ARIZONA DEPARTMENT OF TRANSPORTATION

North-South Segment 1 EIS/DCR

# Public Involvement Summary

## Alternatives Analysis

**Prepared by:**
**HDR Engineering, Inc.**
**In cooperation with:**
**Arizona Department of Transportation**
**February 4, 2026**

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## Introduction

The Arizona Department of Transportation (ADOT) issued a Notice of Intent (NOI) in May 2025 to which formally starts the NEPA process and Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the proposed North-South Corridor Segment 1 from US 60 to Arizona Farms Road (State Route 505). Following the release of the NOI, a comment period and outreach period was conducted to seek public input on the preliminary range of alternative and the project purpose and need. The comment period was open from April 25 through June 10, 2025. During this phase of outreach two in-person and one virtual public meeting were held. The study corridor spans approximately 20 miles from Apache Junction to Florence. The study will develop a preliminary range of alternatives for potential 400-foot-wide freeway alignments within the 1,500-foot Tier 1 study corridor and prepare a final EIS and DCR document identifying the Selected Alternative.

## Agency Alternatives Meeting

A participating agency meeting was held on April. 22, 2025, from 2 – 3:30 p.m., to gather input from agencies and stakeholders on input on the preliminary range of alternatives, project purpose and need, and interchange locations for North-South Segment 1. An agency scoping email was developed and sent to 128 agencies and stakeholders. Ten agencies and stakeholders attended the agency meeting.

## Public Review and Comment

Beginning April 25, 2025, the study survey was made available to the public on the study website at www.northsouth-segment1.com. The public comment period was open from April 25 through June 10, 2025, and comments were accepted in the following ways:

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

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

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

## Public Meetings

The public meetings were advertised extensively through various methods described in section 3.1. The public meeting dates, times, locations and attendance are listed in Table 2.

### TABLE 2. PUBLIC MEETING DATES AND LOCATIONS

| Date | Time | Location | Attendance |
|---|---|---|---|
| Tuesday, May 15, 2025 | 5:30 – 7:30 p.m. | Apache Junction Multi-Generational Center (MGC)<br>1035 N Idaho Rd.<br>Apache Junction, AZ 85119 | 96 |
| Thursday, May 20, 2025 | 5:30 – 7:30 p.m. | Poston Butte High School<br>32375 N Gantzel Rd.<br>San Tan Valley, AZ 85143 | 53 |
| Thursday, May 22, 2025 | 6 – 7 p.m. | Virtual through Zoom | 33 |

## Study Website

A study website, www.northsouth-segment1.com, was developed to provide comprehensive information about the Segment 1 study and was a vital part of the study outreach process. The website included study information, FAQs, an interactive map of North-South Segment 1, commenting tools and public meeting notices and materials. The website allowed the public to gather more information about the study and review the same information that they would during the public meetings. The study website was launched on April 24, 2025. A third-party widget was used on the website, to allow viewers to select their preferred language for the website. All materials for the public meeting were posted on the website in English and Spanish and are listed below:

- Survey
- Virtual meeting recording
- Public meeting presentation and script
- Interactive Comment Map
- Public meeting materials
- Display Boards
- Fact Sheet
- Study area large format maps/roll plots

Additionally, ADOT had a page on their website dedicated to the Segment 1 study that provided an overview of the study, public meeting information and a direct link to the www.northsouth-segment1.com website, the link to the ADOT Segment 1 webpage is https://azdot.gov/planning/transportation-studies/north-south-corridor-study/Tier2-Segment1.

## In-Person Public Meetings

The first two public meetings were held in-person on May 15 and May 20, 2025. The public meetings' purpose was to provide information on the study, give an overview of the preliminary range of alternatives, project purpose and need, and interchange locations and accept public comment. The in-person public meetings were held from 5:30 – 7:30 p.m. and followed the format in Table 3.

### TABLE 3. IN-PERSON PUBLIC MEETING AGENDA

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

*The presentation was available in English and Spanish.

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

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

## MEETING FORMAT

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

In addition, a pre-recorded Spanish presentation was available near the comment section with headsets provided for any individuals who wished to listen to the same presentation in Spanish. Prior to the presentation, an announcement was made in English and Spanish that Spanish translation was available for the Q&A Session and the open house portion of the meetings. Spanish translation was not requested during the in-person meetings.

### Virtual Public Meeting

The third public meeting was hosted virtually through Zoom on May 22, 2025, from 6 – 7 p.m. The purpose was to provide information on the study, give an overview the preliminary range of alternatives, project purpose and need, and interchange locations and accept public comment.

Attendees joined the virtual public meeting through Zoom on their internet browser, mobile app, computer application or by calling into the meeting. Spanish-speaking attendees could also join by calling into the Spanish audio line. Each method of joining provided opportunities for the attendees to ask questions and provide public comments. The meeting was simultaneously held in both English and Spanish. The English public meeting had 33 attendees and the Spanish public meeting had zero attendees. The virtual public meeting followed the format in Table 4.

**TABLE 4. VIRTUAL PUBLIC MEETING AGENDA**

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

Due to the number of questions during the Q&A portion of the meeting, the virtual public meeting was extended an extra 15 minutes to accommodate as many questions as possible.

## Notifications

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

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

## Newspaper Advertisements

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

- Arizona Republic (zone 3) – English (published April 25, 2025)
- LaVoz – Spanish (published April 25, 2025)
- Tri-Valley – (Digital newspaper) – English (published April 26, 2025)
- Gila River Indian News – English (published April 25, 2025)

## GovDelivery

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

- April 25, 2025 (12,010 emails sent)
- June 5, 2025 (11,919 emails sent)
- June 9, 2025 (11, 909 emails sent)

## Social Media

A social media calendar was developed, and social media posts were placed between April 25 and June 10, 2025, using ADOT's Facebook, X and Nextdoor accounts, to promote the comment period, the survey and provide public meeting details. The social media posts were uploaded on the following dates:

- April 25, 2025
- May 1, 2025
- May 5, 2025
- May 14, 2025
- May 19, 2025
- May 21, 2025
- May 29, 2025
- June 9, 2025

## Direct Mailer

A direct mailer was sent through Every Door Direct Mail to 42,068 residential and business addresses within a two-mile radius of the study area to provide information on the study, the public meeting, and how to provide comments. The mailer (in English and Spanish) was distributed on or before April 25, 2025.

## Property Owner Mailers

A property owner letter was sent by mail to 249 addresses within the study area, and to owners with mailing addresses outside of the study area, to provide information on the study, the public meeting, and how to provide comments. The mailer (in English and Spanish) was sent out on April 25, 2025.

### Poster Delivery

A poster was developed to provide information on the study, public meetings, and how to provide comments. The poster was developed in English and Spanish and distributed on April 25, 2025, to the following locations to display and share with the community:

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

### Other Notifications

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

## Meeting Materials

A variety of materials were made available at the public meetings and made available on the study website at www.northsouth-segment1.com.

These materials are provided in Appendix B, Public Meeting Materials and include:

- Surveys (English and Spanish)
- Title VI/Civil Rights information and self-identification cards (English and Spanish)
- Display boards
- Large-format maps of the study area
- Presentation
- Fact Sheet (English and Spanish)
- Question cards

### Survey

A survey was developed to gather public input on the study on the preliminary range of alternatives, project purpose and need and interchange locations. The survey was made available on the study website at www.northsouth-segment1.com and hard copies of the survey were provided at the two in-person public meetings.

### Display Boards

Display Boards were developed and utilized at the two in-person meetings to share information about the study, purpose and need, constraints and preliminary alternatives, study timeline, environmental considerations and more. The display boards were also uploaded to the study website and were titled as follows:

- Welcome
- How to Comment
- Preliminary Purpose and Need
- Study Goals
- Timeline
- Constraint Process
- Preliminary Alignment Alternatives
- Preliminary Alignment Alternatives: Roberts Road to Arizona Farms Road
- Preliminary Traffic Interchange Locations
- Preliminary Alternative Connection to US 60
- Environmental Considerations
- Other Studies

## Large Format Maps /Roll Plots

Tables displaying two large-format maps or roll plots of the study area identifying the selected 1,500-foot North-South Segment 1 corridor, highlighting the preliminary alternatives, were set up and staffed with study team members to help guide discussion and allow attendees to ask questions.

## Presentation

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

- Anonymous Self-ID Survey
- Welcome
- Meeting Purpose
- Tier 2 Environmental Review Process
- NEPA Disclosure
- North-South Corridor Background
- Tier 1 Studies vs Tier 2 Studies
- Study Area
- Study Goals
- What We Heard
- Study Schedule
- Preliminary Purpose and Need (x2)
- Preliminary Alternatives Development Process
- Constraint Mapping Results (x2)
- Preliminary Range of Alternatives (x2)
- Preliminary Alignments: US 60 to Roberts Road
- Preliminary Alignments: Roberts Road to Arizona Farms Road
- Preliminary End-to-End Build Alternatives (x2)
- Preliminary Alternative Connection to US 60
- Preliminary Traffic Interchanges
- Other Studies
- Project Status
- Next Steps
- What We Need from You
- Questions?
- Thank You

## Fact Sheet

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

- Study Overview
- Study Process
- Preliminary Purpose and Need
- Preliminary Alternatives
- Next Steps
- For More Information

## Public Comment Review

All comments received during the comment period were shared with the study team and reviewed for the specific issues or recommendations raised by commenters. A total of 35 comments were received by June 10, 2025, the last day of the comment period, through the following methods:

- Forty-nine (4 ) comments were received through the study email
- Five (5) comments were submitted through the phone
- Sixty-five (65) comments were submitted through the interactive public comment map on the study website
- One hundred thirty-three (133) comment forms were submitted through the online comment form.
- One hundred (100) survey responses from online survey. See Survey Results for more details, and Appendix D, Survey for a full breakdown of survey questions and results.

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

- Strong Support for SR 505
- Believe this project is long overdue and critical for regional mobility and economic growth
- Frustration with timeline, would like accelerated construction and prioritization of the project
- Some comments to shift alignment west, closer to the CAP canal, to avoid homes and subdivisions
- Concerns about SR 505 going through future and current home developments
- Concerns about wildlife habitat, natural washes and flooding risks
- Objections to farmland loss and habitat destruction
- Requests for sound walls, no street lighting and air quality protections
- Concerns about noise, smog and light pollution near homes and rural properties
- Some concern over increased crime and urbanization from freeway proximity
- Request for SR 505 to be 6-lane freeway with HOV lanes
- Request for wildlife crossings and pedestrian/bike paths
- Requests to widen US 60, SR 79, and SR 24 in parallel with SR 505 development
- Requests for SR 24 connection and renaissance festival access

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

### Survey Results

The survey consisted of 14 questions – 10 questions related to the study and four questions asking for contact information. In total, there were 100 responses. Full survey results can be found in Appendix D, Survey.

An overview of the survey results can be found below:

- Strong Support for the Project
  - Widespread agreement that the North-South Corridor is urgently needed due to:
    - Rapid population growth in Florence, San Tan Valley, Queen Creek, and Gold Canyon
    - Severe traffic congestion and safety concerns on Hunt Highway, Ironwood, and US-60
    - Lack of north-south connectivity and limited alternative routes
- Many respondents emphasized: "Build it now," "Long overdue," and "Get it done ASAP."
- Some opposition to sprawl and overdevelopment

» Concerns about water resources and infrastructure readiness

» Preferred Alignments

- From US to Roberts Road the eastern green alignment was preferred
    - Aligns with future growth and avoids nearby neighborhoods

» From Roberts Road to Arizona Farms Road the western alignment (Pink) was preferred

- Farthest from residential areas
- Minimizes noise and air pollution for nearby homes
- Avoids key development areas, like the Dobson Farms Tech Campus

» Concerns over community and residential impacts

- Noise, air quality, and light pollution were major concerns, especially near residential areas
- Loss of rural lifestyle and quiet living
- Proximity of the alignments to homes

» Environmental and Wildlife Concerns

- Wildlife and environmental impact were frequently mentioned, including habitat destruction and migration disruption
- Concerns over affects to historic/cultural properties and socioeconomic impacts

» Traffic Interchange Feedback

- General support for proposed interchanges, especially: SR 24, Arizona Farms Rd, Germann, Ocotillo, Combs/Riggs, Skyline, Bella Vista, Judd
- Some concern over Skyline Drive being too close to homes
- Requests for access to Renaissance Festival and Magma Rd interchange

### Questions and Answers

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

- In-person public meeting #1: 12
- In-person public meeting #2: 15
- Virtual public meeting: 33

A brief overview of the questions received includes the following:

- Funding
- The timeline of the project
- Interchange locations
- Existing and future traffic conditions in the Gold Canyon area
- Future connection to US 60
- Connectivity to SR 24 and other future roadways
- Concern over ongoing development in the area
- Immediate alleviation of congestion
- Right-of-way questions regarding businesses and homeowners within or close to the corridor

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

## Next Steps

Following the completion of this comment period, ADOT will evaluate comments to refine the project purpose and need, and the Build Alternatives for evaluation in the EIS process. The Draft EIS will compare the refined range of Build Alternatives to the No Build Alternative. The Draft EIS may identify a Preferred Alternative. If ADOT has identified a Preferred Alternative during preparation of the Draft EIS, the Draft EIS document will present the agency's Preferred Alternative and provide a clear basis for recommending it among the other options. The Draft EIS and Initial DCR will be released for agency, tribal government, and public review and comment, and one or more public hearings will be held.

After the Draft EIS and Initial DCR review period, ADOT will review all comments received and will consider these comments in developing a Final EIS and DCR. The Final EIS and DCR will identify a Preferred Alternative – either a build or no build alternative. Ultimately, a Record of Decision is prepared at the conclusion of the EIS process which will present a Selected Alternative, representing how to move forward with the proposed project. We anticipate the EIS and DCR process will take approximately two years to complete.

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

ARIZONA DEPARTMENT OF TRANSPORTATION

# Appendices

Appendix A: Public Meeting Notifications

Appendix B: Public Meeting Materials

Appendix C: Public Comments

Appendix D: Survey

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# Appendix A: Public Meeting Notifications

Newspaper

Digital Newspaper Ad

GovDelivery

Social Media

Direct Mailer

Property Owner Mailer

Poster

# Appendix A: Public Meeting Notifications

## Newspaper

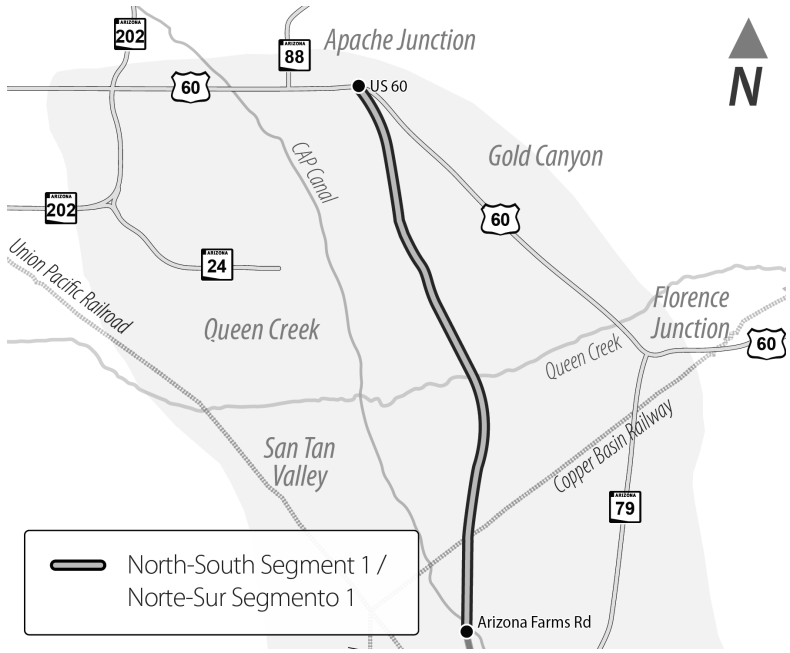
# North-South Segment 1, Tier 2 Environmental Impact Statement and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

## Public Meetings May 15, 20 and 22

ARIZONA DEPARTMENT OF TRANSPORTATION

## STUDY OVERVIEW

The Arizona Department of Transportation (ADOT) has issued a Notice of Intent to prepare a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the proposed North-South Corridor Segment 1 from US 60 to Arizona Farms Road (State Route 505). The study corridor spans approximately 20 miles from Apache Junction to Florence. The study will develop a preliminary range of alternatives for potential 400-foot-wide freeway alignments within the 1,500-foot Tier 1 study corridor and prepare a final EIS and DCR document identifying the Selected Alternative. ADOT is seeking public input on the preliminary range of alternatives and the project purpose and need.




## GET INVOLVED!

Attend an upcoming public meeting to learn more about the study, ask questions and provide feedback on the preliminary range of alternatives and project purpose and need. **Can't make a meeting?** Visit the study website at **www.northsouth-segment1.com** to view study information, take a survey and provide comments.

## HOW TO COMMENT:

Comment period from **April 25 to June 10, 2025**

- **Attend an in-person or virtual public meeting**
- **Online survey and comment map:** www.northsouth-segment1.com
- **Email:** info@northsouth-segment1.com
- **Call:** 602.474.3990
- **Mail:**
  ADOT North-South Segment 1
  c/o HDR, Inc.
  20 E. Thomas Rd., Suite 2500
  Phoenix, AZ 85012

| In-Person Public Meetings | | Virtual Public Meeting \| Thursday, May 22, 2025 \| 6 - 7 p.m. | |
|---|---|---|---|
| **Thursday, May 15, 2025**<br>5:30 - 7:30 p.m.<br>Apache Junction Multi-Generational Center<br>1035 N Idaho Rd.<br>Apache Junction, AZ 85119 | **Tuesday, May 20, 2025**<br>5:30 - 7:30 p.m.<br>Poston Butte High School<br>32375 N Gantzel Rd.<br>San Tan Valley, AZ 85143 | **English:**<br>Online: https://bit.ly/NSSegment1<br>Phone: 408.638.0968<br>Meeting number: 971 5032 1962<br>Webinar password: ADOTNSS1<br>Call-in password: 14405974 | **Spanish Audio Channel:**<br>Phone: 669.444.9171<br>Meeting number: 970 2160 6058<br>Webinar password: 66865130 |

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 06/25/24 and executed by FHWA and ADOT.

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

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Kara Spinney al 855.712.8530 o por correo electrónico al kspinney@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

**Arizona Republic**

**ADOT Project # F0491**

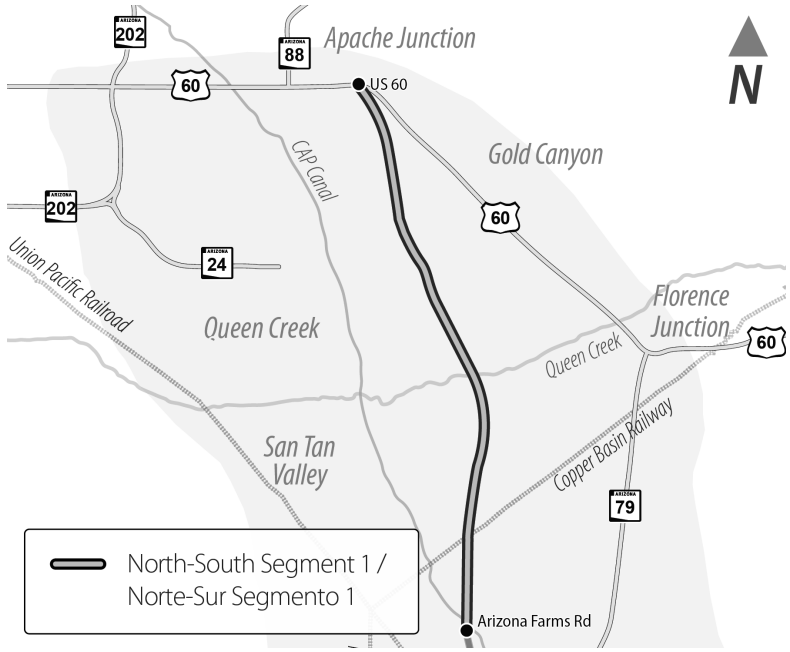
# Norte-Sur Segmento 1, Declaración de Impacto Ambiental de Nivel 2 e Informe de Concepto de Diseño, US 60 a Arizona Farms Road (SR 505)

## Reuniones Públicas 15, 20 y 22 de mayo

ARIZONA DEPARTMENT OF TRANSPORTATION

## RESUMEN DEL ESTUDIO

El Departamento de Transporte de Arizona (ADOT) ha emitido un Aviso de Intención para preparar una Declaración de Impacto Ambiental de Nivel 2 (EIS) y un Informe de Concepto de Diseño (DCR) para el propuesto Corredor Norte-Sur Segmento 1 de la US 60 a Arizona Farms Road (Ruta Estatal 505). El corredor abarca aproximadamente 20 millas desde Apache Junction hasta Florence. El estudio desarrollará una gama preliminar de alternativas para posibles alineaciones de autopistas de 400 pies de ancho dentro del corredor de estudio de Nivel 1 de 1,500 pies y preparará un documento final de EIS y DCR identificando la Alternativa Seleccionada. ADOT está buscando la opinión del público sobre la gama preliminar de alternativas y el propósito y la necesidad del proyecto.




## INVOLÚCRATE

Asista a una próxima reunión pública para obtener más información sobre el estudio, hacer preguntas y proporcionar comentarios sobre la gama preliminar de alternativas y el propósito y la necesidad del proyecto. **¿No puedes asistir a una reunión?** Visita el sitio web del estudio en **www.northsouth-segment1.com** para ver la información del estudio, realizar una encuesta y proporcionar comentarios.

## CÓMO COMENTAR:

Período de comentarios del **25 de abril al 10 de junio de 2025**

- **Asista a una reunión publica en persona o virtual**
- **Encuesta y mapa de comentarios en línea:** www.northsouth-segment1.com
- **Correo electrónico:** info@northsouth-segment1.com
- **Llame a:** 602.474.3990
- **Correo:** ADOT Norte-Sur Segmento 1 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

### Reuniones públicas en persona

**jueves, 15 de mayo de 2025**
5:30 - 7:30 p.m.
Centro multigeneracional de Apache Junction
1035 N Idaho Rd.
Apache Junction, AZ 85119

**martes, 20 mayo 2025**
5:30 - 7:30 p.m.
Poston Butte High School
32375 N Gantzel Rd.
San Tan Valley, AZ 85143

### Reunión pública virtual | jueves, 22 mayo 2025 | 6 - 7 p.m.

**Inglés:**
En línea: https://bit.ly/NSSegment1
Teléfono: 408.638.0968
Número de reunión: 971 5032 1962
Contraseña del seminario web: ADOTNSS1
Contraseña telefónica: 14405974

**Canal de audio en español:**
Teléfono: 669.444.9171
Número de reunión: 970 2160 6058
Contraseña del seminario web: 66865130

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Kara Spinney al 855.712.8530 o por correo electrónico al kspinney@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 25 de junio de 2024, y se han realizado por FHWA y ADOT.

**ADOT Project # F0491**

**Arizona Republic**

# North-South Segment 1, Tier 2 Environmental Impact Statement and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

# Public Meetings May 15, 20 and 22

ARIZONA DEPARTMENT OF TRANSPORTATION

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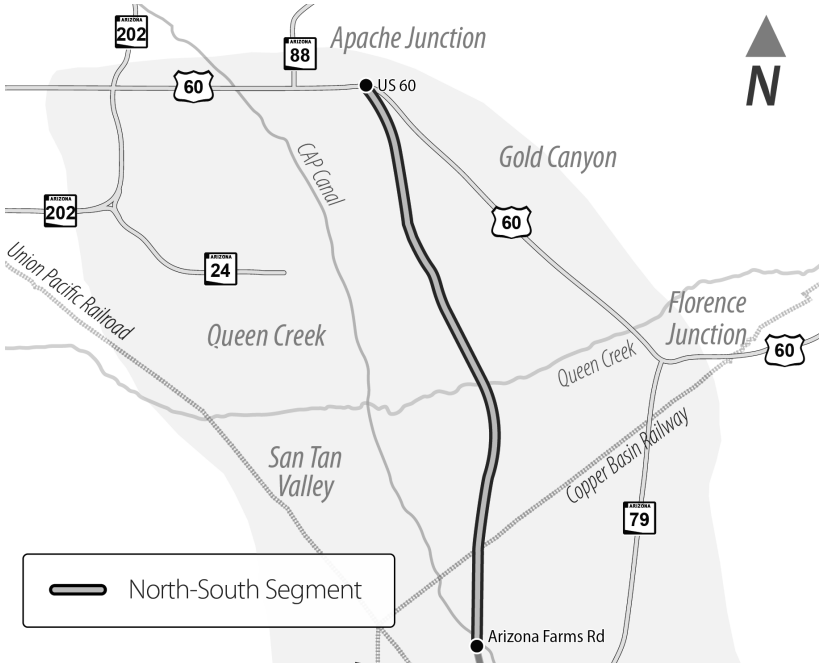


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### In-Person Public Meetings

**Thursday, May 15, 2025**
5:30 - 7:30 p.m.
Apache Junction Multi-Generational Center
1035 N Idaho Rd.
Apache Junction, AZ 85119

**Tuesday, May 20, 2025**
5:30 - 7:30 p.m.
Poston Butte High School
32375 N Gantzel Rd.
San Tan Valley, AZ 85143

### Virtual Public Meeting | Thursday, May 22, 2025 | 6 - 7 p.m.

**English:**
Online: https://bit.ly/NSSegment1
Phone: 408.638.0968
Meeting number: 971 5032 1962
Webinar password: ADOTNSS1
Call-in password: 14405974

**Spanish Audio Channel:**
Phone: 669.444.9171
Meeting number: 970 2160 6058
Webinar password: 66865130

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 06/25/24 and executed by FHWA and ADOT.

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

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Kara Spinney al 855.712.8530 o por correo electrónico al kspinney@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

**Gila River Indian News** **ADOT Project # F0491**

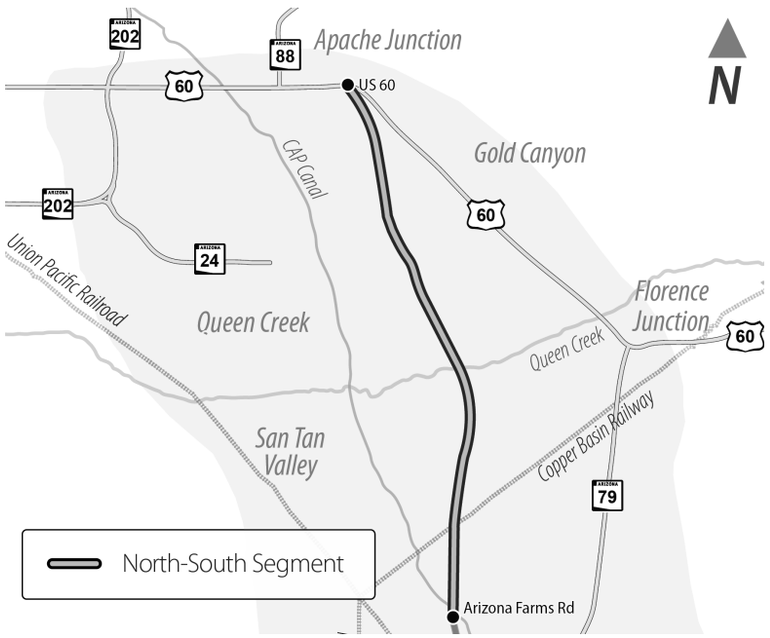
# North-South Segment 1, Tier 2 Environmental Impact Statement and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

## Public Meetings May 15, 20 and 22

ARIZONA DEPARTMENT OF TRANSPORTATION

## STUDY OVERVIEW

The Arizona Department of Transportation (ADOT) has issued a Notice of Intent to prepare a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the proposed North-South Corridor Segment 1 from US 60 to Arizona Farms Road (State Route 505). The study corridor spans approximately 20 miles from Apache Junction to Florence. The study will develop a preliminary range of alternatives for potential 400-foot-wide freeway alignments within the 1,500-foot Tier 1 study corridor and prepare a final EIS and DCR document identifying the Selected Alternative. ADOT is seeking public input on the preliminary range of alternatives and the project purpose and need.




## GET INVOLVED!

Attend an upcoming public meeting to learn more about the study, ask questions and provide feedback on the preliminary range of alternatives and project purpose and need. **Can't make a meeting?** Visit the study website at **www.northsouth-segment1.com** to view study information, take a survey and provide comments.

## HOW TO COMMENT:

Comment period from **April 25 to June 10, 2025**

- **Attend an in-person or virtual public meeting**
- **Online survey and comment map:** www.northsouth-segment1.com
- **Email:** info@northsouth-segment1.com
- **Call:** 602-474-3990
- **Mail:**
  ADOT North-South Segment 1
  c/o HDR, Inc.
  20 E. Thomas Rd., Suite 2500
  Phoenix, AZ 85012

| In-Person Public Meetings | | Virtual Public Meeting \| Thursday, May 22, 2025 \| 6 - 7 p.m. | |
|---|---|---|---|
| **Thursday, May 15, 2025**<br>5:30 - 7:30 p.m.<br>Apache Junction Multi-Generational Center<br>1035 N Idaho Rd.<br>Apache Junction, AZ 85119 | **Tuesday, May 20, 2025**<br>5:30 - 7:30 p.m.<br>Poston Butte High School<br>32375 N Gantzel Rd.<br>San Tan Valley, AZ 85143 | **English:**<br>Online: https://bit.ly/NSSegment1<br>Phone: 408.638.0968<br>Meeting number: 971 5032 1962<br>Webinar password: ADOTNSS1<br>Call-in password: 14405974 | **Spanish Audio Channel:**<br>Phone: 669.444.9171<br>Meeting number: 970 2160 6058<br>Webinar password: 66865130 |

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**ADOT Project # F0491**

**Arizona Republic**

# Appendix A: Public Meeting Notifications

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# Planning Together for the Future

## Comment on the proposed SR 505

# North-South Segment 1 EIS/DCR Study

## US 60 to Arizona Farms Road

**LEARN MORE**

northsouth-segment1.com

ARIZONA
DEPARTMENT OF
TRANSPORTATION

# Planificando juntos el futuro

## Opina sobre la propuesta SR 505

# Norte-Sur Segmento 1 Estudio EIS/DCR

## US 60 a Arizona Farms Road

**MÁS INFORMACIÓN**

northsouth-segment1.com

ARIZONA
DEPARTMENT OF
TRANSPORTATION

# Planning Together for the Future

## Comment on the proposed SR 505

## North-South Segment 1 EIS/DCR Study

**US 60 to Arizona Farms Road**

**LEARN MORE**

northsouth-segment1.com

ARIZONA DEPARTMENT OF TRANSPORTATION

# Planificando juntos el futuro

## Opina sobre la propuesta SR 505

## Norte-Sur Segmento 1 Estudio EIS/DCR

**US 60 a Arizona Farms Road**

**MÁS INFORMACIÓN**

northsouth-segment1.com

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DEPARTMENT OF
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# Appendix A: Public Meeting Notifications

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ARIZONA DEPARTMENT OF TRANSPORTATION

# ADOT seeks public input on North-South Corridor in Pinal County

Arizona Department of Transportation sent this bulletin at 04/25/2025 04:00 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices.

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ARIZONA DEPARTMENT OF TRANSPORTATION

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## ADOT seeks public input on North-South Corridor in Pinal County

*Comment sought on engineering, environmental phase of study*

The Arizona Department of Transportation is seeking public input as it begins an engineering and environmental study for the North-South Corridor's proposed northern segment spanning 20 miles between Apache Junction to Florence.

ADOT is formally initiating a Tier 2 Environmental Impact Statement (EIS) for Segment 1 of the North-South Corridor from US 60 to Arizona Farms Road. This phase will develop the purpose of and need for the proposed project, develop a preliminary range of alternatives for 400-foot-wide freeway alignments within the 1,500-foot corridor established in the Tier 1 Environmental Impact Statement, and review potential interchanges.

ADOT's outreach for this study includes public meetings in May that will provide an overview of the study and seek input on a preliminary range of alternatives for the highway alignment and the project's purpose and need. The public comment period lasts through June 10.

The corridor, also known as State Route 505, is under study to: enhance the area's transportation network to accommodate the current and future population and employment growth; improve access to future development and other centers of activity; improve regional mobility; provide an alternative to and reduce congestion on Interstate 10; improve north-to-south connectivity; and integrate with the region's transportation network.

The following public meetings are scheduled:

- 5:30 to 7:30 p.m., Thursday, May 15, Apache Junction Multi-Generational Center, 1035 N. Idaho Road, Apache Junction
- 5:30 to 7:30 p.m., Tuesday, May 20, Poston Butte High School, 32375 N. Gantzel Road, San Tan Valley

A virtual public meeting is scheduled for 6 to 7 p.m. Thursday, May 22. To participate:

- Online: https://bit.ly/NSSegment1
- Phone: 408.638.0968
- Meeting number: 971 5032 1962
- Webinar password: ADOTNSS1
- Call-in password: 14405974

Spanish Audio Channel:

- Phone: 669.444.9171
- Meeting number: 970 2160 6058
- Call-in password: 66865130

The same information will be presented at each meeting. Meeting presentations and materials will be posted to the study website at northsouth-segment1.com for those unable to attend.

A separate study will be conducted for Segment 2 of the North-South Corridor between Florence and I-10 in Eloy.

Ultimately this study between Apache Junction and Florence will:

- Recommend a preferred alternative for the project alignment, interchange locations and other features based on engineering and environmental considerations as well as agency and public input
- Develop and circulate for public review and comment a draft Tier 2 Environmental Impact Statement and Design Concept Report that identifies the Recommended Build Alternative, which will be compared against the No Build, or do nothing, alternative
- Prepare a final Environmental Impact Statement and Design Concept Report document identifying the Selected Alternative

Comments may be submitted in any of the following ways through June 10:

- Online: northsouth-segment1.com
- Email: info@northsouth-segment1.com
- Phone: 602-474-3990
- Mail: ADOT North-South Segment 1, c/o HDR Inc., 20 E. Thomas Road, Suite 2500, Phoenix, AZ 85012

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**Reminder to update your subscriber preferences**

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

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

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

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ARIZONA DEPARTMENT OF TRANSPORTATION

# Public comment ends June 10 for North-South Corridor in Pinal County

Arizona Department of Transportation sent this bulletin at 06/09/2025 05:01 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices.

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ARIZONA DEPARTMENT OF TRANSPORTATION

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## Public comment ends June 10 for North-South Corridor in Pinal County

Members of the public have until Tuesday, June 10, to share comments about the engineering and environmental study for the North-South Corridor's proposed northern segment spanning 20 miles between Apache Junction to Florence.

ADOT has been seeking public comment since work began in April on a Tier 2 Environmental Impact Statement (EIS) for Segment 1 of the North-South Corridor from US 60 to Arizona Farms Road. This phase will develop the purpose of and need for the proposed project, develop a preliminary range of alternatives for 400-foot-wide freeway alignments within the 1,500-foot corridor established in the Tier 1 Environmental Impact Statement, and review potential interchanges.

The corridor, also known as State Route 505, is under study to: enhance the area's transportation network to accommodate the current and future population and employment growth; improve access to future development and other centers of activity; improve regional mobility; provide an alternative to and reduce congestion on Interstate 10; improve north-to-south connectivity; and integrate with the region's transportation network.

ADOT's outreach for this study included public meetings in May. Study presentations and materials are available at northsouth-segment1.com.

A separate study will be conducted for Segment 2 of the North-South Corridor between Florence and I-10 in Eloy.

Ultimately this study between Apache Junction and Florence will:

- Recommend a preferred alternative for the project alignment, interchange locations and other features based on engineering and environmental considerations as well as agency and public input
- Develop and circulate for public review and comment a draft Tier 2 Environmental Impact Statement and Design Concept Report that identifies the Recommended Build Alternative, which will be compared against the No Build, or do nothing, alternative
- Prepare a final Environmental Impact Statement and Design Concept Report document identifying the Selected Alternative

Comments may be submitted in any of the following ways through June 10:

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- Email: info@northsouth-segment1.com
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- Mail: ADOT North-South Segment 1, c/o HDR Inc., 20 E. Thomas Road, Suite 2500, Phoenix, AZ 85012

**Reminder to update your subscriber preferences**

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The Arizona Department of Transportation advises drivers to use the designated detours when there are closures on state highways.

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

SUBSCRIBER SERVICES:
Manage Preferences | Delete Profile | Help

Civil Rights/ADA | Derechos Civiles/ADA

For more information, visit azdot.gov

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ARIZONA DEPARTMENT OF TRANSPORTATION

# Reminder to provide your comments on ADOT's North-South Corridor in Pinal County by June 10

Arizona Department of Transportation sent this bulletin at 06/05/2025 02:50 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices.

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ARIZONA DEPARTMENT OF TRANSPORTATION

SHARE

## Reminder to provide your comments on ADOT's North-South Corridor in Pinal County by June 10

The Arizona Department of Transportation is seeking public input on an engineering and environmental study for the North-South Corridor's proposed northern segment spanning 20 miles between Apache Junction and Florence.

In May 2025, ADOT formally initiated a Tier 2 Environmental Impact Statement (EIS) for Segment 1 of the North-South Corridor from US 60 to Arizona Farms Road. This phase will develop the purpose of and need for the proposed project, develop a preliminary range of alternatives for 400-foot-wide freeway alignments within the 1,500-foot corridor established in the Tier 1 Environmental Impact Statement, and review potential interchanges.

The corridor, also known as State Route 505, is under study to: enhance the area's transportation network to accommodate the current and future population and employment growth; improve access to future development and other centers of activity; improve regional mobility; provide an alternative to and reduce congestion on Interstate 10; improve north-to-south connectivity; and integrate with the region's transportation network.

The public can provide comments on the North-South Corridor in the following ways through June 10:

- Online: **northsouth-segment1.com**
- Email: **info@northsouth-segment1.com**
- Phone: 602-474-3990
- Mail: ADOT North-South Segment 1, c/o HDR Inc., 20 E. Thomas Road, Suite 2500, Phoenix, AZ 85012

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SUBSCRIBER SERVICES:
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For more information, visit azdot.gov

# Appendix A: Public Meeting Notifications

o ia Media

# Tag Performance

April 25, 2025 – June 10, 2025

Monitor trends and analyze performance of your tagged messages

## Included in this Report

@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.

| Tagged Published Posts | Tagged Sent Messages |
| --- | --- |
| **20** ↗ — | **—** — |

| Tagged Received Messages |
| --- |
| **—** — |

## Published Post Performance Summary

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

| Impressions | Engagements | Engagement Rate (per Impression) |
| --- | --- | --- |
| **295,371** — | **25,754** — | **8.7%** — |

| Post Link Clicks |
| --- |
| **1,385** — |

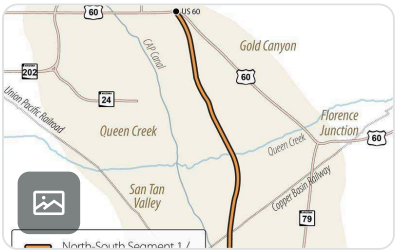
## Top Posts

View the top tagged published posts from the publishing period.

Descending by Lifetime Engagements

**Arizona Depart...**
Thu 5/29/2025 9:30 am ...

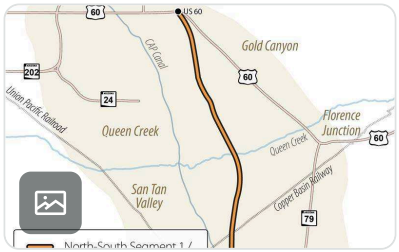
🚨 REMINDER: The public comment period closes June 10 for the current phase of t...




| | |
|---|---|
| **Total Engagements** | **8,016** |
| Reactions | **218** |
| Comments | **255** |
| Shares | **46** |
| Post Link Clicks | **550** |
| Other Post Clicks | **6,947** |

**Arizona Depart...**
Tue 5/13/2025 1:00 pm ...

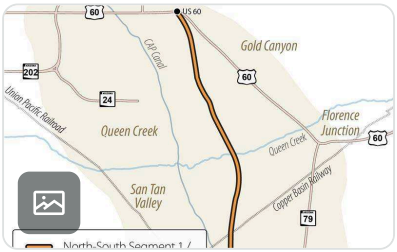
🚨REMINDER: Join us on Thursday, May 15, for our first in-person meeting to provid...




| | |
|---|---|
| **Total Engagements** | **5,261** |
| Reactions | **177** |
| Comments | **74** |
| Shares | **27** |
| Post Link Clicks | **299** |
| Other Post Clicks | **4,684** |

**Arizona Depart...**
Thu 6/5/2025 9:15 am M...

🚨 Last chance to add your comment! Tuesday, June 10, is the last day to provide your...




| | |
|---|---|
| **Total Engagements** | **4,833** |
| Reactions | **136** |
| Comments | **200** |
| Shares | **17** |
| Post Link Clicks | **32** |
| Other Post Clicks | **4,448** |

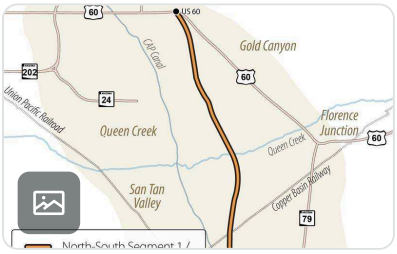
## Top Posts

View the top tagged published posts from the publishing period.

Descending by Lifetime Engagements

**Arizona Depart...**
Tue 5/6/2025 12:14 pm ...

We're holding two in-person and one virtual public meeting this month for a current...




| Total Engagements | 4,615 |
|---|---|
| Reactions | 287 |
| Comments | 249 |
| Shares | 45 |
| Post Link Clicks | 282 |
| Other Post Clicks | 3,752 |

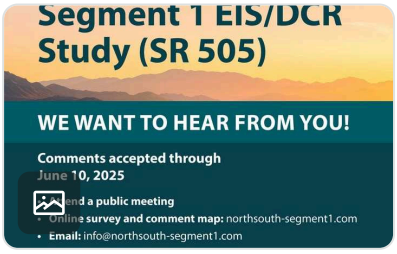
**Arizona Depart...**
Fri 4/25/2025 3:00 pm M...

We're kicking off the next phase of a study for the North-South corridor (State Route...

| Total Engagements | 1,724 |
|---|---|
| Reactions | 99 |
| Comments | 83 |
| Shares | 12 |
| Post Link Clicks | 91 |
| Other Post Clicks | 1,439 |

**Arizona Depart...**
Thu 5/1/2025 9:05 am M...

Join us for public meetings on the proposed North-South corridor (State Route 505)...




| Total Engagements | 268 |
|---|---|
| Reactions | 18 |
| Comments | 15 |
| Shares | 5 |
| Post Link Clicks | 9 |
| Other Post Clicks | 221 |

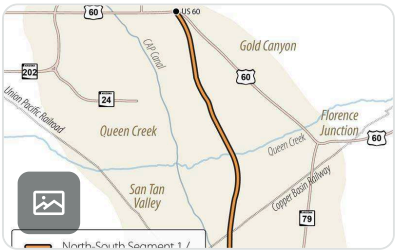
## Top Posts

View the top tagged published posts from the publishing period.

Descending by Lifetime Engagements

**@ArizonaDOT**
Sun 6/1/2025 12:39 pm …

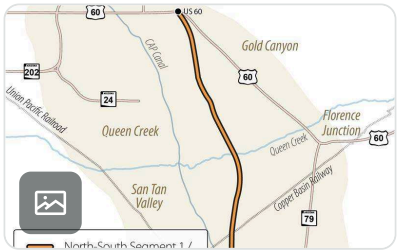
Tuesday June 10 is the last day to provide comments on the preliminary range of…




| | |
|---|---|
| **Total Engagements** | **151** |
| Likes | **4** |
| @Replies | **1** |
| Reposts | **0** |
| Post Link Clicks | **16** |
| Other Post Clicks | **130** |
| Other Engagements | **0** |

**Arizona Depart…**
Sat 5/17/2025 5:28 pm …

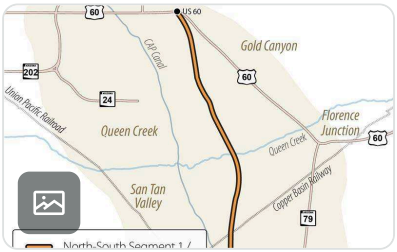
🚨REMINDER: Join us for an in-person meeting to provide comments on the preliminar…




| | |
|---|---|
| **Total Engagements** | **116** |
| Reactions | **9** |
| Comments | **0** |
| Shares | **4** |
| Post Link Clicks | **18** |
| Other Post Clicks | **85** |

**@ArizonaDOT**
Mon 6/9/2025 12:31 pm …

Tuesday June 10 is the last day to provide comments on the preliminary range of…




| | |
|---|---|
| **Total Engagements** | **110** |
| Likes | **6** |
| @Replies | **0** |
| Reposts | **3** |
| Post Link Clicks | **5** |
| Other Post Clicks | **96** |
| Other Engagements | **0** |

## Top Posts

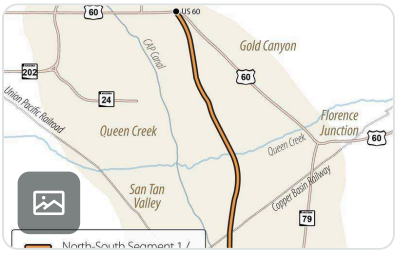
View the top tagged published posts from the publishing period.

Descending by Lifetime Engagements

**@ArizonaDOT**

Thu 6/5/2025 2:54 pm M...

Tuesday June 10 is the last day to provide comments on the preliminary range of...

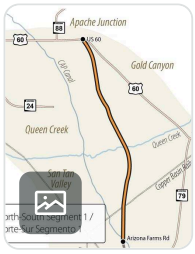


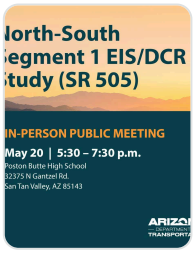

| Total Engagements | 95 |
|---|---|
| Likes | 3 |
| @Replies | 0 |
| Reposts | 2 |
| Post Link Clicks | 6 |
| Other Post Clicks | 84 |
| Other Engagements | 0 |

**@ArizonaDOT**

Sat 5/17/2025 2:07 pm ...

Join us for an in-person meeting May 20 in San Tan Valley to provide comments...



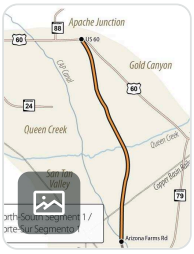



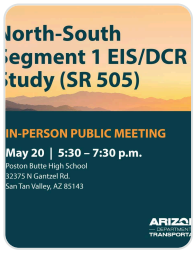

| Total Engagements | 92 |
|---|---|
| Likes | 6 |
| @Replies | 2 |
| Reposts | 0 |
| Post Link Clicks | 7 |
| Other Post Clicks | 77 |
| Other Engagements | 0 |

**@ArizonaDOT**

Sun 5/18/2025 4:15 pm ...

Join us for an in-person meeting May 20 in San Tan Valley to provide comments...



