This is also known as misleading advertisement. I don't think you understand the importance and safety for this turn off. With growing up since I was 7 years of age on that road the amount of close calls of nearly being rear ended when turning off is unimaginable. Mind you this is with the speed limit at 55 with single lane traffic. Let's add a possible speed limit increase and another lane. Oh right, that adds more vehicles, higher speed, &amp; not direct head on traffic so we all know what that means even more idiots not paying attention to my turn signal in front of them while they're in their phone until they're screeching their brakes. But don't worry I'm glad the forest service has a safe left turn off lane. They surely need that to get to a gate that's accessed once a year by them. But heck with the locals, they don't matter. The amount of nights I've spent standing on the front porch looking at the red and blue lights up at the highway that my dad ran from our front porch because he heard the crash then called in the roll over accident, tbone, rear end, etc. (yes all those have happened-you'd know if you did your research) Is terrifying. That's not including the fatality's he's witnessed, the unimaginable, graphic scenes he's ran up to. But let me tell you this, it's all because of us not ever having a turn off lane.</p>	<p>ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.</p>

Method	Public Comment	ADOT Response
	<p>The day I got my license my parents feared us turning off/pulling onto that highway. Not because of our driving skills but because of others. We know to turn our turn signals on at the bottom of the hill before we even start to climb it for those drivers who are already ready to pass because we drive the speed limit. We always knew to triple check before turning onto the highway.</p> <p>If you still don't believe that this turn off is necessary after these reports come through I'll be damned. We aren't talking about the convenience of this turn off being nice to have. We're talking about the safety, we're talking about people's lives. But you're more worried about the fact there isn't "enough residence on lion springs rd". So you're saying the current residence lives have less value than the people on pinion rd. Not even a mile up the road? I'd rethink that decision.</p> <p>Overall, I generously offer my opinion on this ridiculous decision for you to reconsider your decision before you spend millions of dollars on a highway to screw over valued lives that matter just as much as the others. (Well at least in our eyes).</p> <p>Thanks.</p>	
Online comment form	<p>I am requesting the new road parallel to the existing road or continue south of the existing road as the new section by Coyote Way. A section of the new road specifically near the front of the dealers choice turnoff is closer to all the residences. This can easily be resolved by continuing the new road equal to or south of the existing road and/or by reducing the size of the easement (middle land section) of the north bound and south bound roads.</p> <p>Also, the increase in noise evaluation does not appear to have</p>	<p>ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.</p> <p>The noise evaluation was completed for the full project area, which was inclusive of approximately 161 noise receiver locations in the study area, which includes Star Valley, the Diamond Point</p>

Method	Public Comment	ADOT Response
	<p>been from the points of the new road but in the town of Star Valley. Was this evaluation recent to include the area specifically near the residences of the SR260 Lion Springs Improvement Project?</p> <p>I completely agree with the continued speed limit of 55 however, due to the many vehicles that far exceed the speed limit through Star Valley, I wonder how this will be enforced.</p>	and Lion Springs subdivisions, Sky Run RV Resort, Rim View Community Church, the Greater Payson Moose Lodge, Diamond Point Shadows Restaurant and undeveloped Tonto National Forest land.
Written comment at meeting	Plan needs to include right turn pull over for Dealer's Choice going from east to west on 260.	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.
Written comment at meeting	How will this impact the flow of traffic with what we have now without construction?	The project will add an additional travel lane in each direction, which will increase traffic capacity and reduce congestion during peak traffic periods. Completing the Lion Springs segment will also help relieve delays for local and regional travelers by providing four travel lanes between Payson and the Mogollon Rim. During construction, one lane in each direction will be maintained.
Written comment at meeting	Why wasn't any digital messaging signs (DMS) cameras or other technology included as requirements for this project? Do you realize there are NO DMS between Show Low and Payson for WESTBOUND traffic?	No new permanent dynamic message signs (DMSs) are planned to be installed with this project, as ADOT's Statewide DMS Masterplan has not identified this corridor as requiring additional signing. However, ADOT is investigating the possibility of adding a westbound DMS sign in the area. There is currently a westbound DMS sign located in Heber.
Written comment at meeting	Who's dynamiting south side 260 directly across Mayden Canyon? It's causing damage to those homes facing south.	ADOT is not involved in any current earthwork or blasting activities in the area.



Method	Public Comment	ADOT Response
Written comment at meeting	Please don't take the lowest bid. The quality will suffer. The middle of the road has better work.	The process of selecting the contractor must be in accordance with Arizona Revised Statutes. ARS 41-2533(G) "requires the contract shall be awarded to the lowest responsible and responsive bidder whose bid conforms in all material respects to the requirements and criteria set forth in the invitation for bids."
Written comment at meeting	It is time! Nice project!	We appreciate your comments and support for this improvement project.
Written comment at meeting	Weekly Work Schedule? Blasting Schedule? Please distribute replies via email.	A detailed construction schedule has not been determined at this time. Once a contractor is selected and a construction schedule is submitted and approved, ADOT will provide public notification, via email, of restrictions before they occur. Visit the project web page at <a href="http://azdot.gov/lion-springs">azdot.gov/lion-springs</a> and click on the "Subscribe for updates" in the upper right-hand corner to subscribe for updates.
Written comment at meeting	Speeding through Star Valley is already an issue, the two-lane serves 'somewhat' to slow traffic. What speed calming measures will be taken in Star Valley to prevent speeding?	We understand your concern as speeding is a top concern among citizens in many communities across Arizona. ADOT is responsible for constructing and maintaining state highways, and state and local law-enforcement agencies are responsible for enforcing traffic laws, including speeding. Thus, we recommend you contact the Arizona Department of Public Safety and/or your local law enforcement agency and share your concerns.
Written comment at meeting	Why isn't there a frontage road at Dealer's Choice Road?	A frontage road was not designed at Dealer's Choice Road because frontage roads are used to consolidate multiple access roads and driveways into a single location. The next closest access point to Dealer's Choice Road is approximately 1,800 feet to the east. Therefore, a frontage road at Dealer's Choice Road was not included in the project design.
Written comment at meeting	Good job under adverse conditions. Looking forward to more info.	We appreciate your comments and support for this improvement project.

Method	Public Comment	ADOT Response
Written comment at meeting	Please add me to the email list.	Done! We have added you to the project stakeholder database, so you will receive all project-related notifications moving forward.
Written comment at meeting	Why is there not a right turn out on Lion Springs or Dealers Choice?	ADOT has reviewed your request for a dedicated right-turn lane for eastbound SR 260 at Lions Springs Road and westbound SR 260 at Dealers Choice Road. At this time, ADOT is planning to include the requested dedicated right-turn lanes at part of this construction project.