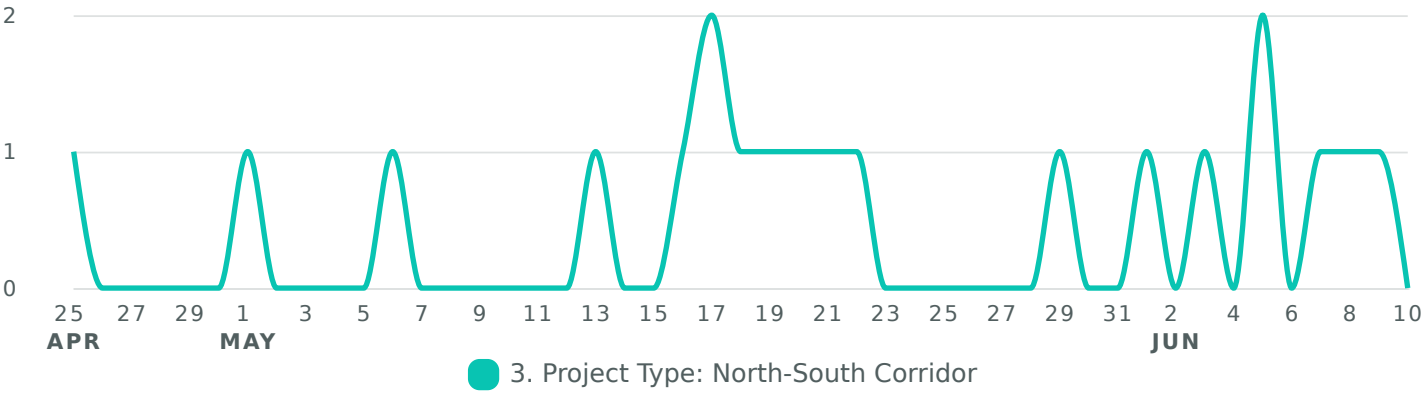




| Total Engagements | 86 |
|---|---|
| Likes | 5 |
| @Replies | 1 |
| Reposts | 0 |
| Post Link Clicks | 7 |
| Other Post Clicks | 73 |
| Other Engagements | 0 |

## 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.

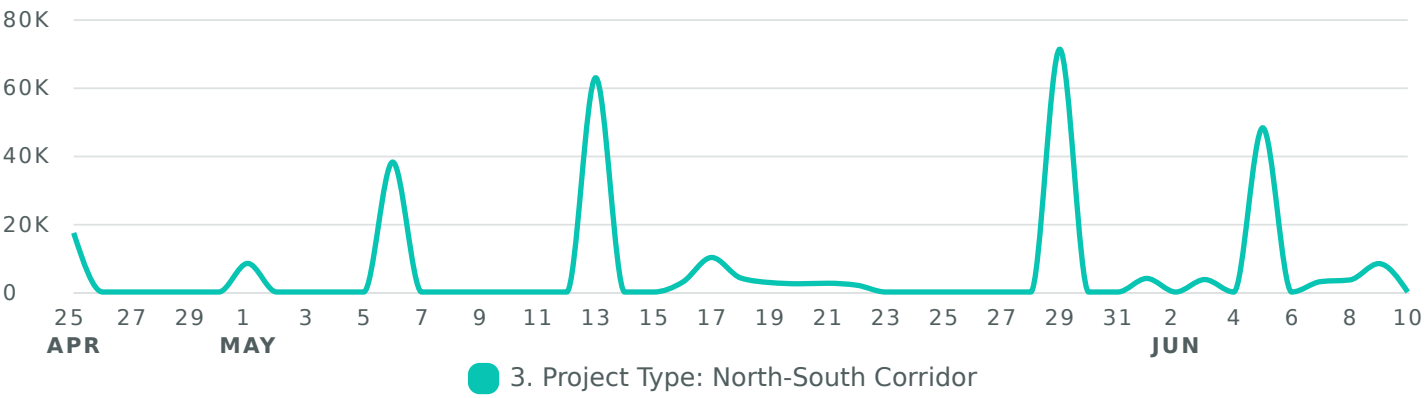
**You have no received message tag data to display.**

- 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

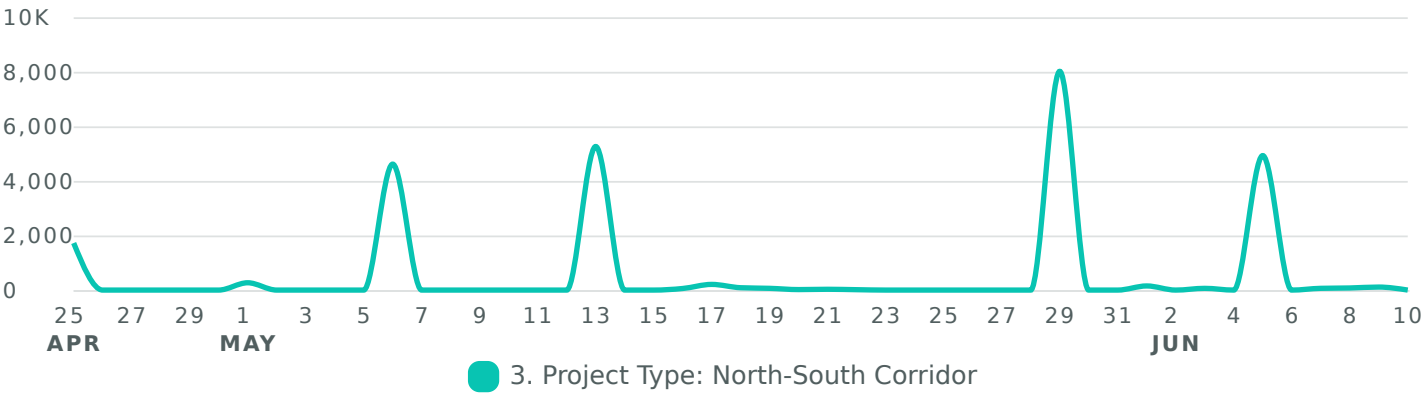



| Published Post Impressions, by Tag | Totals | % Change |
|---|---|---|
| **Total Impressions** | **295,371** | — |

## 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** | **25,754** | — |

## 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 |
|---|---|---|---|---|---|---|
| **Publishing Period**<br>Apr 25, 2025 – Jun 10, 2025 | **20**<br>↗ — | **N/A**<br>— | **N/A**<br>— | **295,371**<br>— | **33,425.29**<br>— | **0**<br>— |
| **Compare To**<br>Mar 9, 2025 – Apr 24, 2025 | **0** | **N/A** | **N/A** | **N/A** | **N/A** | **N/A** |
| **3. Project Type: North-South Corridor** | 20 | N/A | N/A | 295,371 | 33,425.29 | 0 |

# Appendix A: Public Meeting Notifications

i e t Mai e
o e t ne Mai e

**North-South Segment 1, Tier 2 Environmental Impact Statement and Design Concept Report,**
US 60 to Arizona Farms Road (SR 505)

Indicia clearance area

## HOW TO COMMENT/CÓMO COMENTAR

Comment period from **April 25 to June 10, 2025 /**
Período de comentarios **25 de abril al 10 de junio de 2025**

**Attend an in-person or virtual public meeting /Asistir a una reunión pública en persona o virtual**

**Online comments/ Comentarios en línea:**
www.northsouth-segment1.com

**Email / Correo electrónico:**
info@northsouth-segment1.com

**Call / Llama al:**
602-474-3990

**Mail / Correo:**
ADOT Norte-Sur Segmento 1
c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500,
Phoenix, AZ 85012

Post Office Bar code clearance area

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

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 06/25/24 and executed by FHWA and ADOT.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con **Kara Spinney al 855.712.8530** o por correo electrónico al kspinney@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 25 de junio 2024, y se han realizado por FHWA y ADOT.

**ADOT Project # F0491**

# North-South Segment 1, Tier 2 Environmental Impact Statement and Design Concept Report,
US 60 to Arizona Farms Road (SR 505)

## Public Meetings May 15, 20 and 22 / Reuniones públicas 15, 20 y 22 de mayo

ARIZONA DEPARTMENT OF TRANSPORTATION

## STUDY OVERVIEW

This May, the Arizona Department of Transportation (ADOT) will host public meetings for the North-South Segment 1 Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) Study. The study corridor spans approximately 20 miles and extends from Apache Junction in the north to the town of Florence in the south. ADOT is seeking public input on the preliminary range of alternatives for the highway alignment and the project purpose and need.

## GET INVOLVED!

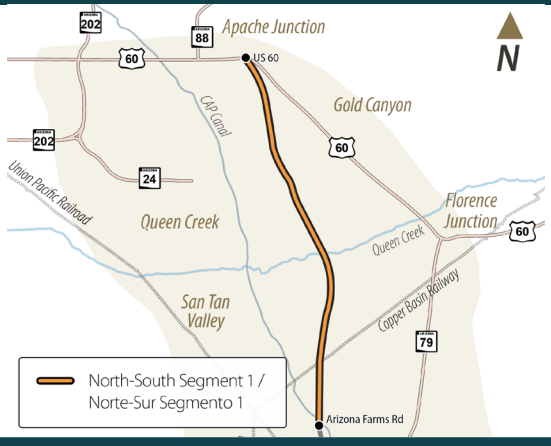
Attend one of the upcoming public meetings to learn more about the study, ask questions and provide feedback on the preliminary range of alternatives and project purpose and need. **Can't make a meeting?** Visit the study website at **www.northsouth-segment1.com** to view study information, take a survey and provide comments.

## ¡OBTENGA MÁS INFORMACIÓN Y PROPORCIONE SU OPINIÓN!

Este mes de mayo, el Departamento de Transporte de Arizona (ADOT) organizará reuniones públicas para la Declaración de Impacto Ambiental (EIS) del Norte-Sur Segmento 1 de Nivel 2 y el Estudio del Informe de Concepto de Diseño (DCR). ADOT está buscando la opinión del público sobre la gama preliminar de alternativas para la alineación de la carretera y el propósito y la necesidad del proyecto.

## ¡INVOLÚCRATE!

Asista a una de las próximas reuniones públicas para obtener más información sobre el estudio, hacer preguntas y proporcionar comentarios sobre la gama preliminar de alternativas y el propósito y la necesidad del proyecto.
**¿No puedes asistir a una reunión?** Visite el sitio web del estudio en **www.northsouth-segment1.com** para ver la información del estudio, realizar una encuesta y proporcionar comentarios.




### In-Person Public Meetings | Audiencia pública en persona

**Thursday, May 15, 2025 | jueves, 15 de mayo de 2025**
5:30 - 7:30 p.m.
Apache Junction Multi-Generational Center, 1035 N Idaho Rd., Apache Junction, AZ 85119

**Tuesday, May 20, 2025 | martes, 20 de mayo de 2025**
5:30 - 7:30 p.m.
Poston Butte High School, 32375 N Gantzel Rd., San Tan Valley, AZ 85143

### Virtual Public Meeting | Thursday, May 22, 2025 | 6 - 7 p.m.
### Audiencia pública virtual | jueves, 22 de mayo de 2025

**English:**
Online/En línea: https://bit.ly/NSSegment1
Phone/Teléfono: 408.638.0968
Meeting number/Número de Reunión: 971 5032 1962
Webinar password/Contraseña del seminario web: ADOTNSS1
Call-in password/Contraseña telefónica: 14405974

**Spanish Audio Channel/Audio español:**
Phone/Teléfono: 669.444.9171
Meeting number/Número de Reunión: 970 2160 6058
Call-in password/Contraseña telefónica: 66865130

# Appendix A: Public Meeting Notifications

oste

# North-South Segment 1, Tier 2 Environmental Impact Statement and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

## Public Meetings May 15, 20 and 22

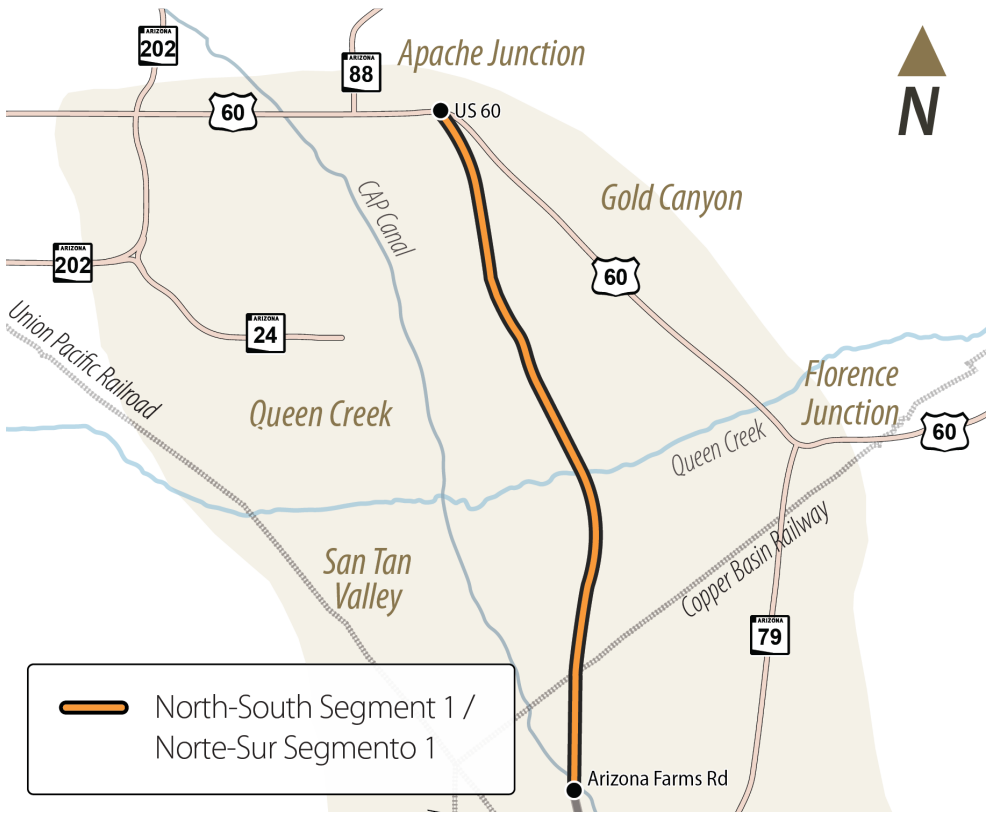
ARIZONA DEPARTMENT OF TRANSPORTATION

## STUDY OVERVIEW

The Arizona Department of Transportation (ADOT) has issued a Notice of Intent to prepare a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the proposed North-South Corridor Segment 1 from US 60 to Arizona Farms Road (State Route 505). The study corridor spans approximately 20 miles from Apache Junction to Florence. The study will develop a preliminary range of alternatives for potential 400-foot-wide freeway alignments within the 1,500-foot Tier 1 study corridor and prepare a final EIS and DCR document identifying the Selected Alternative. ADOT is seeking public input on the preliminary range of alternatives and the project purpose and need.

This study will:

- Refine the purpose and need of the proposed project.
- Develop a preliminary range of alternatives for potential 400-foot-wide freeway alignments within the 1,500-foot Tier 1 study corridor that was selected in 2021.
- Identify potential interchange locations and develop interchange design concepts.
- Develop and circulate for public review and comment a draft Tier 2 EIS and DCR that compares the build alternatives against the No Build, or do nothing alternative, and identify a Preferred Alternative based on engineering and environmental considerations, as well as agency, tribal government and public input.
- Prepare a final EIS and DCR document identifying the Selected Alternative.




## GET INVOLVED!

Attend an upcoming public meeting to learn more about the study, ask questions and provide feedback on the preliminary range of alternatives and project purpose and need.

**Can't make a meeting?** Visit the study website at **www.northsouth-segment1.com** to view study information, take a survey and provide comments.

### In-Person Public Meetings

**Thursday, May 15, 2025**
5:30 - 7:30 p.m.
Apache Junction
Multi-Generational Center
1035 N Idaho Rd.
Apache Junction, AZ 85119

**Tuesday, May 20, 2025**
5:30 - 7:30 p.m.
Poston Butte High School
32375 N Gantzel Rd.
San Tan Valley, AZ 85143

### Virtual Public Meeting | Thursday, May 22, 2025 | 6 - 7 p.m.

**English:**
Online: https://bit.ly/NSSegment1
Phone: 408.638.0968
Meeting number: 971 5032 1962
Webinar Password: ADOTNSS1
Call-in password: 14405974

**Spanish Audio Channel:**
Phone: 669.444.9171
Meeting number: 970 2160 6058
Call-in password: 66865130

## HOW TO COMMENT:

The public can provide comments on the current study phase from **April 25 to June 10, 2025**, in the following ways:

- **Attend an in-person or virtual public meeting**
- **Online comments:** www.northsouth-segment1.com
  « Scan to learn more and provide comments!
- **Email:** info@northsouth-segment1.com
- **Call:** 602-474-3990
- **Mail:** ADOT North-South Segment 1 c/o HDR, Inc.
  20 E. Thomas Rd., Suite 2500, Phoenix, AZ 85012

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Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 25 de junio de 2024, y se han realizado por FHWA y ADOT.

**ADOT Project # F0491**

# Norte-Sur Segmento 1, Declaración de Impacto Ambiental de Nivel 2 e Informe de Concepto de Diseño, US 60 a Arizona Farms Road (SR 505)

## Reuniones Públicas 15, 20 y 22 de mayo

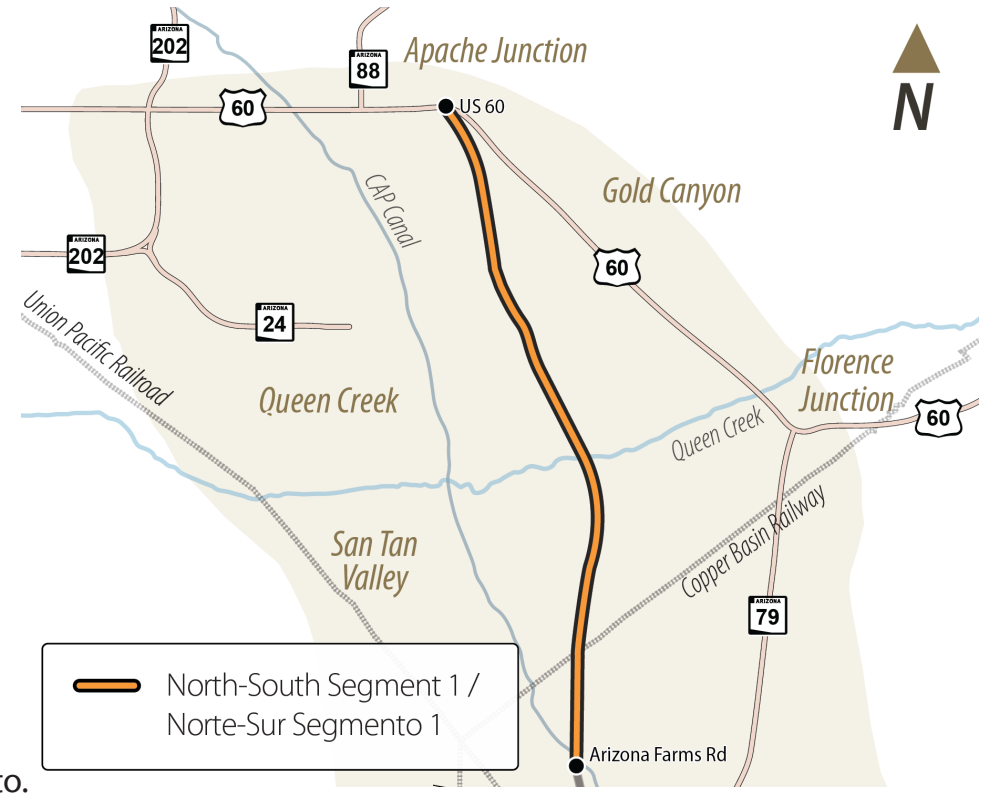
ARIZONA DEPARTMENT OF TRANSPORTATION

## RESUMEN DEL ESTUDIO

El Departamento de Transporte de Arizona (ADOT) ha emitido un Aviso de Intención para preparar una Declaración de Impacto Ambiental de Nivel 2 (EIS) y un Informe de Concepto de Diseño (DCR) para el propuesto Corredor Norte-Sur Segmento 1 de la US 60 a Arizona Farms Road (Ruta Estatal 505). El corredor abarca aproximadamente 20 millas desde Apache Junction hasta Florence. El estudio desarrollará una gama preliminar de alternativas para posibles alineaciones de autopistas de 400 pies de ancho dentro del corredor de estudio de Nivel 1 de 1,500 pies y preparará un documento final de EIS y DCR identificando la Alternativa Seleccionada. ADOT está buscando la opinión del público sobre la gama preliminar de alternativas y el propósito y la necesidad del proyecto.

Este estudio:

- Refinará el propósito y la necesidad del proyecto propuesto.
- Desarrollará una gama preliminar de alternativas para posibles alineaciones de autopistas de 400 pies de ancho dentro del corredor de estudio de Nivel 1 de 1,500 pies.
- Identificará posibles ubicaciones de intercambio y desarrollar conceptos de diseño de intercambio.
- Desarrollará y circular para revisión y comentarios públicos un borrador de EIS y DCR de Nivel 2 que identifique la Alternativa de Construcción Recomendada, que se comparará con la alternativa de No Construir, o no hacer nada.
- Preparará un documento final de EIS y DCR que identifique la Alternativa Seleccionada.




## INVOLÚCRATE

Asista a una próxima reunión pública para obtener más información sobre el estudio, hacer preguntas y proporcionar comentarios sobre la gama preliminar de alternativas y el propósito y la necesidad del proyecto.

**¿No puedes asistir a una reunión?** Visite el sitio web del estudio en **www.northsouth-segment1.com** para ver la información del estudio, realizar una encuesta y proporcionar comentarios.

### Reuniones públicas en persona

**jueves, 15 de mayo de 2025**
5:30 - 7:30 p.m.
Centro multigeneracional de Apache Junction
1035 N Idaho Rd.
Apache Junction, AZ 85119

**martes, 20 de mayo de 2025**
5:30 - 7:30 p.m.
Poston Butte High School
32375 N Gantzel Rd.
San Tan Valley, AZ 85143

### Reunión publica virtual | jueves, 22 de mayo de 2025 | 6 - 7 p.m.

**Inglés:**
En línea: https://bit.ly/NSSegment1
Teléfono: 408.638.0968
Número de reunión: 971 5032 1962
Contraseña del seminario web: ADOTNSS1
Contraseña telefónica: 14405974

**Canal de audio en español:**
Teléfono: 669.444.9171
Meeting number: 970 2160 6058
Contraseña telefónica: 66865130

## CÓMO COMENTAR

El público puede proporcionar comentarios sobre la fase de estudio actual del **25 de abril al 10 de junio de 2025**, de las siguientes maneras:

**Asistir a una reunión pública presencial o virtual**

**Comentarios en línea:** www.northsouth-segment1.com

« ¡Escanee para obtener más información y proporcionar comentarios!

**Correo electrónico:** info@northsouth-segment1.com

**Llama al:** 602-474-3990

**Correo:** ADOT Norte-Sur Segmento 1 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500, Phoenix, AZ 85012

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Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 25 de junio de 2024, y se han realizado por FHWA y ADOT.

**ADOT Project # F0491**

ARIZONA
DEPARTMENT OF
TRANSPORTATION

# Appendix B: Public Meeting Materials

Display Boards

Presentation

Fact Sheet

Large Format Map

# Appendix B: Public Meeting Materials

## Display Boards

# WELCOME

# North-South Segment 1

Tier 2 Environmental Impact Statement (EIS)
and Design Concept Report (DCR)

## US 60 to Arizona Farms Road (State Route 505)

## PUBLIC INFORMATION MEETING

**Please sign in at the welcome table.**

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

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

www.northsouth-segment1.com

ARIZONA
DEPARTMENT OF
TRANSPORTATION

# Study Overview

## Study Area

- Segment 1 Study area extends from US 60 to Arizona Farms Road
- Approximately 20 miles of the full North-South corridor
- ADOT is preparing a separate Tier 2 Study for the segment of the North-South corridor between Arizona Farms Road and I-10 near Eloy

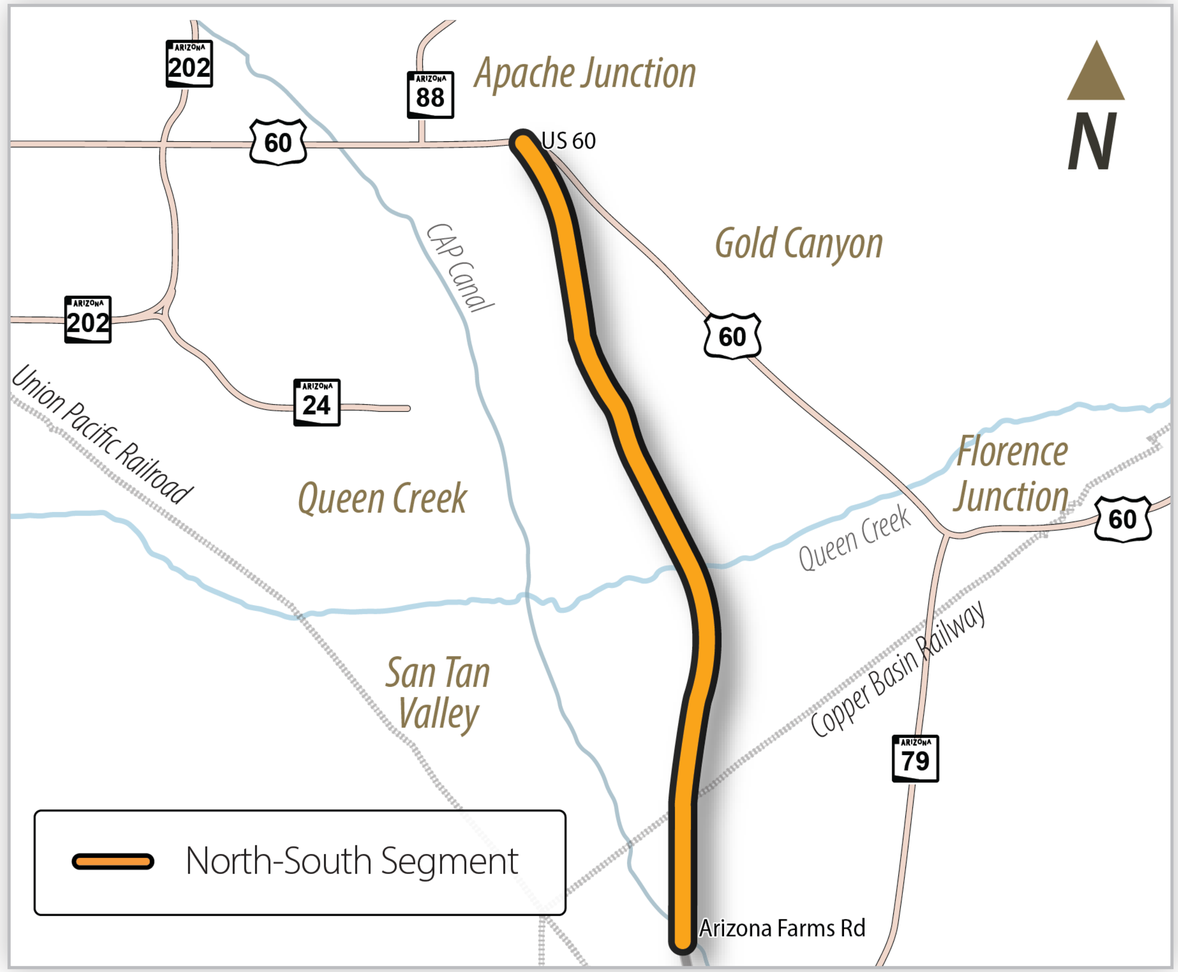
# Preliminary Purpose and Need

The North-South Corridor Study — Tier 1 EIS and DCR identified the following purpose and need for the North-South corridor.

**A continuous, controlled-access north-to-south transportation corridor would:**

- Improve access to future activity centers
- Improve regional mobility
- Improve north-to-south connectivity
- Integrate the region's transportation network
- Address existing and future population and employment growth

A refined needs assessment specific to Segment 1 is available for review in the Preliminary Purpose and Need. Comments on the Preliminary Purpose and Need are welcomed during the comment period.



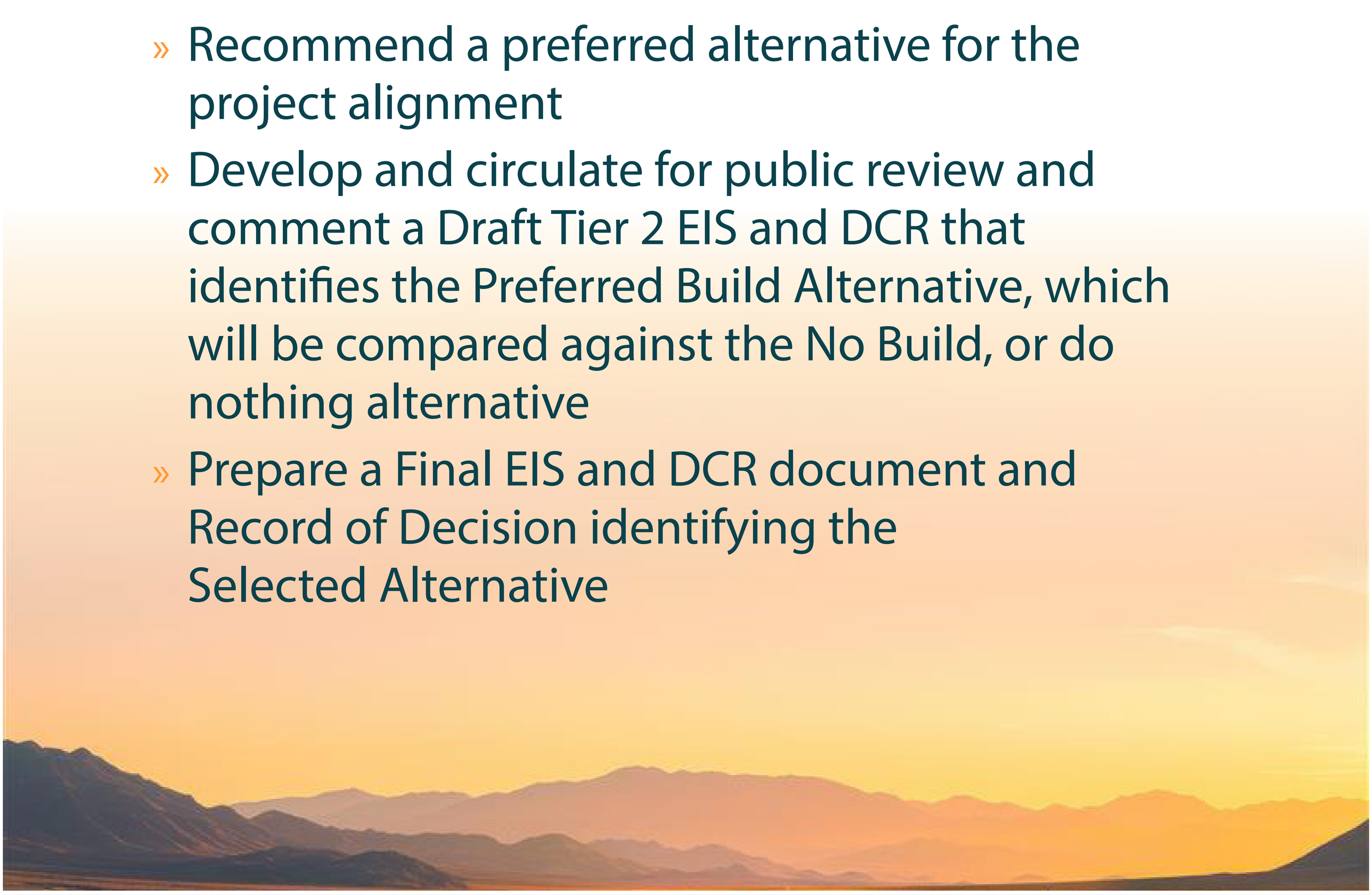
# Study Goals

**The current phase of the study will:**

- Refine the purpose and need for the proposed project
- Develop a preliminary range of alternatives for potential 400-foot-wide freeway alignments within the 1,500-foot corridor established in the Tier 1 EIS
- Review the potential interchanges found in the Tier 1 to inform initial interchange design concepts

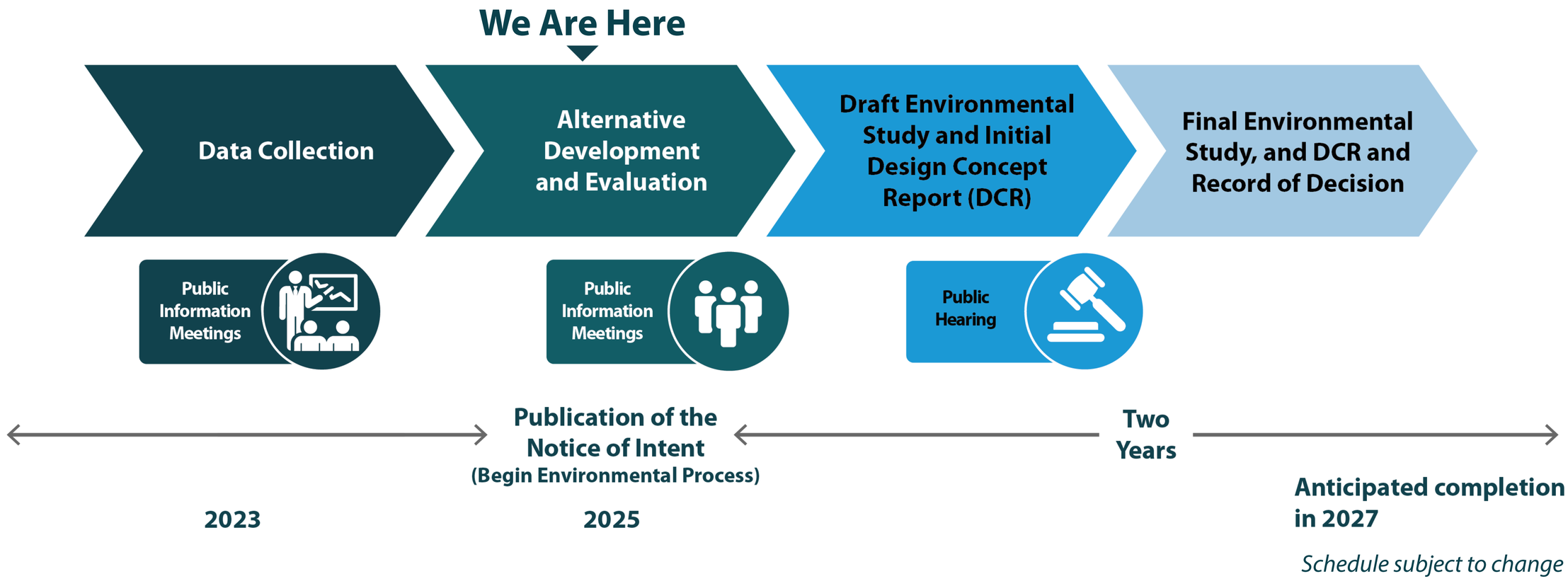
**Ultimately the study will:**

- Recommend a preferred alternative for the project alignment
- Develop and circulate for public review and comment a Draft Tier 2 EIS and DCR that identifies the Preferred Build Alternative, which will be compared against the No Build, or do nothing alternative
- Prepare a Final EIS and DCR document and Record of Decision identifying the Selected Alternative



# Timeline

- Notice of Intent to prepare a Tier 2 EIS and DCR issued in May 2025, which formally started the NEPA* process
- During the current study phase, ADOT is seeking input on the preliminary range of alternatives for the highway alignment, the study purpose and need and other relevant information for consideration in developing the Tier 2 Draft EIS
- There is no timeline to construct the North-South corridor, since it is not currently funded for design or construction




*National Environmental Policy Act

# Constraint Process

ADOT conducted a constraint evaluation process to identify the preliminary range of alternatives within the 1,500 foot-wide Segment 1 corridor.

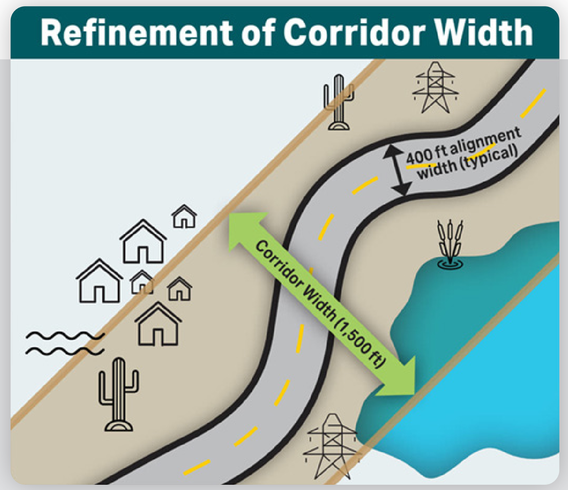
**We Are Here**

Map constraints within 1,500 foot-wide corridor → Identify constraint opportunity areas → Develop preliminary range of build alternatives for Notice of Intent (NOI) → Publish NOI → Evaluate comments to refine build alternatives for EIS → Environmental technical studies and EIS impact analysis

Agency/Stakeholder/Tribal Involvement

## The constraint evaluation process considered environmental and technical constraints within the study corridor:

- Cultural Resources
- Section 4(f)
- Clean Water Act/Section 404
- Hazardous Materials
- Biological Resources
- Wildlife Habitat and Connectivity
- Prime and Unique Farmland
- Social and Economic Considerations
- Noise
- Drainage and Floodplains
- Major Utilities
- Terrain
- Existing Infrastructure and Feature Crossings (CAP Canal, Magma Arizona Railroad)
- Agency, Tribal, Stakeholder and Public Input

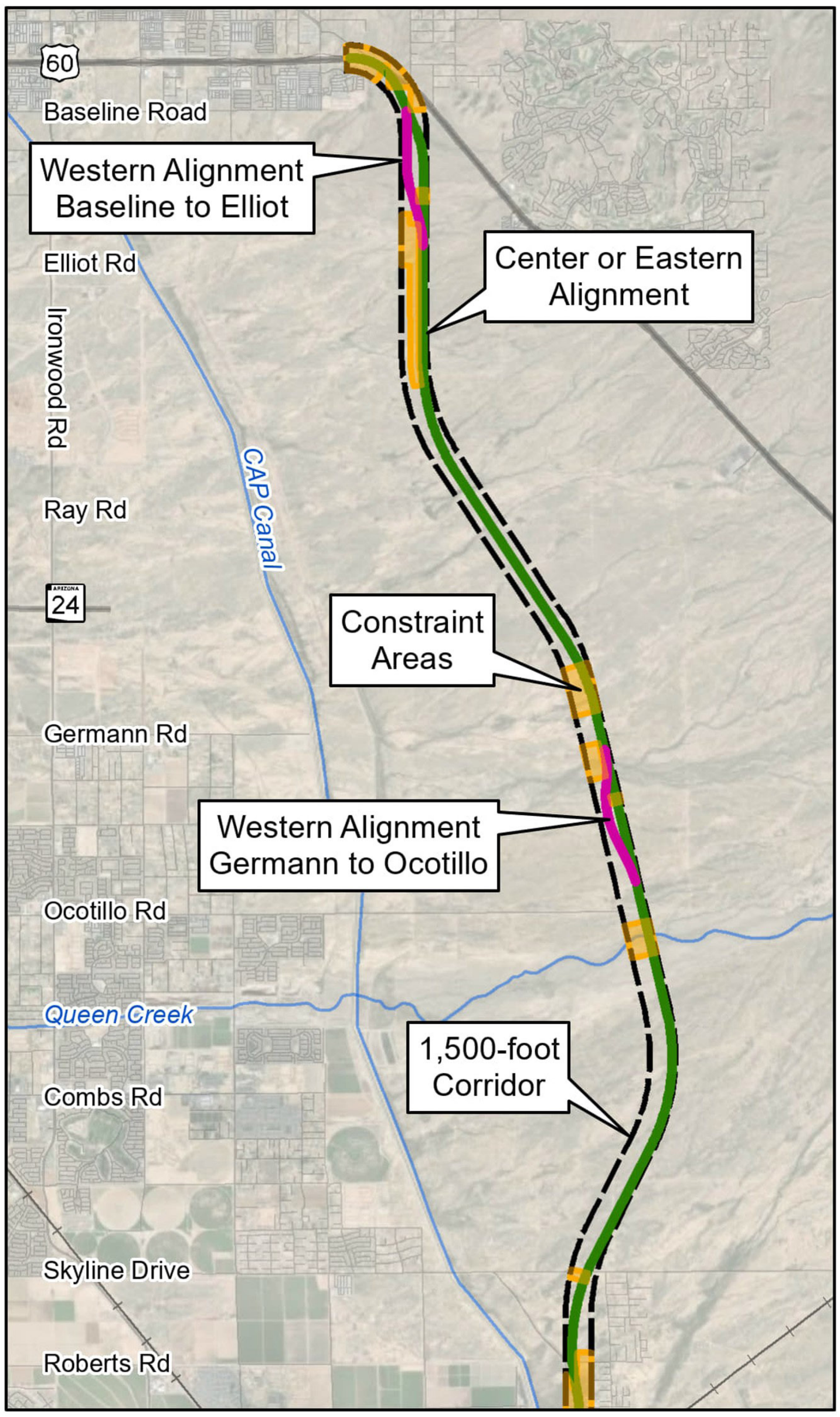


# Preliminary Alignment Alternatives

Preliminary highway alignment generally within center/eastern zones of the corridor (green)

Two preliminary alignment alternatives in two areas:

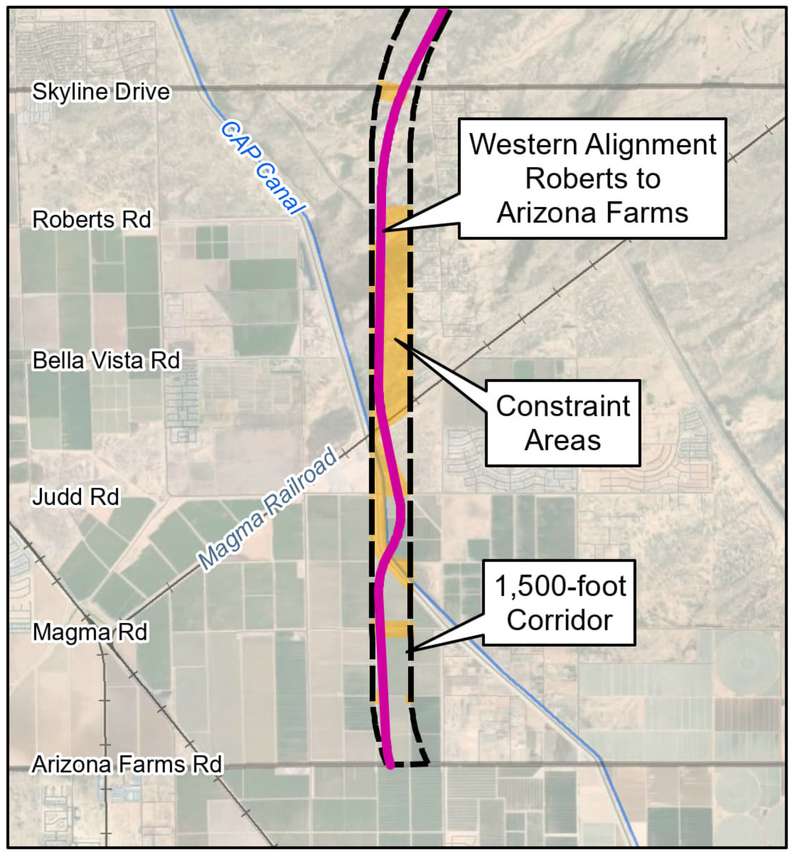
- Baseline to Elliot Road: western (pink) or eastern alignment (green)
- Germann to Ocotillo Road: western (pink) or eastern alignment (green)

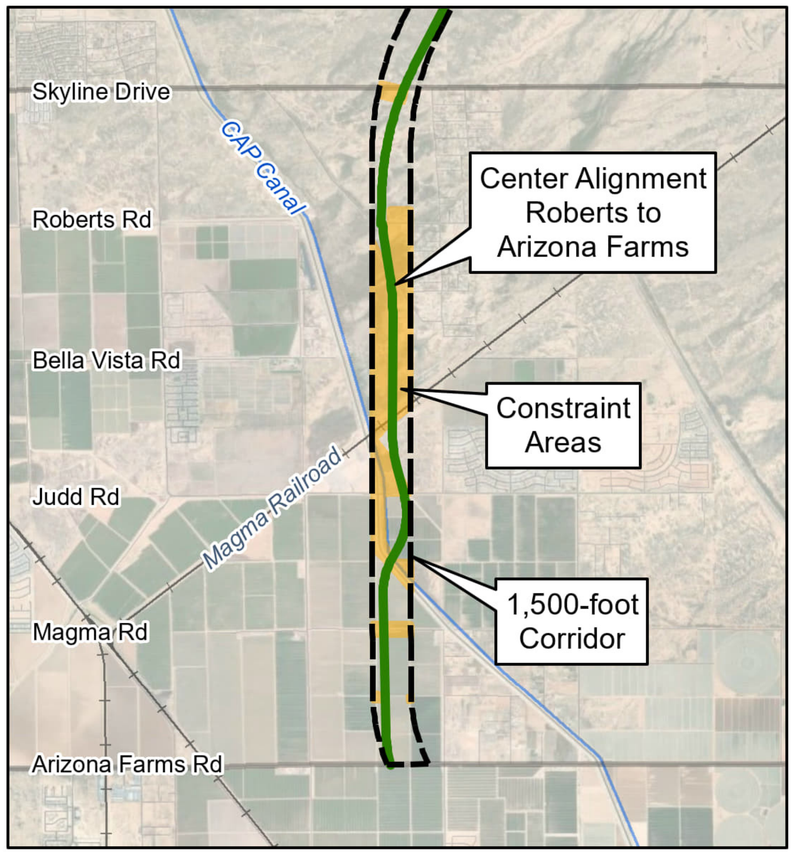


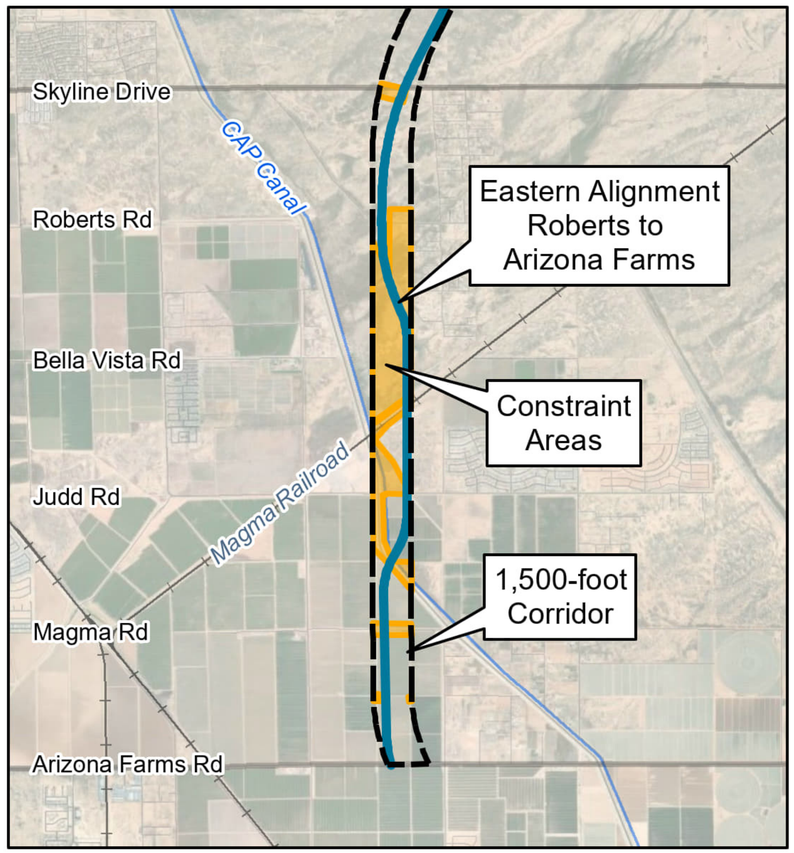
# Preliminary Alignments
## Roberts Road to Arizona Farms Road

Three preliminary alignment alternatives within 1,500-foot corridor:

- Western, center and eastern
- Preliminary range of alternatives includes the No Build Alternative, which consists of future conditions in 2050 without implementation of a new north-south freeway corridor

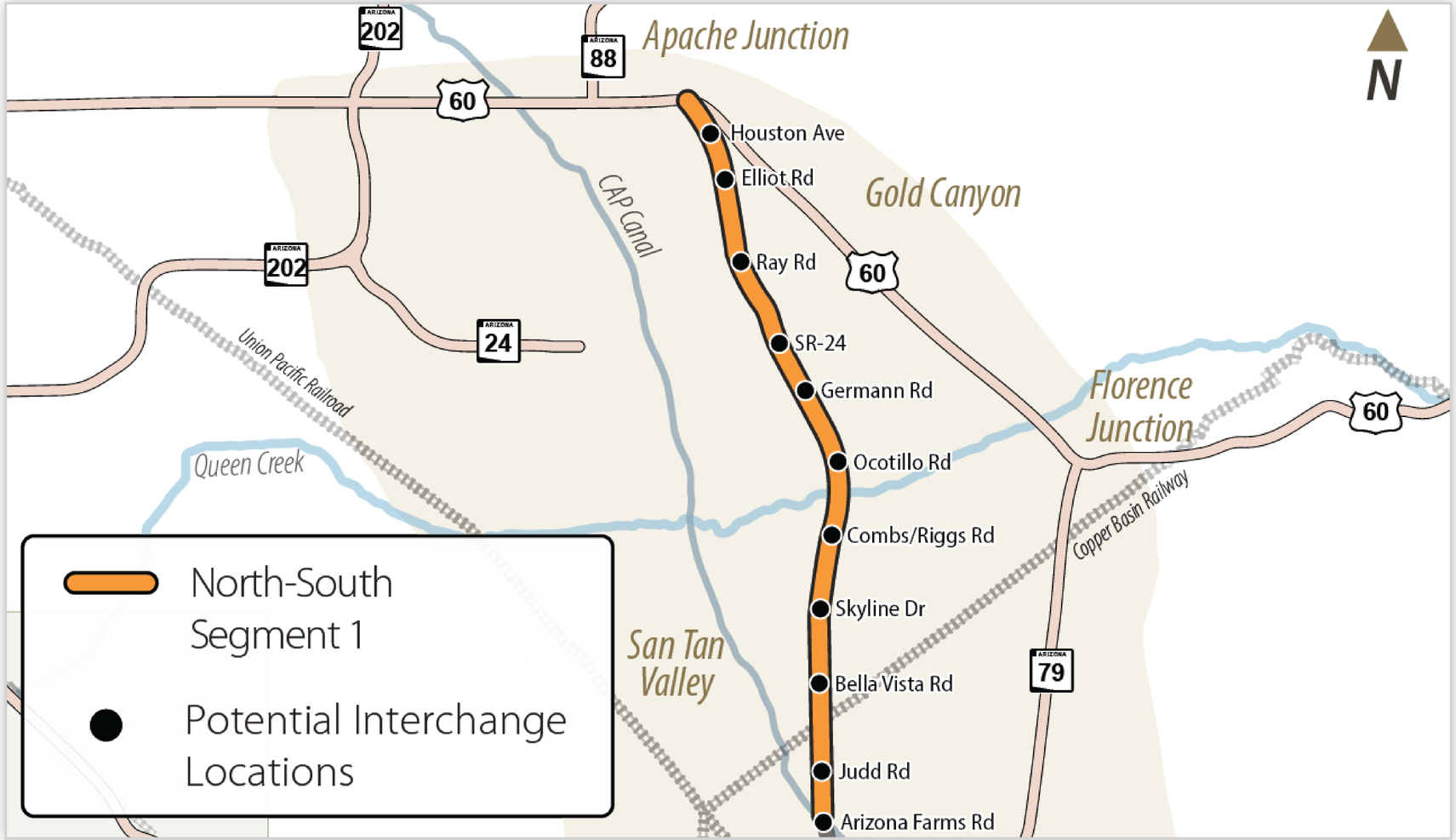


# Preliminary Traffic Interchange Locations

- Previous Tier 1 EIS identified potential interchange locations
- List refined for further study in Tier 2 EIS



# Environmental Considerations

**Tier 2 EIS will evaluate the potential environmental effects of the project on the following resource areas:**

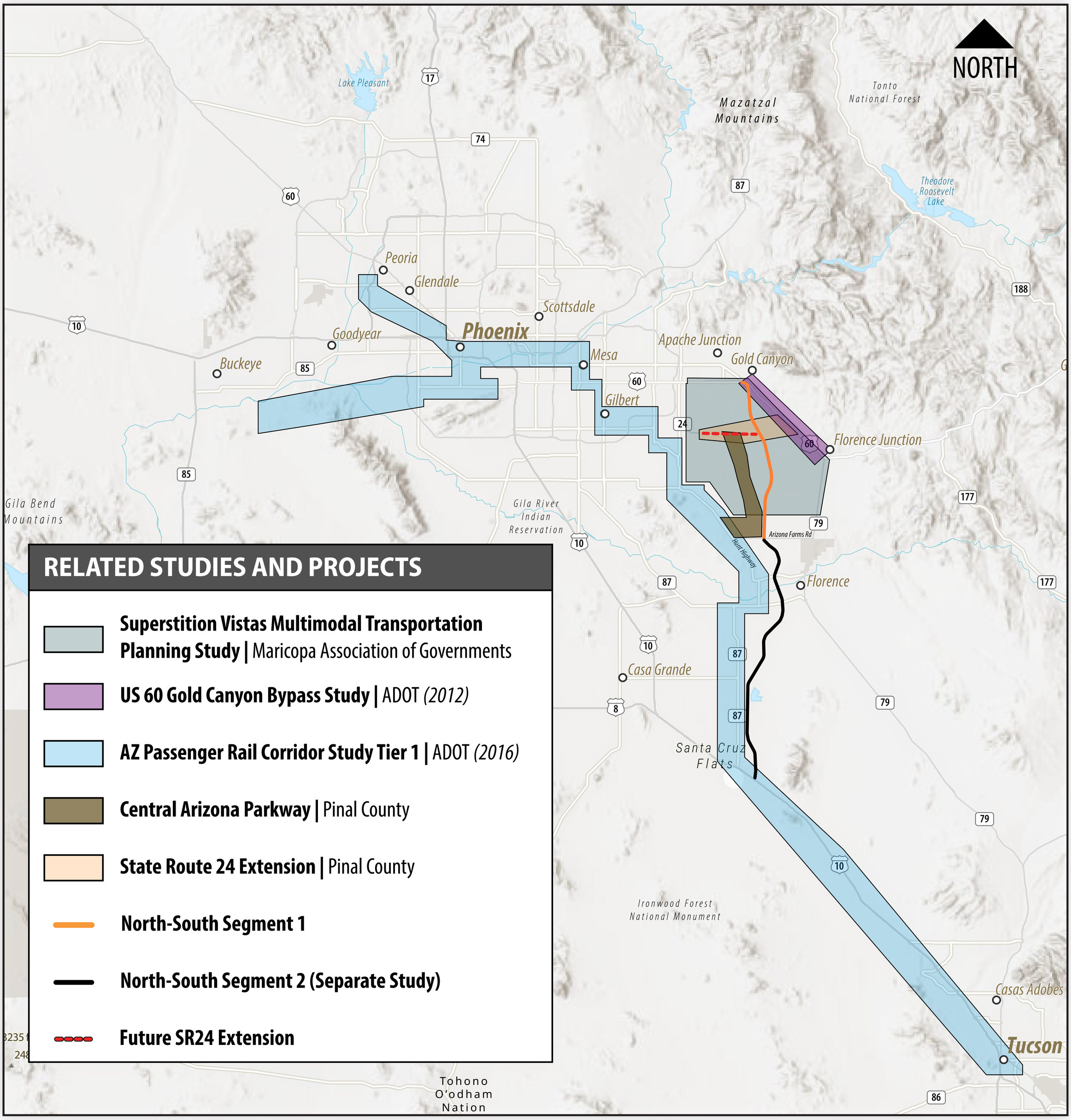
- Land Use
- Socioeconomic and Community Impacts
- Economic Impacts
- Parks and Recreation
- Air quality
- Noise and Vibration
- Visual and Aesthetics
- Topography, Geology, and Soils
- Biological Resources – vegetation and wildlife habitat, threatened and endangered species
- Hydrology, floodplains, and water resources
- Waters of the United States
- Cultural resources – historic and archaeological
- Hazardous Materials
- Transportation
- Temporary Construction Impacts
- Indirect and Cumulative Impacts
- Section 4(f) and 6(f) Resources

## Cultural Resources (Section 106)

The impacts of a project on historic and archaeological resources are regulated under Section 106 of the National Historic Preservation Act. ADOT has initiated surveys and data collection to support the evaluation of how the proposed Segment 1 of the North-South Corridor could impact cultural resources.

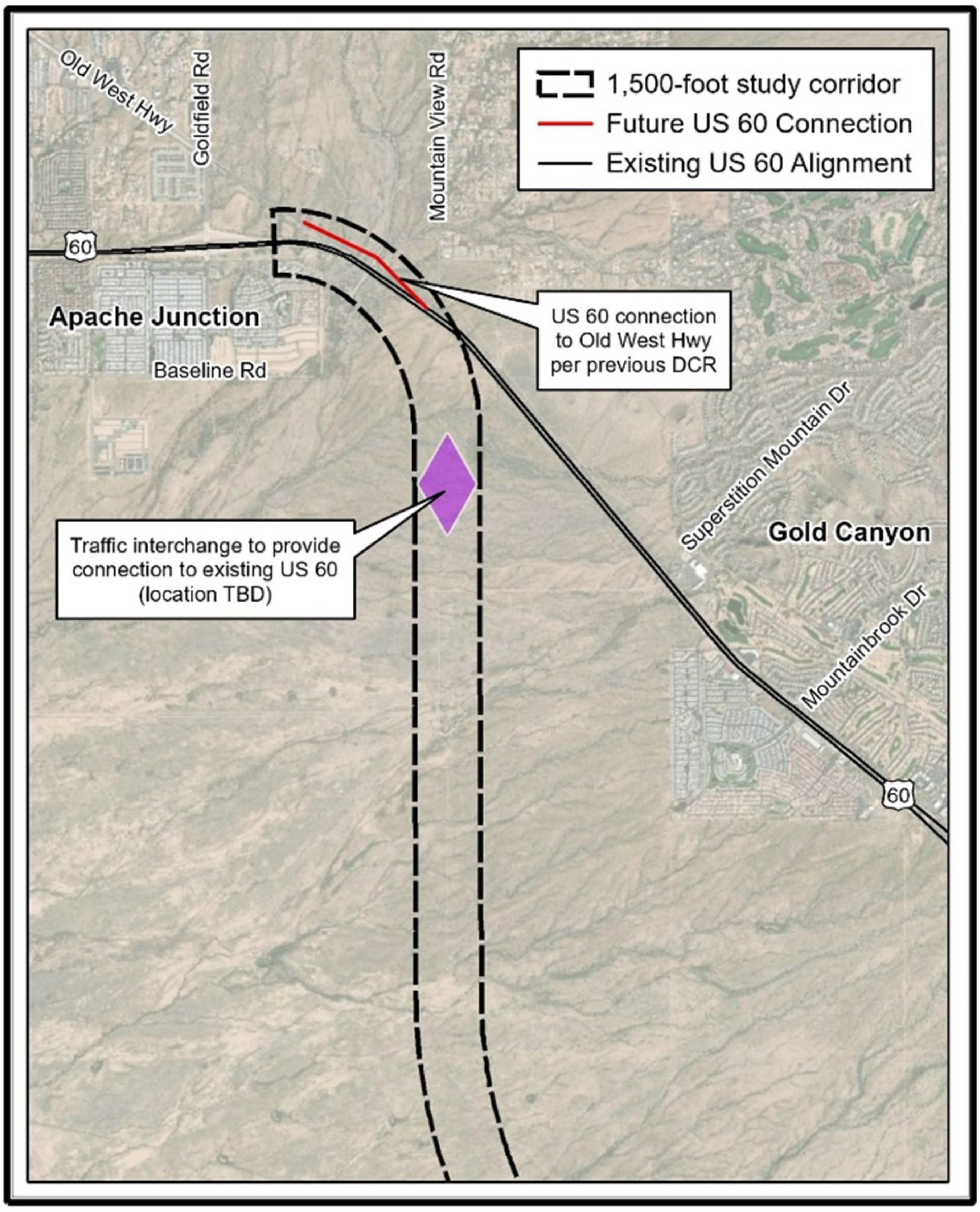
- ADOT considered the potential for impacts on the identified cultural resources in developing corridor alternatives and identifying the Preferred Corridor Alternative
- In consultation with agencies, tribes and other interested parties, ADOT drafted a Programmatic Agreement to comply with the National Historic Preservation Act

# Other Studies



# Preliminary Alternative Connection to US 60

- Direct connection between US 60 and SR 505
- Existing US 60 east of Mountain View Rd to remain (with access points and traffic signals)
- New traffic interchange and roadway connection to connect to US 60 in Gold Canyon
- Connect Old West Highway to the existing US 60 at Goldfield Road
- US 60/Goldfield Road interchange to remain



# How to Comment

## Provide comments through June 10, 2025.

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

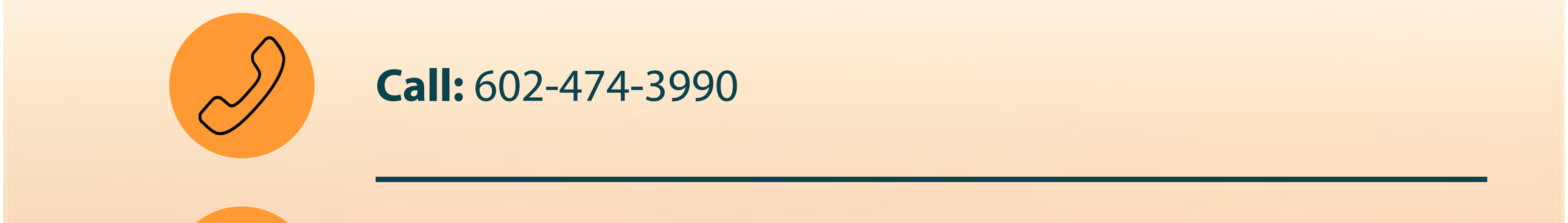
**Take the survey or provide location specific comments on the online comment map:**

**Email:** info@northsouth-segment1.com

**Mail:** ADOT NSCS Segment 1 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

**Call:** 602-474-3990

**Visit the website:** www.northsouth-segment1.com



**North-South Segment 1**
Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR)
**US 60 to Arizona Farms Road (State Route 505)**

ARIZONA DEPARTMENT OF TRANSPORTATION

# BIENVENIDO

# Norte-Sur Segmento 1

Declaración de Impacto Ambiental (EIS) de Nivel 2
e Informe Conceptual de Diseño (DCR)

**US 60 a Arizona Farms Road (Ruta Estatal 505)**

## REUNIÓN DE INFORMACIÓN PÚBLICA

## Por favor, regístrese en la mesa de bienvenida.

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

Por favor, hable con un
miembro del equipo si necesita
interpretación en español.

www.northsouth-segment1.com

ARIZONA
DEPARTMENT OF
TRANSPORTATION

# Resumen del estudio

## Área de Estudio

- El estudio del Segmento 1 se extiende desde la US 60 hasta Arizona Farms Road
- Aproximadamente 20 millas del corredor Norte-Sur completo
- ADOT está preparando un estudio separado de Nivel 2 para el segmento del corredor Norte-Sur entre Arizona Farms Road y la I-10 cerca de Eloy

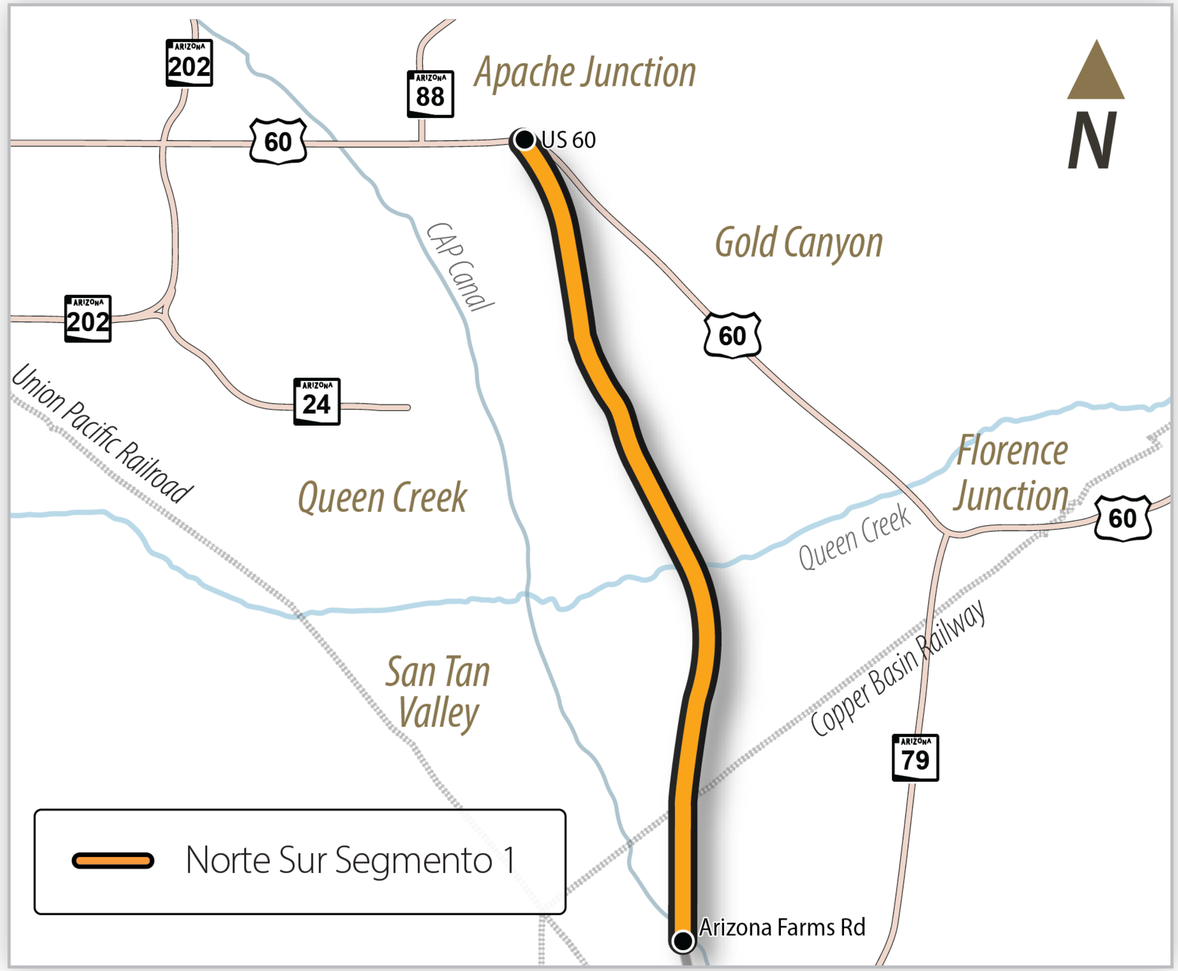
# Propósito y Necesidad Preliminar

El Estudio del Corredor Norte-Sur — EIS y DCR de Nivel 1 identificó el siguiente propósito y necesidad para el corredor Norte-Sur.

**Un corredor de transporte continuo y de acceso controlado de norte a sur:**

- Mejoraría el acceso a futuros centros de actividades
- Mejoraría la movilidad regional
- Mejorar la conectividad norte-sur
- Integraría la red de transporte de la región
- Atendería el crecimiento actual y futuro de la población y el empleo

Una evaluación de necesidades refinada específica para el Segmento 1 está disponible para su revisión en el Propósito y Necesidad Preliminar. Los comentarios sobre el Propósito y la Necesidad Preliminar son bienvenidos durante el período de comentarios actual.



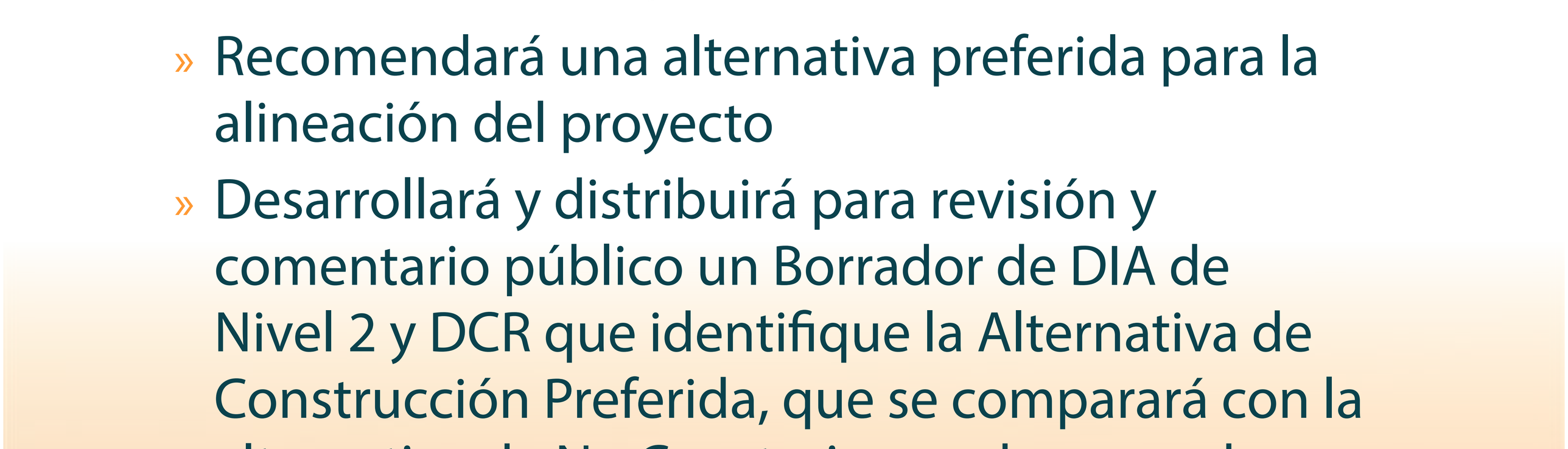
# Objetivos del Estudio

## La fase actual del estudio:

- Refinará el propósito y la necesidad del proyecto propuesto
- Desarrollará una gama preliminar de alternativas para posibles alineaciones de autopistas de 400 pies de ancho dentro del corredor de 1,500 pies establecido en la EIS de Nivel 1
- Revisará los intercambios potenciales encontrados en el Nivel 1 para informar los conceptos iniciales de diseño de los intercambios

## En última instancia, el estudio:

- Recomendará una alternativa preferida para la alineación del proyecto
- Desarrollará y distribuirá para revisión y comentario público un Borrador de DIA de Nivel 2 y DCR que identifique la Alternativa de Construcción Preferida, que se comparará con la alternativa de No Construir, o no hacer nada
- Preparará un documento final de la EIS y DCR y un Registro de la Decisión que identifique la Alternativa Seleccionada



# Cronograma

- Aviso de Intención de preparar un EIS y DCR de Nivel 2 emitido en mayo de 2025, que inició formalmente el proceso de la NEPA*
- Durante la fase de estudio actual, ADOT está buscando información sobre la gama preliminar de alternativas para la alineación de la carretera, el propósito y la necesidad del estudio y otra información relevante para su consideración en el desarrollo del borrador de EIS de Nivel 2
- No hay un cronograma para construir el corredor Norte-Sur, ya que actualmente no está financiado para el diseño o la construcción

*Programación sujeta a cambios*

*Ley de política ambiental nacional

# Proceso de Restricción

ADOT realizó un proceso de evaluación de restricciones para identificar la gama preliminar de alternativas en el corredor del Segmento 1 de 1,500 pies.

**Estamos Aquí**

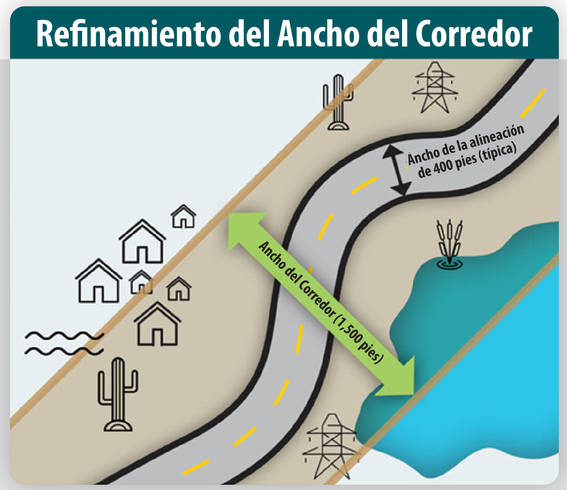
Restricciones del Mapa dentro del corredor de 1,500 pies → Identificar áreas de oportunidad de restricción → Desarrollar una Gama Preliminar de Alternativas de Construcción para el Aviso de Intención (NOI) → Publicar el NOI → Evaluar los comentarios para refinar las alternativas de construcción para EIS → Estudios técnicos ambientales y análisis de impacto del EIS

Participación de la Agencia/Parte Interesada/Tribal

## El proceso de Evaluación de Restricciones consideró las restricciones ambientales y técnicas dentro del corredor de estudio:

- Recursos culturales
- Sección 4(f)
- Ley de Agua Limpia/Sección 404
- Materiales peligrosos
- Recursos biológicos
- Hábitat de vida silvestre y conectividad
- Tierras de cultivo únicas y de primer nivel
- Consideraciones sociales y económicas
- Ruido
- Drenaje y llanuras aluviales
- Principales servicios públicos
- Terreno
- Infraestructura existente y cruces de características (Canal CAP, Ferrocarril Magma Arizona)
- Aportes de agencias, tribus, partes interesadas y el público

### Refinamiento del Ancho del Corredor

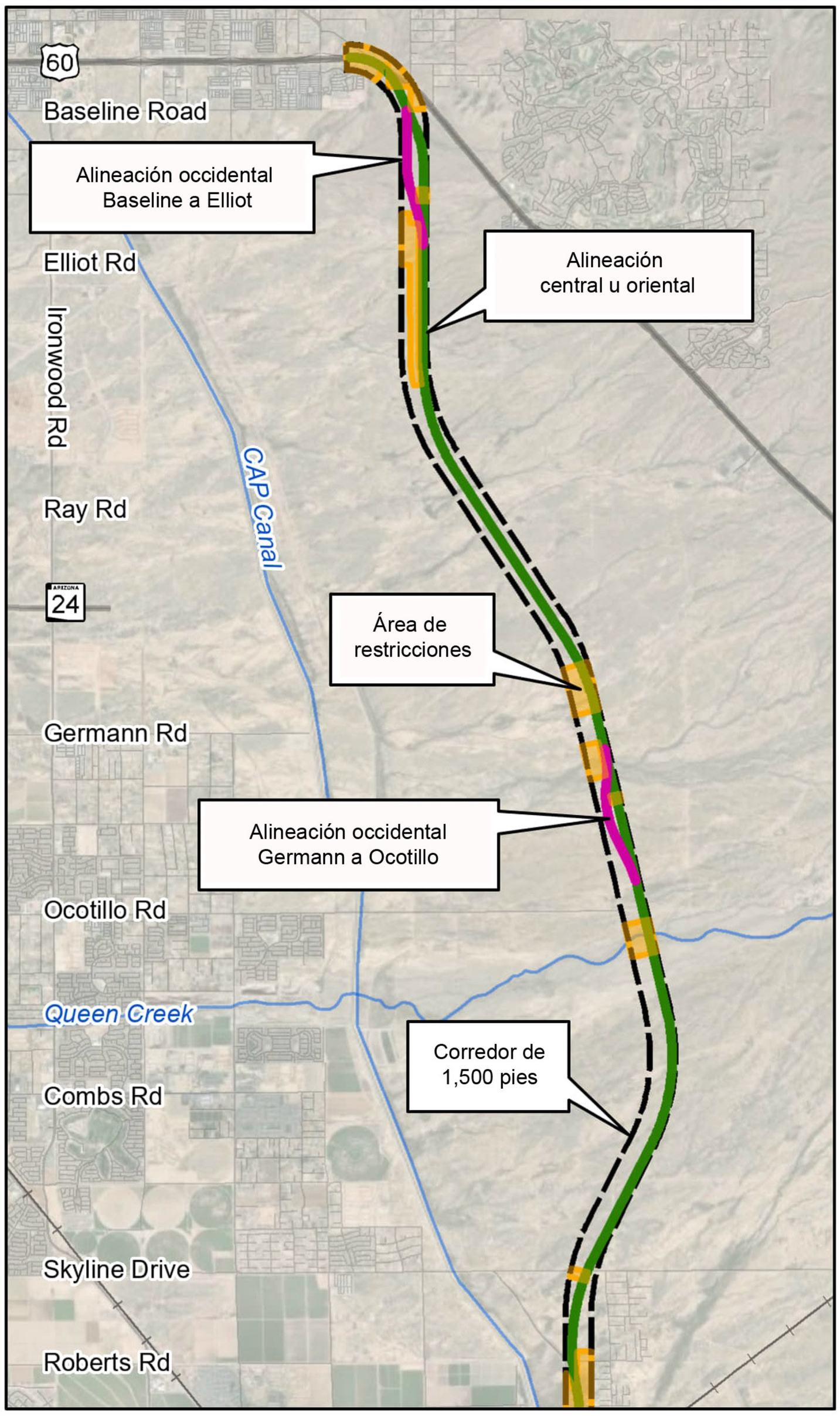


# Alternativas de Alineación Preliminares

Alineación preliminar generalmente dentro de las zonas centro/este del corredor (verde)

Dos alternativas de alineación en dos áreas:

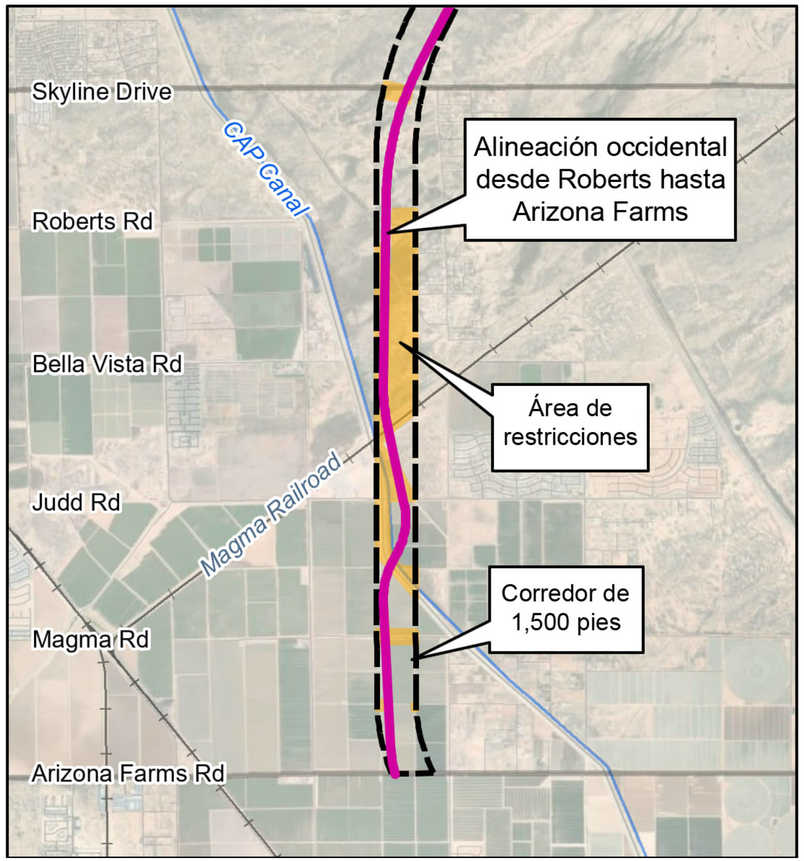
- Baseline a Elliot Road: alineación occidental (rosa) u oriental (verde)
- Germann a Ocotillo Road: alineamiento occidental (rosa) u oriental (verde).

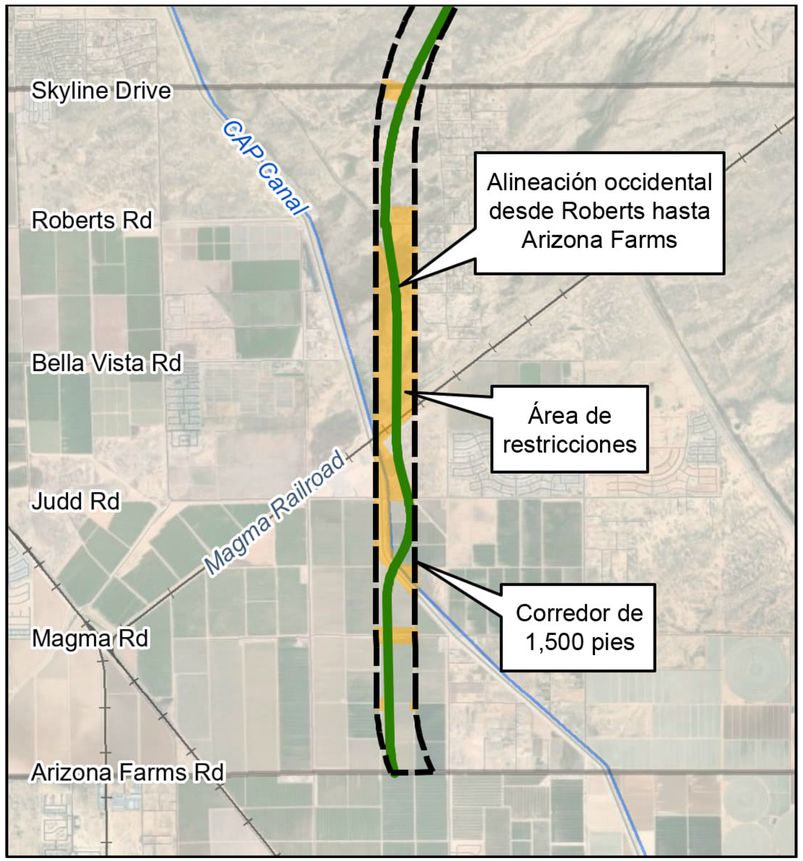


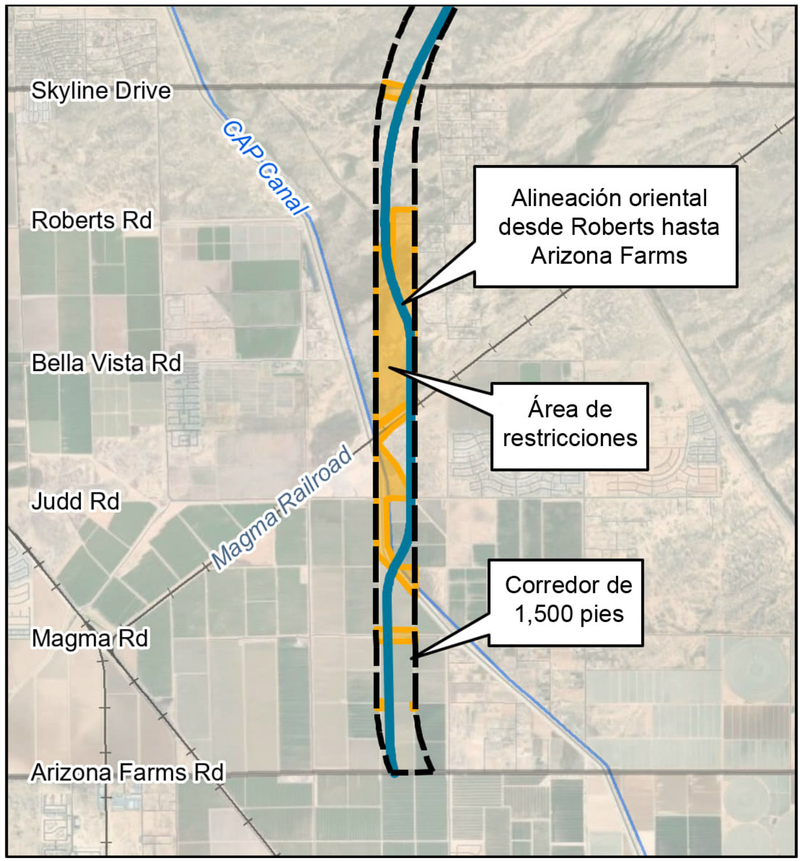
# Alineaciones Preliminares
## Roberts Road a Arizona Farms Road

Tres alternativas de alineación preliminares dentro del corredor de 1,500 pies:

- Occidental, central y oriental
- La gama preliminar de alternativas incluye la Alternativa Sin Construcción, que consiste en condiciones futuras en 2050 sin la implementación de un nuevo corredor de autopista norte-sur



# Ubicaciones de Intercambios de Tráfico Preliminares

- El EIS de Nivel 1 anterior identificó posibles ubicaciones de intercambio
- Lista refinada para estudio adicional en el EIS de Nivel 2

# Consideraciones Ambientales

**El EIS de Nivel 2 evaluará los posibles efectos ambientales del proyecto en las siguientes áreas de recursos:**

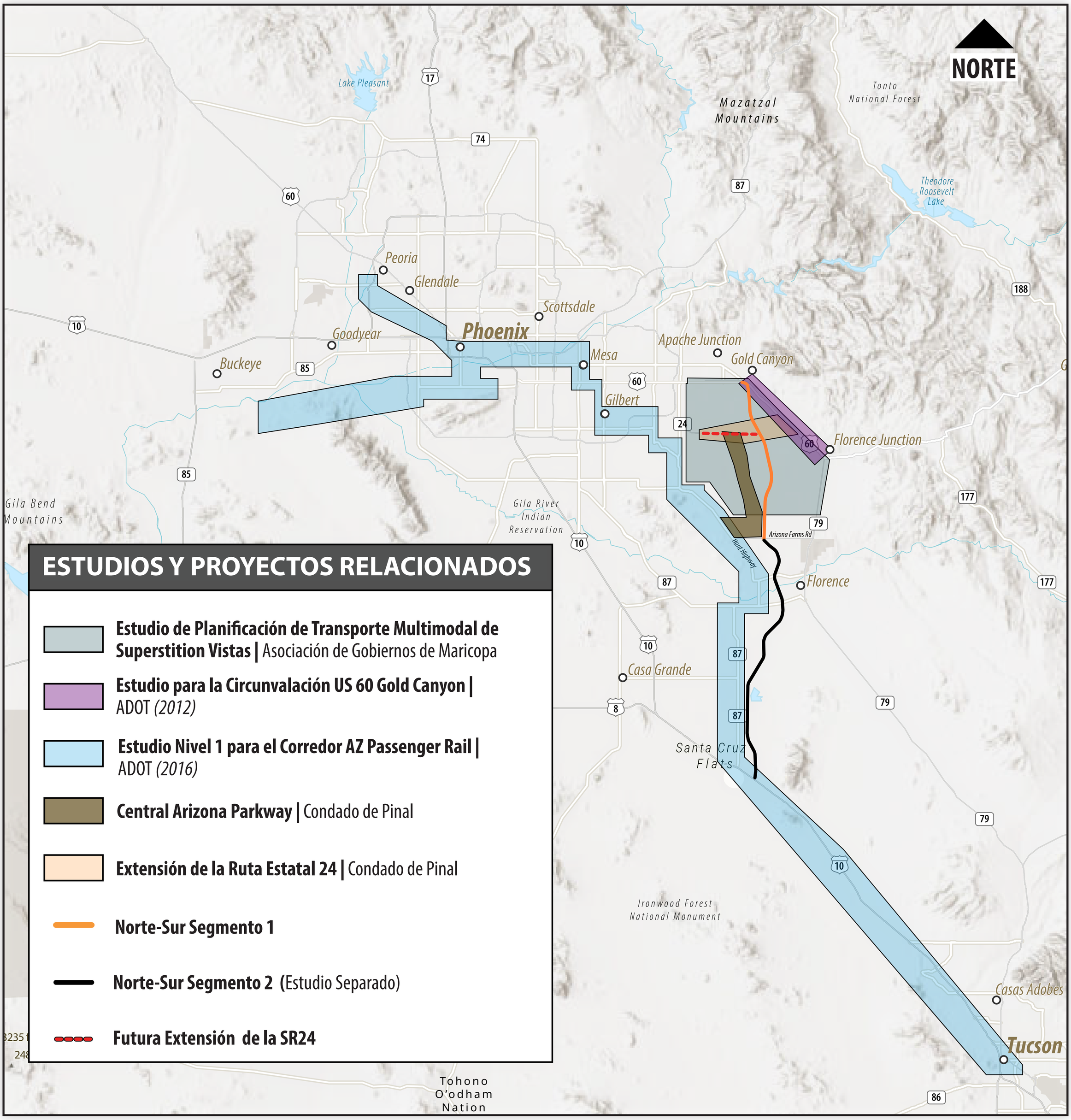
- Uso de la tierra
- Impactos socioeconómicos y comunitarios
- Impactos económicos
- Parques y áreas recreativas
- Calidad del aire
- Ruido y vibración
- Visual y estética
- Topografía, geología y suelos
- Recursos biológicos – vegetación y hábitat de vida silvestre, especies amenazadas y en peligro de extinción
- Hidrología, llanuras aluviales, y recursos hídricos
- Aguas de los Estados Unidos
- Recursos culturales – históricos y arqueológicos
- Materiales peligrosos
- Transporte
- Impactos temporales de la construcción
- Impactos indirectos y acumulativos
- Recursos de las secciones 4(f) y 6(f)

## Recursos Culturales (Sección 106)

Los impactos de un proyecto en los recursos históricos y arqueológicos están regulados en la Sección 106 de la Ley Nacional de Preservación Histórica. ADOT ha iniciado encuestas y recopilación de datos para apoyar la evaluación de cómo el Segmento 1 propuesto del Corredor Norte-Sur podría afectar los recursos culturales.

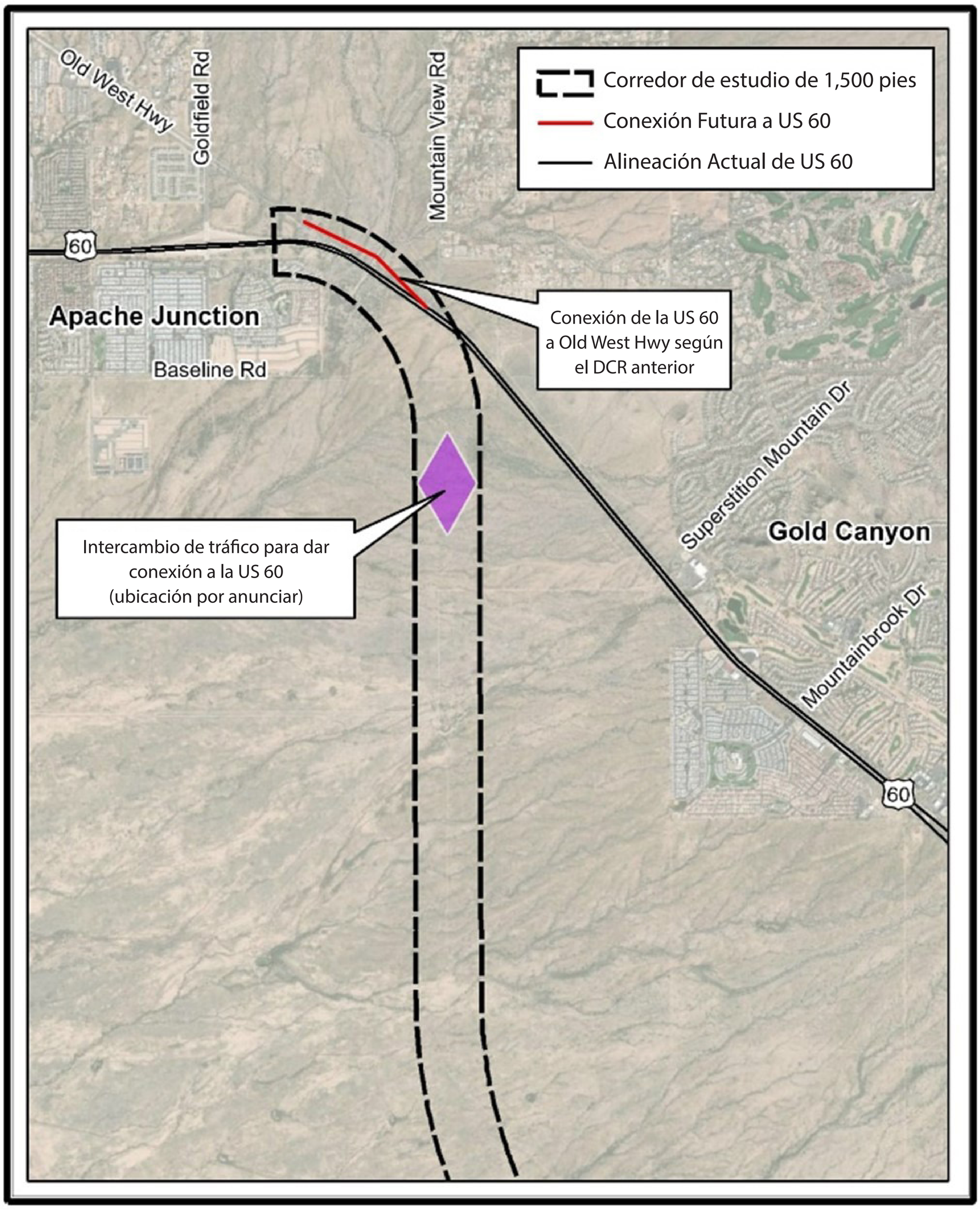
- ADOT consideró el potencial de impactos sobre los recursos culturales en el desarrollo de la gama preliminar de alternativas.
- Durante el estudio de Nivel 1, ADOT redactó un Acuerdo Programático de Nivel 1, de conformidad con la Sección 106 de la NHPA, para definir los procedimientos sobre cómo podrían llevarse a cabo los proyectos individuales de Nivel 2.

# Otros Estudios



# Conexión Alternativa Preliminar a US 60

- Conexión directa entre US 60 y SR 505
- Permanecerá la US 60 existente al este de Mountain View Rd (con puntos de acceso y señales de tráfico)
- Nuevo intercambiador de tráfico y conexión vial para conectarse a la US 60 en Gold Canyon
- Conectar la Old West Highway con la actual US 60 en Goldfield Road
- El intercambio vial US 60/Goldfield Road permanecerá



# Cómo Comentar

## Envíe sus comentarios hasta el 10 de junio de 2025.

**Asista a una de nuestras reuniones públicas (en persona o virtual)**

**Responda a la encuesta o proporcione comentarios específicos de la ubicación en el mapa de comentarios en línea:**

**Correo electrónico:** info@northsouth-segment1.com

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

**Llame al:** 602-474-3990

**Visita el sitio web:** www.northsouth-segment1.com

# Appendix B: Public Meeting Materials

esentation

# Anonymous Self-ID Survey

- While you wait, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation.
  **English: https://bit.ly/ns-segment1-selfid-en**

- Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y como podrá mejorar la participación.
  **Español: https://bit.ly/ns-segment1-selfid-sp**

# North-South Segment 1

## Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR)

## US 60 to Arizona Farms Road (State Route 505)

Public Information Meetings | May 15, 20 & 22, 2025

ARIZONA DEPARTMENT OF TRANSPORTATION

# Meeting Purpose

1. Provide information and updates on the current status of the North-South Segment 1, Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR), US 60 to Arizona Farms Road (SR 505)

2. Seek public input to be considered by the study team on the project purpose and need and preliminary range of alternatives

# Tier 2 Environmental Review Process

The National Environmental Policy Act (NEPA) requires:

- Agencies to analyze, disclose, avoid, minimize, or mitigate adverse environmental impacts for studies with federal involvement
- Applicable federal agencies to review the proposed project's impacts and mitigation documented during the NEPA process
- Public involvement activities to identify public concerns/controversy, and to solicit public feedback on environmental impacts of the proposed project

**A Tier 2 Environmental Impact Statement, under NEPA, will be prepared to evaluate potential impacts of the proposed project.**

# NEPA Disclosure

*The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 06/25/2024 and executed by FHWA and ADOT.*

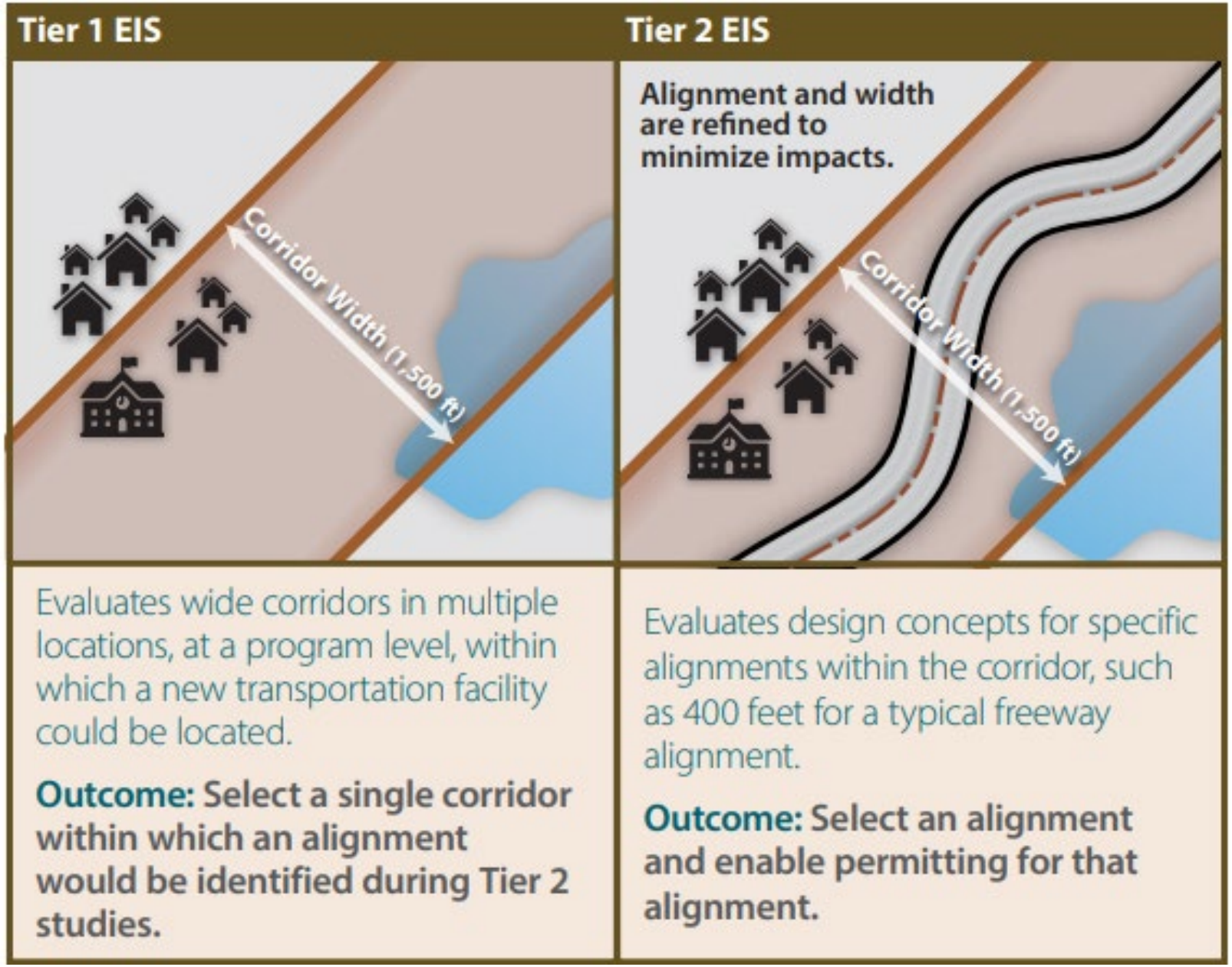
# North-South Corridor Background

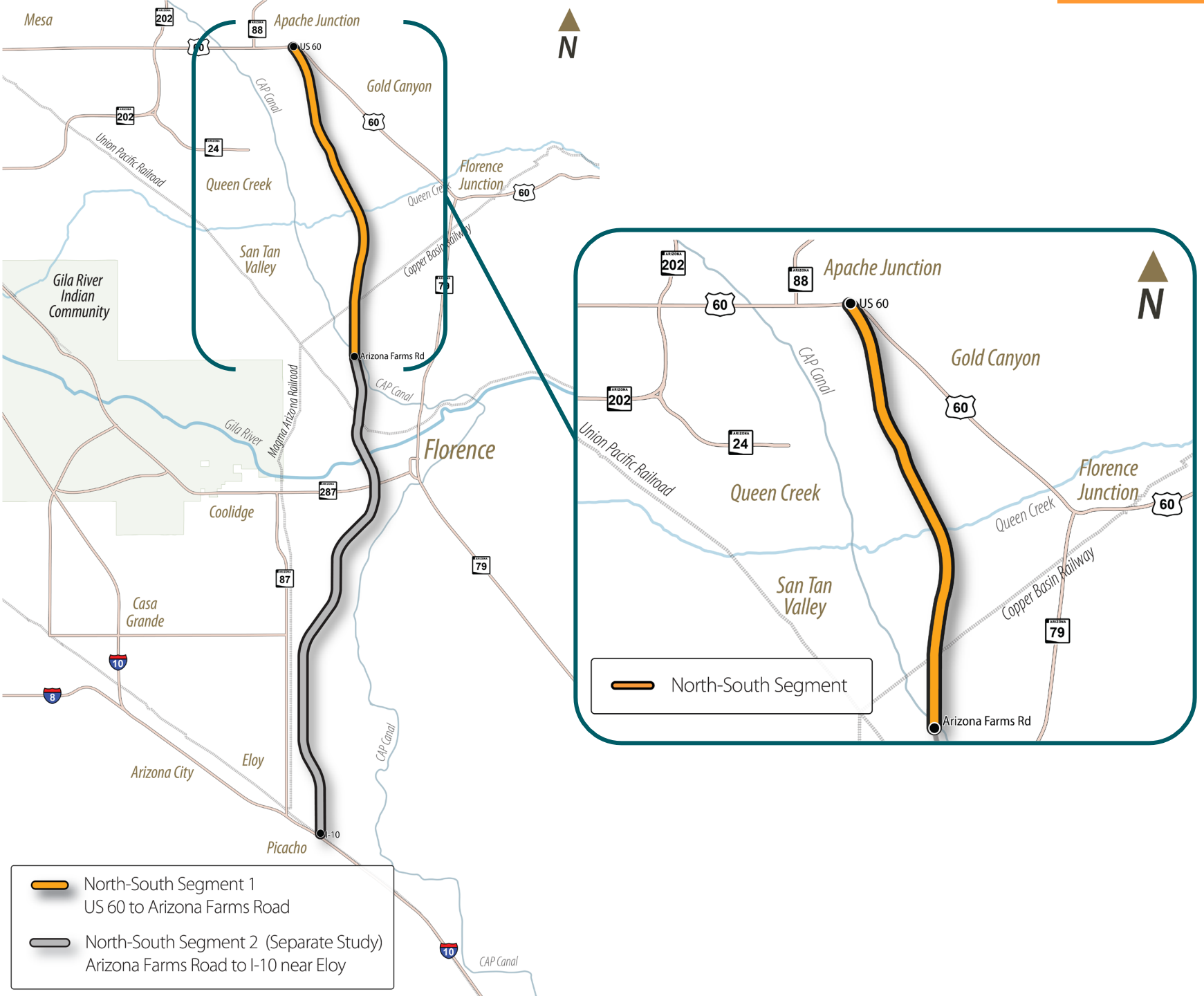
In Aug. 2021 ADOT selected a 1,500-foot wide North-South corridor through a Tier 1 Environmental Impact Statement (EIS)/DCR process

Corridor spans over 50 miles between US 60 and Interstate 10 (I-10)

The Tier 1 North-South Corridor was split into two segments for Tier 2 analyses, the Segment 1 Study and Segment 2 Study

# Tier 1 Studies vs Tier 2 Studies






# Study Area

- Segment 1 Study extends from US 60 to Arizona Farms Road
- Approximately 20 miles long

# Study Goals

## The current phase of the study will:

- Refine the purpose and need for the proposed project
- Develop a preliminary range of alternatives for potential 400-foot-wide freeway alignments within the 1,500-foot corridor established in the Tier 1 EIS
- Review the potential interchanges found in the Tier 1 to inform initial interchange design concepts

## Ultimately the study will:

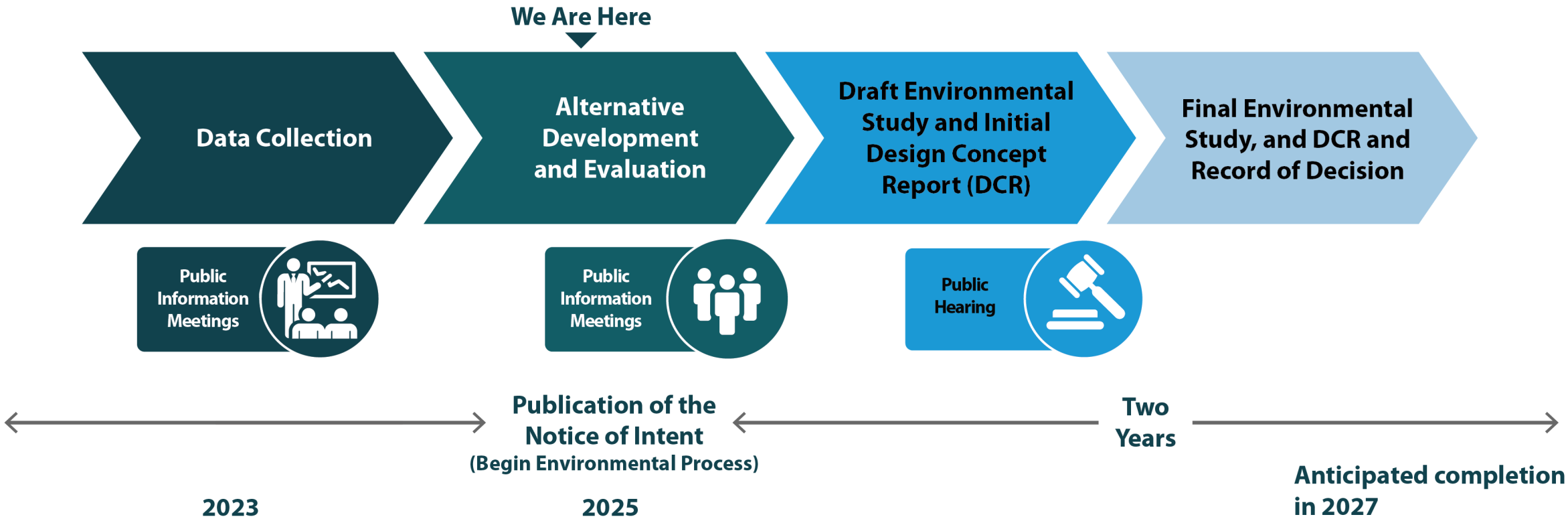
- Recommend a preferred alternative for the project alignment
- Develop and circulate for public review and comment a Draft Tier 2 EIS and DCR that identifies the Preferred Build Alternative, which will be compared against the No Build, or do nothing alternative
- Prepare a Final EIS and DCR document and Record of Decision identifying the Selected Alternative

# What We Heard

Comment themes from the North-South 2023 public meetings include:

- Various levels of support related to the need for the corridor
- Ensuring coordination with recent and ongoing studies in the area
- Utility and railroad impacts
- Current and future traffic congestion
- Environmental impacts of a new highway
- Impacts to existing and planned surrounding communities and individual property owners

# Study Schedule




*Schedule subject to change

# Preliminary Purpose and Need

- The purpose and need of the North-South Corridor between US 60 and I-10 was established during the Tier 1 EIS study process.
- A refined needs assessment specific to Segment 1 is available for review with the Notice of Intent (NOI) on the study website.
- Comments on the preliminary Purpose and Need are welcomed during the current comment period.
- The Preliminary Purpose and Need may be revised based on comments received.

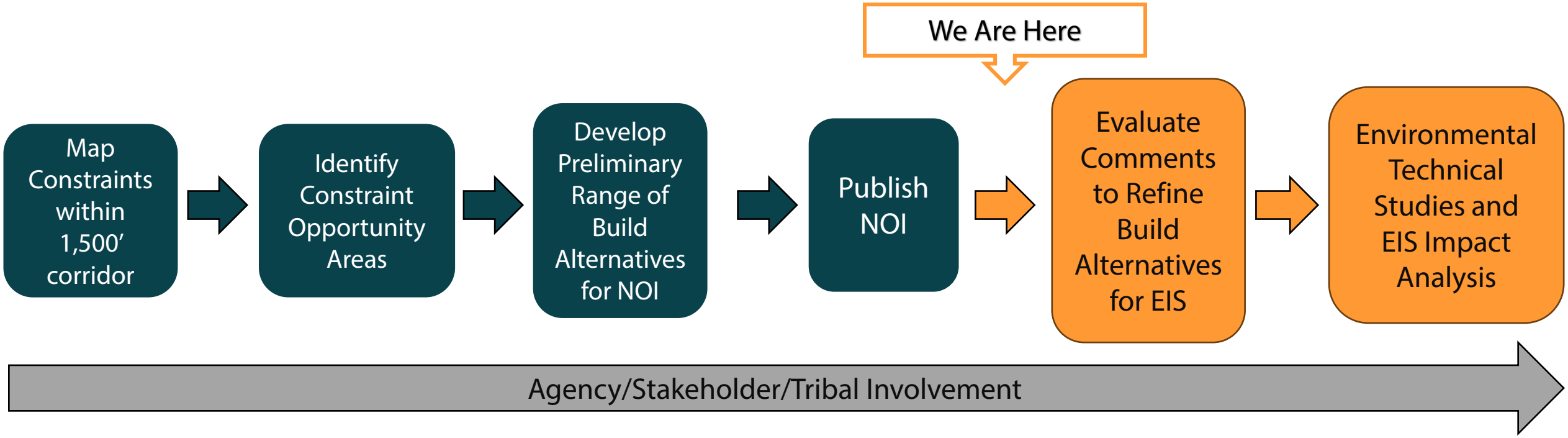
# Preliminary Purpose and Need

The purpose and need for the proposed project is to establish a new, continuous, controlled-access north-to-south transportation corridor to:

- Improve access to future activity centers
- Improve regional mobility
- Improve north-to-south connectivity
- Integrate the region's transportation network
- Address existing and future population and employment growth

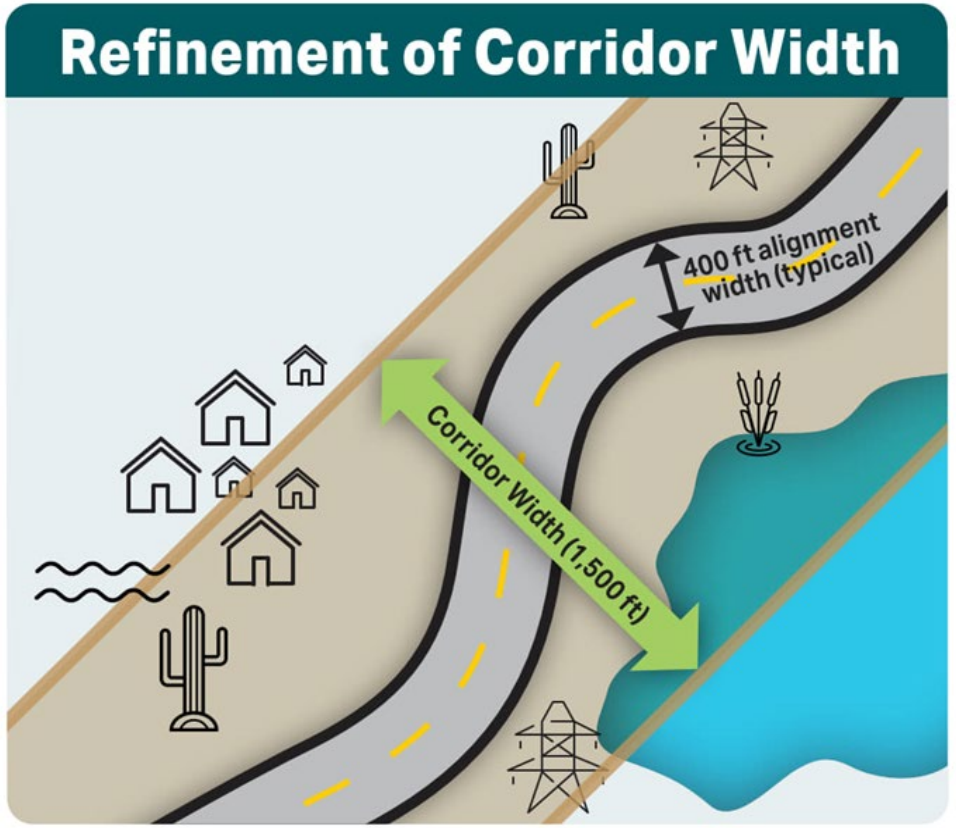
# Preliminary Alternatives Development Process

# Constraint Evaluation Process



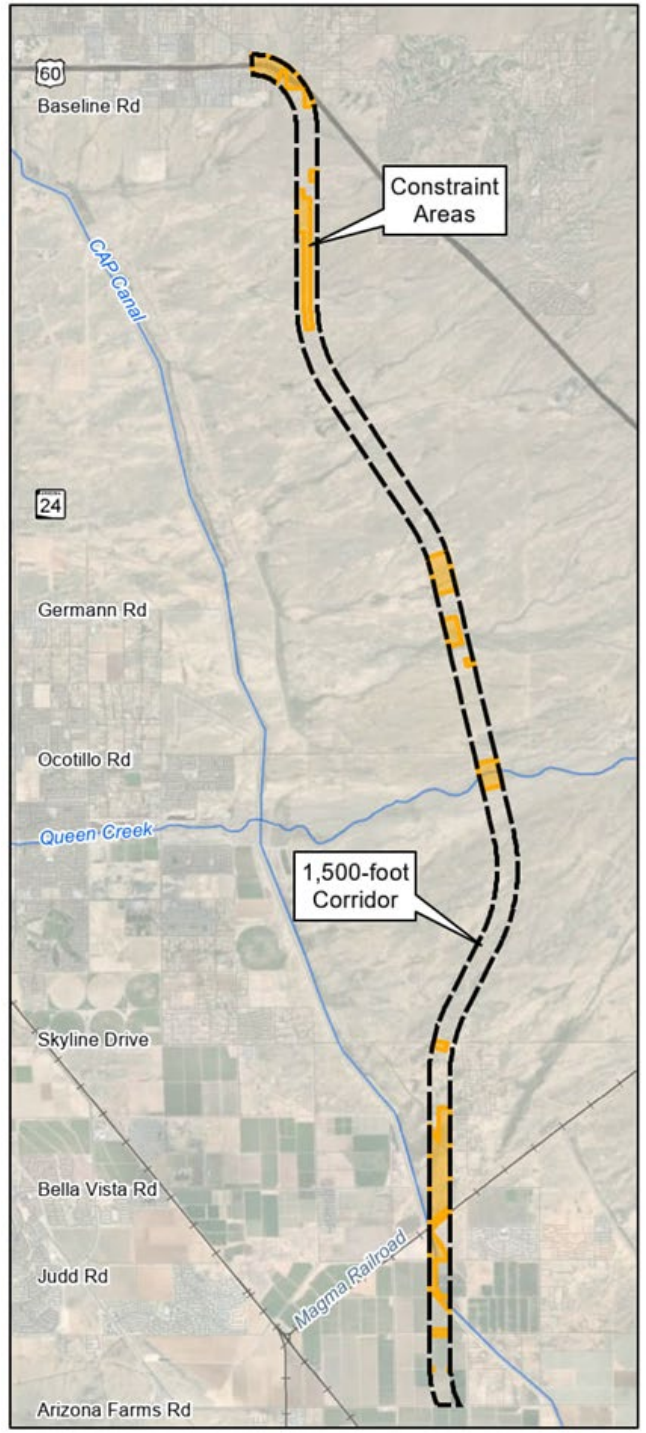
# Map Constraints within Study Corridor

- Cultural Resources
- Section (4f)
- Clean Water Act/Section 404
- Hazardous Materials
- Biological Resources
- Wildlife Habitat and Connectivity
- Prime and Unique Farmland
- Social and Economic Considerations
- Noise
- Drainage and Floodplains
- Major Utilities
- Terrain
- Existing Infrastructure and Feature Crossings (CAP Canal, Magma Arizona Railroad)
- Agency, Tribal, Stakeholder, and Public Input



# Constraint Mapping Results

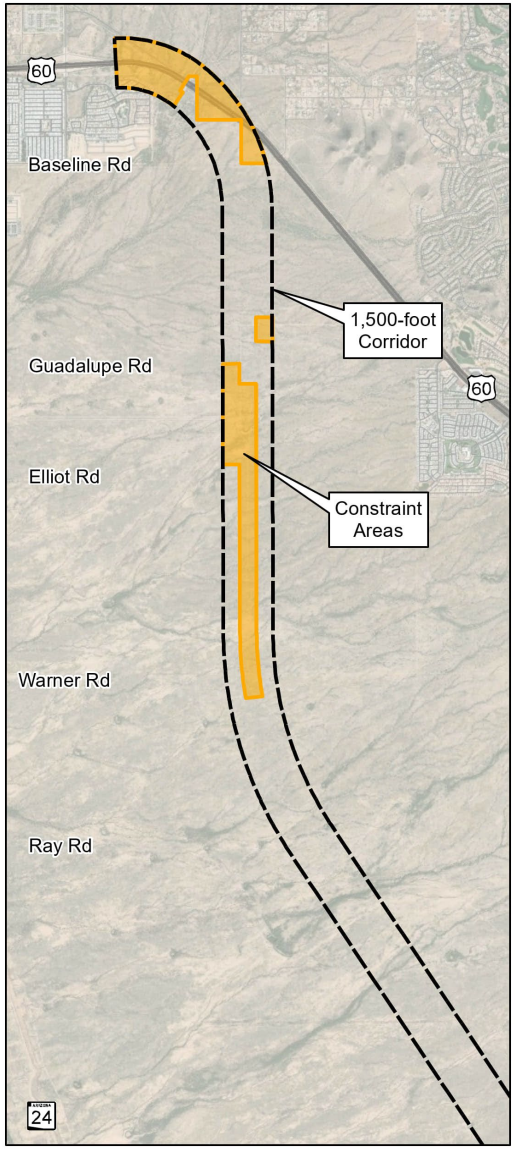
- Identified constraint and opportunity areas based on preliminary and technical considerations
- Constraint areas represent various environmental resources and technical/engineering considerations
- Used to develop preliminary alignment alternatives to avoid or minimize potential impacts

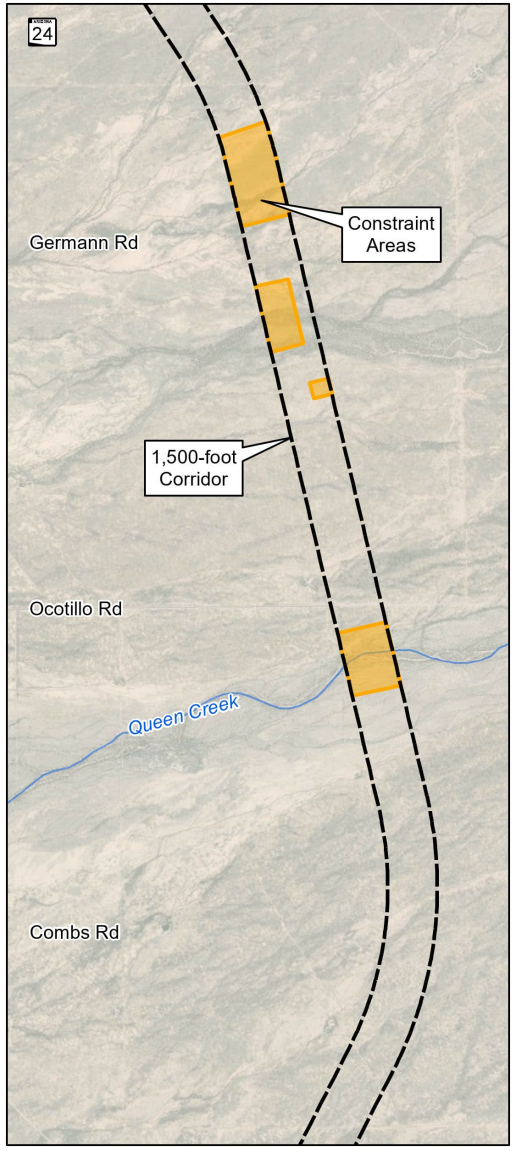


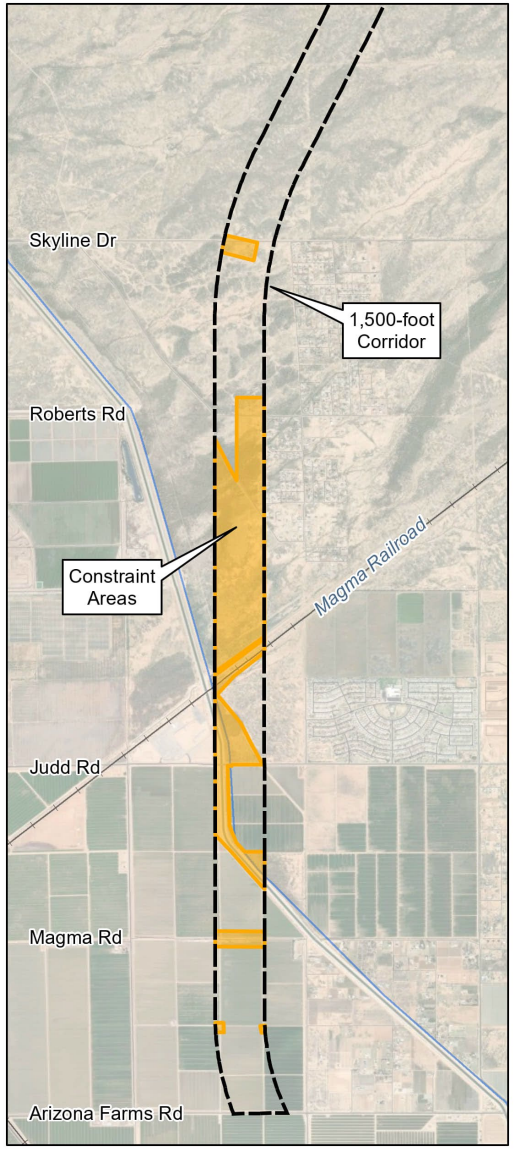

**Legend**

Constraint present based on preliminary data and information.

# Constraint Mapping Results



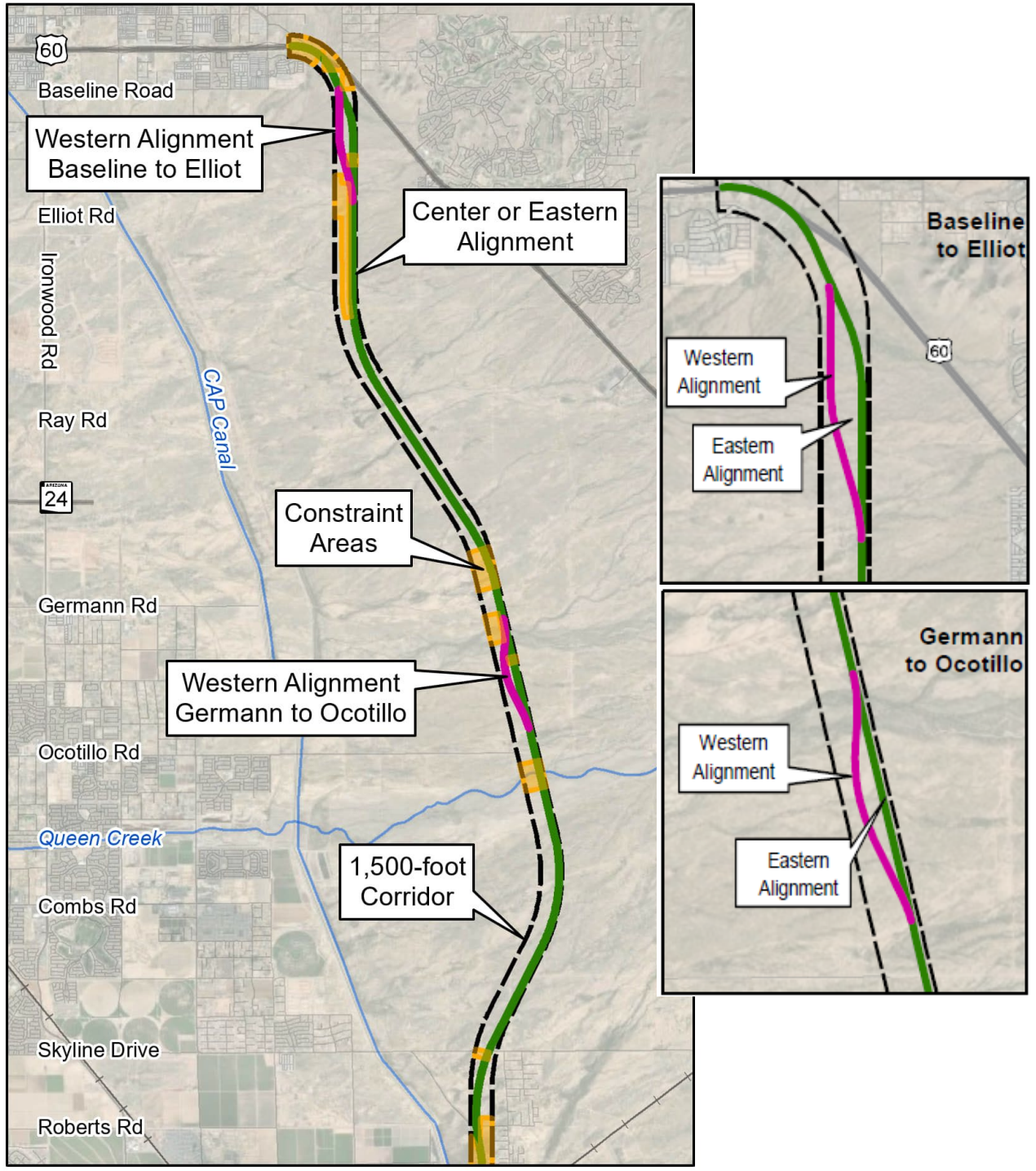
# Preliminary Range of Alternatives

# Preliminary Range of Alternatives

- Preliminary build alternatives identified by a line in the center of the 400-foot highway alignment
- Preliminary alignments were developed to provide a range of alignment alternatives through constrained areas
- Includes the Preliminary No Build Alternative, which consists of future conditions in 2050 without implementation of a new north-south freeway corridor

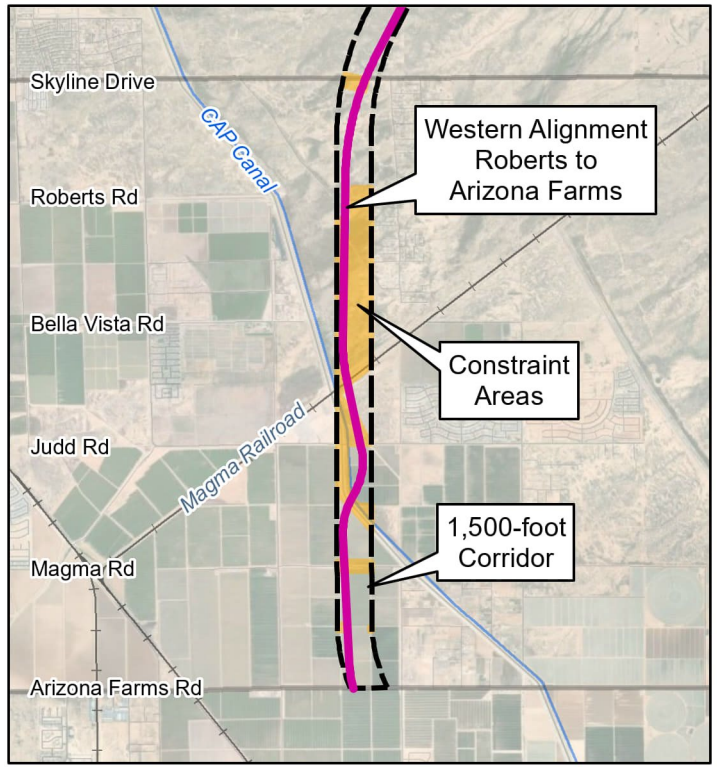
# Preliminary Alignments: US 60 to Roberts Road

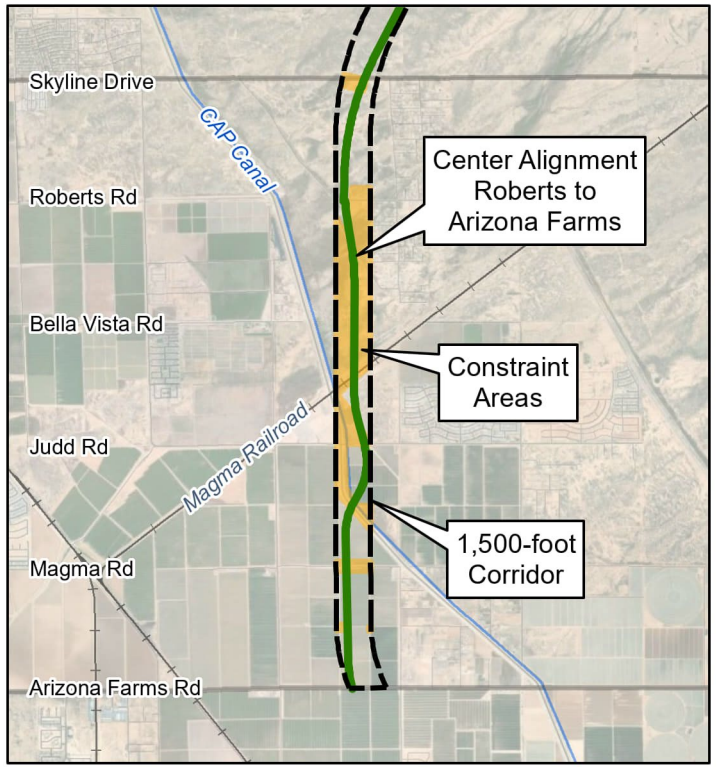
- Preliminary alignment generally within center/eastern zones of the corridor (green)
- Two alignment alternatives in two areas:
  - Baseline to Elliot Rd: western (pink) or eastern alignment (green)
  - Germann to Ocotillo Rd: western (pink) or eastern alignment (green)

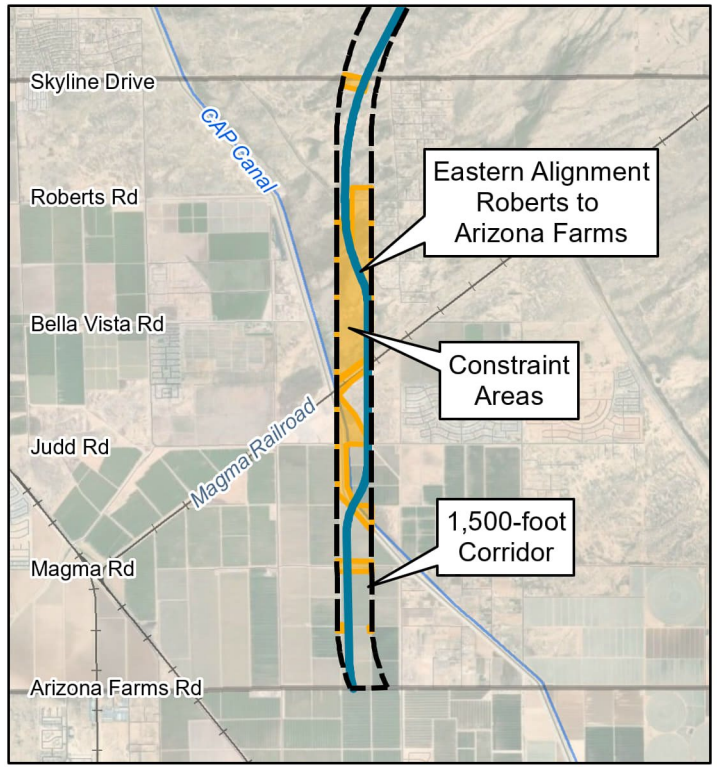


# Preliminary Alignments: Roberts Road to Arizona Farms Road

- Three preliminary alignment alternatives within the corridor:
  - Western (pink), center (green) and eastern (blue).



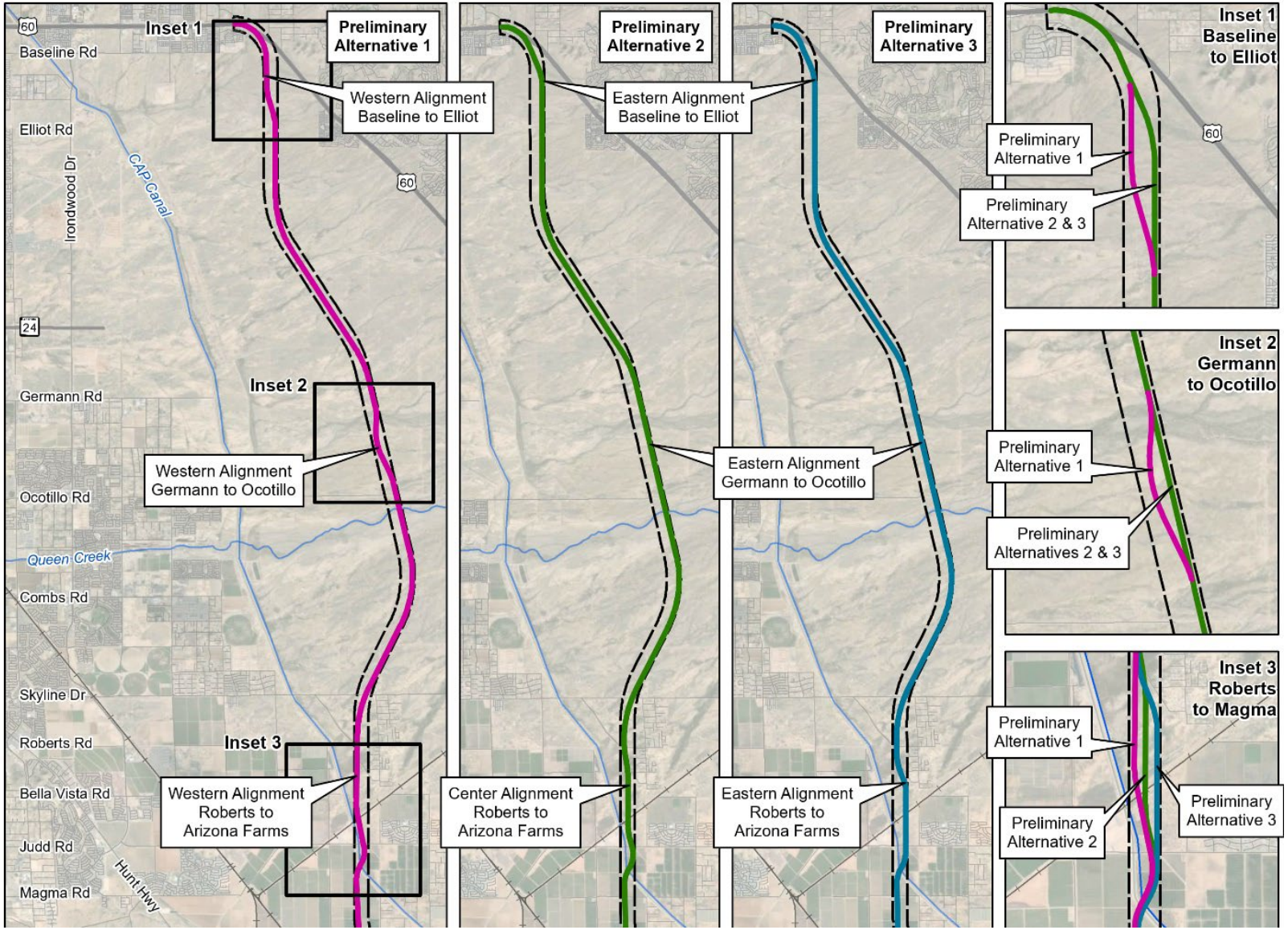



# Preliminary End-to-End Build Alternatives

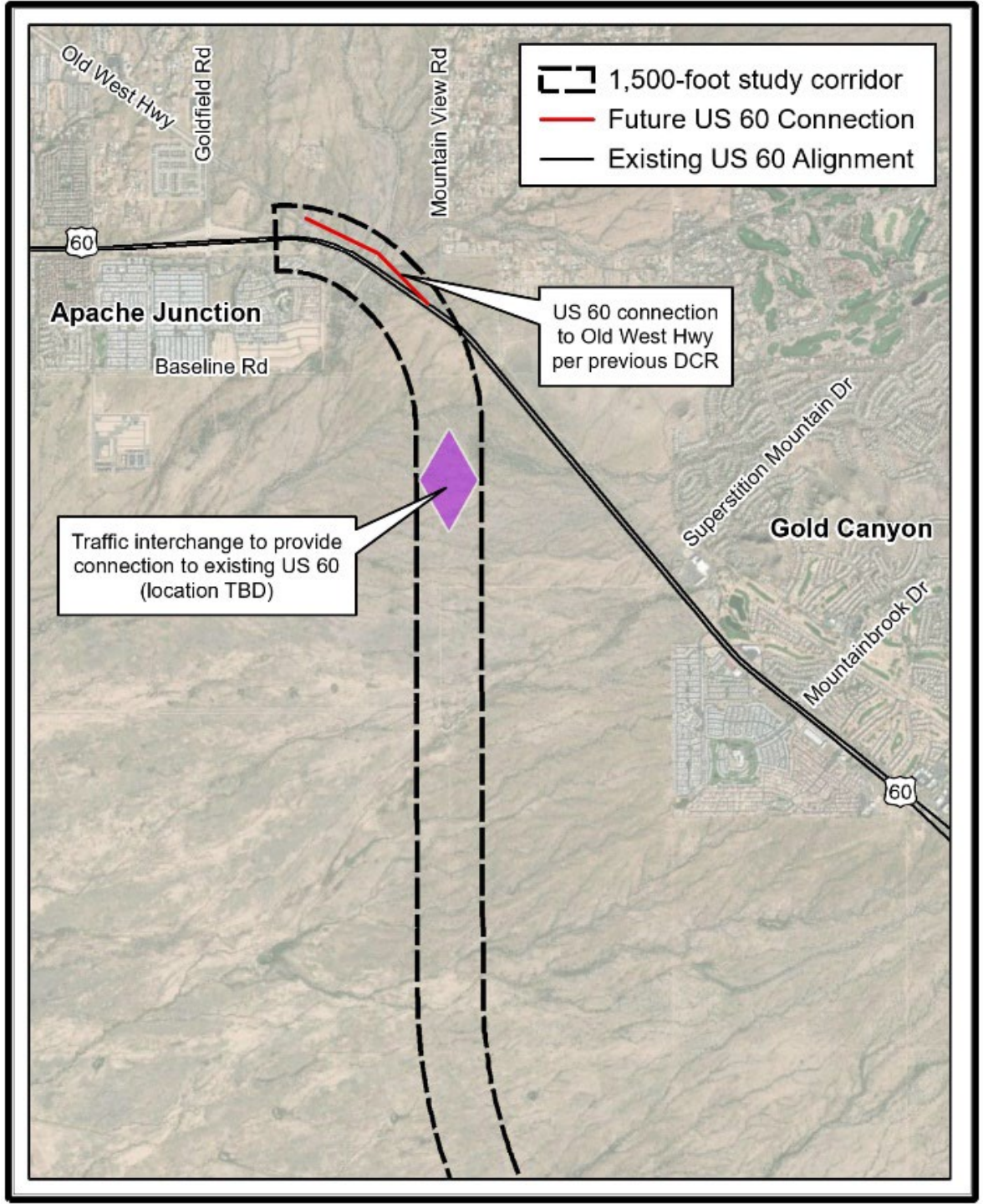
- Three preliminary end-to-end alternatives were developed
- May be refined through further evaluation and public, agency and tribal government input through the EIS process
- As the study progresses, ADOT may recommend a hybrid of these alignment alternatives

# Preliminary End-to-End Build Alternatives



# Preliminary Alternative Connection to US 60

- Direct connection between US 60 to SR 505
- Existing US 60 east of Mountain View Rd to remain (with access points and traffic signals)
- New traffic interchange and roadway connection at Houston Ave to connect to US 60 in Gold Canyon
- Connect Old West Highway to the existing US 60 at Goldfield Road
- US 60/Goldfield Road interchange to remain



# Preliminary Traffic Interchanges

- Previous Tier 1 EIS identified potential interchange locations
- List refined for further study in Tier 2 EIS:
  - Houston Ave
  - Elliott Rd
  - Ray Rd
  - SR 24
  - Germann Rd
  - Ocotillo Rd
  - Combs Rd/Riggs Rd
  - Skyline Dr
  - Bella Vista Rd
  - Judd Rd
  - AZ Farms Rd

# Other Studies

## Maricopa Association of Governments

- Superstition Vistas Multimodal Transportation Planning Study

## ADOT

- US 60 Gold Canyon Bypass Study and DCR (2012)
- AZ Passenger Rail Corridor Study Tier 1 EIS (2016)

## Pinal County

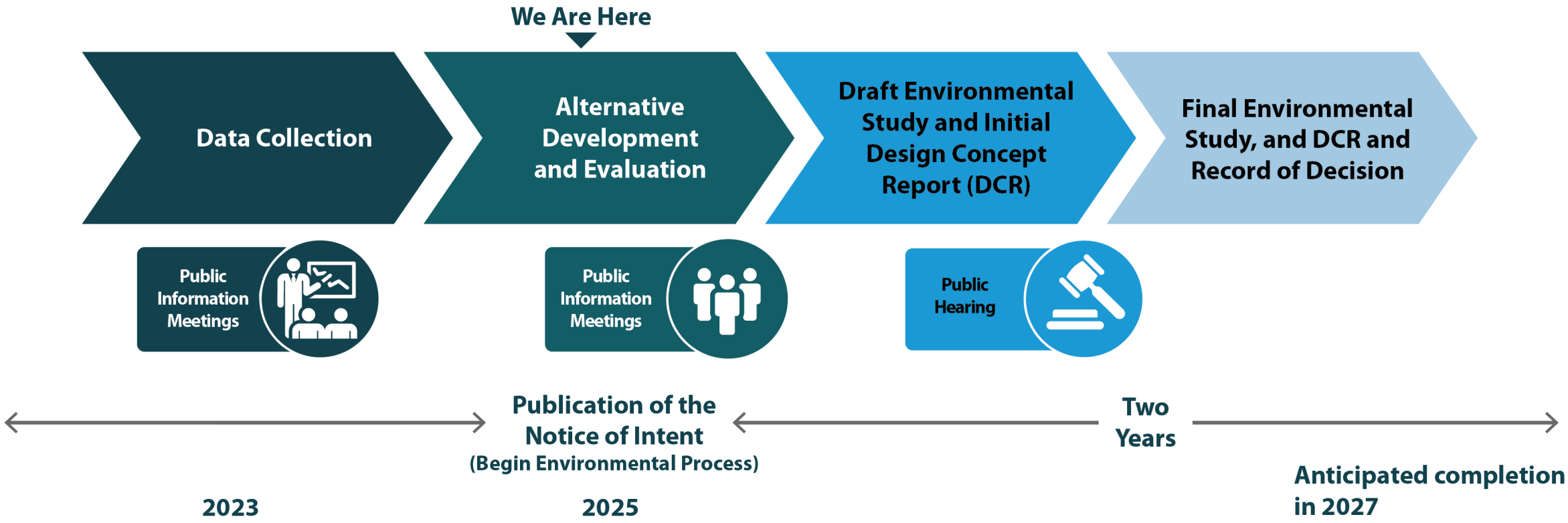
- Central Arizona Parkway
- State Route 24 Extension, Ironwood Dr to US 60

# Project Status

No timeline to construct the North-South corridor, since it is not currently funded for design or construction.

Funding must be identified to issue a Record of Decision for a North-South Build Alternative in order to advance the project design and/or right-of-way acquisition.

# Next Steps


We Are Here
Data Collection
Alternative Development and Evaluation
Draft Environmental Study and Initial Design Concept Report (DCR)
Final Environmental Study, and DCR and Record of Decision
Public Information Meetings
Public Information Meetings
Public Hearing
Publication of the Notice of Intent
(Begin Environmental Process)
Two Years
2023
2025
Anticipated completion in 2027

# What We Need From You

- ADOT is currently seeking input on:
  - Comments or concerns on the preliminary purpose and need for the study
  - Comments or concerns on the preliminary range of alternatives for the study
  - Comments or concerns on the preliminary interchanges for the study
  - Comments or concerns on the environmental considerations for the study
  - Location specific comments for the study

# How to Comment

## Provide comments through June 10, 2025.

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

**Online comments:** www.northsouth-segment1.com

**Email:** info@northsouth-segment1.com

**Call:** 602-474-3990

**Mail:** ADOT NSCS Segment 1 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

# Questions?

# Thank you!

# Encuesta de Auto-ID Anónima

- While you wait, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation.
  **English: https://bit.ly/ns-segment1-selfid-en**

- Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y como podrá mejorar la participación.
  **Español: https://bit.ly/ns-segment1-selfid-sp**

# Norte-Sur Segmento 1

## Declaración de Impacto Ambiental (EIS) de Nivel 2 e Informe Conceptual de Diseño (DCR)

## US 60 a Arizona Farms Road (Ruta Estatal 505)

Reuniones de Información Pública |

15, 20 y 22 de mayo de 2025

ARIZONA DEPARTMENT OF TRANSPORTATION

# Propósito de la Reunión

1. Proporcionar información y actualizaciones sobre el estado actual del Norte-Sur Segmento 1 , la Declaración de Impacto Ambiental (EIS) de Nivel 2 y el Informe de Concepto de Diseño (DCR), de la US 60 a Arizona Farms Road (SR 505).

2. Buscar la opinión pública para ser considerada por el equipo de estudio sobre el propósito y la necesidad del proyecto y la gama preliminar de alternativas.

# Proceso de Revisión Ambiental de Nivel 2

La Ley de Política Ambiental Nacional (NEPA) exige:

- Que las agencias analicen, divulguen, eviten, minimicen o mitiguen los impactos ambientales adversos para estudios con participación federal.
- Que las agencias federales aplicables revisen los impactos y mitigaciones del proyecto propuesto documentados durante el proceso de NEPA.
- Que se realicen actividades de participación pública para identificar preocupaciones/controversias públicas y solicitar comentarios públicos sobre los impactos ambientales del proyecto propuesto.

**Se elaborará una Declaración de Impacto Ambiental de Nivel 2, en cumplimiento con la NEPA, para evaluar los impactos potenciales del proyecto propuesto.**

# Divulgación de la NEPA

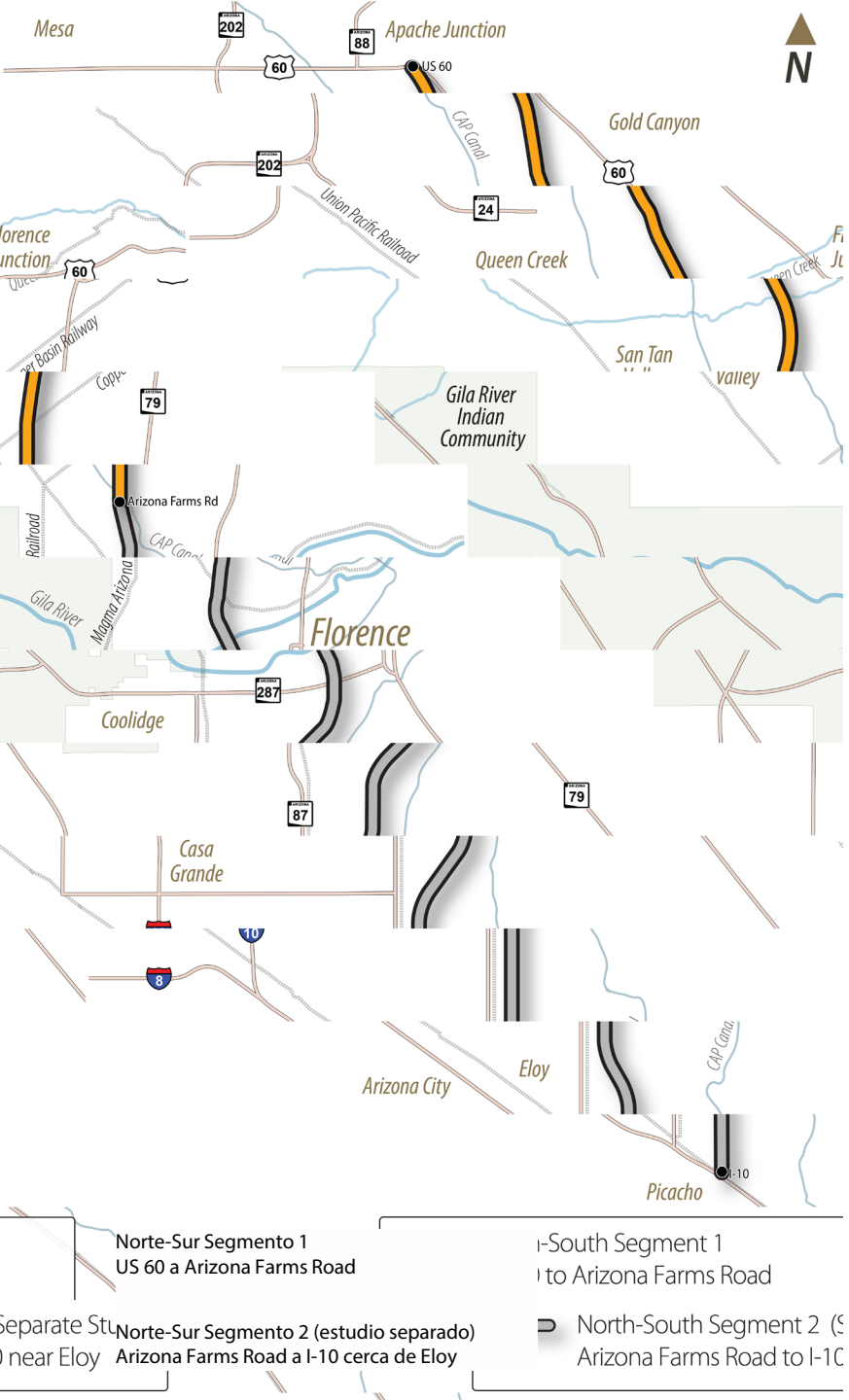
*La revisión ambiental, la consulta y otras acciones exigidas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido ejecutadas por ADOT de conformidad con 23 USC 327 y un Memorando de Entendimiento de fecha 16/04/2019 y ejecutado por la FHWA y ADOT.*

# Antecedentes del Corredor Norte-Sur

- En agosto de 2021, ADOT eligió un corredor Norte-Sur de 1,500 pies de ancho a través de un proceso de Declaración de Impacto Ambiental (EIS)/DCR de Nivel 1.

- El corredor se extiende por más de 50 millas entre la US 60 y la Interestatal 10 (I-10).

- El Corredor Norte-Sur de Nivel 1 se dividió en dos segmentos para los análisis de Nivel 2, el Estudio del Segmento 1 y el Estudio del Segmento 2.



# Estudios de Nivel 1 vs. Estudios de Nivel 2

## EIS de Nivel 1

Evaluar corredores amplios en múltiples ubicaciones, dentro de los cuales se podría ubicar una nueva instalación de transporte.

**Resultado:** **Elegir un solo corredor (1,500 pies de ancho), dentro del cual se identificaría una alineación durante el Nivel 2.**

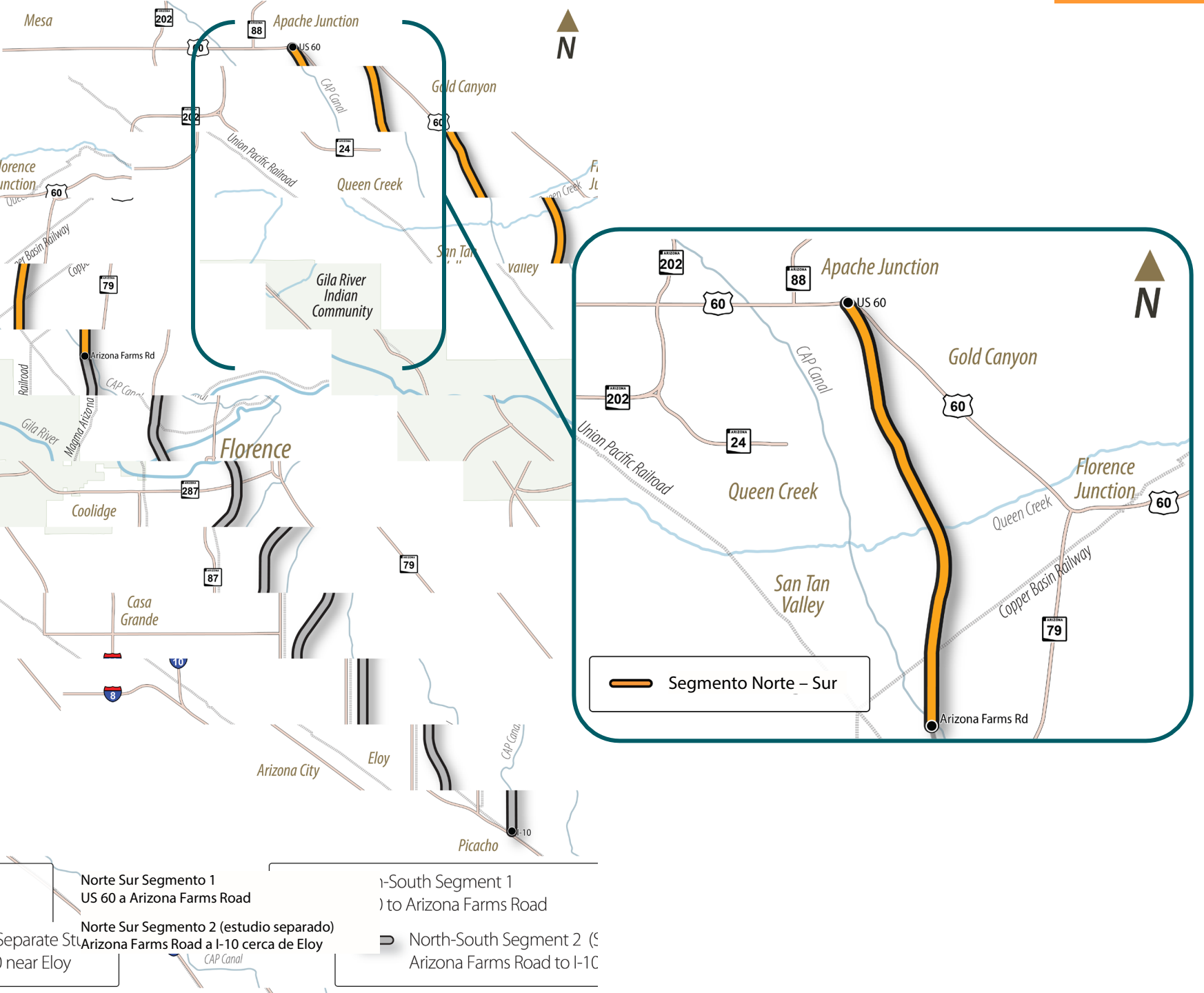
## EIS de Nivel 2

Evaluar los conceptos de diseño para alineaciones específicas dentro del corredor, de aproximadamente 400 pies de ancho para una alineación típica de autopista.

**Resultado:** **Elegir una sola alineación y habilitar los permisos para esa alineación.**

# Área de Estudio

- El estudio del Segmento 1 se extiende desde la US 60 hasta la Arizona Farms Road
- Tiene aproximadamente 20 millas de longitud



# Objetivos del Estudio

- **La fase actual del estudio:**
  - Refinará el propósito y la necesidad del proyecto propuesto
  - Desarrollará una gama preliminar de alternativas para posibles alineaciones de autopistas de 400 pies de ancho dentro del corredor de 1,500 pies establecido en la EIS de Nivel 1
  - Revisará los posibles intercambios que se encuentran en el Nivel 1 para informar los conceptos iniciales de diseño de intercambio

**En última instancia, el estudio:**

- Recomendará una alternativa preferida para la alineación del proyecto
- Desarrollará y distribuirá para su revisión pública y comentar un Proyecto de EIS y DCR de Nivel 2 que identifique la Alternativa de Construcción Preferida, que se comparará con la Alternativa de No Construcción, o no hacer nada
- Preparará un documento final de la EIS y DCR y un Registro de la Decisión que identifique la Alternativa Seleccionada

# Lo que escuchamos

Los temas de los comentarios de las reuniones públicas Norte-Sur 2023 incluyen:

- Diferentes niveles de apoyo en cuanto a la necesidad del corredor
- Asegurar la coordinación con estudios recientes y en curso en el área
- Impactos de servicios públicos y ferrocarriles
- Congestión de tráfico actual y futura
- Impactos ambientales de una nueva carretera
- Impactos en las comunidades circundantes existentes y planificadas y en los propietarios individuales

# Cronograma del Estudio

*Programación sujeta a cambios

# Propósito y Necesidad Preliminar

- El propósito y la necesidad del Corredor Norte-Sur entre la US 60 y la I-10 se establecieron durante el proceso de estudio EIS de Nivel 1.
- Una evaluación de necesidades refinada específica para el Segmento 1 está disponible para su revisión con el Aviso de Intención (NOI) en el sitio web del estudio.
- Los comentarios sobre el Propósito y la Necesidad preliminares son bienvenidos durante el período de comentarios actual.
- El Propósito y la Necesidad Preliminares pueden revisarse en función de los comentarios recibidos.

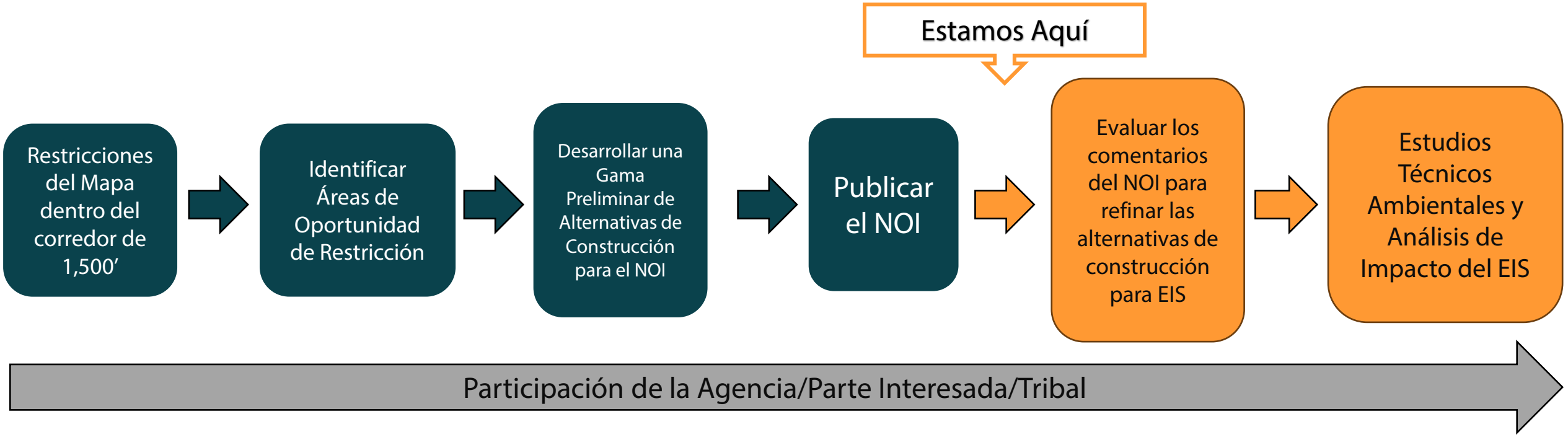
# Propósito y Necesidad Preliminar

El propósito y la necesidad del proyecto propuesto es establecer un nuevo corredor de transporte de norte a sur, continuo y de acceso controlado para:

- Mejorar el acceso a futuros centros de actividades
- Mejorar la movilidad regional
- Mejorar la conectividad norte-sur
- Integrar la red de transporte de la región
- Abordar el crecimiento actual y futuro de la población y el empleo

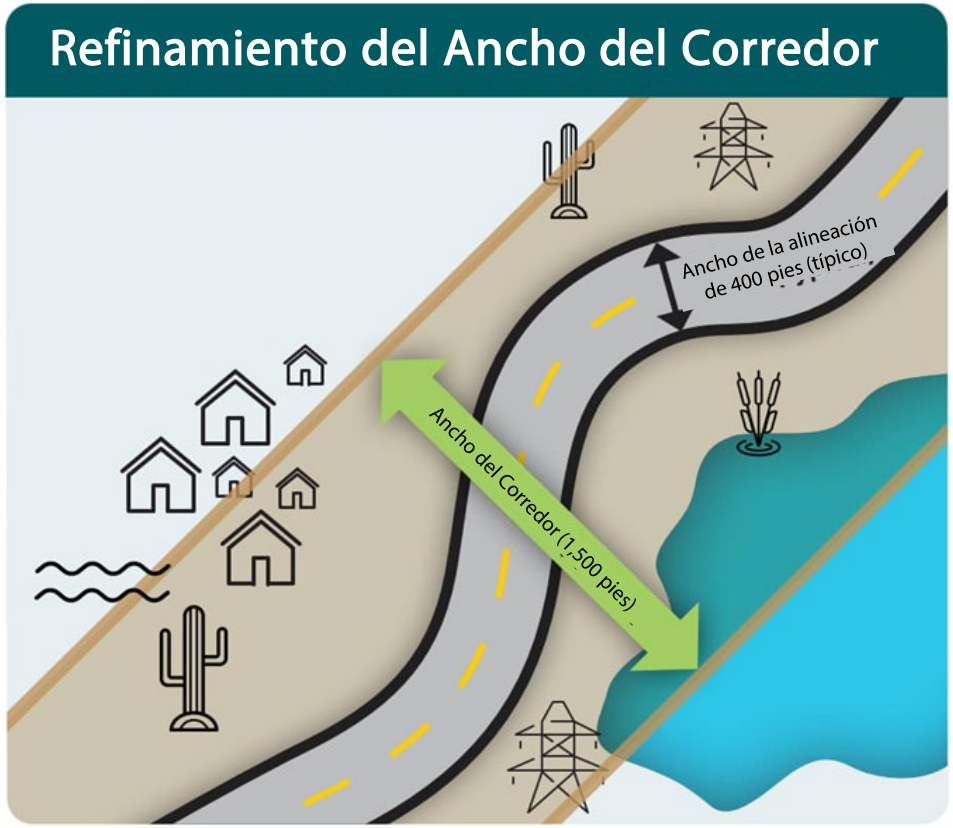
# Proceso Preliminar de Desarrollo de Alternativas

# Proceso de Evaluación de Restricciones



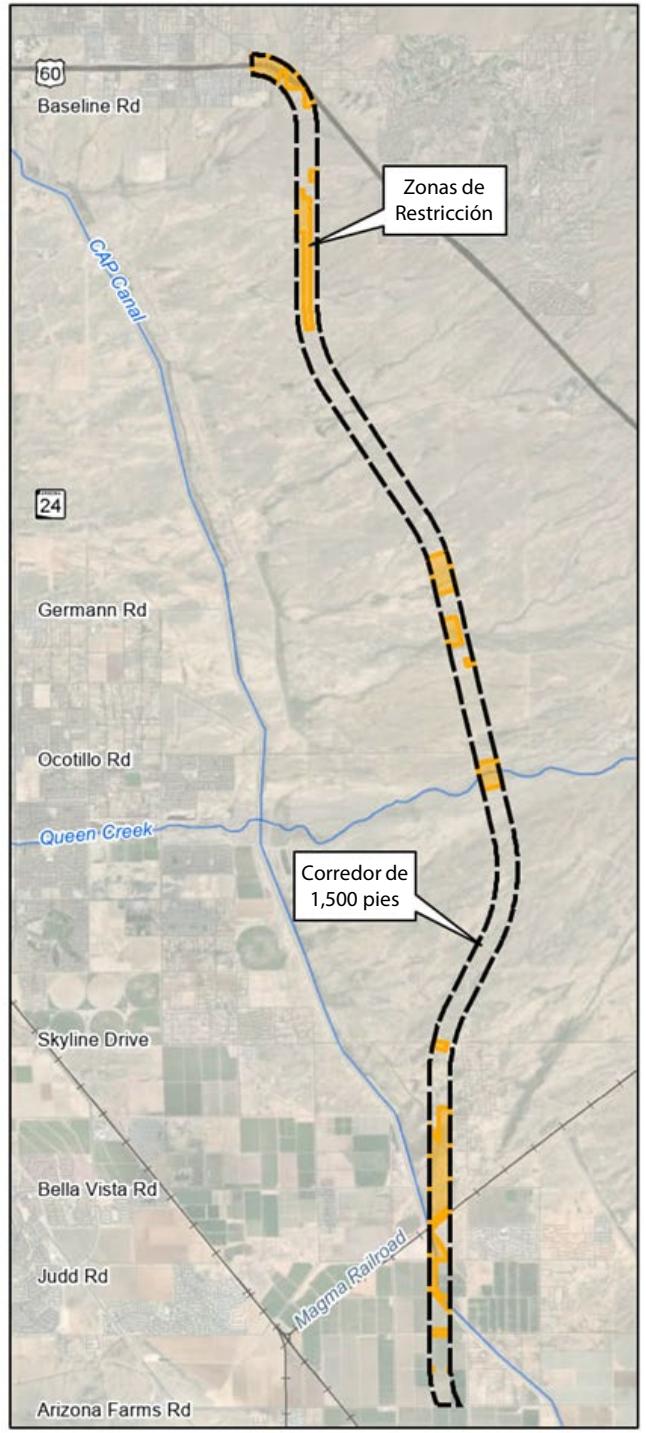
# Restricciones del mapa dentro del corredor del estudio

- Recursos culturales
- Sección (4f)
- Ley de Agua Limpia/Sección 404
- Materiales peligrosos
- Recursos biológicos
- Hábitat de vida silvestre y conectividad
- Tierras de cultivo únicas y de primer nivel
- Consideraciones sociales y económicas
- Ruido
- Drenaje y llanuras aluviales
- Principales servicios públicos
- Terreno
- Infraestructura existente y cruces de características (Canal CAP, Ferrocarril Magma Arizona)
- Aportes de agencias, tribus, partes interesadas y el público



# Resultados de las restricciones del mapa

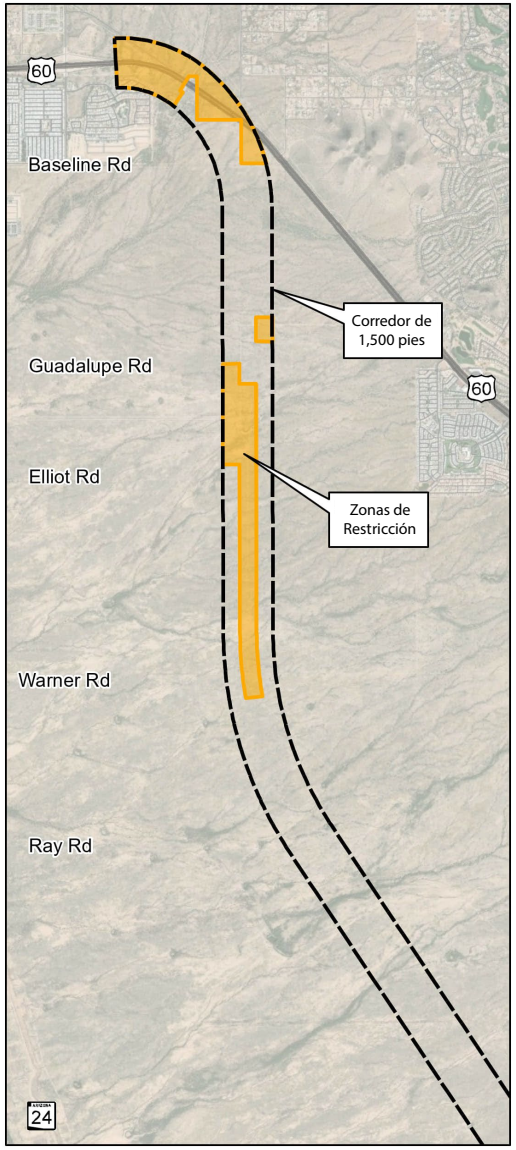
- Identificación de áreas de restricción y oportunidad basadas en consideraciones preliminares y técnicas
- Las áreas de restricción representan diversos recursos ambientales y consideraciones técnicas/de ingeniería
- Se utiliza para desarrollar alternativas de alineación preliminares para evitar o minimizar los impactos potenciales

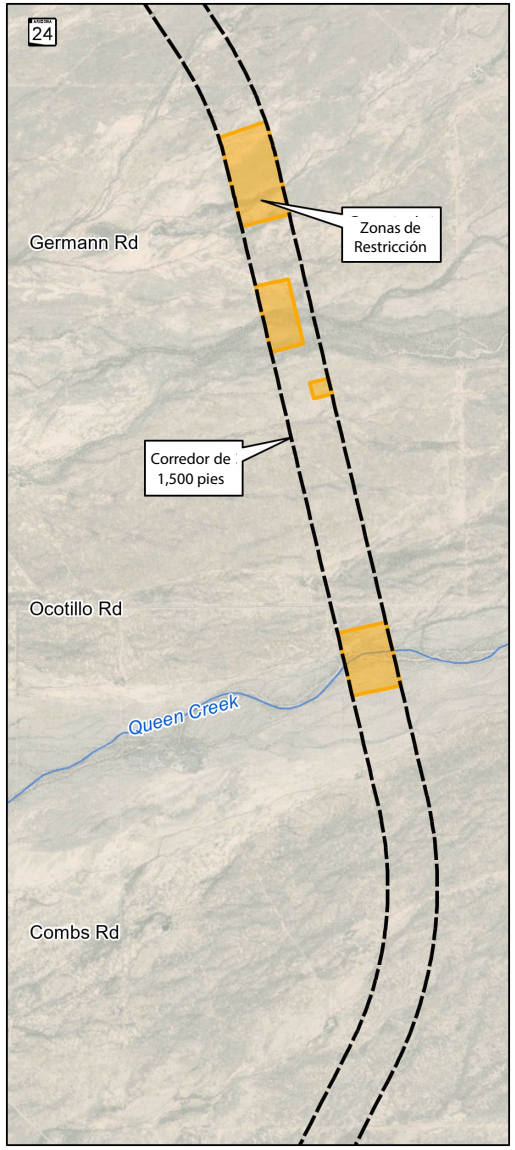


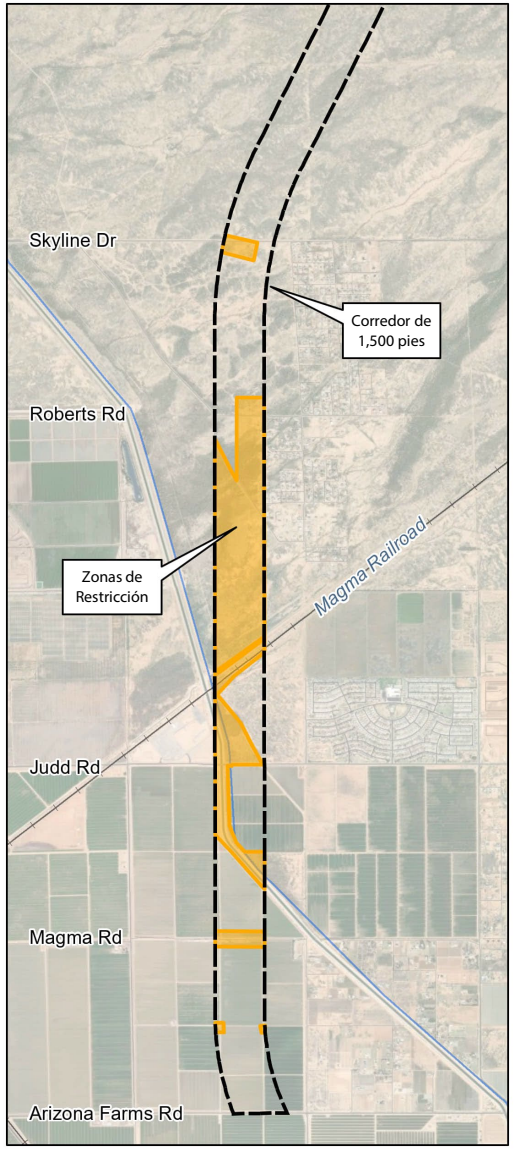

**Leyenda**

Restricción presente basada en datos e información preliminares.

# Resultados de las restricciones del mapa



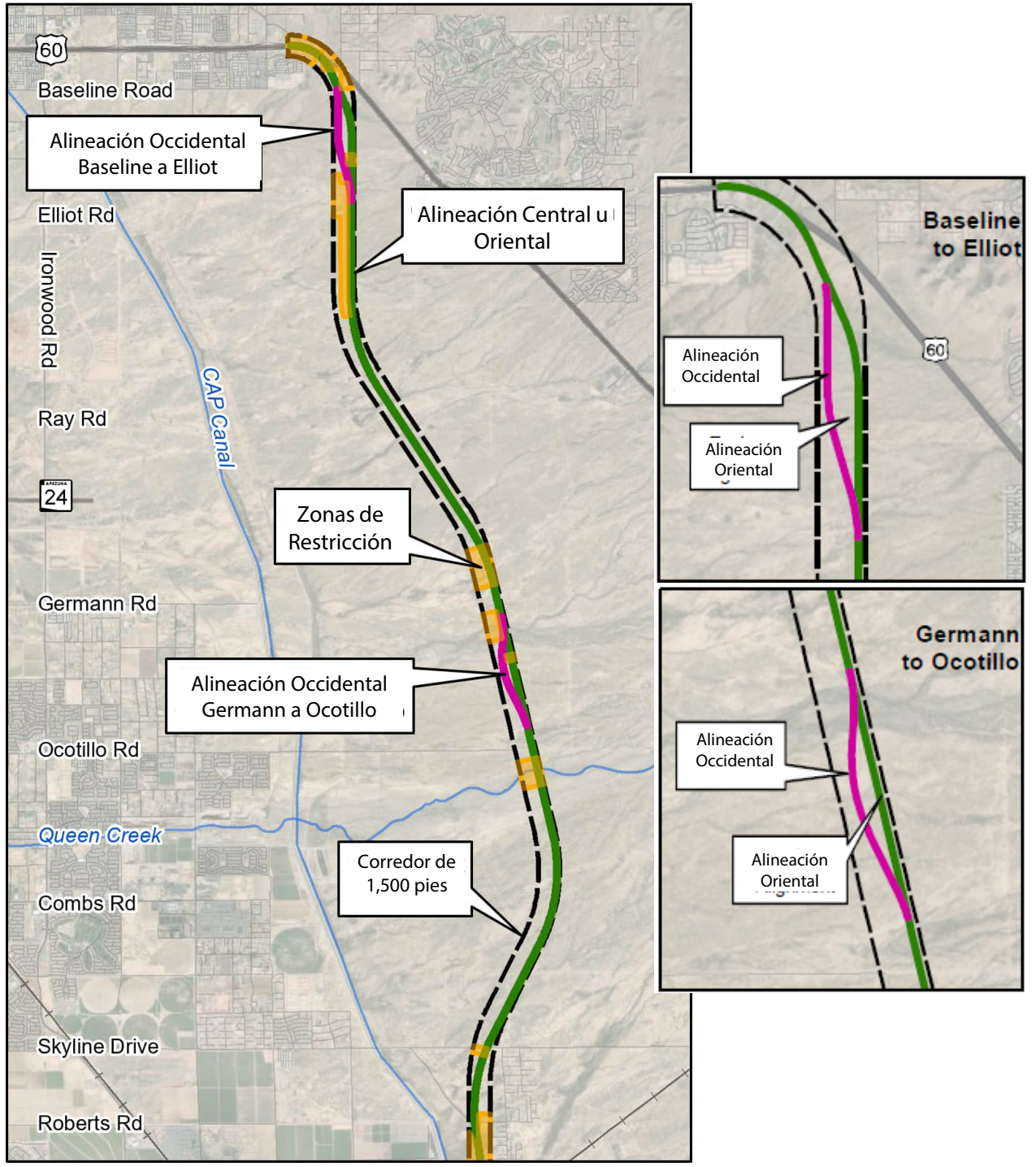
# Gama Preliminar de Alternativas

# Gama Preliminar de Alternativas

- Se identificaron las alternativas de construcción preliminares por una línea en el centro de la alineación de la carretera de 400 pies
- Las alineaciones preliminares se desarrollaron para proporcionar una gama de alternativas de alineación a través de áreas restringidas
- Se incluye la Alternativa Preliminar Sin Construcción, que consiste en condiciones futuras en 2050 sin la implementación de un nuevo corredor de autopistas norte-sur

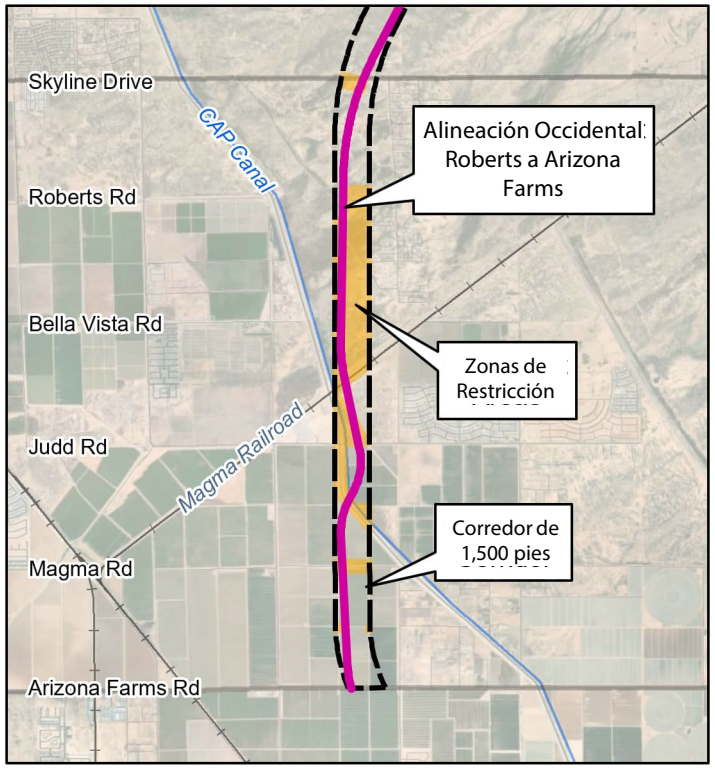
# Alineaciones Preliminares: US 60 a Roberts Road

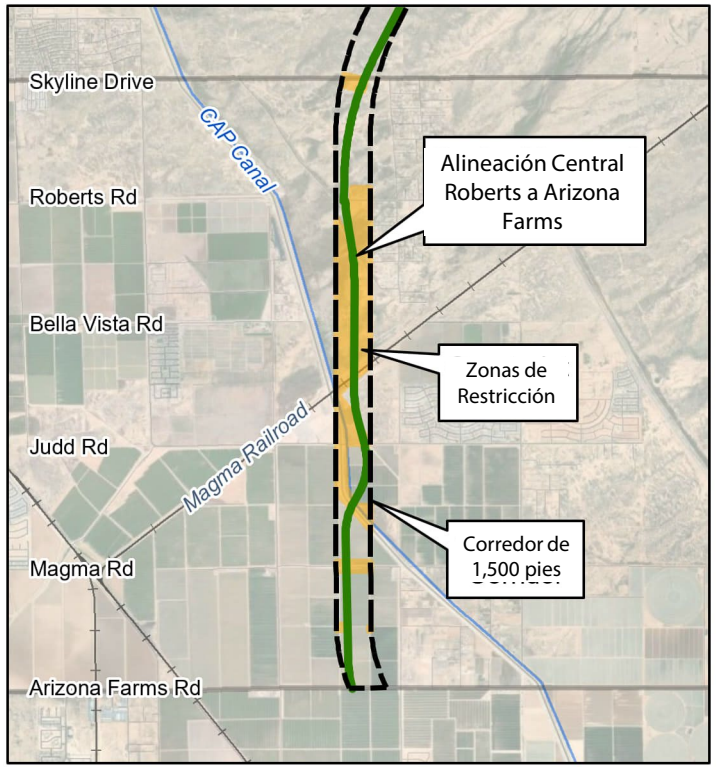
- Alineación preliminar generalmente dentro de las zonas centro/este del corredor (verde)
- Dos alternativas de alineación en dos áreas:
  - Baseline a Elliot Rd: Alineación occidental (rosa) o oriental (verde)
  - Germann a Ocotillo Rd: Alineación occidental (rosa) o oriental (verde)

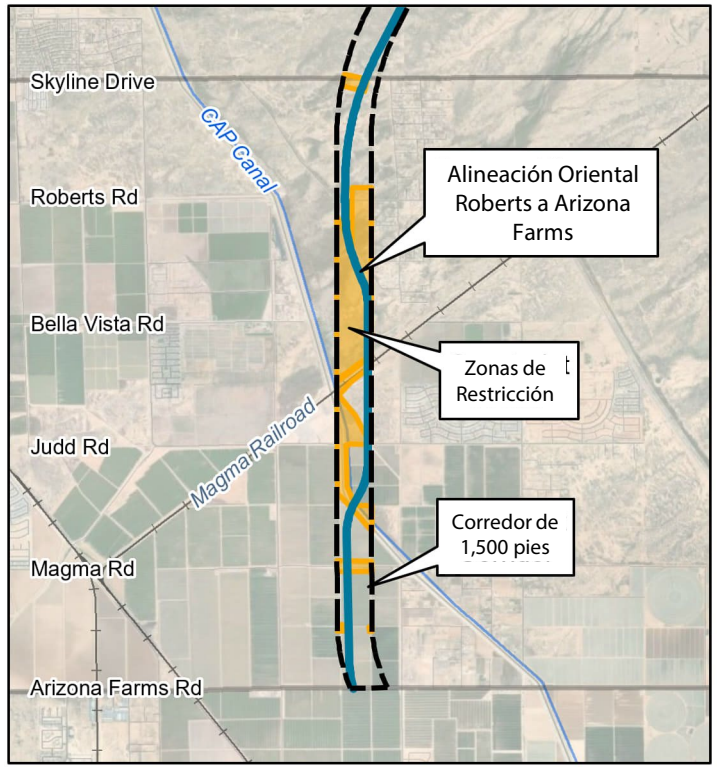


# Alineaciones Preliminares: Roberts Road a Arizona Farms Road

- Tres alternativas preliminares de alineación dentro del corredor:
  - Occidental (rosa), central (verde) y oriental (azul).



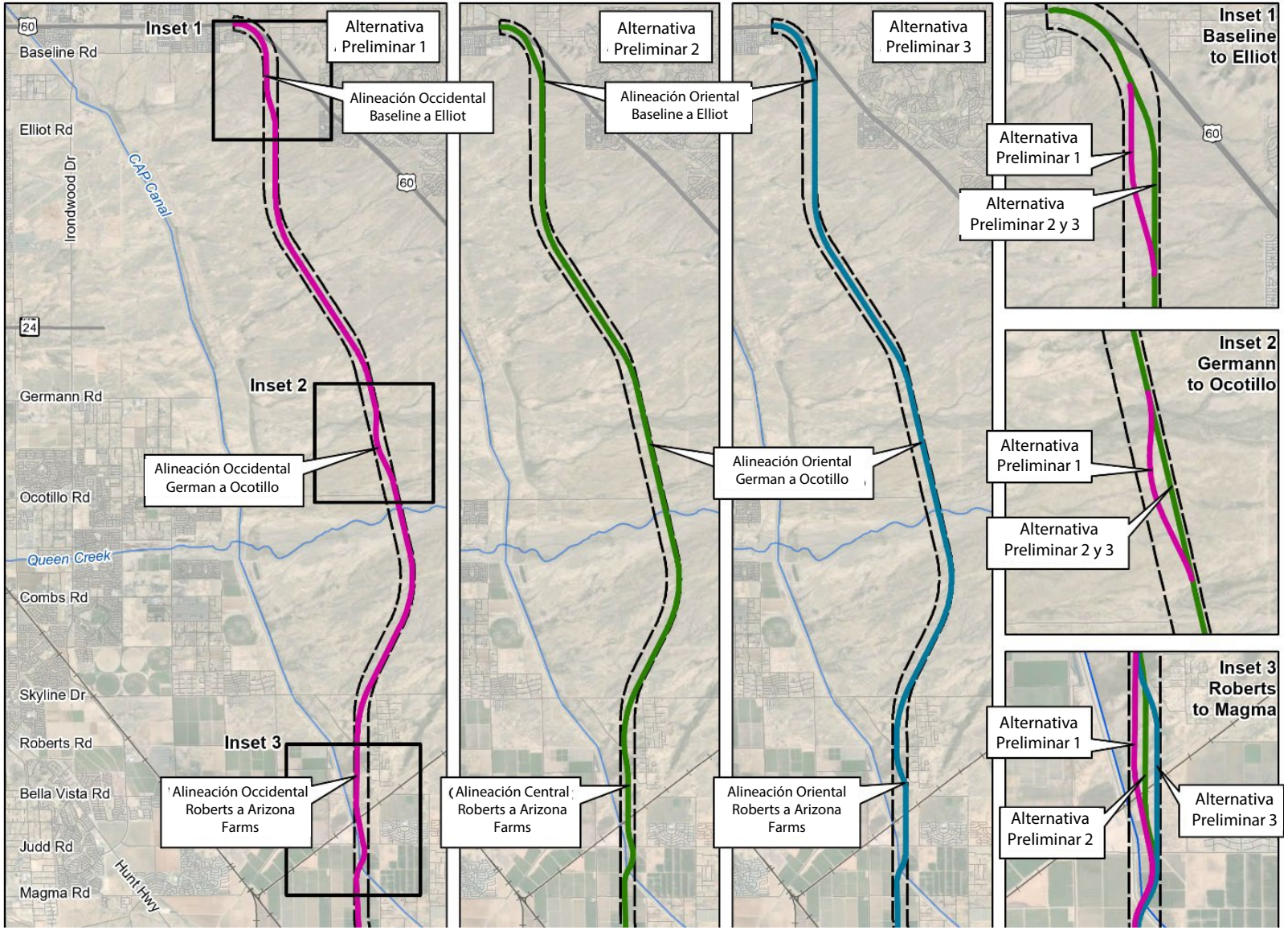



# Alternativas de Construcción Preliminares de Extremo a Extremo

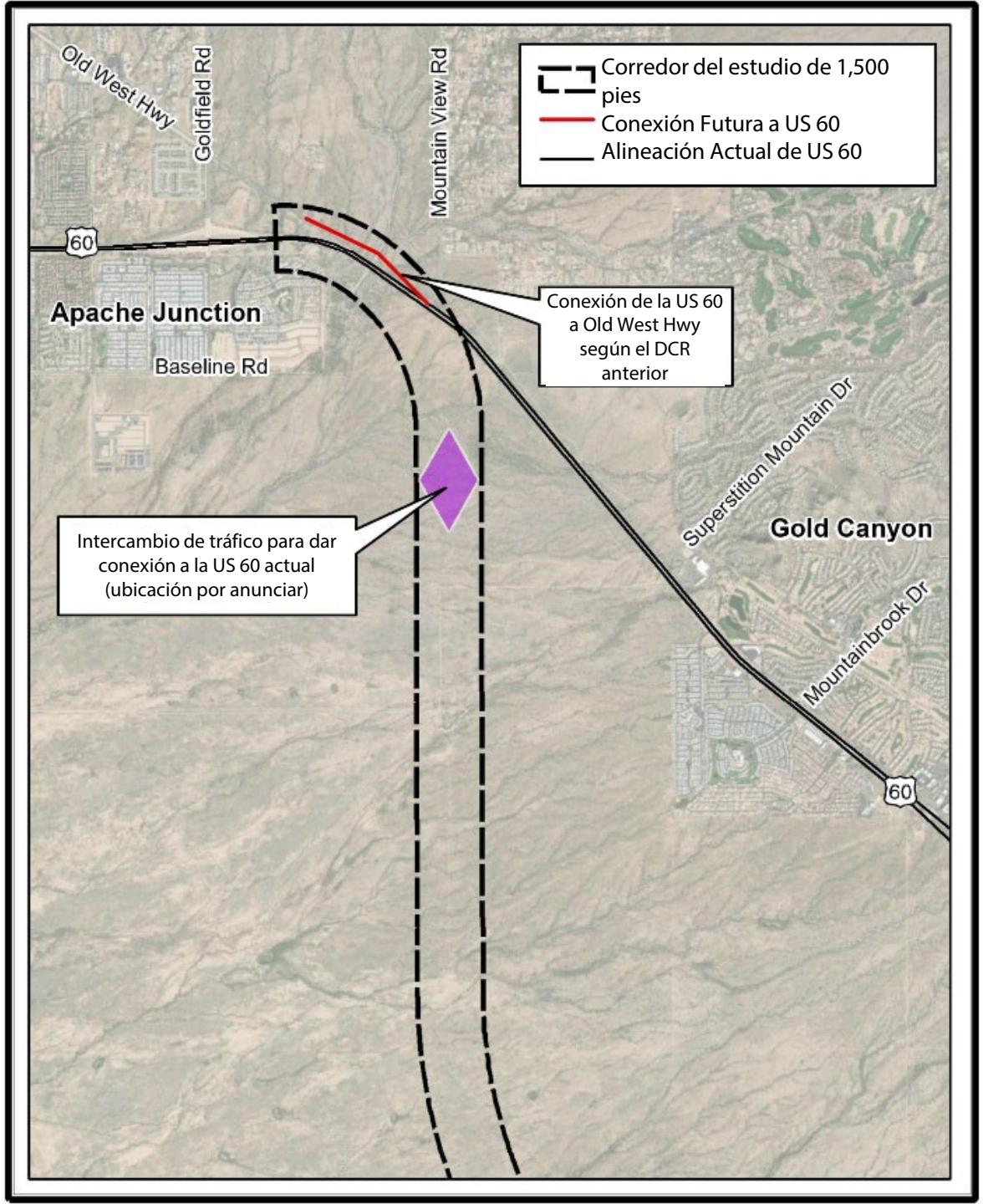
- Se desarrollaron tres alternativas preliminares de extremo a extremo.
- Se puede perfeccionar a través de una evaluación adicional y aportes del gobierno público, de agencias y tribales a través del proceso de EIS.
- A medida que avanza el estudio, ADOT puede recomendar un híbrido de estas alternativas de alineación.

# Alternativas de Construcción Preliminares de Extremo a Extremo



# Conexión Alternativa Preliminar a US 60

- Conexión directa entre US 60 y SR 505.
- Permanecerá la US 60 existente al este de Mountain View Rd (con puntos de acceso y señales de tráfico).
- Nuevo intercambiador de tráfico y conexión de carreteras en Houston Ave para conectarse a US 60 en Gold Canyon.
- Conectar la Old West Highway con la actual US 60 en Goldfield Road.
- El intercambio US 60/Goldfield Road permanecerá.



# Intercambios de Tráfico Preliminares

- El EIS de Nivel 1 anterior identificó posibles ubicaciones de intercambio
- Lista refinada para estudio adicional en EIS de Nivel 2:
  - Houston Ave
  - Elliott Rd
  - Ray Rd
  - SR 24
  - Germann Rd
  - Ocotillo Rd
  - Combs Rd/Riggs Rd
  - Skyline Dr
  - Bella Vista Rd
  - Judd Rd
  - AZ Farms Rd

# Otros Estudios

## Asociación de Gobiernos de Maricopa

- Estudio de Planificación de Transporte Multimodal en Superstition Vistas.

## ADOT

- Estudio de la Circunvalación US 60 Gold Canyon y DCR (2015).
- Estudio del Corredor Ferroviario de AZ Passenger Nivel 1 EIS (2016).

## Condado de Pinal

- Central Arizona Parkway.
- Extensión de la Ruta Estatal 24, Ironwood Dr a US 60

# Estado del Proyecto

No hay un cronograma para construir el corredor Norte-Sur, ya que actualmente no está financiado para el diseño o la construcción.

Se debe identificar el financiamiento para emitir un Registro de Decisión para una Alternativa de Construcción Norte-Sur con el fin de avanzar en el diseño del proyecto y/o la adquisición del derecho de paso.

# Siguientes pasos

# Lo que necesitamos de usted

- ADOT actualmente está buscando información sobre:
  - Comentarios o inquietudes sobre el propósito preliminar y la necesidad del estudio
  - Comentarios o inquietudes sobre la gama preliminar de alternativas para el estudio
  - Comentarios o inquietudes sobre los intercambios preliminares para el estudio
  - Comentarios o inquietudes sobre las consideraciones ambientales para el estudio
  - Comentarios específicos de la ubicación para el estudio

# Cómo enviar sus comentarios

**Envíe sus comentarios hasta el 10 de junio de 2025.**

**Asista a una de nuestras reuniones públicas (en persona o virtuales)**

**Envíe sus comentarios en línea:** www.northsouth-segment1.com

**Correo electrónico:** info@northsouth-segment1.com

**Llame al:** 602-474-3990

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

# ¿Preguntas?

# ¡Muchas gracias!

# Appendix B: Public Meeting Materials

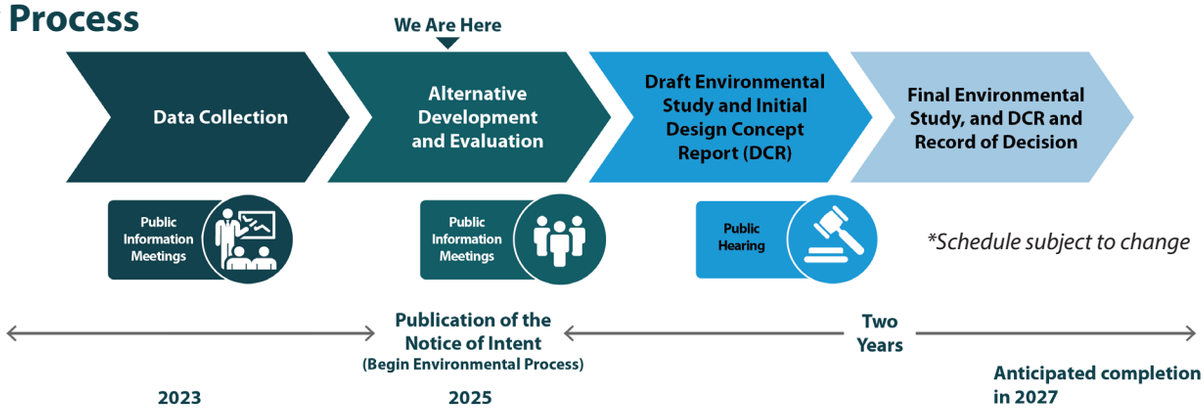
a t eet

# North-South Segment 1
# Tier 2 Environmental Impact Statement and Design Concept Report
## US 60 to Arizona Farms Road (SR 505)

## Study Overview

The Arizona Department of Transportation (ADOT) has issued a Notice of Intent to prepare a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the proposed North-South Corridor Segment 1 from US 60 to Arizona Farms Road (State Route 505). The study corridor spans approximately 20 miles from Apache Junction to Florence. The study will develop a preliminary range of alternatives for potential 400-foot-wide freeway alignments within the 1,500-foot Tier 1 study corridor and prepare a final EIS and DCR document and issue a Record of Decision identifying the Selected Alternative. ADOT is seeking public input on the preliminary range of alternatives and the project purpose and need.

## Study Process




## Preliminary Purpose and Need

The preliminary purpose and need for the proposed project is to establish a new, continuous, controlled-access north-to-south transportation corridor to:

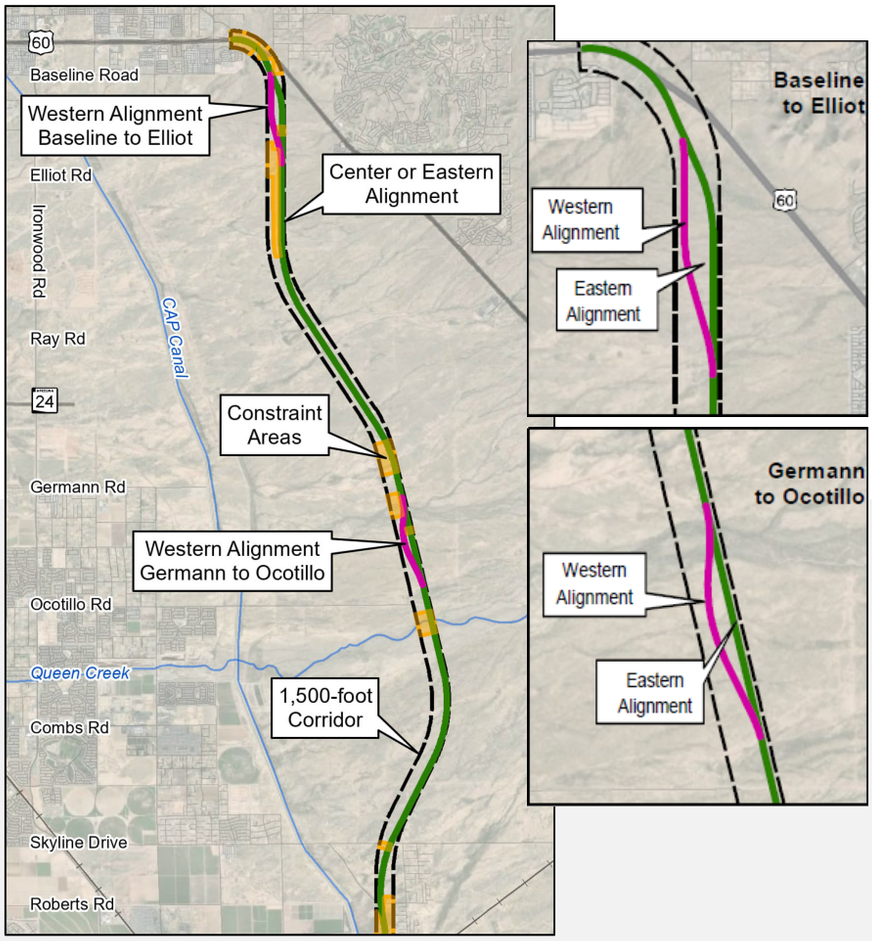
- Improve access to future activity centers
- Improve regional mobility
- Improve north-to-south connectivity
- Integrate the region's transportation network
- Address existing and future population and employment growth

## Preliminary Alternatives

The preliminary alignment generally within center/eastern zones of the corridor (green)

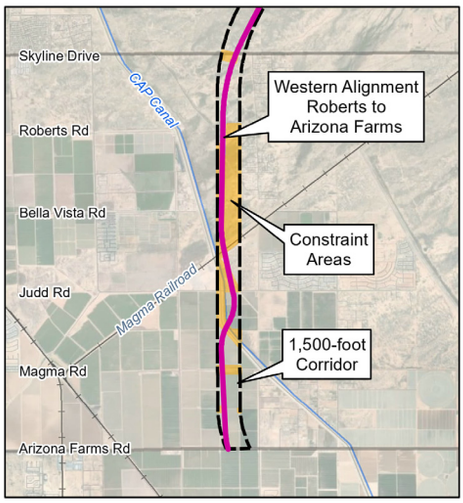
Two alignment alternatives in two areas:

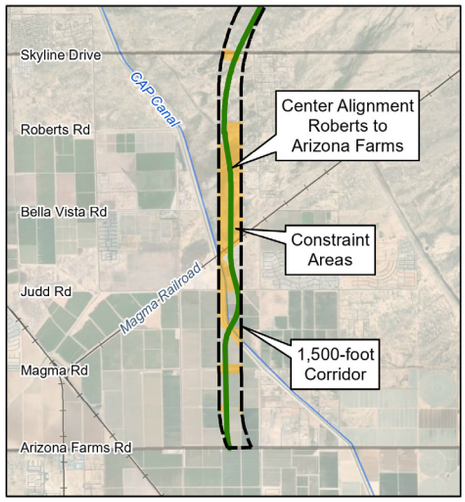
- Baseline to Elliot Road: western (pink) or eastern alignment (green)
- Germann to Ocotillo Road: western (pink) or eastern alignment (green)

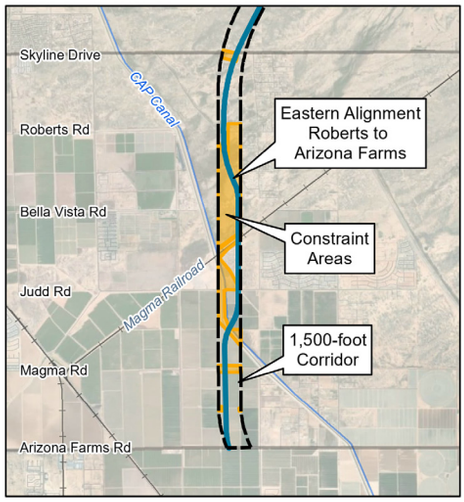


# North-South Segment 1
# Tier 2 Environmental Impact Statement and Design Concept Report
## US 60 to Arizona Farms Road (SR 505)

ADOT has identified three preliminary alignment alternatives that provide a range of alignments in the western, center and eastern portions of the 1,500-foot corridor. The preliminary range of alternatives includes the Preliminary No Build Alternative, which consists of future conditions in 2050 without implementation of a new North-South Freeway corridor.




## Next Steps

Following the comment period, ADOT will evaluate comments to refine the Build Alternatives and project purpose and need for evaluation in the EIS process. The Draft EIS will compare the refined range of Build Alternatives to the No Build Alternative. The Draft EIS may identify a Preferred Alternative. If ADOT has identified a Preferred Alternative during preparation of the Draft EIS, the Draft EIS document will present the agency's Preferred Alternative. The Draft EIS and Initial DCR will be published and made available for public review and comment through public hearings expected in early 2026. There is no timeline to construct the North-South corridor, since it is not currently funded for design or construction.

## For More Information

**Online:** www.northsouth-segment1.com

**Email:** info@northsouth-segment1.com

**Phone:** 602-474-3990

**Mail:** ADOT NSCS Segment 1 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

**→ Share your thoughts through June 10, 2025.**

**To stay up to date on the study, be sure to visit azdot.gov/sign-up-for-email-updates-from-adot and add your email to our distribution list!**

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

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 06/25/24 and executed by FHWA and ADOT.

ADOT Project # F0491

# Norte-Sur Segmento 1
# Declaración de Impacto Ambiental de Nivel 2 e Informe Conceptual de Diseño
# US 60 a Arizona Farms Road (SR 505)

## Descripción general del estudio

El Departamento de Transporte de Arizona (ADOT) ha emitido un Aviso de Intención para preparar una Declaración de Impacto Ambiental (EIS) de Nivel 2 y un Informe Conceptual de Diseño (DCR) para el Segmento 1 del Corredor Norte-Sur propuesto desde la US 60 hasta Arizona Farms Road (Ruta Estatal 505). El corredor del estudio comprende aproximadamente 20 millas desde Apache Junction hasta Florence. El estudio desarrollará una gama preliminar de alternativas para posibles alineaciones de autopistas de 400 pies de ancho dentro del corredor de estudio de Nivel 1 de 1,500 pies y preparará un documento final de EIS y DCR que identifique la Alternativa Seleccionada. ADOT está buscando la opinión del público sobre la gama preliminar de alternativas y el propósito y la necesidad del proyecto.

## Proceso del Estudio

## Propósito y Necesidad Preliminar

El propósito y la necesidad del proyecto propuesto es establecer un nuevo corredor de transporte continuo de norte a sur, con acceso controlado para:

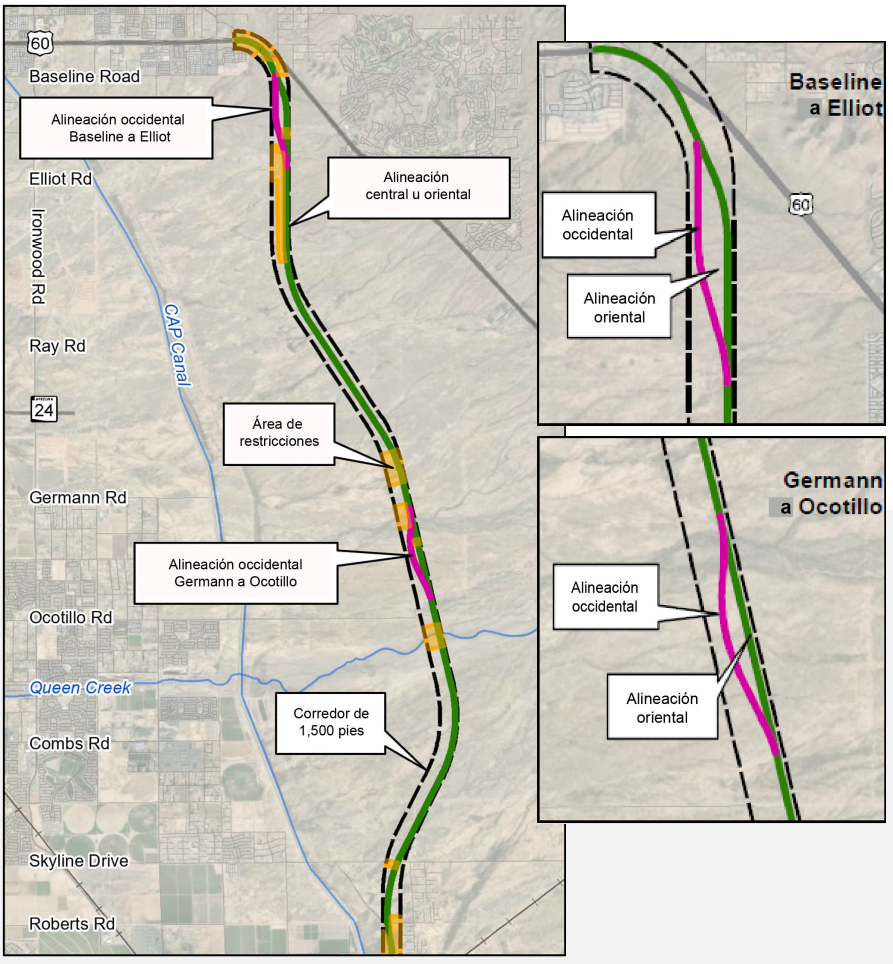
- Mejorar el acceso a futuros centros de actividades
- Mejorar la movilidad regional
- Mejorar la conectividad norte-sur
- Integrar la red de transporte de la región
- Atender al crecimiento actual y futuro de la población y el empleo

## Alternativas Preliminares

Alineación preliminar ubicada principalmente en las zonas central y oriental del corredor (verde)

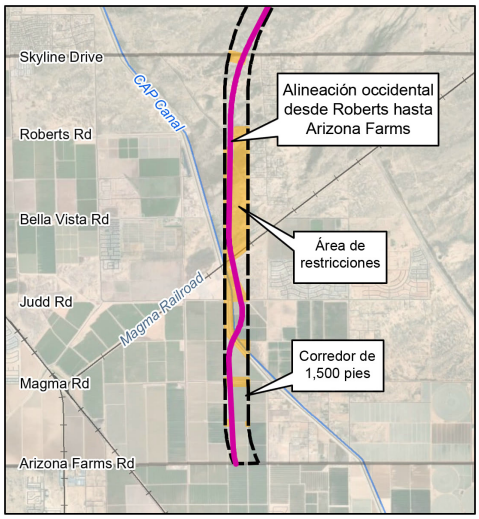
Dos alternativas de alineación en dos áreas:

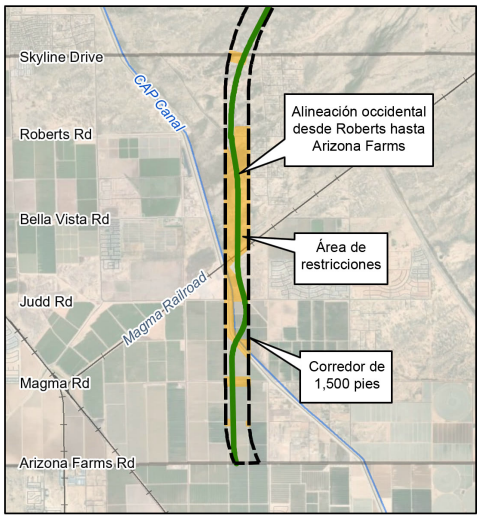
- Baseline a Elliot Road: alineamiento occidental (rosa) u oriental (verde).
- Germann a Ocotillo Road: Alineación occidental (rosa) u oriental (verde).

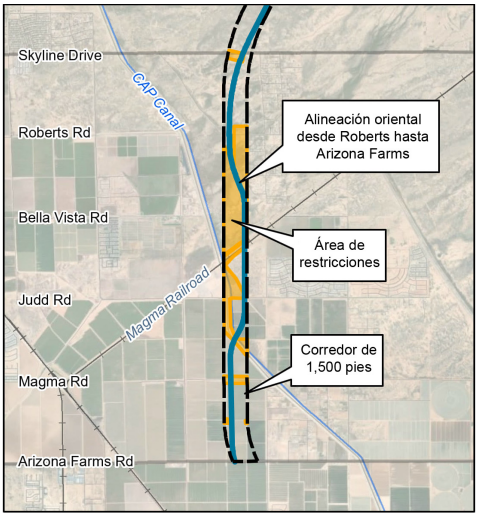


# Norte-Sur Segmento 1
# Declaración de Impacto Ambiental de Nivel 2 e Informe Conceptual de Diseño
# US 60 a Arizona Farms Road (SR 505)

ADOT ha identificado tres alternativas de alineación preliminares que proporcionan una gama de alineaciones en las partes occidental, central y oriental del corredor de 1,500 pies. Se incluye la Alternativa Preliminar Sin Construcción, que consiste en condiciones futuras en 2050 sin la implementación de un nuevo corredor de autopistas norte-sur.




## Próximos pasos

Después de completar este período de comentarios, ADOT evaluará los comentarios para refinar las Alternativas de Construcción (Alternativas con Obra) y el propósito del proyecto y la necesidad de evaluación en el proceso de EIS. El Borrador de EIS comparará la gama refinada de Alternativas de Construcción en comparación con la Alternativa Sin Construcción. El Borrador de EIS puede identificar una Alternativa Preferida. Si ADOT ha identificado una Alternativa Preferida durante la preparación del Borrador de EIS, el Borrador del documento de EIS presentará la Alternativa Preferida de la agencia. El Borrador EIS y el DCR inicial se publicarán y estarán disponibles para revisión pública y comentarios a través de audiencias públicas previstas para principios de 2026. Actualmente, no existe un cronograma para la construcción del corredor Norte-Sur, ya que no está financiado para el diseño o la construcción.

## Para obtener más información

**En línea:** www.northsouth-segment1.com

**Correo electrónico:** info@northsouth-segment1.com

**Teléfono:** 602-474-3990

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

→ **Comparta sus comentarios hasta el 10 de junio de 2025.**

**Para mantenerse al día sobre el estudio, asegúrese de visitar azdot.gov/sign-up-for-email-updates-from-adot y agregar su correo electrónico a nuestra lista de distribución.**

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA) 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 por motivos de idioma o discapacidad deben contactar a Kara Spinney al 855.712.8530 o por correo electrónico a kspinney@azdot.gov. Las solicitudes deben hacerse lo antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

La revisión ambiental, la consulta y otras acciones exigidas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido ejecutadas por ADOT de conformidad con 23 USC 327 y un Memorando de Entendimiento de fecha 25/06/2024 y ejecutado por la FHWA y ADOT.

ADOT Project # F0491

# Appendix B: Public Meeting Materials

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North-South Corridor Study Design Concept Report and Tier 2 Environmental Study, US 60 to Arizona Farms Road

May 2025

PRELIMINARY ALTERNATIVE 1

PRELIMINARY ALTERNATIVE 2

PRELIMINARY ALTERNATIVE 3

SEGMENT 1 - 1,500' CORRIDOR

SEGMENT 2 - 1,500' CORRIDOR

POTENTIAL RIGHT-OF-WAY FOR PRELIMINARY ALTERNATIVES

The following potential interchange locations will be further reviewed in the Tier 2 EIS:

- Houston Ave
- Elliot Rd
- Ray Rd
- SR 24
- Germann Rd
- Ocotillo Rd
- Combs Rd/Riggs Rd
- Skyline Dr
- Bella Vista Rd
- Judd Rd
- Arizona Farms Rd

ARIZONA DEPARTMENT OF TRANSPORTATION

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DEPARTMENT OF
TRANSPORTATION

# Appendix C: Public Comments

Public Comments

Public Meeting Q & A

## Public Comments:

| Comment # | Date | Type | Comment | Response |
|---|---|---|---|---|
| **1.** | **25-Apr-25** | Voicemail | Hi yes, um the what I received in your notice it says that the meetings are going to be in May, please call back, i am assuming you don't know where it is going to intersect with US 60. I am very interested because I do not want traffic coming up Mountainview road, its already a race track, so would someone call me back | Called back and gave info on meetings |
| **2.** | **25-Apr-25** | Email | Is this part of the ongoing discussion which may lead to the new Interstate 11? It isn't mentioned anywhere which is why I'm asking. Thank you. | Thank you for your interest in the North-South Corridor study (NSCS), US 60 to Arizona Farms Road (Segment 1). This study is unrelated to the Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg. For more information on that study please visit I-11 & Intermountain West Corridor Study. |
| **3.** | **25-Apr-25** | Email | Making a road is fine. It helps alleviate varied conditions. Most traffic seems to build in mornings around Peoria. The 202 coming into Phoenix in the morning and the 10 around queen creek those are all morning conditions. My main concern is if you have a accident on 10 going towards casa grande and one on 17 going towards Flagstaff one on or around buckeye and any accidents going on 60 towards the 77 then there are no bypasses there are no direct routes out. If a "nuke" or red dawn type event happened sitting ducks thumbs stuck.. that's my perspective.<br>As for alternatives in regards to environment. Honestly sub-sewers get clogged and air quality is shit. Why don't we take the money and build a bio-fuel power plant that burns the shit. Then take a smoke stack designed by the Marlboro man and the camel companies to turn the shit burn off into breathable oxygen. Shit 50 plus chemicals that should kill, now make my shit into air.<br>Or help the ozone!<br>Thank you..<br>P.s. last statement wasn't a joke! Seriously supposedly coral reefs are dying plankton will follow and they make 70% of our worlds oxygen. I hear mass bleaching event I hear assholes! So stop with the Brazilian makeover and get shit done! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. |
| **4.** | **25-Apr-25** | Comment Map | This goes right in between 2 sections of Magma Ranch. How are you going to do this? There is just a small road there now, | The preliminary alternatives are within the 1,500' Selected Alternative identified in the November 2021 Tier 1 Record of Decision, which is located east of the Central Arizona Project canal and west of Felix Road, close to the CAP canal. The ADOT project team is coordinating closely with Pinal County (a Cooperating Agency) and developers regarding the ongoing development to expand Magma Ranch.<br><br>For a detailed view of the corridor map visit: https://adot.maps.arcgis.com/apps/mapviewer/index.html?webmap=2b843a99b8e644f5b05d7c2888eb44b3. You can use the map zoom tool to view the corridor at the street level. You can also click on the search bar on the bottom right-hand side of the map and plug in a specific address to see its relation to the proposed corridor. |
| **5.** | **25-Apr-25** | Comment Map | People coming from Gold Canyon going west should be able to continue west on the 60. How is making everyone go through a new interchange at Houston Ave more efficient? Seems like it would be more efficient to have on and off ramps from the new SR 505 to the existing 60 as to not disrupt the traffic from Gold Canyon. | The preliminary alternatives included one potential concept for the connection to US 60, and additional concepts will be explored as the study progresses. A traffic study will be conducted to evaluate potential changes to travel patterns resulting from the build alternatives, which will also consider planned arterial roadway extensions that bring some of the local roads farther east to connect with the North-South and/or US 60. |
| **6.** | **25-Apr-25** | Comment Map | Not a lot of information on an alternate entrance to the Renaissance Festival from the new highway to alleviate congestion from Gold Canyon. | As part of this study, ADOT is looking into access points connecting the new North-South freeway to US 60 near the Apache Junction and Gold Canyon areas. This study also includes consideration of several traffic interchanges along the North-South freeway in this area, including Houston Avenue, Elliot Road, Ray Road, SR 24, and Germann Road. Local agencies are responsible for the planning and construction of local roadways connecting to those potential interchanges on SR 505, which could also help alleviate congestion in the area.<br><br>Pinal County is studying an extension of SR 24 to US 60 which could provide alternative access. |
| **7.** | **25-Apr-25** | Comment Map | Please ensure this section is free flowing! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

| Comment # | Date | Type | Comment | Response |
|---|---|---|---|---|
| **8.** | **25-Apr-25** | Comment Form | Have no issues with the proposed corridor. Where are the exits going to be? Is it going to be similar to Arizona State Route 24, with traffic lights? | At the current stage of the study, ADOT and Pinal County have identified a preliminary list of potential interchange locations. The preliminary range of potential traffic interchange locations include Houston Avenue, Elliot Road, Ray Road, Germann Road, Ocotillo Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road, Judd Road and Arizona Farms Road, as well as a new freeway-to-freeway interchange with the planned extension of State Route 24. This preliminary list of potential locations will be further evaluated based upon comments received, engineering and environmental considerations, and further coordination with local agencies. The Draft EIS and Initial DCR are expected to include a recommended list of traffic interchanges with more specific location information.<br><br>The North-South Corridor (SR 505) is being planned as a freeway, which means no traffic lights in the ultimate condition. The current study will be developing an implementation plan that could identify interim conditions, which could possibly include traffic signals. A decision has not been made on the interim conditions. |
| **9.** | **25-Apr-25** | Comment Form | Is this part of what ultimately may lead to the new Interstate 11.<br>It isn't mentioned anywhere which is why I am asking. | Thank you for your interest in the North-South Corridor study (NSCS), US 60 to Arizona Farms Road (Segment 1). This study is unrelated to the Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg. For more information on that study please visit I-11 & Intermountain West Corridor Study. |
| **10.** | **25-Apr-25** | Comment Form | Please get this done. We live in Florence and it takes way too long to get to the 24/202/60 and the 10 | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **11.** | **25-Apr-25** | Comment Form | This highway/road is critical to the far east valley community and can no longer be ignored. The amount of traffic on the city streets (including cement and construction trucks that are over weight for such roads!) is getting worse with each new single family home community, build-to-rent homes and apartments being built in San Tan Valley! Please stop the madness. This will also improve the quality of life for those who reside in the surrounding area. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **12.** | **25-Apr-25** | Comment Form | Build baby build | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **13.** | **25-Apr-25** | Comment Form | Can more details be added (maybe a link) about the US 60 Alignment study from 2012? I can't find any details about it online. I'm having a hard time visualizing the changes to US 60 at Mountain View, and that study and/or a diagram would help. | Additional details on the US 60 alignment study can be found in Section 2.2.3.2 of the Draft Tier 1 EIS, which also provided a figure illustrating the recommended US 60 bypass taken from the original 2012 study (Draft Tier 1 EIS Figure 2.2-4).<br><br>The Draft Tier 1 EIS can be found here: https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new |
| **14.** | **25-Apr-25** | Comment Form | I am a 10-year San Tan Valley resident. I have witnessed the rapid development, both commercial and residential in this area. ADOT has, in my opinion, fallen way behind in providing much needed traffic handling infrastructure for ingress and egress to and from this high growth area. So, do the studies but get on with it already. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **15.** | **26-Apr-25** | Comment Map | The town of Florence has been totally isolated and overlooked. This 505 corridor will open up the area to economic growth as well as help the communities transportation congestion issues. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **16.** | **26-Apr-25** | Email | I am a home owner in the Crestfield manor community here in Florence AZ off of Felix and AZ Farms RD.<br>I want to say we desperately need this freeway connection to AZ farms through to AJ / Florence.<br>Take my vote to move forward. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **17.** | **26-Apr-25** | Comment Form | US60 bypass at gold canyon is needed much more than this to avoid further fatalities. I cannot see that there is large demand for such a route when the current route is sufficient. If developers are putting subdivisions in make them put in the infrastructure. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **18.** | **26-Apr-25** | Comment Form | I don't think you need this construction. It looks like a terrible waste of freeway money. Use it in central Phoenix to improve traffic flow! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **19.** | **27-Apr-25** | Comment Form | I live in Florence and I commute to Tempe 2x a week. This road would would be a huge time save for me and my family and it would really help a lot of us here in Florence. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **20.** | **27-Apr-25** | Comment Form | You have been working on this project for years. It's time you quit talking and it's time to start the project. The traffic situation here in Pinal county is ridiculous, too many cars in too few roads.The death toll will rise because of this. The Hobs administration is wasting money on projects to support illegals instead of taking care of taxpaying citizens needs. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

| Comment # | Date | Type | Comment | Response |
|---|---|---|---|---|
| **21.** | **27-Apr-25** | Comment Map | It appears that this will meet up directly with Mountain View Rd. The traffic has already increased on Mountain View and not many obey the 45 mph speed limit. My concern is this will increase traffic even more and the speeds will increase also. It does not appear that it will reduce the Renaissance Festival traffic either. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **22.** | **27-Apr-25** | Comment Form | I live in the Crestfield Manor neighborhood in Florence and do not want the North-South segment. Most of us here want to keep our community rural. We moved to Florence to enjoy the cotton and alfalfa fields as well as our beautiful desert. We enjoy our non crowded roads. We understand our drive into the cities of Phoenix, Mesa, and so on is longer but we are fine with our longer drives as long as we get to come home to our small rural and quiet community. Please, do not build this segment. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **23.** | **27-Apr-25** | Comment Map | This is a much needed road. The traffic on Ironwood from Queens Creek to rt.60 is awful. Too much congestion. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **24.** | **27-Apr-25** | Comment Map | Please build this highway as fast as possible. There is no easy way to get from Florence to San Tan valley. Hunt highway is a deathtrap. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **25.** | **28-Apr-25** | Comment Map | Don't destroy the Arizona State Trust Land north of here. Move this future freeway further to the west closer to San Tan Valley to reduce the present traffic congestion along Ganztel/Ironwood, Combs, Ocotillo and Hunt. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **26.** | **28-Apr-25** | Comment Map | If this is where the SR 24 (Williams Gateway Frwy) junctions with the North/South corridor, the alignment from here north to US 60 is not required. Funnel all traffic to the SR 24 to head west towards the Loop 202. This will benefit Gold Canyon residents who don't want more traffic congestion on the US 60. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **27.** | **28-Apr-25** | Comment Map | From eastbound 60 to the new 505 highway should still allow eastbound 60 traffic to continue as it is now, with off ramps to go south on the new 505. This would be a preferred way to not force eastbound 60 traffic to have to go south on the 505 to a new interchange that would take the EB 60 traffic to stop lights, surface roads, etc. to get back on eastbound 60. I believe that would create more traffic issues than necessary for those wanting to continue eastbound on the 60. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **28.** | **28-Apr-25** | Comment Map | Move the freeway alignment further west, away from my quiet neighborhood. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **29.** | **28-Apr-25** | Comment Map | Part of the consideration to the 505 project @ US 60 interchange must concurrently involve widening the existing US60 freeway from the 505 interchange to 3 lanes to Tomahawk Rd interchange and then 4 lanes from Tomahawk to Ellsworth interchange to handle the ever-increasing traffic load from Queen Creek and future development. It should also involve extending the existing US 60 Eastbound freeway in conjunction with the new 505 interchange, provide a Gold Canyon interchange and then reconnect to existing 4-lane US 60 well past Gold Canyon. The proposed 505 to US 60 freeway interchange and existing US 60 Gold Canyon traffic would continue to show itself inadequate to current traffic, much less to future increased Gold Canyon development traffic. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **30.** | **28-Apr-25** | Comment Map | Regarding the entire length of proposed NS connector: US 60 to I-10 (mistakenly labeled as rt.505 in the previous comment about the NS Connector @ US 60 interchange): I Have no specific detailed comment on the North phase segment 1 except a general comment to indicate agreement that the corridor to join with I-10 is a worthy and already much needed addition to the highway system. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **31.** | **28-Apr-25** | Comment Map | I live right down the road(within 1/2 mile) from this proposed corridor. I copied my concerns from the report and question as to why cross over the canal when the Pinal Parkway / Pinal county is planning on building aligns N/S which will parallel the placement of this. Why expense two things without coordination ??<br>I am opposed to bringing traffic out to a rural area and making more people travel east to go west. If this comes near I will request a tall .... very tall wall and no light pollution please and thank you.<br>Anticipated permits and authorizations that could be required prior to the commencement of construction include:<br>U.S. Army Corps of Engineers (USACE) approvals under Section 404 of the Clean Water<br>Act and Section 401 water quality certification;<br>Arizona State Land Department (ASLD);<br>Bureau of Reclamation (Reclamation) authorization of the Central Arizona Project Canal crossing; | Central Arizona Parkway and the North-South Corridor are being planned to serve different travel needs within the region. The North-South Corridor will serve as a state route connecting US 60 to I-10, improving regional mobility and serving planned growth east of the CAP Canal. The Central Arizona Parkway is intended to address localized growth west of the CAP Canal, specifically in the San Tan Valley region. Pinal County is regularly coordinating with Maricopa Association of Governments, Florence, and ADOT on these proposed corridors. |
| **32.** | **28-Apr-25** | Comment Map | Are there plans to extend surface streets to the new corridor via on-ramps? For example, extend Germann, Ocotillo, Skyline, Bella Vista, etc. eastward to the proposed highway and build on-ramps to alleviate traffic in STV? Otherwise, the only benefit will be for those entering from the U.S. 60 or Florence, and everyone in the middle is forced to deal with the noise and pollution without benefitting from access to the corridor. | Yes, local jurisdictions such as the City of Apache Junction, Town of Florence, and Pinal County have plans for widening and extending major arterial roads to the east. Planned local roadway connections are being considered in the evaluation of potential traffic interchange locations. Local jurisdictions are primarily responsible for planning improvements and extensions of the major arterial roadways that intersect North-South. The North-South study will identify necessary improvements at the potential traffic interchange locations along the North-South freeway in this area, including Houston Avenue, Elliot Road, Ray Road, SR 24, and Germann Road. |

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| **33.** | **28-Apr-25** | Comment Map | No, please do NOT move this segment further west! Keep this proposed segment away from homes and neighborhoods to the east of Schnepf, Quail Run, Attaway, etc. We desperately need to alleviate traffic congestion in San Tan Valley, so using State Trust Land for this corridor makes sense, so long as it is not encroaching on neighborhoods. Remember, people built their homes out here to be AWAY from urban life. Keep this corridor far enough from neighborhoods to maintain a rural feel, while still alleviating traffic in San Tan. There is plenty of State Trust Land to do this intelligently. The proposed corridor is mostly sufficient, albeit maybe a few tweaks where it gets too close to neighborhoods. Some previous proposals were much worse and closer to homes. This plan is the best I've seen yet. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **34.** | **28-Apr-25** | Email | Hello please buy up the land in the santan area at felix and judd before the houses get built . This area can not take any more houses to be built | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **35.** | **28-Apr-25** | Comment Form | This is a useless waste of money that could be spent on better access to Queen Creek and Santan Valley | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **36.** | **28-Apr-25** | Comment Form | I first came to Gold Canyon in 1987 to work in the winter and spring, and I have lived here full time since 1995. Is there any plan to find a better way for the Renaissance Festival traffic for their customers to better access the facility? Every Saturday, Sunday, and Presidents Day, in February and March we have to deal with terrible traffic on those days. As the population has grown in this area already, we now have bumper to bumper traffic most days without the Renaissance Festival. Hopefully this can be addressed as well. | As part of this study, ADOT is looking into potential new roadway access points between the proposed SR 505 and US 60 near the Gold Canyon area. Pinal County is also studying an extension of SR 24 to US 60 which could provide alternative access. Additionally, ADOT and Pinal County regularly meet with Renaissance Festival organizers to manage traffic control during events and will continue to coordinate with them. |
| **37.** | **28-Apr-25** | Comment Form | I would like to see an active roll in connecting this with hwy 24. That would greatly simplify access from the East valley to Queen creek, Chandler, Gilbert, etc. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **38.** | **28-Apr-25** | Comment Form | We need funding for adequate roads down here to Florence. It's a joke with the development continuing to grow and no roads to compensate for it. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **39.** | **28-Apr-25** | Comment Form | How will this affect the homeowners east of the cap west of the copper basin railroad? More specifically Judy's and felix cross road area. | Potential right-of-way impacts will not be identified until a Design Concept Report (DCR) is developed as part of the engineering and design efforts for the study. Any property owners identified within the future alignment that are potentially affected by right-of-way impacts will be notified and will have an opportunity to provide input during this study process.<br><br>Noise abatement studies will be conducted as part of the environmental analysis and potential mitigation will be evaluated. Specialists will assess potential noise impacts using traffic projections and proximity from the proposed SR 505 to homes and other noise-sensitive receptors.<br><br>There is no timeline to construct the North-South corridor, since it is not currently funded for design or construction.<br><br>For a detailed view of the corridor map visit: https://adot.maps.arcgis.com/apps/mapviewer/index.html?webmap=2b843a99b8e644f5b05d7c2888eb44b3. You can use the map zoom tool to view the corridor at the street level. You can also click on the search bar on the bottom right-hand side of the map and plug in a specific address to see its relation to the proposed corridor. |
| **40.** | **29-Apr-25** | Comment Form | Thank you for moving forward with SR 505, the north/south route. This is a critical project for the growing Gold Canyon area. With SR 60 being the only E/W corridor through the middle of the state. We have witnessed traffic increasing yearly. If a traffic blockage should occur, the situation could be critical in a medical emergency. Any effort, including 505, to divert traffic is helpful and necessary. The E/W bypass is another essential project that cannot be completed soon enough. Thank you for the opportunity to comment. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **41.** | **29-Apr-25** | Comment Form | This freeway connection to the 60 should not be added at all. This should have been routed to the 24 which is already extending to this area. Bringing more traffic into what is nearly Superstition Wilderness is definitely disregarding any environmental impact. Scrap this route and connect further South! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **42.** | **29-Apr-25** | Comment Form | As Larry the cable guy said Get Er Done. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **43.** | **29-Apr-25** | Comment Form | I don't think connecting the freeway to Arizona farms rd is a good solution. The traffic congestion at Arizona farms and hunt hwy is already a problem. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **44.** | **29-Apr-25** | Comment Form | I hope this corridor has enough lanes to safely accommodate the growing volume of traffic in Pinal County! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **45.** | **29-Apr-25** | Comment Form | Love the idea of a more accessible corridor through the b valley. This would open much more opportunity for growth and in turn increase our property values. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **46.** | **29-Apr-25** | Comment Form | I support this road. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **47.** | **29-Apr-25** | Comment Form | This would be a very welcome freeway. Pinal county is growing rapidly regardless if people want it to or not. This absolutely needs to happen! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **48.** | **29-Apr-25** | Comment Form | Would you please consider doing a traffic study this next January through March of the traffic along Hwy 60 east at Superstition Mountain Drive? The left turn lane is very inadequate for the amount of vehicles turning into Gold Canyon West. The extension of the left turn lane at Kings Ranch Road for Gold Canyon East has been wonderful. Recently, there was a fatality at 60 and SMD due to the left turn lane not allowing all of the cars to get off the main traffic lanes. Left lane drivers get stuck behind those needing to turn left. I have witnessed quite a few near misses at high speeds. The recent fatality highlights the life threatening nature of this intersection. Thank you for your consideration. | Thank you for your comment. Since it is not directly related to the North-South Segment 1, US 60 to Arizona Farms Road (SR 505) corridor, your request has been shared with the appropriate Arizona Department of Transportation staff. |
| **49.** | **29-Apr-25** | Comment Form | Can't happen soon enough. The traffic around Gold Canyon is horrible and dangerous. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **50.** | **29-Apr-25** | Comment Form | Please don't bring North South corridor in so close to Felix and Anthem Merrill Ranch. We have a lot of money invested in homes in this community and having the highway so close WILL impact our property values for resale.<br>Thank you for your consideration. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **51.** | **29-Apr-25** | Comment Form | I am in support of the North-South Corridor Segment 1 project from US 60 to Arizona Farms Road. I believe this project is vital for improving transportation infrastructure, reducing congestion, and supporting economic growth in the region. I appreciate ADOT's efforts in conducting a thorough environmental review and involving the public in this process.<br>Thank you for the opportunity to provide input. I look forward to seeing the project move forward. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **52.** | **29-Apr-25** | Comment Form | I fully support the advancement of the North-South Corridor Segment 1 project from US 60 to Arizona Farms Road. The proposed freeway would significantly enhance regional mobility, provide much-needed north-to-south connectivity, and support access to future economic and residential activity centers in Pinal County.<br>I appreciate that this study is taking a thorough approach by evaluating environmental impacts, analyzing multiple alignment alternatives within the Tier 1 corridor, and integrating public, agency, and tribal input. The goals to improve access, connectivity, and integration with the existing transportation network are critical, especially given the ongoing population and employment growth in the region.<br>The planning and environmental diligence shown by ADOT and FHWA through this Tier 2 EIS and Design Concept Report process are commendable. I encourage continued public involvement and transparency throughout the development of the Preferred Alternative and support the issuance of a Record of Decision that moves this vital infrastructure project forward.<br>Thank you for the opportunity to participate and provide input. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **53.** | **29-Apr-25** | Email | We moved to Florence in October of 2022. Since our move, traffic has significantly ramped up in the area. We have 2 options to travel to Apache Junction, Mesa and Tempe. We either take Gantzel to the 24 or we take the 79. The 79 is my go to for a more peaceful drive but is usually the same time frame or longer than taking the congested Gantzel route. Both options are time consuming and keep us from spending more time with our friends and family on the weekends.<br>I also travel to the Phoenix Airport area for work everyday. Having a better backup route to work would greatly increase my quality of life. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **54.** | **29-Apr-25** | Email | As a resident of Florence, AZ we are in desperate need of a freeway. As our population has grown exponentially and quickly it has increased the necessity. There is so much congestion along hunt Hwy and many accidents from inadequate infrastructure. It is absolutely necessary for the continued and planned/ approved building and added population. Please work to push this forward. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **55.** | **29-Apr-25** | Comment Map | A noise abatement wall is needed along hwy 60 where housing is adjacent the hwy, i.e. ..Saguaro Canyon village Mobile home park. This is an over 55 retirement park where we have lived for three years and the traffic on hwy 60 is now 24/7 and consist of many loud trucks and motorcycles. There currently is nothing between the traffic and our homes except a wire fence and some weeds. In addition to the noise, there is a danger of a vehicle out of control coming off the hwy and into someones home. This north south corridor will increase the traffic and noise onto hwy 60 and in our back yard. Please consider this proposal asap before the problem gets worse. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **56.** | **29-Apr-25** | Comment Map | This is badly needed. I drive from Anthem into Mesa for work and it takes me an hour. Going through Gold Canyon in the winter with traffic lights is a nightmare. People go 80+ MPH on the 60 and 79 and there are multiples crashes usually head on every year. This was badly needed 10 years ago and is long over due. My only concern is that there are a lot of existing homes and farms right over the proposed route. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **57.** | **29-Apr-25** | Comment Map | I live 2 miles from the proposed start. The traffic has increased and they are proposing over 3,000 homes across from us. This is not including the new homes on Arizona Farms and Hunt Hwy. In the 2 years we have lived here, there have been dozens of accidents at the intersection of Arizona Farms and Felix. With no stop sign on Arizona Farms, no street lights, and no turn lanes it is immensely dangerous. I commute to Mesa for work. Rather than driving through the traffic in STV, I go through Florence Junction and Gold Canyon. It is 41 minutes and 31 miles. If I drive through STV it is an hour drive and 29 miles. The congestion of STV roads needs to be lessened and I see the as a multiple phase project, this being one of many ways. There are homes all over the area and we are just getting started. If you drive through Hwy 79 in the morning, the congestion at the intersection for the 79 and Arizona Farms is just busier and busier as people avoid STV traffic. Driving the 79 with only two lanes and very little safe passing points is dangerous especially with the rock and dirt trucks. Unfortunately with a major roadway, more houses will be built nearby so I hope the road is designed to have less traffic lights, more than 2 lanes, and a goal to divert any congestion. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **58.** | **29-Apr-25** | Comment Map | Gold Canyon has multiple traffic issues due to ever-increasing vehicles particularly between January and April. This curved area can already be congested. Widening Hwy 60 from Mountain View Road to Signal Butte would help to alleviate some of the traffic issues at least on this section of 60. What would also help would be to not control traffic to the degree that vehicles must stop at each light through Gold Canyon. Please let the traffic flow. Some collisions have occurred due to this traffic management choice. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **59.** | **30-Apr-25** | Comment Form | This should have been done a long time ago. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **60.** | **30-Apr-25** | Comment Form | The 60 bypass is really needed & very long overdue. If there is an accident/event on the 60 in the Gold Canyon area, it makes it very hard to get home with all the traffic. The bypass can be used by others so they don't have to use the 60 to get through Gold Canyon. As I speak for alot of residents, please make the 60 bypass happen and soon. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **61.** | **30-Apr-25** | Comment Form | HAving Family in North Scottsdale will help my commute when I need nothing in Gold Canyon and can bypass that and also the 2 lane Rt 79 north.  A great project in my opinion. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **62.** | **30-Apr-25** | Comment Form | Fix the intersections of Hunt Hwy and 79 and Hunt Hwy and Attaway NOW!! No reason not to have 3 right turn lanes at Hunt and Attaway! No reason not to have a light or roundabout at Hunt and 79!!! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **63.** | **30-Apr-25** | Comment Map | A better option would to build the 24 all the way over to Arizona Farms, widen the 79 to four lanes an build a bypass around Florence and connect to where the proposed north south corridor is planned to run to I-10 to the south of Florence. Extend skyline and combs to the 79 and widen AZ Farms road to 4 lanes to the 79 all with on/off ramps at the 24. That would improve traffic in and out of San Tan Valley, allow access to the 79 /north-south corridor from San Tan and provide a faster route around the valley to the 10. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **64.** | **30-Apr-25** | Comment Map | This is a better location to build a traffic interchange.  It's adjacent to the CAP canal and a powerline and is much closer to the present congested traffic of San Tan Valley.  Don't destroy 1000+ acres of Arizona State Trust Land that will take a decade or more to acquire the necessary ROW for a major commerce corridor that is needed in 2025 and not 2050.<br>Build this corridor like the South Mountain Freeway Private/Public Development Agreement with a private developer to pay for the construction and maintenance for 30 years before giving it back to the State. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **65.** | **30-Apr-25** | Comment Map | Magma Ranch III - Phoenix LLC, Brightland Homes of Arizona LLC, Richmond American Homes of Arizona Inc and Century Communities of Arizona LLC are all building a residential subdivision that will restrict this proposed freeway corridor and force it right up to the CAP canal.  No option to go further west because of a large SRP electrical substation. | The ADOT study team is aware of these existing and planned residential developments, as well as utility conflicts, within the selected SR 505 corridor. Known constraint areas within the selected corridor have been mapped and the study team has identified several preliminary SR 505 alignment alternatives to minimize impacts to the extent possible. |
| **66.** | **30-Apr-25** | Comment Map | Use the Bureau of Reclamation land adjacent to the CAP canal, just like you did along the 202 Red Mountain in Mesa. It will likely take less time to acquire the 400 ft of ROW clearance from them. Instead of the Arizona State Trust, which must go thru a public auction process and the price of real estate will escalate the costs of the needed ROW, which will further delay the design/construction of this commerce corridor for San Tan Valley residents to quickly get to Mesa. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **67.** | **1-May-25** | Comment Map | Is there a way to limit light pollution and sound? This area is known for its quiet beauty, I think that consideration would be appreciated. The access to the 60 will be helpful for individuals in San Tan Valley commuting to work. | ADOT and Pinal County are aware of the community's concerns about potential noise impacts and light pollution. The EIS process will include a traffic noise analysis and a visual impact analysis, and ADOT will consider strategies to avoid, minimize, and mitigate environmental impacts. The results of these analyses will be presented in the Draft EIS. |
| **68.** | **1-May-25** | Comment Map | We will go from a quiet community to constant road and traffic noise.  This will also add additional air quality issues to our community well being due to the increase emissions from the vehicles. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **69.** | **1-May-25** | Comment Map | It would be best to locate the corridor as far from the Magma neighborhoods as possible, closer to the SRP power generation, which is already impacting all the environmental qualities negatively anyway. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **70.** | **1-May-25** | Comment Map | This seems way too far to the east to be effective to alleviate the road failures within San Tan Valley. People will need to travel 5 miles east to go west into Phoenix. It's just bonkers! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **71.** | **2-May-25** | Email | 1. NOTHING should be done on the North - South highway until Highway 60 becomes a six lane freeway between Goldfield Road and Signal Butte. It is dangerous now with total stoppage west of Ironwood every morning and afternoon.<br>2. Build the over passes while building the highway. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **72.** | **2-May-25** | Comment Form | IN FAVOR of this North-South segment | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **73.** | **2-May-25** | Voicemail | I am a registered voter. I am 80 years old and currently going through chemotherapy for cancer. I cannot physically attend any impact meetings. This goes back to 2023 which is almost 2.5 years ago, and we are just now getting this information, that seems inappropriate. My primary objective to this is the impacts upon the environment, any local residents, and most especially the flora and fauna or the animals and plants in this particular area because they will be grossly and greatly disrupted this will be an environmental impact which is totally unnecessary and I totally disagree and I would like to speak to someone in-person my phone number is for the north-south segment 1 tier 2 environmental impact statement and design concept report which I am calling about I would appreciate very much a return call. Thank you very much. | Called back. |
| **74.** | **3-May-25** | Email | Myself and all the neighbors I've spoken with about this freeway everyone seems to have the same feedback and opinions…<br><br>1. Obviously everybody wants this project to happen as soon as possible. Considering San Tan Valley has nearly double the amount of people living out here as compared to Queen Creek, and growing rapidly.<br><br>2. All folks also believe the project should be brought west at least a couple miles if not a little more to make it most useful for existing residents while still making it only a 1-2 mile drive for new builds that go further east. With how far east the proposal is now. Most people in Merrill Ranch, Magic Ranch, Copper Basin, Bella Vista , Johnson Ranch, Skyline Ranch, San Tan Heights, Morning Sun Farms, and a significant amount of other developments not listed will continue to congest Hunt Hwy, Ganzel-Ironwood, and Ellsworth Rd to get to SR24 as opposed to back tracking 5+ miles to utilize the new SR505. Moving the project west will have the highest impact for existing homeowner's. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **75.** | **5-May-25** | Voicemail | Yeah, I'd like to know. I live off of gold canyon and what I want to know is will highway 60 continue on down from where you have it taking off going down to Florence um I'm assuming that's it's going to be taken off at Apache junction the last on ramp and then down from there let me know if that thinking is correct or not. | Called back |
| **76.** | **5-May-25** | Comment Form | I understand the need for this north south route. However when are you going to address the need for an extension of lanes on AZ 60 eastbound lanes from Crimson to AZ route 79? There have been over 1000 new homes built between Entrada Del Oro and Mountain View Road over the last 8 years. More are being built each year. There are just two lanes of traffic on 60 in each direction once you drive east past Signal Butte. I feel this route also needs addressing. | The North-South Segment 1 study connects to US 60 near Goldfield Road and is not studying capacity improvements along US 60 except where new ramps or lanes may be needed to accommodate the new connection with SR 505 near Goldfield Road. ADOT and MAG have a number of planning and/or engineering studies evaluating improvements to US 60 east of SR 202L. ADOT's 2026-2030 State Transportation Improvement Program includes a project to widen US 60 from Crismon Road to Meridian Road which is anticipated to begin construction in 2028, and MAG has the on-going Superstition Vista Multimodal Transportation Planning Study. ADOT's long-range planning includes further study of general purpose widening US 60 from SR 88 to SR 79, but this study is not yet funded. |
| **77.** | **6-May-25** | Email | Will the in-person public meetings be live-streamed? We had someone ask on ADOT's Facebook page. | We will not have the meetings live-streamed. We have a virtual public meeting option on May 22 in English and Spanish (see information below). Additionally, we will have a prerecorded presentation in English and Spanish that will be uploaded to the study website this week at ADOT North-South Tier 2 Corridor Study.<br>Virtual Public Meeting:<br>Thursday, May 22, 2025 \| 6 – 7 p.m.<br>English<br>Online: https://bit.ly/NSSegment1<br>Phone: 408.638.0968<br>Meeting number: 971 5032 1962<br>Webinar Password: ADOTNSS1<br>Call-in password: 14405974<br>Spanish Audio Channel<br>Phone: 669.444.9171<br>Meeting number: 970 2160 6058<br>Call-in password: 66865130 |
| **78.** | **6-May-25** | Comment Form | We need this road ASAP! Thanks! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **79.** | **7-May-25** | Comment Form | Yes, I support this North-South Segment 1, Tier 2 design concept report on the extention of the new route from US 60 to Arizona Farms Rd. Our traffic on HWY 60 is becoming unreasonable for those us who need to use this HWY 60 daily. It has become a safety issue. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **80.** | **7-May-25** | Voicemail | Apart of the description for the north-south corridor state route 505 confuses me. We actually live just east of mountain view road and south of Broadway in the county area and so there is a lot of people that drive south on Mountainview to access US 60 and I want to know how that access to US 60 is going to be affected because it's very important to me to be able to get to US 60 quickly and head west to get to the airport and some gigs I have I would like someone to call me back because the map and the description don't give enough information. I would like to know what the proposed access is for us people that live out here driving south on Mountainview to then go east or west on US 60. | Called back |
| **81.** | **8-May-25** | Email | Can you tell me where the north/south corridor comes out at on Arizona Farms Road? I am trying to see if there will be any impact to the west side of Florence Military Reservation. | The 1,500' corridor intersects Arizona Farms Rd just west of Felix Rd. For a detailed view of the corridor map visit: https://experience.arcgis.com/experience/6d26f896e9d04c61bcdd5dcba6cff0f0?org=adotp |
| **82.** | **8-May-25** | Comment Map | It sounds like if you are traveling North on the 505 (new freeway) there would not be a ramp that would let you head East on US60 to Globe. I think this would be needed as there are and will be a lot of people headed out of the valley going to Cabins and other places that would take them East on US 60. Thanks for your work on this project and am excited to see the roads and how they have changed and improved over the last 45 years that I have living here. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **83.** | **8-May-25** | Comment Form | Will the realignment provide access to the Renaissance Fair and not from Hwy 60 thus helping to reduce the bottleneck on Hwy 60 during its season of operation? | As part of this study, ADOT is evaluating new roadway access points between the proposed SR 505 and US 60 near the Gold Canyon area. At the current stage of the study, ADOT and Pinal County have identified a preliminary list of potential interchange locations. The preliminary range of potential traffic interchange locations include Houston Avenue, Elliott Road, Ray Road, Germann Road, Ocotillo Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road, Judd Road and Arizona Farms Road, as well as a new freeway-to-freeway interchange with the planned extension of State Route 24. Additionally, Pinal County is also studying an extension of SR 24 to US 60 which could provide alternative access. |
| **84.** | **12-May-25** | Comment Form | As Florence residents, we are very much in favor of building this freeway corridor. Traffic is already a mess down in this area with very few alternate routes. We currently reside just south of the Felix & Arizona Farms intersection and would directly benefit from the location and accessibility of the planned route as we regularly commute into the Mesa area. As several other communities are currently under construction, the need for a better north-south route is rapidly increasing. We believe this project needs to be completed as soon as possible! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **85.** | **12-May-25** | Comment Form | If the 505 Corridor running all the way to Eloy is intended to unload I-10 traffic load surely Highway 60 from Crismon to the 505 would have to be widened. During rush hour we notice increasing traffic volume on 60. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **86.** | **13-May-25** | Comment Form | I live at Tomahawk and 60. 60 is only 4 lanes here. Is it going to be widened to handle the additional traffic? Will you all be installing sound barriers on 60 like what's on the 101, 202, 303 and Superstition freeway. The freeway is already super loud here along the stretch from Signal Butte to Gold Canyon especially all the rock trucks coming up 60 west 24 hours a day | The proposed North-South SR 505 will potentially connect to US 60 near Goldfield Road, and is not studying widening along US 60, except where new ramps or lanes may be needed to accommodate the new connection with SR 505 near Goldfield Road. ADOT and Maricopa Association of Governments have a number of planning and/or engineering studies evaluating improvements to US 60 east of SR 202L. ADOT's 2026-2030 State Transportation Improvement Program includes a project to widen US 60 from Crismon Road to Meridian Road which is anticipated to begin construction in 2028, and MAG has the ongoing Superstition Vista Multimodal Transportation Planning Study. ADOT's long-range planning includes further study of general purpose widening US 60 from SR 88 to SR 79, but this study is not yet funded.<br>Noise abatement studies will be conducted as part of the environmental analysis and potential mitigation will be evaluated. Specialists will assess potential noise impacts using traffic projections and proximity from the proposed SR 505 to homes and other noise-sensitive receptors. |
| **87.** | **13-May-25** | Email | please see attached.<br>(Attachment 1) | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **88.** | **14-May-25** | Comment Map | It would be nice to keep this road if possible with a small bridge. Also if this road ends up getting abandoned due to the road we would request that felix road just east of here gets upgraded because it is just a chip seal road at the momement and additional traffic will be required to use it. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **89.** | **14-May-25** | Comment Form | Hunt hwy to Arizona farms can not handle the extra traffic to even get to state route 505 if it is in this location. That must be fixed first. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **90.** | **14-May-25** | Comment Form | In favor for the new freeway! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **91.** | **14-May-25** | Comment Form | Please get this done asap.  Hunt highway is a death trap | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **92.** | **14-May-25** | Comment Map | what is adots plan for the addtional noise for the people in the neighborhood. Also request no street lights as we like our stars and quite life in the desert. | ADOT and Pinal County are aware of the community's concerns about light, noise, and wildlife impacts. No final decisions have been made, but noise abatement studies will be conducted as part of the environmental analysis and potential mitigation will be evaluated. Specialists will assess potential noise impacts using traffic projections and the proximity between the proposed SR 505 and homes or other noise-sensitive receptors.<br>The North-South Corridor (SR 505) study will consider lighting as part of the study. |
| **93.** | **15-May-25** | Email | Here is my other property that is affected as well.<br>(Attachment 2 and 3) | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **94.** | **15-May-25** | Comment Map | According to the proposed study, the future planned route state 24 highway will connect to this corridor in some way in a future study/project. This entire corridor seemingly misses the entire point of needing additional routes in the gold canyon/florence and Santan areas. Especially in gold canyon, there is only one way in and out. There are thousands of residents here and more on the way with builders continuing to pump out homes like KB, DR Horton and Richmond American. This area is filling up fast and access to emergency services like ambulances, fire and police is severely limited. When fires were progressing through queens valley, the process of putting them out was slow and I'm sure it's because travel into the area is not easy. Extending state route 24 to the 60, especially in the middle section of the corridor for the 60 between the 79 exit and old west hwy connection, would provide much needed relief for many of the residents here. Especially when it's renaissance festival times, the weekends for those two months are very tense. It's extremely difficult to get in an out and especially if there is an emergency. This isn't just about traffic ease, but it's a public health concern too. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **95.** | **15-May-25** | Comment Map | How will this area be changed to add the reroute segment? | Information on the proposed US 60 connection can be found on the North-South Segment 1, Tier 2 Environmental Impact Statement and Design Concept Report, U.S. 60 to Arizona Farms Road (State Route 505) at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/Tier2-Segment1 under the 2025 public meeting presentation, or within the NOI Supplemental Information Document. |
| **96.** | **15-May-25** | Comment Map | What is the timeframe to actually construct this Segment?  I find it interesting 2 large gas staions will be constructed on US 60 where overall traffic would be greatly reduced if this segment is built.  Is there something the public is not be informed about? | There is no timeline to construct the proposed SR 505 since it is not currently funded for design or construction.<br>As part of this study, ADOT will release a draft Environmental Impact Statement and Design Concept Report, which will identify the preferred alternative for the proposed SR 505 and associated environmental considerations. The public will have an opportunity to review and comment on the draft EIS/DCR. At the conclusion of the study, ADOT anticipates the release of a Final EIS and DCR document addressing comments on the Draft EIS. Selection of a build alternative would allow ADOT to proceed with design and right-of-way preservation or acquisition, pending acquisition of future funding by ADOT and local jurisdiction partners. |

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| **97.** | **15-May-25** | Email | I attended your meeting in Apache Junction this evening and found it to be very informative. In particular, I liked your description of the proposed interchange of US60 and AZ505, and would like to offer a suggestion. The plan to keep US60 and AZ505 as the same road while it turns south to the east of Goldfield Road is good. As a resident of Dolce Vita, there is not enough room to permit the interchange near Goldfeld Road to keep the current alignment of US60. The proposed interchange at Houston Ave should then be a high speed interstate merge type of interchange with no stoplights to efficiently move traffic from eastbound 60 / southbound AZ505 to eastbound 60 (and vice versa for westbound traffic) to connect with the existing roadway. There would be no access from westbound 60 in Gold Canyon to southbound AZ505 at this interchange. That connection would need to be at a standard low speed interchange at Elliot or Ray. There would need to be a ramp where this new connection is made to the existing US60 roadway to provide access west to Mountain View Road.<br>I also would eliminate the current exit for Old West Highway from US60 rather than convert that into a two-way road. The connection at Old West / Goldfield is in a poor location for sight lines, especially since it is at the start of the turn where Goldfield turns west to become Old West. Old West is also a divided highway so you would place a left turn lane at the end of the eastbound curve with the entrance to the subdivision right there on the west side. This is the recipe for a poor interchange. Accessing Old West via the Goldfield Road / US60 interchange would be much better. Mountain View can be accessed via Broadway or Superstition Blvd to the north off of Goldfield.<br>I hope that these ideas make some sense. If you have any questions, feel free to contact me.<br>(second email)<br>Here is a slightly different twist on this. Turn US60 East to the south after Goldfield then split it with US60 East going east and rejoining the existing roadway and AZ505 South heading south. AZ505 North coming up to US60 would move east and go over the US60 East ramp, then join US60 West between Mountain View and Goldfield. US60 West coming out of Gold Canyon would stay on the existing roadway for access to Mountain View and Old West Highway. This will take up more land to the east of the proposed map than you currently have, but the area between the existing US60 and the new AZ505 is minimal at that point and probably not developable. The existing US60 East between Goldfield and Mountain view would be removed to make way for the merging of AZ505 North onto US60 West. Access to Mountain View from US60 East would require a U-turn after rejoining the existing US60 roadway, but there are places where that would not be an issue, or they could exit at Goldfield and go east on Broadway.<br>This keeps US60 flowing without stops. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **98.** | **15-May-25** | Comment Form | Would it not be better to have phase 1 end at Hunt Hwy instead of Arizona Farms. There are over 30,000 homes to built off east Felix and this road will go right through them. So ending at Hunt would be better. The next phase would be over the Gila or do the second phase starting off 287 to Interstate 10, why you work on thr bridge. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **99.** | **16-May-25** | Comment Form | Apache junction at mou tain view does not need any more traffic especially with the way the free way is now . Especially at mountain view . If you want to add this add it at Idaho or ironwood where all the traffic piles up . We don't need it more east . How will you detour traffic from going down mountain view where its one lane each way . This will be a complete disaster. Will this ever be finished or will this take over 10 years like what the 10 and the 60 is and even the 24 . | The preliminary concept for the connection to US 60 shown in the NOI was one potential concept for this connection point. Information on the proposed US 60 connection can be found on the North-South Segment 1, Tier 2 Environmental Impact Statement and Design Concept Report, U.S. 60 to Arizona Farms Road (State Route 505) at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/Tier2-Segment1 under the 2025 public meeting presentation, or within the NOI Supplemental Information Document.<br>With this concept, Mountainview Rd would remain connected to the existing US 60 roadway and the new SR 505 (North-South) facility would be located southwest of the existing US 60. As part of the EIS and DCR process, ADOT will continue to evaluate impacts and improvements to the local roadway network connecting to the SR 505/US 60 junction, and ADOT may develop additional design concepts for the SR 505/US 60 connection.<br>There is no funding currently identified for design or construction of the North-South corridor. |
| **100.** | **16-May-25** | Comment Form | Tying in the 505 at a neighborhood entrance is simply not acceptable. Recently they added a short section making mountain view go through to the 88 highway. The us60 is not capable of handling the current traffic let alone the increased load from the 505. If you tie in at mountain view, when the US 60 becomes a morning grid lock which it most definitely will, Google maps will redirect people down mountain view to the 88 and then on to brown road to go across to the 202 as an alternative. This will put freeway traffic into my neighborhood. Mountain view rd is not a highway or a main road. It is a neighborhood entrance. The speed limit is 25mph in most places and kids are boarding school busses, wild animals are crossing, people are riding horse back and elderly are doing their morning walks. Now picture what happens when Google re directs traffic? Do you think the line of angry out of town transplants will care about the lives of these individuals? Nope. Mountain view will become a super speed way and people will blow through at 80mph. Tieing in at Idaho is a much more intelligent decision. It's already a main artery, its equipped with more than one lane each way. It has stop lights and not neighborhood stop signs. It would bring people through gas stations and stores which will help apache junction businesses and it also ties into the 88 as an alternative. The last point I have to make is the snow bird drivers on mountain view that would be attempting to enter the freeway in the mess of a freeway stack style interchange. They can't even figure out a round about let alone safely merge with 80mph traffic! If you do this it will be a deadly mistake killing many people and ruining my community. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **101.** | **16-May-25** | Comment Form | This is a absurd idea , why not have this feed in from the 24 and the 202 and the other parts of the 60 vs adding a whole another construction mess for 8 years . It looks like it can tie in just fine from already existing freeways vs adding a entrance at mountain view where there is only 2 lanes . Be smart | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **102.** | **16-May-25** | Comment Form | I am definitely not in support of this. It will further back up US-60 and cause too much congestion. Further traffic will be re-routed north of 60 onto quiet neighborhood roads. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **103.** | **16-May-25** | Comment Form | I strongly oppose the proposed road connecting Apache Junction to Tucson near my neighborhood. It would bring unwanted traffic, noise, and safety concerns to a quiet residential area with no real benefit to local residents. Please reconsider this harmful route. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **104.** | **16-May-25** | Comment Form | I went to the meeting last night and if I am understanding this correctly, your plan wants to alienate and harm Gold Canyon | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **105.** | **16-May-25** | Comment Form | 1. I think the new road should be nicknamed Thunder Mountain Highway.<br>2. Please allow easy access to US 60 West for us mountain foothill folks | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **106.** | **16-May-25** | Email | I object to the bigoted black/white/asian/hispanic/whatever checklist without a "choose not to answer" button. You need to know how many people object to this woke baloney | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **107.** | **16-May-25** | Comment Map | Better get more from the Bureau of Reclamation/Central Arizona Project in this area near Judd Rd.  Can't get too close to the east because of a new residential development that is under construction. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **108.** | **17-May-25** | Comment Form | The current list of possible interchanges looks great. This project is greatly needed. Traveling on Hwy 79 has become crowded and dangerous during peak traffic times. Building SR 505 will ultimately reduce congestion and save lives. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **109.** | **19-May-25** | Comment Map | With the additional traffic on the 60, it is hoped that the state will afford the citizens who live along the 60 the same wall structures offered in Maricopa county that provide safety and noise considerations. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **110.** | **20-May-25** | Comment Map | Potential utility conflict with Arizona Water Company 20-inch water main. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **111.** | **20-May-25** | Comment Map | Utility conflict with Arizona Water Company 36-inch water main. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **112.** | **20-May-25** | Email | Please see the attached letter from CMC Steel regarding the SR 505 and priority connection with the SR 24.<br>(Attachment 4) | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). As part of the North-South Study has a planned system TI connection to the future SR 24. |
| **113.** | **21-May-25** | Comment Form | This proposed highway is critical to not only alleviate increasing congestion on US60 thru the Gold Canyon community but to provide an alternate route for entrance and egress in case of emergency.  As is well known, Gold Canyon is dependent on US60 being totally accessible at all times not only for its citizen's safety but to allow for conduct of their business. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **114.** | **21-May-25** | Email | Thank you for the informative meeting yesterday.  My main concern is getting funding so the project can move ahead as soon as possible.  I found out the Az law specifically a 2016 Amendment to the Az Constitution does not allow conversion of public funded roadways or public maintained roadways to Toll Roads.  It does not state future roadways that are not public funded and which have been voted down by the public in an election cannot be Toll Roads so I'm thinking this may be a way to get the job done if our legislature can get a bill going for private funding and future payback by making the 505 a Toll Road.  That way the people who voted it down can pay for it as they use it!<br>Also the first gentleman to talk from the audience that said he was a former professional engineer had a great idea to do segment 2 first because of the overloading of two lane secondary roads.  Thank you for your attention. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **115.** | **21-May-25** | Voicemail | Yes I was wondering if this north-south tier 2 is going to affect people’s homes. | Called back |
| **116.** | **22-May-25** | Comment Map | The noise and vehicle debris from hwy 60 is already nasty. What mitigation is there for the increased noise, tire, brake dust and pavement micro particles that will be increased by the additional traffic on the highway | A The EIS process will include environmental technical studies to identify potential impacts, including noise and air quality as well as the consideration of avoidance, minimization, and mitigation measures to address those impacts. |
| **117.** | **22-May-25** | Email | The North-South Freeway (Loop 505) is essential for Pinal County’s future. With rapid population growth, increasing traffic congestion, and expanding economic activity, we need better connectivity and safer roads. Loop 505 will relieve pressure on current highways, support job growth, improve freight movement, and enhance access to services. It’s a smart, long-term investment in regional mobility and economic resilience. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **118.** | **24-May-25** | Comment Form | Each review period seems to be approximately 2 years and funding has not yet been determined for this project. When is the anticipated "opening date" for when this roadway may actually be usable? From the sounds of it....it sounds like 2030-2035 before we'll see any of this? | There is no timeline to construct the North-South corridor, since it is not currently funded for design or construction.<br>At the conclusion of the study scheduled for 2027, ADOT anticipates the release of a Final EIS and DCR document addressing comments on the Draft EIS. Selection of a build alternative would allow ADOT to proceed with design and right-of-way preservation or acquisition, pending acquisition of future funding by ADOT and local jurisdiction partners. |
| **119.** | **29-May-25** | Comment Form | I am waiting for this project to be finalized and completed | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **120.** | **29-May-25** | Comment Form | We desperately need this roadway and to have it connect not only with rural streets but the SR 24 too. Thank you | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **121.** | **29-May-25** | Comment Form | The alignment is too far to the east. San Tan Valley is growing rapidly and most of those residents traveling northwest to work wouldn't use it. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **122.** | **29-May-25** | Comment Form | We vote yes on this project | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **123.** | **29-May-25** | Comment Map | One of the biggest fails of ADOT was the SR 24 and the amount of interchanges. SR 505 should be laid out similar to the 51 as in a traditional freeway with actual exit and entrance ramps versus as "expressway" that doesn't actually help save time. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **124.** | **29-May-25** | Comment Map | avoid CAP crossing the cost is not worth the traffic or congestion planned as it is now being turned into solar farms and energy fields with no need to bring accessible roads.<br>roads , are already at a deteriorating condition. Bringing this type of project will also need to meet many upgrades to existing roads and infrastructure<br>Just recently felix rd has been re sealed and the drainage is not able to withstand the amount of run off and damage to the dirt roads in the area. We have flash floods and standing water that creates unacceptable roads in the area.<br>we still need animal preservation and space to allow the natural species to have a home.<br>Our rural way of living is quiet and out side of city/town limits in this area. We would like to avoid the need for traffic to come this way ....<br>use the coordination of Pinal Parkway for your north / south needs. Collaborate and keep the access for open roads from 60 to Florence on the 79 and there seems to be plenty of space to widen the road into a freeway. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **125.** | **30-May-25** | Comment Map | This is a great project that will greatly benefit continued expansion for the East valley. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **126.** | **30-May-25** | Comment Map | Find the perfect alignment of where the SR 24 and this North-South alignment will occur and it doesn't need to be a full stack interchange, just a ramp for all eastbound traffic to turn south and all NB traffic on the North-South alignment to head west on to SR 24.<br>The priority of Queen Creek/San Tan Valley commuters is building the SR 24 - Gateway Fwy to an actual freeway instead of the present divided hwy with traffic signals from Williams Field Rd east to Ironwood. Priority 2 is getting the ROW and final design done to prepare the next portion from Ironwood to the CAP Canal and Ocotillo. Theoretically this is where it can head east to connect with this proposed corridor and you won't need to destroy more State Trust Land and get too close to NIMBY Gold Canyon who don't want more traffic funneling onto the US 60. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **127.** | **30-May-25** | Comment Form | I don't know what's the hold up. This new 505 would help out with the traffic coming in and out of San tan valley. This should be a no brainer, just approve it. I'm guessing there is close to 100k people(maybe more) who live in San Tan Valley and there is maybe 3 ways in and out of town. When it takes an hour in the morning just to make it to the 24, even the 24 needs to be made into a freeway that would help out. I'm guessing a full on freeway like the 60,101,202,10 would be the only answer to the problems we occur in San Tan valley/Florence | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **128.** | **30-May-25** | Comment Form | It's pretty obvious this needs to be built. Along with FINISHING the 24 | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **129.** | **30-May-25** | Comment Form | This is good I support this | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **130.** | **31-May-25** | Comment Map | This road would be a huge advantage to give an alternative ways to access other parts of the valley. I would 100% vote in the affirmative. This area needs other access pounts | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **131.** | **3-Jun-25** | Comment Map | I hope that a full interchange between US 60 and Loop 505 is considered, forcing movements to go through stoplights may make sense right now, but eventually, traffic will be a nightmare. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **132.** | **3-Jun-25** | Comment Form | This project is not needed. The funds would be better utilized extending the 202 San tan HOV lane to higley or extending/improving the SR 24. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **133.** | **3-Jun-25** | Email | We are working on a project in the vicinity of the proposed corridor. We want to take a look at how it will affect our development and are hoping we can get CAD or GIS files for the 3 alternatives. Is that possible?<br>(Attachment 5) | Requested files sent. |
| **134.** | **5-Jun-25** | Comment Map | Why not pull the alignment to the west and bring it in closer to Queen Creek? | The location of the North-South Corridor was determined during the Tier 1 EIS process. Information on the Tier 1 study process can be found in the North-South Corridor Tier 1 Environmental Impact Statement published in 2021 and available at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new. |
| **135.** | **5-Jun-25** | Comment Form | No turnabout circles! Those are so hazardous and confusing. They slow traffic and cause backups especially when you're behind a semi trucks! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **136.** | **5-Jun-25** | Comment Form | I've lived in Queen Creek and San Tan Valley for the last 22 years and this corridor is needed now more then ever before. PLEASE build it as soon as possible. Traffic is very difficult in this area! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **137.** | **5-Jun-25** | Comment Form | Please stop talking about getting the North South corridor freeway and get it done! You have been getting feedback for 10 years. Hunt Highway is ridiculously clogged and there are accidents on both roads coming from the valley to Florence so often. We need this done NOW! Please! Now! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **138.** | **5-Jun-25** | Comment Form | This area is in DESPERATE need of a highway system. I've lived in the Florence area for 21 years and the traffic is abysmal and getting worse every year. Not having a freeway in the far east valley isn't an option anymore. Please build it asap. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **139.** | **5-Jun-25** | Comment Form | Is there a way to compress the video into a smaller size so it can be viewed or downloaded on a normal data connection? 500MB for a powerpoint type presentation seems massively oversized and I'm frustrated that I cannot view more than 5 seconds of it without waiting another 20 seconds for the next 5 seconds to load. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **140.** | **5-Jun-25** | Comment Form | We live in Florence and this cannot come fast enough for the people in the south east valley. The building out here is happening to fast with traffic becoming infuriating. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **141.** | **5-Jun-25** | Email | In my opinion you should use eminent domain on the land at judd rd and felix.<br>This should be done before they start putting houses up there. The one horse roads that are out here have enough traffic to rival the I 5 in California in rush hour . | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **142.** | **5-Jun-25** | Email | I think it's crazy you're ending the North-South Corridor in Eloy north of Picacho Peak….when you have the I-11 Interstate Project that will connect I-11 and I-10 just south of Picacho.<br>Connect North-South with this offshoot so you can seamlessly get to I-11. Either that or move that connector more north behind Picacho to line up with North-South Corridor. But its stupid not to consider this.<br>(Attachment 6 and 7) | The location of the North-South Corridor was determined during the Tier 1 EIS process. Information on the Tier 1 study process can be found in the North-South Corridor Tier 1 Environmental Impact Statement published in 2021 and available at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new. |
| **143.** | **5-Jun-25** | Email | SR 505 is long overdue with Roads in our County being of C Grade. Also with the immense growth that our region is in the middle of it can not come fast enough. Developers are already taking into consideration this State Route and would only help the constituents of our Town, our County and surrounding areas. Please find a way to "Fast Track" or reshuffle priorities if possible. Ty for taking time out of your day to read and all you do to keep us safe on our roads. I am available if needed. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **144.** | **6-Jun-25** | Email | Please commence with the north south segment. IRONWOOD is Completely unable to accommodate the amount of traffic it receives. My husband and I are pedestrians hit by a car at the corner of Taylor Ranch/IRONWOOD, despite there being traffic lights and protected crosswalks at that intersection six months ago. We are still recovering.<br>They're definitely needs to be additional north south roadways to facilitate the traffic that is on Ellsworth and IRONWOOD. It cannot come too soon. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **145.** | **6-Jun-25** | Email | Please do this ASAP!!!<br>The east side roads are so bad with traffic and the 10 between CG and Chandler is a disaster.<br>Safety and convenience will improve dramatically. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **146.** | **6-Jun-25** | Comment Map | ASFAR WEST AS POSSIBLE | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **147.** | **6-Jun-25** | Comment Map | The entire route could be placed a few miles east of the current route, and avoid housing altogether.<br>If that is not an option, the crossing of the canal could be farther north, just below skyline, to avoid placing a major pollution (noise & fuel emissions) hazard directly on the backs of the houses aligning with Judy's road.<br>That being said, common sense, respect for property owners, and safety for all, demands that roadways be kept as far away from homes as possible ---- whose hair-brained idea thinks it would be of any value at all to place a route/road anywhere but the least intrusive route of the left/west side closest to the canal ??? --- if the route has to be placed in this area, place it as far west and as close to the canal as possible, not CLOSER to houses, especially when space is available as it is now.<br>This proposed route is already ruining the quality of life, dumping smog and noise and litter (and that's after the years of noise and traffic routing to build) literally in our yards. When any amount of consideration can be provided to generations deep property owners, it must be provided. either move the entire road on the west side of the canal, or at least place it as close to the canal as possible AWAY from existing houses.<br>Skyline is already limited in east/west road expansion by houses and now subdivisions on both the north and south sides --- placing an intersection/off-on ramp would severely overload the already space-limited existing roads ---- NO intersection at skyline.<br>Who is going to compensate the land owners for the drop in land-value, the increase in bad-air quality, and all the other intrusive down-sides? - how are you going to control the noise at a minimum? we chose to live in this area for it's peace and quiet, now which will be stolen.<br>are there going to be noise-reducing walls built ? will those walls curb, delete, or simply raise and drop the noise on houses ?<br>the entire neighborhood to the east of the canel and south of skyline, north of the railroad tracks, sits in a large natural wash ---- the north-south road creates a man-made Dam ----- how is all that water going to be dealt with so it will not flood the houses ?<br>The areas on the east and west sides of the canal have become a last refuge (with all the sub-divisions closing in) for many forms of wildlife ---- that will be wiped out, and/or push them into neighboring houses on the east ... how is this going to be dealt with ?<br>Smog, noise, traffic, lights, --- all of the things that effect peoples health and well-being, not to mention property values ---- this route is a very poor decision ---- there is wide-open desert (state trust land to boot) that can be utilized and not place any of these ill-effects on our homes.<br>I understand these complaints will fall on deaf ears, common sense is not a friend of bureaucracy. Prove me wrong & provide some insight or clarification, or education --- property owner of a soon to be ruined and devalued lifestyle and property since 1999. | The location of the North-South Corridor was determined during the Tier 1 EIS process. Information on the Tier 1 study process can be found in the North-South Corridor Tier 1 Environmental Impact Statement published in 2021 and available at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new.<br><br>The EIS process will include environmental technical studies to identify potential impacts, as well as the consideration of avoidance, minimization, and mitigation measures to address those impacts. ADOT is working closely with the Arizona Game and Fish Department (AZGFD) to conduct a study collecting data on wildlife and their movement in the area that will inform the Tier 2 EIS/DCR study's findings and recommendations.<br><br>Impacts to private properties will be identified and evaluated in the EIS/DCR process. The results of this analysis will be presented in the Draft EIS. Any property owners identified within the future alignment that are potentially affected by right-of-way impacts will be notified and will have an opportunity to provide input during the study process, including review of the Draft EIS. |
| **148.** | **6-Jun-25** | Comment Map | Would love this interchange. When can we make this happen? | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **149.** | **6-Jun-25** | Comment Form | The 24 must be connected to this stretch of road. It seems silly not to. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **150.** | **6-Jun-25** | Comment Form | I vote no. There are other things that are FAR more important than this. Just improve the existing roads and finish the 24. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **151.** | **6-Jun-25** | Comment Form | The 505 is greatly needed for those of Us in Florence. We commute weekly to Apache Junctipn and Phoenix. The 505 would reduce drive time and fuel consumption. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **152.** | **6-Jun-25** | Comment Form | Please reconsider this route as there are already too much being built in this area. The wild horses can no longer migrate north and south due to Pinal County allowing the over growth and it all needs to stop. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **153.** | **6-Jun-25** | Comment Form | The 79 has become a very dangerous drive in last few years with the amount of traffic on a 2 lane highway. I have been in a few near head on collisions and driven by many accidents or rerouted due to a fatality. Yes, Either widen the 79 or implement the corridor. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **154.** | **6-Jun-25** | Comment Form | This letter is to whom it may concern regarding the new project corridor from Apache junction to I-10. This should prevent a lot of congestion on hunt highway and the roads on 79. There's a lot of congestion as it is, especially in the morning roughly before 6am Mon-Fri on 79 and Hunt highway. I would also like to suggest a traffic signal lights in this particular area. Can I also make another comment, there is an intersection at Arizona Blvd and 287 west of the Walmart in Coolidge. Can we see road construction coming down the road where it turns into the town of Coolidge? It's really rough in that area. Overall, thank you to all the workers, developers, protect workers and management for your work and continuing to strengthen our roads. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **155.** | **6-Jun-25** | Comment Form | We need roads in pinal County that will open up and give residents options currently we are bottlenecked on ironwood Rittenhouse and Hunt highway It is almost impassable during winter months when we have a glut of snowbirds here and students are back in school. If this route is going to be the solution we need then I support it. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **156.** | **7-Jun-25** | Comment Form | Looking at your little map it seems that you are moving a congestion problem from point A to point B and then back to point A. I have traveled Hwy. 60 to I-10 and congestion is extremely heavy at the intersection of I-10 and US 60 | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **157.** | **7-Jun-25** | Comment Form | This plan will completely ruin the environment in the area that I reside. I moved from CA to escape this type of planning and yet it seems that AZ has no regard for the quality of life for people who currently purchased homes in this area. Purchased for the peace, quiet, desert landscape not to listen to highway traffic. Or to see the destruction of this way of life and the wildlife that occupies it.<br>I am a firm NO on this project | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **158.** | **7-Jun-25** | Comment Form | This project makes a lot of sense provided that the 24 also connects to the 505 at some point. To reduce congestion on Gantzel and meridian. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **159.** | **7-Jun-25** | Comment Form | North South segment needed badly | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **160.** | **7-Jun-25** | Comment Form | General comment regarding the corridor being designated as the "505". Is "404" being reserved for the future Loop 404 that will be aligned midway between Meridian and Ironwood roads where this 505 corridor should have been aligned as was proposed in the first place? | The location of the North-South Corridor was determined during the Tier 1 EIS process. Information on the Tier 1 study process can be found in the North-South Corridor Tier 1 Environmental Impact Statement published in 2021 and available at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new.<br><br>There is no route officially designated as SR 404. Numbering of new corridors is handled by an ADOT naming committee, but generally, north-south freeways are odd-numbered, and east-west freeways are even-numbered; SR 505 is the current designation for the North-South Corridor. |
| **161.** | **7-Jun-25** | Comment Form | I think a north-south corridor is a great addition to the east valley travel plan. But I think that US 60 needs to be widened to 3 travel lanes in each direction between Crismon Rd and Mountain View Rd before this new expansion freeway is started. US 60 has become a huge bottleneck at Crismon because of the decreased lanes and is a constant road rage area with all the constant traffic and will only get worse with all the expansion of the east valley and this new freeway that more will use when going to Tucson. I am all for the new 505 freeway. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **162.** | **7-Jun-25** | Comment Map | Thank you for the opportunity to comment on this project. I'm a resident of Pearl trails residential community. I'm very much in favor of completion of the north south corridor project.<br>This project will reduce traffic along highway 60 in Gold canyon.<br>And it will make it much easier for us to travel from the East Valley down to Florence and Tucson.<br>Regarding the Renaissance Festival, which takes place every February March, I'm hoping there will be an exit from the new North South Highway for people to get access to the Renaissance Without traveling down 60 in Gold Canyon. | As part of this study, ADOT is looking into new roadway access points between the proposed SR 505 and US 60 near the Gold Canyon area. Pinal County is also studying an extension of SR 24 to US 60 which could provide alternative access.<br><br>The current local and regional plans for widening and extending major arterial roads will be considered when refining the list of potential traffic interchange locations. Local jurisdictions, such as the City of Apache Junction, Town of Florence, and Pinal County are primarily responsible for planning improvements and extensions of the major arterial roadways that intersect North-South. The North-South study will identify necessary improvements at the traffic potential interchange locations along the North-South freeway in this area, including Houston Avenue, Elliot Road, Ray Road, SR 24, and Germann Road. |
| **163.** | **7-Jun-25** | Comment Map | It is important that the interchange east of Queen Creek provide for fluid north-south traffic between 505 and the US-60/SR79 Florence Junction<br>There is a proposal for a Silver King solar project on the south side of Florence Junction. This is a 9600 solar project. Part of the design for that project should include a freeway link across the 9600 acres between 505 and the intersection of US-60 and SR 79. This will allow a smooth and efficient flow of traffic between 505 and that important junction.<br>The right-of-way across from 505 to US-60/SR79 across the proposed solar farm should be part of the approval process for the solar farm | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **164.** | **7-Jun-25** | Comment Map | While I don't suggest finding a way to redirect this planned highway through built-out areas of San Tan Valley, I do want to see that western parts of STV and central Queen Creek can benefit from this highway. Where I live in San Tan Valley near Hunt and Gary, it takes 25 minutes just to get to a freeway to then start heading into the city. Commutes to the airport or downtown take an hour, and trying to get to the other side of the metro takes much longer. I hope this project can help improve upon these figures. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **165.** | **7-Jun-25** | Email | If this new route receives all the traffic now in San Tan Valley. I am all for it. San Tan Valley is destroying itself with all the building that is taking place. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **166.** | **7-Jun-25** | Email | ADOT sirs: I have seen the map of the road that you want to put in place that runs north south and is west of Highway 79 and runs parallel to highway 79. and do not approve of your plan. I do not understand why you cannot make the existing Highway 79 between Florence and Florence Junction into a 4-lane road in place of the two-lane road that exists now. That would help to alleviate the traffic flow on Highway 79. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **167.** | **8-Jun-25** | Email | I vote YES for this project. I think it would be a definite improvement | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **168.** | **8-Jun-25** | Comment Form | I vote YES for this project. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **169.** | **8-Jun-25** | Comment Form | North side -no issues<br>South side, suggest a review of AZ79 in lieu of the I-10 connection, whereas AZ87 is in place to extend so a joint highway review, would increase safety of the AZ79 route from Oracle Junction | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **170.** | **8-Jun-25** | Comment Form | This needs to happen quickly. The traffic in the area is crippling for residents. This would provided some much needed relief. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **171.** | **9-Jun-25** | Comment Map | Will AZ Farm Road be widened to 4 lanes to handle increased traffic | The local jurisdiction would be responsible for widening Arizona Farms Road. The North-South study will identify necessary improvements at the traffic interchange locations. |
| **172.** | **9-Jun-25** | Comment Map | Why destroy open desert and habitat instead of upgrading the existing roadways 60 and 79 all for a short cut? | The location of the North-South Corridor as a new freeway on a new alignment (instead of utilizing existing highways) was determined during the Tier 1 EIS process. Information on the Tier 1 study process can be found in the North-South Corridor Tier 1 Environmental Impact Statement published in 2021 and available at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new. |
| **173.** | **9-Jun-25** | Comment Map | Why would you destroy someone's lively hood by taking out all this farmland? We have so little remaining in Pinal County due to all the water restraints and imminent domain already taking place. | Approved General Plans and Comprehensive Plans for Pinal County, Apache Junction, and Florence, ASLD show private development in the area will convert the existing farm fields to commercial, residential, or industrial land uses.<br>Impacts to private properties, including farmlands and agricultural land use, will be identified and evaluated in the EIS/DCR process. The results of this analysis will be presented in the Draft EIS. Any property owners identified within the future alignment that are potentially affected by right-of-way impacts will be notified and will have an opportunity to provide input during the study process, including review of the Draft EIS.<br>The location of the North-South Corridor as a new freeway on a new alignment (instead of utilizing existing highways) was determined during the Tier 1 EIS process. Information on the Tier 1 study process can be found in the North-South Corridor Tier 1 Environmental Impact Statement published in 2021 and available at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new. |
| **174.** | **9-Jun-25** | Comment Map | This would be an interchange location that I would use most frequently. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **175.** | **9-Jun-25** | Comment Form | ADOT North/South Freeway:<br>We have been following this future North/South Freeway expansion for the past couple of years. It appears the alignment runs through several private land owners properties. We are curious as to if the alignment was ever considered to run through Arizona State Department Land. Wouldn't that be less complicated dealing with one entity rather than several private land owners? Also, doesn't Florence and/or Maricopa County have plans for a Parkway very close to the same alignment as the N/S Freeway? | Information on the selected North-South Corridor can be found on the North-South Corridor Tier 1 website located on https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new.<br>Central Arizona Parkway and the North-South Corridor are being planned to serve different travel needs within the region. The North-South Corridor will serve as a state route connecting US 60 to I-10, improving regional mobility and serving planned growth east of the CAP Canal. The Central Arizona Parkway is intended to address localized growth west of the CAP Canal, specifically in the San Tan Valley region. Pinal County is regularly coordinating with MAG, Florence, and ADOT on these proposed corridors. The link to the study website can be found at https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari. |
| **176.** | **9-Jun-25** | Comment Form | This is GREAT! Very forward thinking and a benefit to the community. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **177.** | **9-Jun-25** | Comment Form | This is definitely needed to support the expanding residential areas and seems like a great plan thus far. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **178.** | **9-Jun-25** | Comment Form | Anything to assist with traffic movement is a huge step forward in this neglected area. This would be helpful to alleviate traffic off Ironwood/Gantzel in Pinal County. Will any cross roads also be attached? | At the current stage of the study, ADOT and Pinal County have identified a preliminary list of potential interchange locations. The preliminary range of potential traffic interchange locations include Houston Avenue, Elliott Road, Ray Road, Germann Road, Ocotillo Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road, Judd Road and Arizona Farms Road, as well as a new freeway-to-freeway interchange with the planned extension of State Route 24. This preliminary list of potential locations will be further evaluated based upon comments received, engineering and environmental considerations, and further coordination with local agencies. The Draft EIS and Initial DCR are expected to include a recommended list of traffic interchanges with more specific location information.<br><br>The local jurisdictions, such as the City of Apache Junction, Town of Florence, and Pinal County, currently have plans for widening and extending major arterial roads, which is being considered in refining the potential traffic interchange locations. Local jurisdictions, are primarily responsible for planning improvements and extensions of the major arterial roadways that intersect North-South. |
| **179.** | **9-Jun-25** | Comment Form | I avoid driving because the congestion this needs done badly. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **180.** | **9-Jun-25** | Comment Form | This road is desperately needed to offload traffic going through Queen Creek and San Tan Valley. Diverting the traffic that has no need to go through these towns will reduce road rage, speeding, traffic congestion, and accidents. It is long overdue!!! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **181.** | **9-Jun-25** | Comment Form | Build it! That whole area continues to grow and lacks infrastructure. Desperately needed. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **182.** | **9-Jun-25** | Comment Form | Hello. I like the ideas presented. I just don't want to see a roundabout in this design. Thank you | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **183.** | **9-Jun-25** | Comment Form | There was another freeway plan by Pinal County, is that off the table? What will happen with Schnepf Rd? My driveway is already a freeway when I thought we lived in the boons. Can we divert Schnepf between Pima Rd and Combs High? Would be much safer. | Central Arizona Parkway and the North-South Corridor are being planned to serve different travel needs within the region. The North-South Corridor is planned as a state route connecting US 60 to I-10, improving regional mobility and serving planned growth east of the CAP Canal. The Central Arizona Parkway is intended to address localized growth west of the CAP Canal, specifically in the San Tan Valley region. Pinal County is regularly coordinating with MAG, Florence, and ADOT on these proposed corridors. The study website can be found at https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari. |
| **184.** | **9-Jun-25** | Comment Form | I fully support this project. A freeway like this is much needed. I would have a benifical impact on San Tan Valley traffic using Ironwood and Gantzel. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **185.** | **9-Jun-25** | Comment Form | This is an unnecessary road. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **186.** | **9-Jun-25** | Comment Form | I'm a resident of Anthem Merrill Ranch. We purchased our home out here to have a rural setting and we do not support the new highway being built so close to our community. It will affect our rural way of life as well as property values. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **187.** | **9-Jun-25** | Email | We have been following this future North/South Freeway expansion for the past couple of years. It appears the alignment runs through several private land owners properties. We are curious as to if the alignment was ever considered to run through Arizona State Department Land. Wouldn't that be less complicated dealing with one entity rather than several private land owners? Also, doesn't Florence and/or Maricopa County have plans for a Parkway very close to the same alignment as the N/S Freeway"? | Information on the selected North-South Corridor can be found on the North-South Corridor Tier 1 website located on https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new.<br>Central Arizona Parkway and the North-South Corridor are being planned to serve different travel needs within the region. The North-South Corridor will serve as a state route connecting US 60 to I-10, improving regional mobility and serving planned growth east of the CAP Canal. The Central Arizona Parkway is intended to address localized growth west of the CAP Canal, specifically in the San Tan Valley region. Pinal County is regularly coordinating with MAG, Florence, and ADOT on these proposed corridors. The link to the study website can be found at https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari. |

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| **188.** | **9-Jun-25** | Email | Thank you for the opportunity to review the North-South Corridor Study (NSCS) Tier 2 Segment 1 preliminary purpose and need document (ADOT Project # 999 PN 000F0491; OEPC File Number: PEP/ER 4111).<br>Segment 1 of the proposed North-South Corridor will extend from U.S. Highway 60 south to Arizona Farms Road in Pinal County, Arizona.<br>We have also read the Notice of Intent (NOI) to Produce an Environmental Impact Statement for the North-South Corridor, published in the Federal Register on May 8, 2025 (90 FR 19592).<br>We have no specific comments to make or questions to pose at this time regarding the purpose and need document or the NOI.<br>Generally, however, we find the purpose and need statement to be thorough and well supported. The proposed new highway will go a long way in accommodating projected population and job growth and increasing travel demand in Pinal County for many years.<br>We look forward to working with ADOT as a cooperating agency on the NSCS throughout the NEPA Tier 2 process and beyond. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. USFWS is a Cooperating Agency with ADOT in the NEPA process for this Tier 2 study. The ADOT project team will continue to work closely with the USFWS as the EIS and DCR process progresses. |
| **189.** | **9-Jun-25** | Email | The new North South corridor from US 60 To Arizona Farms Rd is well over due. This will help with current heavy traffic on Hunt. The completion will help with the traffic as well. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **190.** | **9-Jun-25** | Email | I just want to say I am for this but also should include connection to 24 upfront design and connection to Florence junction 60 unless that's already all approved. Please recommend approve so we can finally bypass gold canyon and the renaissance festival. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **191.** | **9-Jun-25** | Email | Why don't you just widen the existing road from US 60 to Florence? There cannot be any more of an environmental impact than was caused by building miles of solar panels through the desert habitat. This would cost less in the long run.<br>Please keep me updated. | Information on the selection of the North-South Corridor can be located on the Tier 1 Environmental Impact Statement on Study website at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new. |
| **192.** | **9-Jun-25** | Email | I would like to know why segment one doesn't end at Hunt Hwy instead of Arizona Farms? Several developments are being built along Felix to Hunt Highway, and having the 505 constructed earlier would be beneficial for the new residents. Segment two will require going over the GILA, and that is a significant cost to the project once you reach Florence. I would suggest you start Segment two off the 87 and out to the 10 while you work on building the bridge across the Gila River.<br>Thank you for the opportunity to ask questions. | ADOT anticipates construction of the North-South freeway would be incrementally funded and thus construction and operation of the facility would be phased. The study limits of Segment 1 and Segment 2 will not dictate construction prioritization and phasing. Although the Tier 2 studies have been separated into two projects, the two studies are being reviewed in coordination with one another, including consideration of the whole project area between US 60 and I-10. If a build alternative is selected in the Tier 2 EIS process, construction prioritization and phasing will be determined at a later date based on funding availability, need, and other factors. |
| **193.** | **9-Jun-25** | Email | The purpose of this email/letter is to set forth our concerns with the latest information narrowing the 1500 feet study area down to 400 feet of eventual freeway right of way. We are the developers of Magma Ranch III located at the northwest corner of Judd and Felix Roads within Pinal County. The entire site contains 671 homesites of which 439 are under construction for three national homebuilders. We have also fully engineered and final graded the second phase of 232 homesites. We are attaching an exhibit that shows your three alternative freeway locations as it relates to our entire community. We respectfully submit our questions/comments for your consideration.<br>In the attached exhibit, we are showing the impact of the study citing the three freeway alternatives as it relates to both of our phases. Obviously your Alternative 3 impacts some of our existing development and we would greatly suggest the freeway location be move to the west as much as possible. This has been our position from the beginning of this study process. The three alternatives as set forth renders our phase two difficult to develop with Alternatives 2 and 3 creating a remnant which would be difficult to develop. Alternative 1 is somewhat better but still leaves an unusable remnant. We understand that there are "constraints" identified within the CAWCD (CAP) property on our western boundary. However, these constraints are also identified within our own property. We would like more information on these identified constraints. What are they and what are their impacts?<br>We have previously asked that the 400 foot ultimate freeway route be place on our western boundary as to minimize the impact to our future residents within our first phase and to eliminate the problem with an unusable remnant of property. We would like to proceed to complete the subdivision construction of our second phase. However as long as this study process continues for the next two years, our phase two property will remain in an inexorable state of limbo. Why can't ADOT push the alignment to our western border?<br>We all know that there is no funding for the design and construction of this proposed freeway let alone funding for acquisition of right of way. Again, this puts our land and improvements to our second phase in a position where builders would not be interested in continuing their homebuilding in our second phase. This is very troublesome to our business plan. We would be interested and happy to meet with the North-South ADOT Freeway staff to discuss our concerns on the placement alternatives for the 400 right of way as well as plans and schedule for the entire final location determination. We thank you for providing us with the opportunity to comment and we look forward to getting additional information on our current and future situation.<br>We look forward to working with you and meeting with you to discuss the placement alternatives.<br>(Attachment 8) | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. The 1,500-foot wide Selected Corridor Alternative from the Tier 1 FEIS and ROD published in August 2021 serves as the baseline for this Tier 2 study. The Tier 2 study includes a detailed evaluation of a broad range of issues and resources including environmental, engineering, public, Tribal government, and stakeholder input to refine the corridor to an approximate 400-foot right-of-way alignment. The Tier 2 study for Segment 1 is anticipated to be completed in 2027. At present time no funding for right-of-way preservation, final design, or construction has been identified for the project. This alternative will be evaluated in detail in the EIS study process, alongside two other alignment alternatives in this area and the No Build Alternative. |

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| **194.** | **10-Jun-25** | Email | I am writing to express my strong support for the proposed North-South Corridor project in Pinal County, specifically Segment 1 between Apache Junction and Florence.<br>As a resident of this region, I recognize the urgent need for improved transportation infrastructure to accommodate the area's rapid population and economic growth. The proposed corridor will help enhance mobility, reduce congestion on I-10, and provide critical north-to-south connectivity within our region. I look forward to much shorter commutes that will connect me from my home on Arizona Farms Rd to Apache Junction and Mesa, along with other nearby areas.<br>Improved access to employment centers, future developments, and other key destinations will benefit both current and future residents, as well as local businesses. The project also represents an important investment in the long-term sustainability and safety of our transportation network.<br>I appreciate the efforts ADOT is making to carefully evaluate alternatives and address environmental and community concerns through the Tier 2 Environmental Impact Statement process. I strongly encourage the continued progress of this project and look forward to its future implementation.<br>Thank you for the opportunity to provide input and for your commitment to improving transportation in our region. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **195.** | **10-Jun-25** | Email | My husband and I have been residents of beautiful Apache Junction for the last 18 years. We are in the process of downsizing and purchased a lot to build a home at Dell Web Anthem Florence.<br>Our biggest concern about moving is the traffic congestion driving there and coming back via Ironwood / Hunt Hwy. Another route would be the 2 lane Florence Hwy not so safe route.<br>We are all for the 505, Praying that it gets approved.<br>It's seems to be the obvious need that would benefit this part of the Valley tremendously especially with so many new communities popping up everywhere.<br>Yes vote for us! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **196.** | **10-Jun-25** | Email | The sooner the better. The traffic through Gold Canyon keeps getting worse year after year. The lack of traffic is one of the reasons we chose to live here in the first place. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **197.** | **10-Jun-25** | Email | We needed this 10 years ago. There is no safe way to travel in and out of SanTan Valley/Florence areas. Please start building asap. Thanks. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **198.** | **10-Jun-25** | Email | Reclamation's comments on the subject project are attached. This serves as your official copy of the correspondence. No hard copy will be forthcoming. If you have questions, please feel free to contact me.<br>(Reclamation comment letter available on file at ADOT Environmental Planning) | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. The ADOT project team will continue to work closely to explore the comments and concerns in your NOI comment letter as the EIS and DCR process progresses. |
| **199.** | **10-Jun-25** | Email | I'm submitting comments on behalf of the City of Apache Junction on Segment 1 of the North/South Corridor (SR 505). We'd like to thank ADOT and AECOM once again for their development of the North Study Corridor Study and for the opportunity to provide comments.<br>We look forward to continuing to support the SR 505's development and continuing to work with ADOT and AECOM as the Tier II process continues and in the next steps beyond.<br>(Apache Junction comment letter available on file at ADOT Environmental Planning) | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. The ADOT project team will continue to work closely to explore the comments and concerns in your NOI comment letter as the EIS and DCR process progresses. |
| **200.** | **10-Jun-25** | Email | If that road is going in, it would benefit everyone by-passing Gold Canyon but it would be even more efficient if there was an additional leg added that would come out at the Florence Junction where 79 and the 60 meet. This would by pass all the housing(Gold Canyon, Peralta, and Del Oro along with the Ren. Faire). It is such a dangerous area where 65 and 55 mph suddenly turn into a stoplight. The amount of wrecks in that area alone should be evidence to consider adding to this bypass plan. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **201.** | **10-Jun-25** | Email | I am a resident at 2051 S. Mountain View Rd. 1 mile from the intersection of the US 60 and Mountain View Rd. Because the US 60 is overloaded and cannot handle any further traffic I request that this not connect with the US 60 at Mountain View Rd. The department of Transportation has been petitioned numerous times to have a bypass or widening of the US 60 in this area, but nothing has happened. Again, please do not have this corridor complete iti route at mountain view Road. Thanks, | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **202.** | **10-Jun-25** | Email | We would love to see this happen as it is getting worse by the year. With Perla's Subdivision adding on and the traffic from beyond that it is a safety issue as well. Bumper to bumper traffic most of the late fall until at least April. We can't go anywhere on the weekends for sure unless we plan our day accordingly. I vote to do this project. We live in MountainBrook Village on Whispering Mesquite Ln. thank you for giving us a opportunity to share our story. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **203.** | **10-Jun-25** | Email | We represent Reliable Property Management LLC, who is in the process of planning a commercial property development on APN 401-55-003K. In relation to the planned Tier 2 corridor pictured below along with our client's site, we request that the eventual development of the corridor remain on the vacant land adjacent to the property (in yellow). With significant time and investment into the planned commercial development for this property, we request the planned corridor not interfere with the location or current investments made for this property.<br>(Attachment 9)<br>(Attachment 10) | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you.<br><br>For information on North-South Segment 2 Tier 2 Environmental Impact Statement and Design Concept Report from Arizona Farms Rd to Interstate 10 (SR 505) visit https://azdot.gov/planning/transportation-studies/north-south-corridor-study/Tier2-Segment2. |

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| **204.** | **10-Jun-25** | Email | I totally support the new corridor and it's object of putting a freeway to Eloy rather than the current stairstepping travel on local state and county routes. I live within 300 yards of 60 and the traffic noise would reduce considerably. Hopefully the rock and mining trucks would have the ability to feed onto the corridor avoiding the commercial areas of Gold Canyon.<br>Of vital importance are the main feeds to the corridor….at a Ray road extension and a route 24 extension all the way over to the existing 60. A further feed following Queen Creek would see the trucks using the freeway corridor rather than lighted old 60. The Florence Junction would be an obvious road to feed into.<br>The corridor cannot stand on its own, it has to be useful to the proposed developments in that entire corner of the bend at Apache Junction.<br>I find it disturbing as a relatively newcomer to the area, that the older members of the community and the snowbirds keep voting down funds for this corridor claiming that they had previously voted the funds which went elsewhere at the time many years ago.<br>What matters now is to accomodate a developing area smartly and preempt the growth by adding the corridor first before any expensive development removal would happen.<br>To be really smart, an added lane for the light rail would be a bonus that the community could look forward to. As other cities have discovered, light rail works best alongside main corridors of car traffic. And the best time to add is when the road is first built. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **205.** | **10-Jun-25** | Email | Arizona Water Company has comments for the North-South Corridor in Pinal County. Exhibits and comments took longer than anticipated to prepare. Arizona Water Company will provide completed comments tomorrow morning. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **206.** | **10-Jun-25** | Email | passenger rail instead- there already is a Tier 1 EIS done.... | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **207.** | **10-Jun-25** | Email | Thank you for the opportunity to provide public scoping comments for the North-South Corridor Study- Segment 1 Tier 2 EIS.<br>AZGFD's comments are attached.<br>(AZGFD comment letter available on file at ADOT Environmental Planning) | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. The ADOT project team will continue to work closely to explore the comments and concerns in your NOI comment letter as the EIS and DCR process progresses. |
| **208.** | **10-Jun-25** | Comment Form | As a resident of the area I support this proposed new highway. This was needed ten years ago. Congestion in and around this new facility and the adjacent roads is beyond capacity now and growing daily. We need more roads, highways, freeways, toll roads, parkways, mass transit (including bus rapid transit, light rail, commuter rail), airport expansions (Coolidge, Gateway, Casa Grande etc.). Voters in Pinal County have previously approved and paid for nearly $100 million in additional taxes for the sole purpose of critical infrastructure transportation projects including this one. Please expedite this project and the proposed others like it immediately. And please plan now for the coming growth by allocating long and wide swaths of right of way to accommodate the growth we all know is coming before it's built out. We need to plan for 30 years from now and build for the last 10 and the next 10 now. Thanks for your consideration. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **209.** | **10-Jun-25** | Comment Form | Not sure what's taking so long to get the project kicked off. This is an absolute must for the east valley.<br>Quite frankly this has been piss poor planning on the counties part and should've been done 3-4 years ago. We voted for this back in 18. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **210.** | **10-Jun-25** | Comment Form | This is one road that definitely needs to be built. The traffic has become too heavy on Hwy79 and major accidents will be happening if nothing is done. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **211.** | **10-Jun-25** | Comment Form | I have a few questions and considerations regarding this route.<br>1. Will there be any wildlife crossings?<br>2. Will there be a bike or pedestrian route that runs along the route?<br>3. Will there be any walkways over the route for pedestrian or bicyclist safety?<br>4. Will there be an HOV lane to promote carpooling in Pinal County?<br>5. What noise mitigation will be used with this project during construction and post-construction to protect homeowners and wildlife? | Environmental and wildlife studies are underway as part of the environmental analysis and potential mitigation will be evaluated. ADOT is working with Arizona Game and Fish and other agencies to reduce and/or mitigate environmental and wildlife impacts.<br><br>The facility is being planned as a freeway which does not typically provide pedestrian or bicycle facilities along the highway. The traffic interchanges will be planned to accommodate pedestrians and bicycles along the cross-streets in coordination with the applicable local agencies. Other local and federal agencies are planning multi-modal or recreation trails within the area.<br><br>Noise abatement studies will be conducted as part of the environmental analysis and potential mitigation will be evaluated. Specialists will assess potential noise impacts using traffic projections and proximity of the proposed SR 505 to homes and other noise-sensitive receptors. |
| **212.** | **10-Jun-25** | Comment Form | This is a much needed road. I am in total support of it. We live in Gold Canyon and the traffic is only increasing. Thank you. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

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| **213.** | **10-Jun-25** | Comment Form | I think adding this freeway will help with a lot of the traffic that clogs up Queen Creek, Santan Valley, and Florence. It's going to help a lot of people. Build it! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **214.** | **10-Jun-25** | Comment Form | I support the freeway! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **215.** | **10-Jun-25** | Comment Form | I am all for the extension, I live in old town Florence and traving into San Tan up Hunt Highway has become so congested. Looking forward to the southern extension down into Coolidge area also. With my Doctors mostly in San Tan and Queen Creek it will help the surface streets to handle local traffic if those who work in the valley are not forced to use Hunt hwy to 287 to get to I10. And also during Renaissance festival and country thunder traffic on SR 79 will have an alternative also. So thanks for this road to help get to the valley for all the new homes currently being built in San Tan and Magma ranch. It will only get worse if we don't do something. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **216.** | **10-Jun-25** | Comment Form | I live in Queen Creek and own a second home in Florence. I work as a<br>Realtor so I hear from people every day about location and transportation issues. The highway 24 has been a blessing but even it has started to become bogged down with traffic. Ironwood also gets slow and as more an more people move here its going to get so much worse. We need this new highway and need it fast! It will open up so much more opportunity for people and families to live and work which will continue to improve home values. Please make this among the highest priority transportation projects in the state! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **217.** | **10-Jun-25** | Comment Form | I can’t wait for it to be done!!! It will make commuting to the the valley from Florence Anthem so much easier. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **218.** | **10-Jun-25** | Comment Form | The 505L should have HOV lanes (1 in each direction) up to SR-24<br>6 lanes till Germann Rd<br>6+2 (3+1 in each direction) US-60 to SR-24<br>6 lanes from SR-24 to Germann<br>4 lanes between Germann and Arizona Farms<br>If the 24 isn't built up by then<br>6+2 (3+1 in each direction) from US-60 to Elliot<br>6 lanes (3 in each direction) from Elliot to Ray<br>4 lanes (2 in each direction) from Ray to Arizona Farms | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **219.** | **10-Jun-25** | Comment Form | Funny how you put a pretty picture of a mountain with no roads around it. Why don't you give a picture of what you are really going to do to the environment to make things in a quite community tumultuous with undesirables. Crime will go up, druggies and prostitutes will be ever present. I am vehemently opposed to your plans and will be moving out as soon as possible!!! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **220.** | **10-Jun-25** | Comment Form | Build it! Queen Creek, San Tan Valley and Florence are in dire need of a way to reduce congestion and drive consumers and businesses out to this side of the valley. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **221.** | **10-Jun-25** | Comment Form | Do not want more homes or poop water pumped into my drinking water u have gone behind the people's backs that tax payers pay for the land leave it alone | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **222.** | **10-Jun-25** | Comment Form | Residents in Gold Canyon and other cities like Florence need this to help relieve traffic congestion on the US60. Besides widening the US60 this new project is huge for our future transportation needs. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **223.** | **10-Jun-25** | Comment Form | Yes, we need something there. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **224.** | **10-Jun-25** | Comment Form | Please make this happen. The traffic past Gold Canyon on the 60 is very dangerous. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

| Comment # | Date | Type | Comment | Response |
|---|---|---|---|---|
| **225.** | **10-Jun-25** | Comment Form | While there seems to be some debate about the particular routing of SH505, I believe the most important issue is actually the timing of the construction and its completion. Most of the traffic to and/from Queen Creek (QC) and San Tan Valley (SV) is to/from existing highways/freeways. QC and SV are undergoing rapid and extreme growth. There are literally 10's of thousand of houses and apartments being built and planned for construction. As a Queen Creek resident for several years, it is obvious that all QC and SV traffic must flow through QC to get to/from the highway systems.<br>There are three primary routes for highway access through QC: Gantzel/Ironwood, Ellsworth, and Rittenhouse/Power. Today, the traffic is very heavy. Without roadway relief, the traffic will become nearly unbearable with all of the new residences.<br>The only solution on the horizon appears to be SH505, that will allow relatively easy access to the highway systems by proceeding east from QC and SV, instead of north through QC.<br>I urge consideration of completing SH505 Segment1 as soon as possible in order to prevent the foreseeable bottleneck of traffic through the QC roads. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **226.** | **10-Jun-25** | Comment Form | Please make 5 or 7 lanes with the growth we need to be able to pass semis building and hauling in the area.<br>With a mix of motorists it is just safer as well as many travel this way with campers, haulers and heavy equipment. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **227.** | **10-Jun-25** | Comment Form | I don't have any specific comments other than this interstate is greatly needed and I hope the studies are successful in working through each constraint. Currently, Ironwood/Gantzel is congested with semi trucks and commuters who have no alternative routes. Traveling east to the 505 would relieve much of that congestion, but it would be great to see the SR24 complete as well. The congestion through Gold Canyon has to be addressed as that has been an issue for many years now. With the rapid and continued development in Pinal County, I hope the studies prove this project is necessary and very much desired by everyone in the area. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **228.** | **10-Jun-25** | Comment Form | This would greatly benefit the Coolidge community. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **229.** | **10-Jun-25** | Comment Form | Do it! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **230.** | **10-Jun-25** | Comment Form | I support this expansion and infrastructure. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **231.** | **10-Jun-25** | Comment Form | The 60 can't handle the traffic now with you fckin up ironwood from south let alone dumping more traffic on the 2 lane highway build it west to the 202 like it should be!!! Only a dumbass would put more traffic onto a highway that can't handle what it has already | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **232.** | **10-Jun-25** | Comment Form | This new highway would be incredibly helpful in bringing an economic boom to the far East Valley and I am in full support of it all the way from the 60 to the 10! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **233.** | **10-Jun-25** | Comment Form | Adding a roadway to Florence will greatly impact the residents of Florence. There is a considerable amount of traffic and unsafe drivers that come through our communities. The roadway will certainly increase the traffic and danger in our communities. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **234.** | **10-Jun-25** | Comment Form | With the rapidly expansion of the southeast valley and projected population there is a need for the SR 505. With limited routes traveling north and south and growing congestion that has become a safety issue, there are limited routes when road closures occur. At times when Hunt Hwy and Attaway is closed it is difficult to get to doctor appointments, work, other appointments that interfere with day to day living schedules. The valley will continue to expand leading to more congested roads and further safety issues. There is a great need for this corridor. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **235.** | **10-Jun-25** | Comment Map | You could move this to the west at Skyline and Felix. This is to close to our street Felix. You could move it 1/2 mile to the west and it would make a huge difference. I personally moved out here for land and having farm animals and away from traffic. The noise from this corridor will be terrible :(<br>I live in this neighborhood on the right hand side. From the canal to these houses is a good distance. Why cant this be corridor be closer to the canal and a little father away from houses. These properties are 1 1/4 acre lots and almost everyone has large animals. This is the reason we moved out this far. PLEASE at least consider moving this to the west towards the canal not right next to our road. Thank you<br>The noise will defiantly be a huge issue. This is with in 500 ft of our homes on Felix and Skyline. Please move it to the west | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

| Comment # | Date | Type | Comment | Response |
|---|---|---|---|---|
| **236.** | **10-Jun-25** | Comment Map | I realize there are still a number of items to consider regarding this project. I feel it should enter from the U S 60 area from far east Apache Junction. With the construction and eventual housing boom off Ironwood there will be to much congestion there to add more with the N/S. I do feel the N/S is needed and will be a very Valuable piece of the Central Arizona transportation system. As it stands now due to congestion and lack of movement Johnson Ranch and San Tan Valley residents travel from their homes east on Hunt highway to reach work destinations in Eloy, Coolidge, Casa Grande, and even the Phoenix area via SR 387 or I-10.<br>I am not in favor of pushing I-11 over this project. Central Arizona roadways are already packed with traffic fatalities, travel time, repair costs to roads/facilities, and numerous other considerations on the rise. We can not afford to entertain the thought of another freeway by-passing the east valley. By the time the current N/S project gets going you will see more extensive growth in the area from Gold Canyon to Florence Junction, Coolidge, and Florence which will demand more roadways that ARE NOT currently there. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **237.** | **10-Jun-25** | Comment Map | Of the end to end alternatives being proposed, I would be most comfortable with alternative 3. My biggest concerns would be impacting the Sonoqui Dike and wildlife habitat. Any planned development can be dealt with using eminent domain. I understand there may be a large monetary cost associated with that, but the monetary cost pales in comparison to the environmental costs that we are imposing on the land with all of this construction and habitat destruction for housing and roadway builds. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **238.** | **10-Jun-25** | Comment Map | Please do NOT do like hwy 24 & have lights at every interchange. This does not help traffic flow & creates more potential for accidents. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **239.** | **10-Jun-25** | Comment Map | We strongly urge ADOT to maintain an interchange at Bella Vista Road and Judd Road for the future growth of the area to have full access to minimize congestion. We had heard Bella Vista Road interchange may be eliminated because of the bridge cost over the CAP. Please keep the Bella Vista Interchange. It has been planned as a "Road Of Regional Significance" for many years as directed by Pinal County. It is essential for the many communities now using Bella Vista Road. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **240.** | **10-Jun-25** | Comment Map | Please keep the Bella Vista Road interchange as it will be needed as the area grows. Bella Vista Road is the direct access for all of Johnson ranch and the busy Hunt highway corridor to access the new freeway. Also, please keep the Judd Road interchange. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **241.** | **10-Jun-25** | Comment Map | East bound traffic coming off US 60 onto the new 505 using the Mountain View intersection would be helpful with traffic going into AJ Mesa area | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **242.** | **June 11, 2025** | Comment Form | This area doesn't need another highway it needs the existing highways widened. Highway 79, highway 87, highway 287, all of which are one lane each direction and everyone hates to use them due to that. Countless times I have almost witnessed head on collisions because people are trying to pass in unsafe manners. If you widening each of those highways and run the 24 to the 79 the roads would flow so much better. We don't need more rural land to be asphalted we need the existing highways to be widened so they are safer!!! | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **243.** | **June 11, 2025** | Comment Form | Creating a new road to accommodate eastbound traffic is unnecessary. Widen 79! There have been plenty of opportunities! The businesses that are supported by the current traffic flow will be negatively impacted once traffic is routed away. Also, what is the plan to connect Globe? Is 60 going to become a dead end? What is happening to the desert and wildlife affected by this proposed expansion? Very unnecessary and unwanted. | The location of the North-South Corridor as a new freeway on a new alignment (instead of utilizing existing highways) was determined during the Tier 1 EIS process. Information on the Tier 1 study process can be found in the North-South Corridor Tier 1 Environmental Impact Statement published in 2021 and available at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/north-south-corridor-study-proposed-new.<br>The preliminary concept for the connection to US 60 shown in the NOI was one potential concept for this connection point. Information on the proposed US 60 connection can be found on the North-South Segment 1, Tier 2 Environmental Impact Statement and Design Concept Report, U.S. 60 to Arizona Farms Road (State Route 505) at https://azdot.gov/planning/transportation-studies/north-south-corridor-study/Tier2-Segment1 under the 2025 public meeting presentation, or within the NOI Supplemental Information Document.<br>The EIS process will include environmental technical studies to identify potential impacts, as well as the consideration of avoidance, minimization, and mitigation measures to address those impacts. ADOT is working closely with the Arizona Game and Fish Department (AZGFD) to conduct a study collecting data on wildlife and their movement in the area that will inform the Tier 2 EIS/DCR study's findings and recommendations. |
| **244.** | **June 11, 2025** | Comment Form | This is needed Now! The area growth demands it. Get it done already please? These studies take too long and are always years later than approved new developments. It is unsafe. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |
| **245.** | **June 11, 2025** | Comment Form | I live in Florence and this road cannot come soon enough. We really need a freeway into the east valley! San Tan and Queen Creek as well. | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. If you are requesting more information, a member of the study team will get back to you. |

| Comment # | Date | Type | Comment | Response |
|---|---|---|---|---|
| **246.** | **June 11, 2025** | Comment Form | It would be useful to have the map show Hunt Highway and AZFarms Road. Where would the new road intersect AZ Farms Road? | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team.<br><br>For a detailed view of the corridor map visit: https://adot.maps.arcgis.com/apps/mapviewer/index.html?webmap=2b843a99b8e644f5b05d7c2888eb44b3. You can use the map zoom tool to view the corridor at the street level. You can also click on the search bar on the bottom right-hand side of the map and plug in a specific address to see its relation to the proposed corridor. |
| **247.** | **August, 8, 2025 (comment received after the close of the comment period)** | Email | Please see the attached letter expressing support for an interchange at Bella Vista Road in Segment 1 of the North-South Corridor. (Attachment 11) | Thank you for your interest in the North-South Segment 1, US 60 to Arizona Farms Road (SR 505). Your comment has been received and shared with the study team. |

# Attachment 1

EVCCA
EAST VALLEY CHAMBERS OF COMMERCE ALLIANCE

May 12, 2025

ADOT North-South
Segment 1 Study
c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

To Whom It May Concern:

The East Valley Chambers of Commerce Alliance (EVCCA) is the largest chamber of commerce organization in Arizona with nearly 5,000 members representing eight chambers in the East Valley including Apache Junction, Carefree/Cave Creek, Chandler, Gilbert, Mesa, Queen Creek, Scottsdale, and Tempe. Our membership includes large multi-national corporations and local small businesses. The EVCCA is a true representation of the Arizona business community.

The State Route 505 (SR 505) or the Southeast Valley North/South corridor, is a road of regional significance. The EVCCA believes transportation corridors need to connect existing and future population centers with jobs and regional destination centers. The SR 505 will no doubt improve access to future activity centers, increase regional mobility, and integrate the region's transportation network.

The SR 505 coupled with the State Route 24 (SR 24) helps complete the limited access highway system in the Southeast Valley. Both will be heavily traveled on into the future. The EVCCA recommends giving top priority to connecting a completed SR 24 with the SR 505.

The EVCCA strongly supports construction of the SR 505.

Sincerely,

[redacted]
Chair
East Valley Chambers of Commerce Alliance
Apache Junction Chamber of Commerce
Carefree/Cave Creek Chamber of Commerce
Chandler Chamber of Commerce
Gilbert Chamber of Commerce
Mesa Chamber of Commerce
Queen Creek Chamber of Commerce
Scottsdale Chamber of Commerce
Tempe Chamber of Commerce

# Attachment 2

## MEMORANDUM

*December 22, 2021*

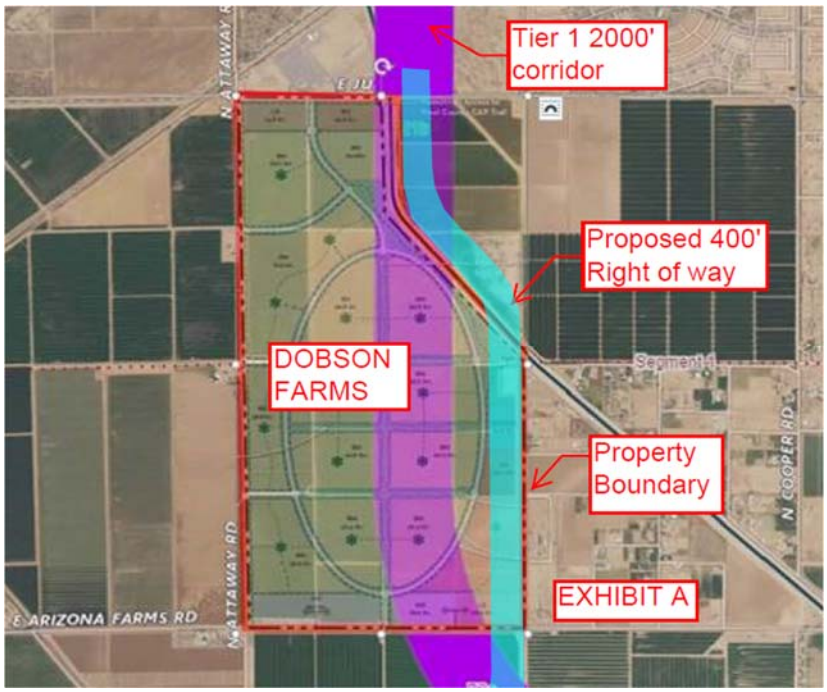
To: Chris Salas – Town of Florence
Asad Karim – ADOT
Carlos Lopez - ADOT

From: [redacted]

Project Name: Dobson Farms
Project Number:

Re: North South Corridor Alignment

Coe & Van Loo Consultants, Inc. (CVL) is under contract with the developer of the Dobson Family Farms parcel shown in red on Exhibit A. CVL has reviewed the ADOT North South Corridor Study. Based on the preferred alignment in purple, the Dobson Farms property will be partially bisected by the planned alignment. Given the master planned development potential of this large parcel a small alignment shift, as shown in concept is necessary to retain the community. The shift as shown will enable the property to develop as a master plan, connected with neighborhood streets, trails, and open space. On behalf of the property owner and developer please accept this as our formal request to shift the alignment as shown. The project is currently moving forward through the Town zoning process and is at this time prepared to provide the 400' wide right of way corridor in the location shown. CVL has coordinated with the Town of Florence and Pinal County, each of which have no concerns about shifting the planned alignment. Your timely reply would be appreciated. Please advise of any questions regarding this request. I can be reached directly at [redacted]




Coe & Van Loo Consultants, Inc.
[redacted]

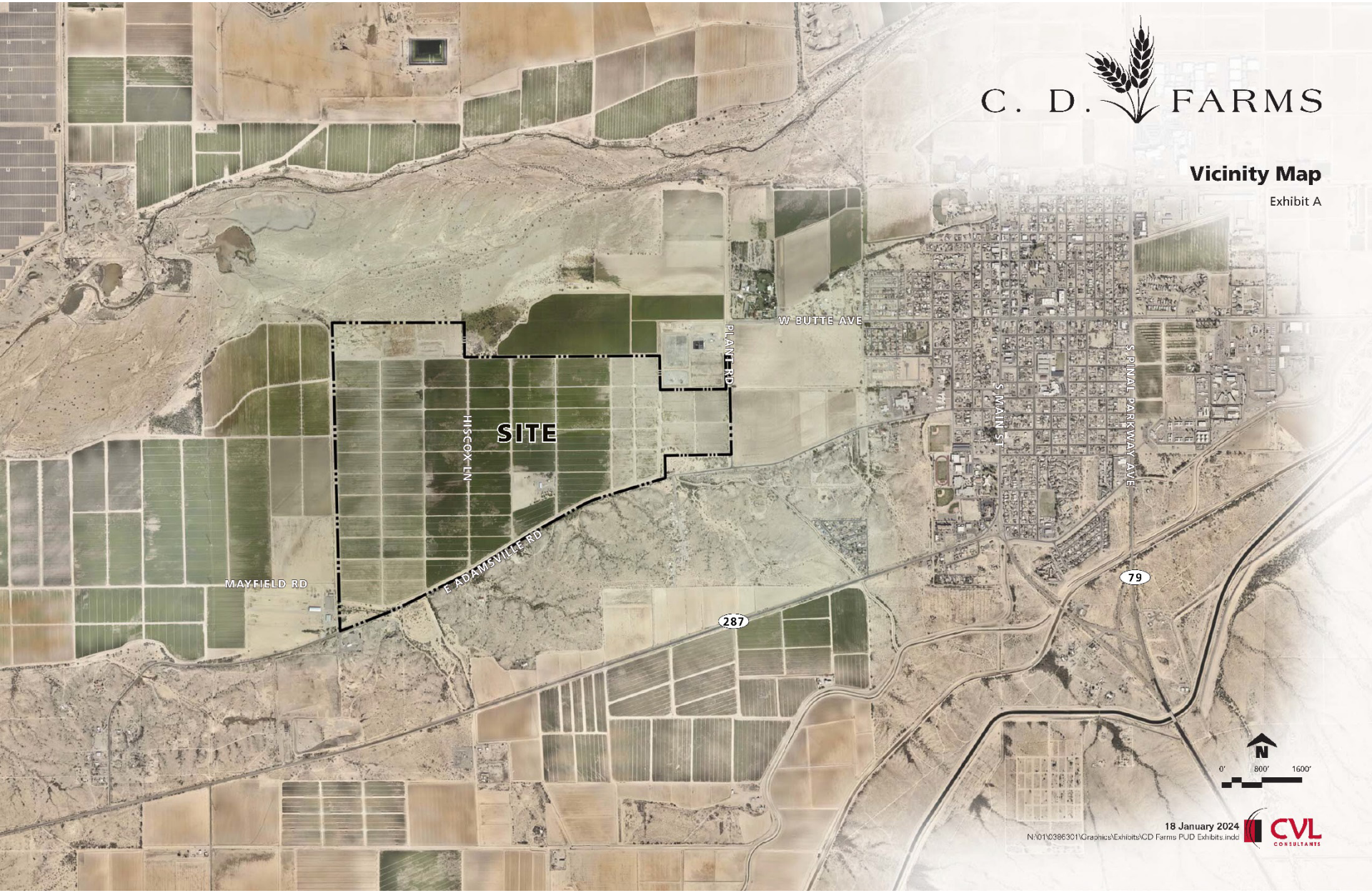
[redacted]

Attachment 3

# Zoning – Planned Unit Development (PUD)

## Case #: PZ-23-15

CVL CONSULTANTS


C. D. FARMS
Vicinity Map
Exhibit A
SITE
W BUTTE AVE
PLANT RD
HISCOX LN
E ADAMSVILLE RD
MAYFIELD RD
S MAIN ST
S PINAL PARKWAY AVE
79
287
N
0'
800'
1600'
18 January 2024
N:\01\0386301\Graphics\Exhibits\CD Farms PUD Exhibits.indd
CVL CONSULTANTS

# Updates From P&Z Study Session

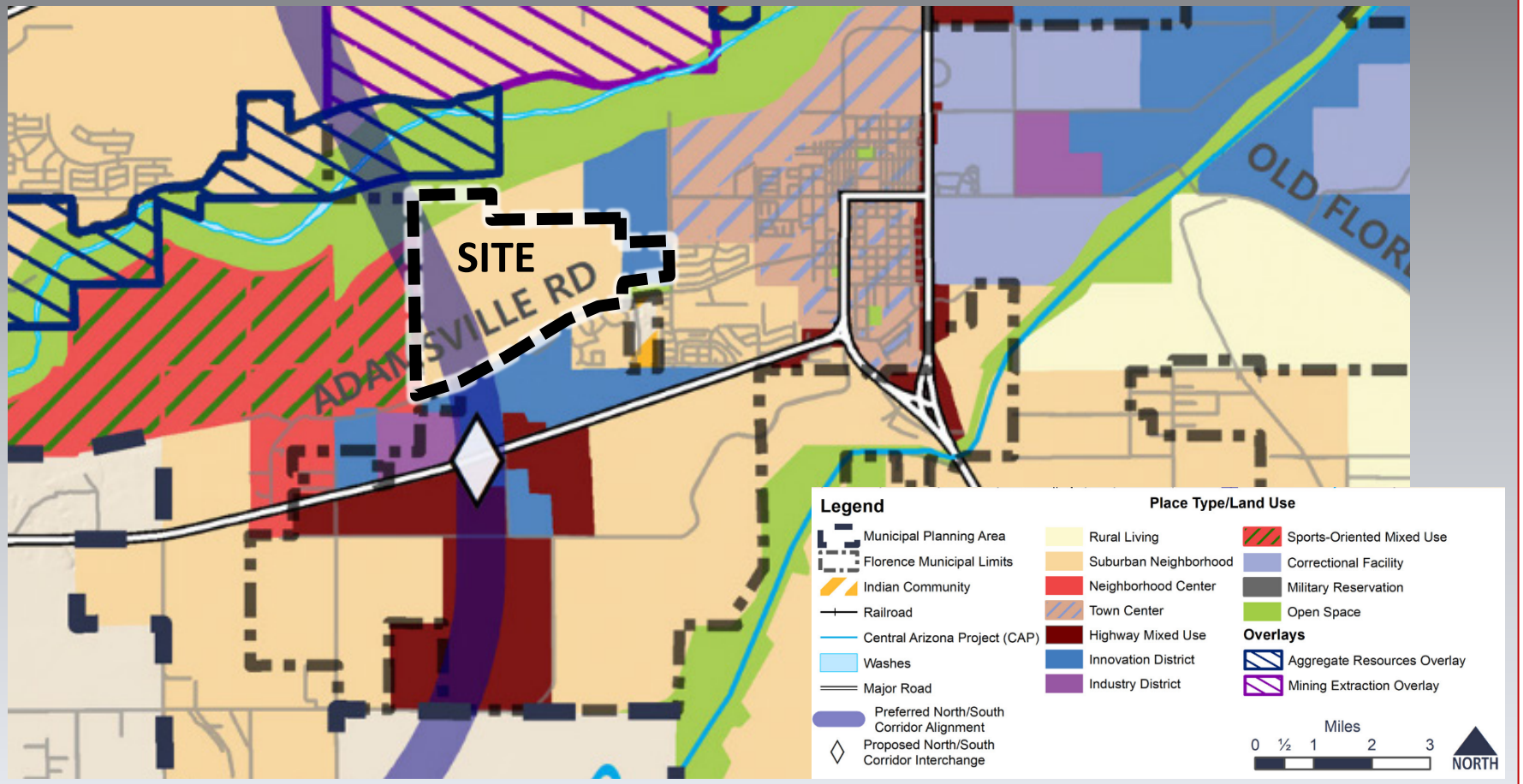
- References to perimeter roadways have been updated with consideration towards the 2022 Florence General Plan as a 4-lane road.
- Roadway cross section provided on Adamsville.
- Enhanced roadway landscape and home site interest.
- Enhanced design is provided for the community entry and neighborhood park with added amenity details and reference photos.
- Flood zone at the southwest corner of the site has been called out and will be safety routed around or through the Property.
- Hardscape materials and associated elevations have been enhanced with additional detail.
- Average water demand of 630,000 gallons, Average sewer flow of 400,000 gallons.

CVL CONSULTANTS

# Updates From P&Z Study Session (Cont.)

- Tree planting locations have been modified throughout to ensure open play area is provided.
- Turf at community entry and other areas is intended to be irrigated by reclaimed water and noted as such. Also providing turf in the play areas and not on side slopes of basins.
- Large 20’ landscape buffers are provided along the street side perimeter of the property and have been illustrated for reference.
- Single Family Residential front setbacks have been revised to ensure clearance: “15’ from property line to livable / 18’ from property line to face of garage and 22’ from back of sidewalk”.

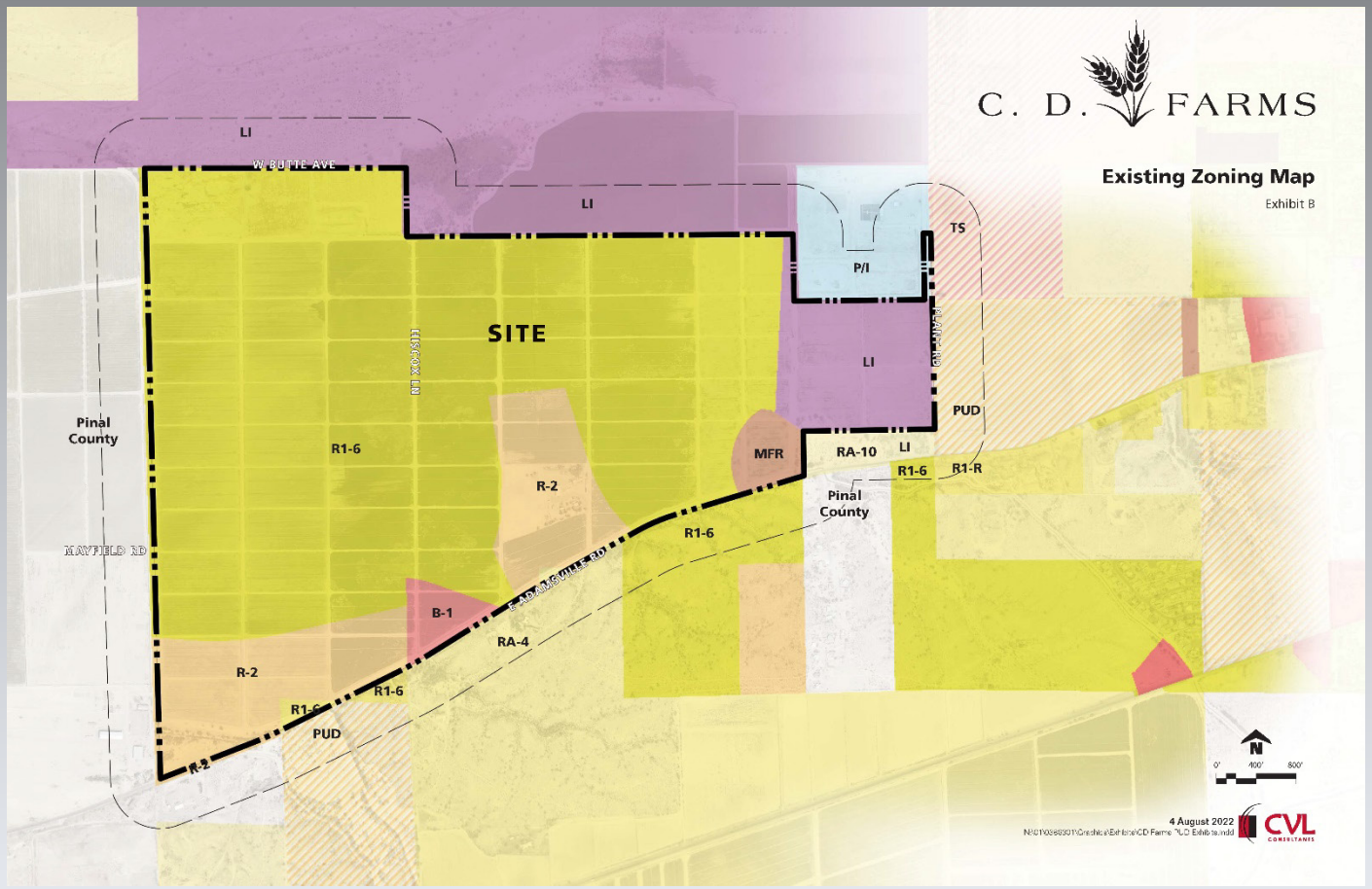
CVL CONSULTANTS




# 2022 Florence General Plan

- C. D. Farms reflects the new 2022 Florence General Plan, ratified by residents.
- **Suburban Neighborhood**: Allows 1-4 du/ac SFR Detached, 4-8 du/ac SFR Attached, & Commercial below 0.35 FAR.
- **Innovation District**: Allows 8-18 du/ac SFR and MFR, & Commercial below 0.55 FAR.

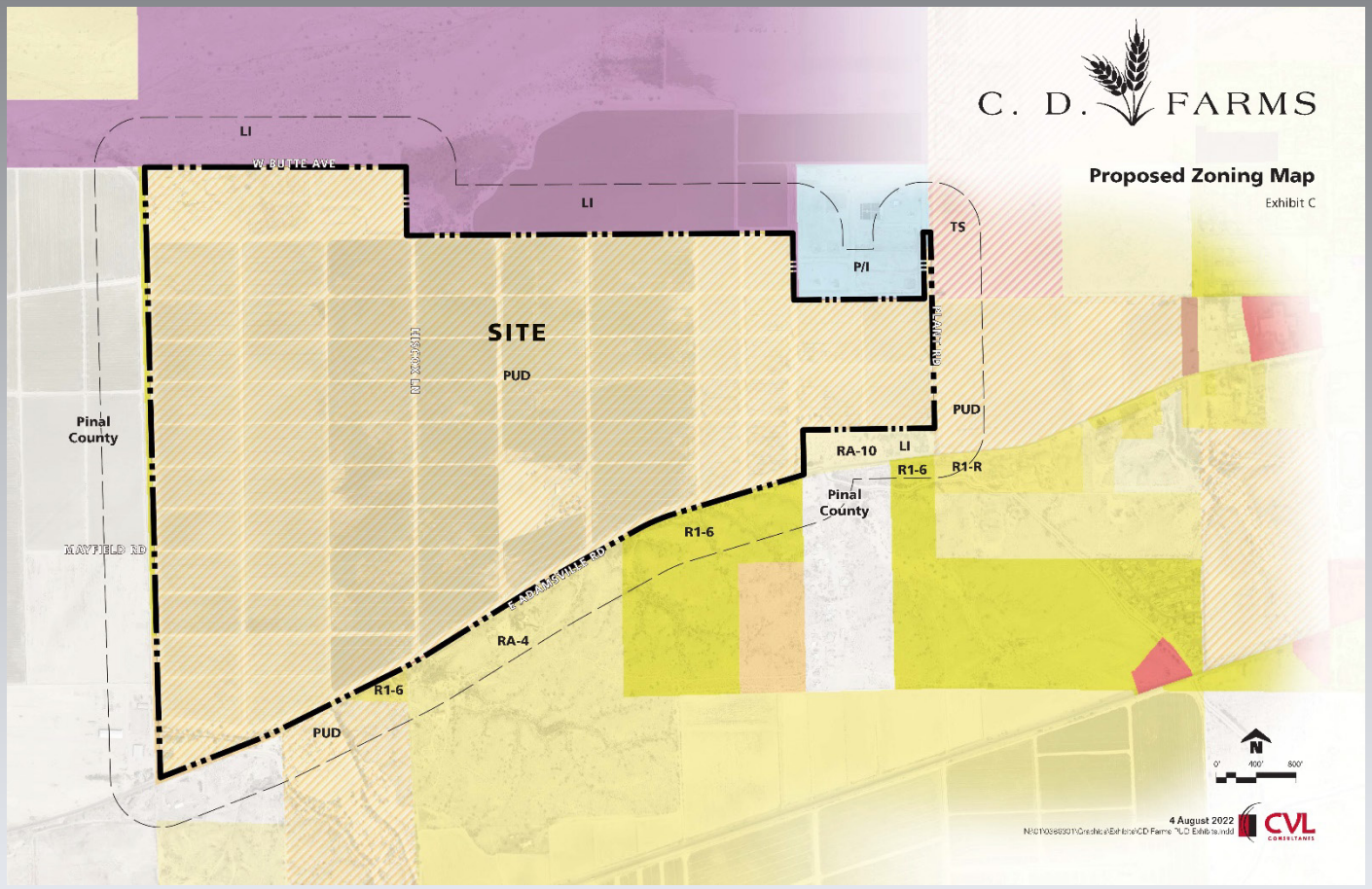
CVL CONSULTANTS




# Existing Zoning

Patchwork of R1-6 (SFR), R-2 (MFR), MFR (MFR), B-1 (Business), P/I (Public/Institutional), and LI (Light Industrial) zoning.

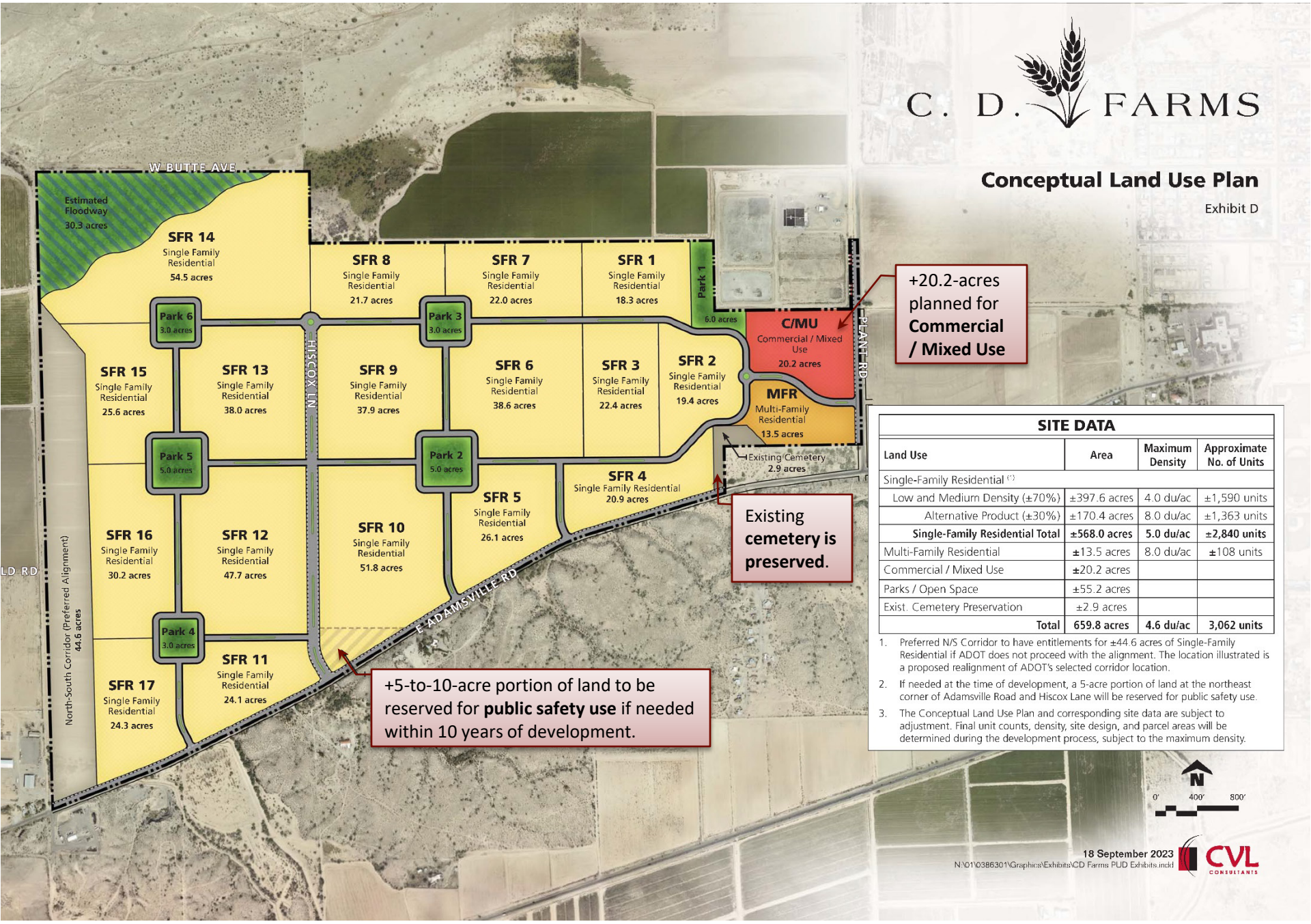
CVL CONSULTANTS




# Proposed Zoning

Overall Planned Unit Development (PUD) zoning is requested to allow the site to develop as one cohesive master planned community.

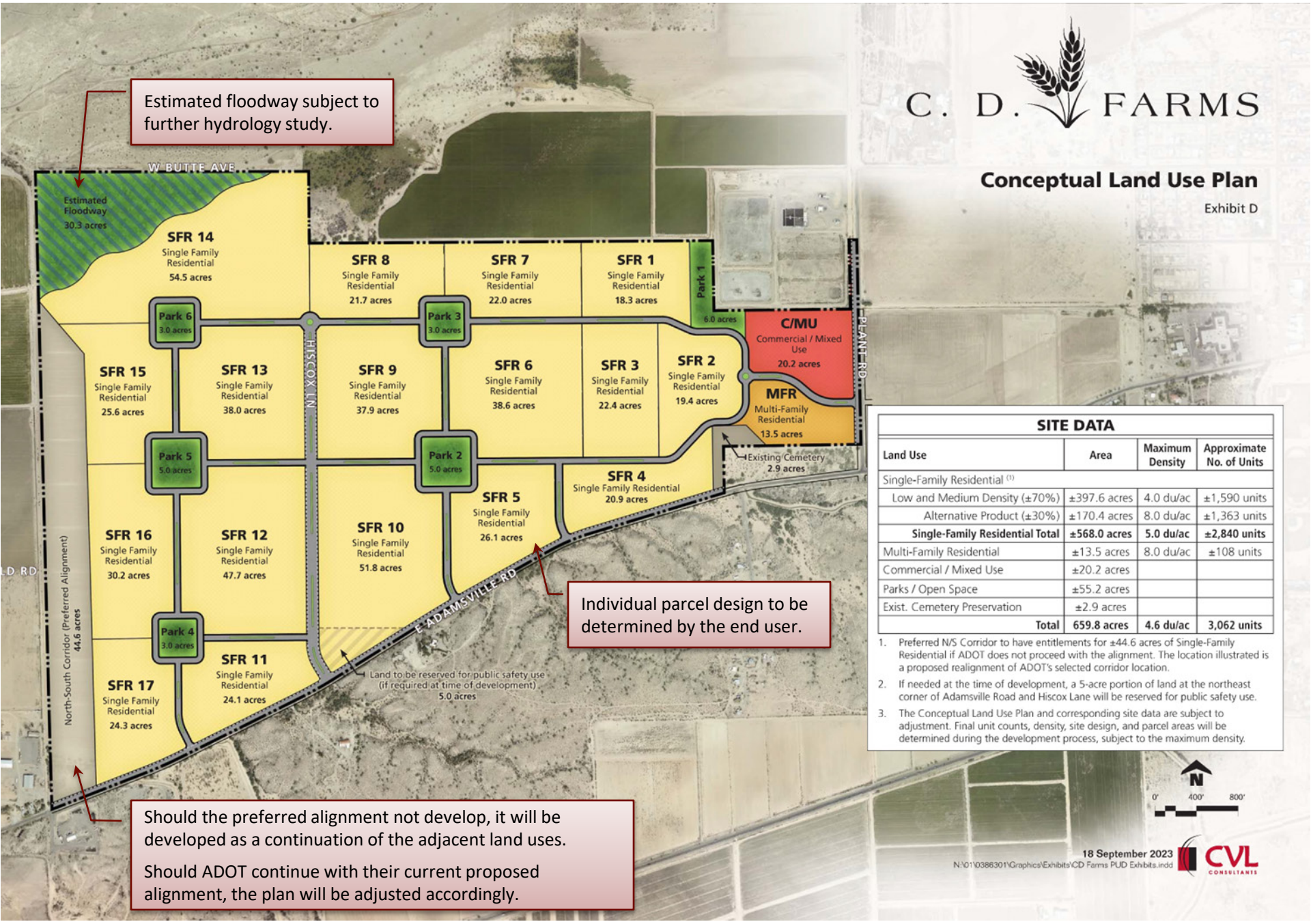
CVL CONSULTANTS




## SITE DATA

| Land Use | Area | Maximum Density | Approximate No. of Units |
|---|---|---|---|
| Single-Family Residential (1) | | | |
| Low and Medium Density (±70%) | ±397.6 acres | 4.0 du/ac | ±1,590 units |
| Alternative Product (±30%) | ±170.4 acres | 8.0 du/ac | ±1,363 units |
| **Single-Family Residential Total** | **±568.0 acres** | **5.0 du/ac** | **±2,840 units** |
| Multi-Family Residential | ±13.5 acres | 8.0 du/ac | ±108 units |
| Commercial / Mixed Use | ±20.2 acres | | |
| Parks / Open Space | ±55.2 acres | | |
| Exist. Cemetery Preservation | ±2.9 acres | | |
| **Total** | **659.8 acres** | **4.6 du/ac** | **3,062 units** |

1. Preferred N/S Corridor to have entitlements for ±44.6 acres of Single-Family Residential if ADOT does not proceed with the alignment. The location illustrated is a proposed realignment of ADOT's selected corridor location.
2. If needed at the time of development, a 5-acre portion of land at the northeast corner of Adamsville Road and Hiscox Lane will be reserved for public safety use.
3. The Conceptual Land Use Plan and corresponding site data are subject to adjustment. Final unit counts, density, site design, and parcel areas will be determined during the development process, subject to the maximum density.




**SITE DATA**

| Land Use | Area | Maximum Density | Approximate No. of Units |
|---|---|---|---|
| Single-Family Residential [1] | | | |
| Low and Medium Density (±70%) | ±397.6 acres | 4.0 du/ac | ±1,590 units |
| Alternative Product (±30%) | ±170.4 acres | 8.0 du/ac | ±1,363 units |
| **Single-Family Residential Total** | **±568.0 acres** | **5.0 du/ac** | **±2,840 units** |
| Multi-Family Residential | ±13.5 acres | 8.0 du/ac | ±108 units |
| Commercial / Mixed Use | ±20.2 acres | | |
| Parks / Open Space | ±55.2 acres | | |
| Exist. Cemetery Preservation | ±2.9 acres | | |
| **Total** | **659.8 acres** | **4.6 du/ac** | **3,062 units** |

1. Preferred N/S Corridor to have entitlements for ±44.6 acres of Single-Family Residential if ADOT does not proceed with the alignment. The location illustrated is a proposed realignment of ADOT's selected corridor location.
2. If needed at the time of development, a 5-acre portion of land at the northeast corner of Adamsville Road and Hiscox Lane will be reserved for public safety use.
3. The Conceptual Land Use Plan and corresponding site data are subject to adjustment. Final unit counts, density, site design, and parcel areas will be determined during the development process, subject to the maximum density.

# General Plan Road Classification

The 2022 Florence General Plan classifies Adamsville Road as a Major Collector and Plant Road as a Minor Arterial. Both classifications are defined as 4-lane roads on Page 68 of the General Plan, as follows:

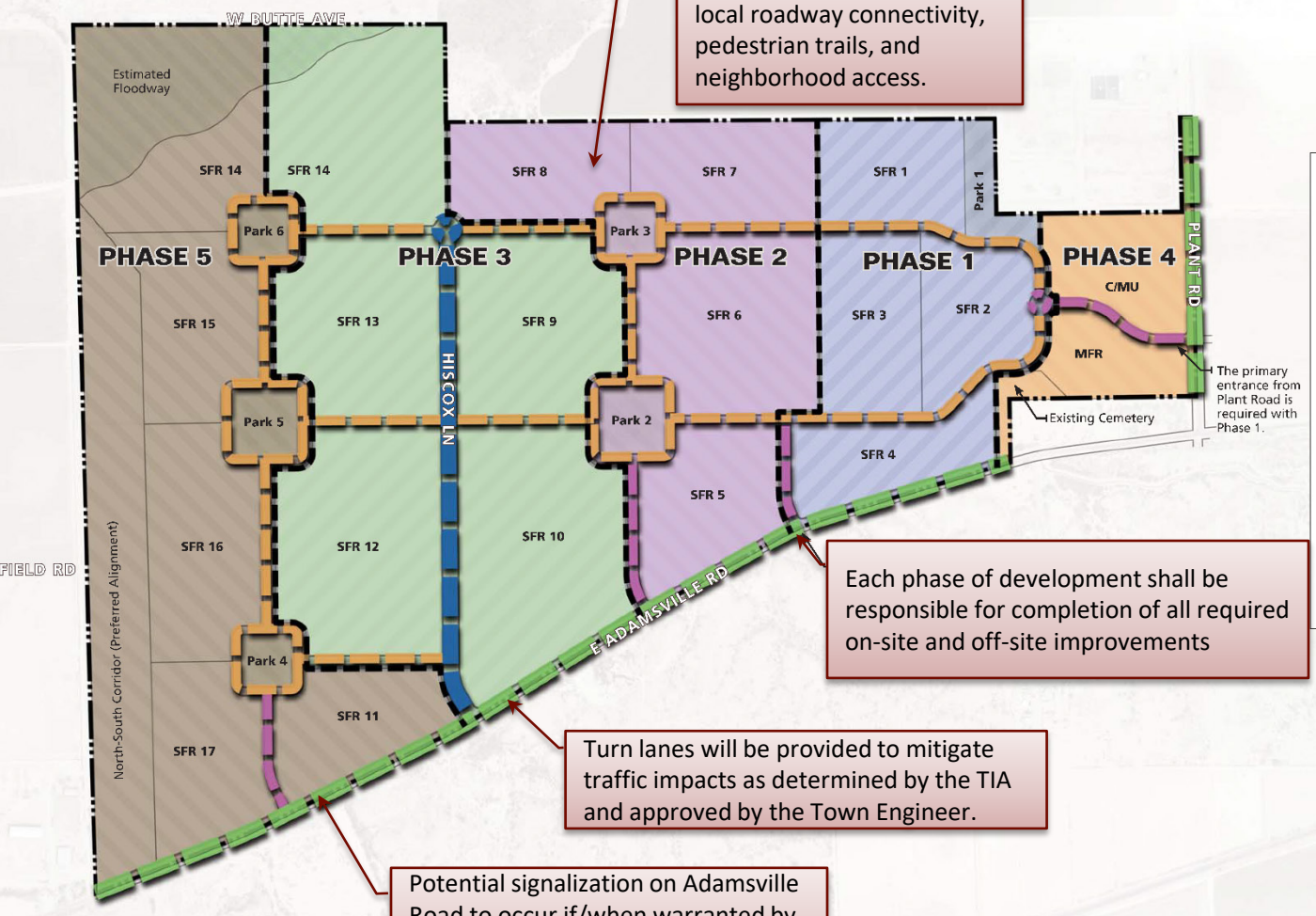
- **"Major Collector** – these roadways **can be configured as a 4-lane road** or a two-lane road with center turn lane…"
- **"Minor Arterial**– designed to serve similar mobility needs as Major Arterials but **are 4-lane facilities**..."

CVL CONSULTANTS

C. D. FARMS

# Infrastructure: Roadway Phasing Plan

Exhibit N




Individual parcels to provide local roadway connectivity, pedestrian trails, and neighborhood access.

Each phase of development shall be responsible for completion of all required on-site and off-site improvements

Turn lanes will be provided to mitigate traffic impacts as determined by the TIA and approved by the Town Engineer.

Potential signalization on Adamsville Road to occur if/when warranted by signal analysis and required by the Town Engineer.

## LEGEND

- Minor Arterial/Major Collector
- Enhanced Collector
- Modified Major Collector
- Local Road (Modified or Standard)
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase Line

N

0' 400' 800'

18 January 2024

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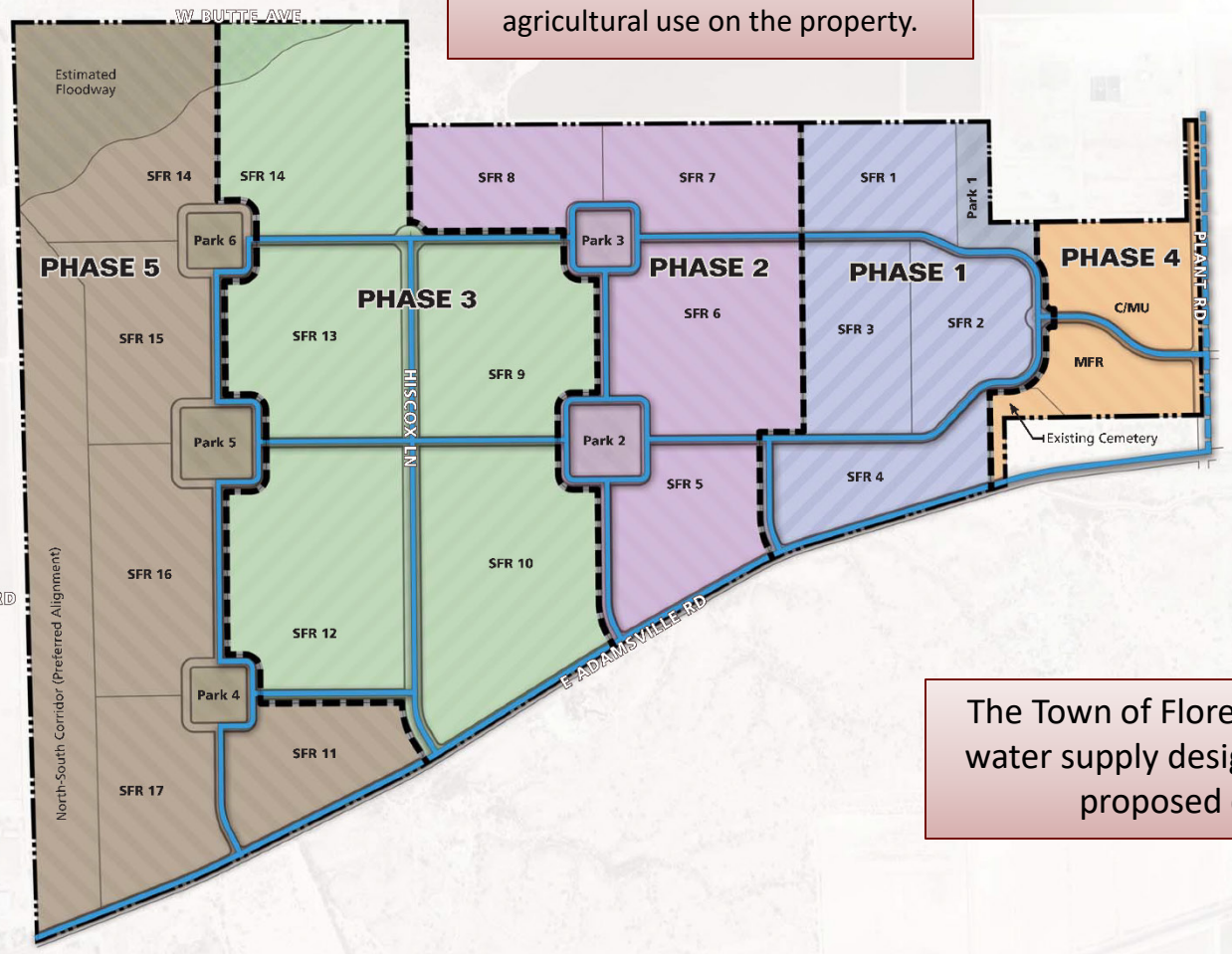
C. D. FARMS

An **approx. 30% reduction in water use** is anticipated from the former agricultural use on the property.

# Infrastructure: Water Phasing Plan

Exhibit P




## LEGEND

- Proposed Water Main
- Existing Water Main
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase Line

The Town of Florence has an assured water supply designated to serve the proposed community.

N

0′ 400′ 800′

1 August 2023

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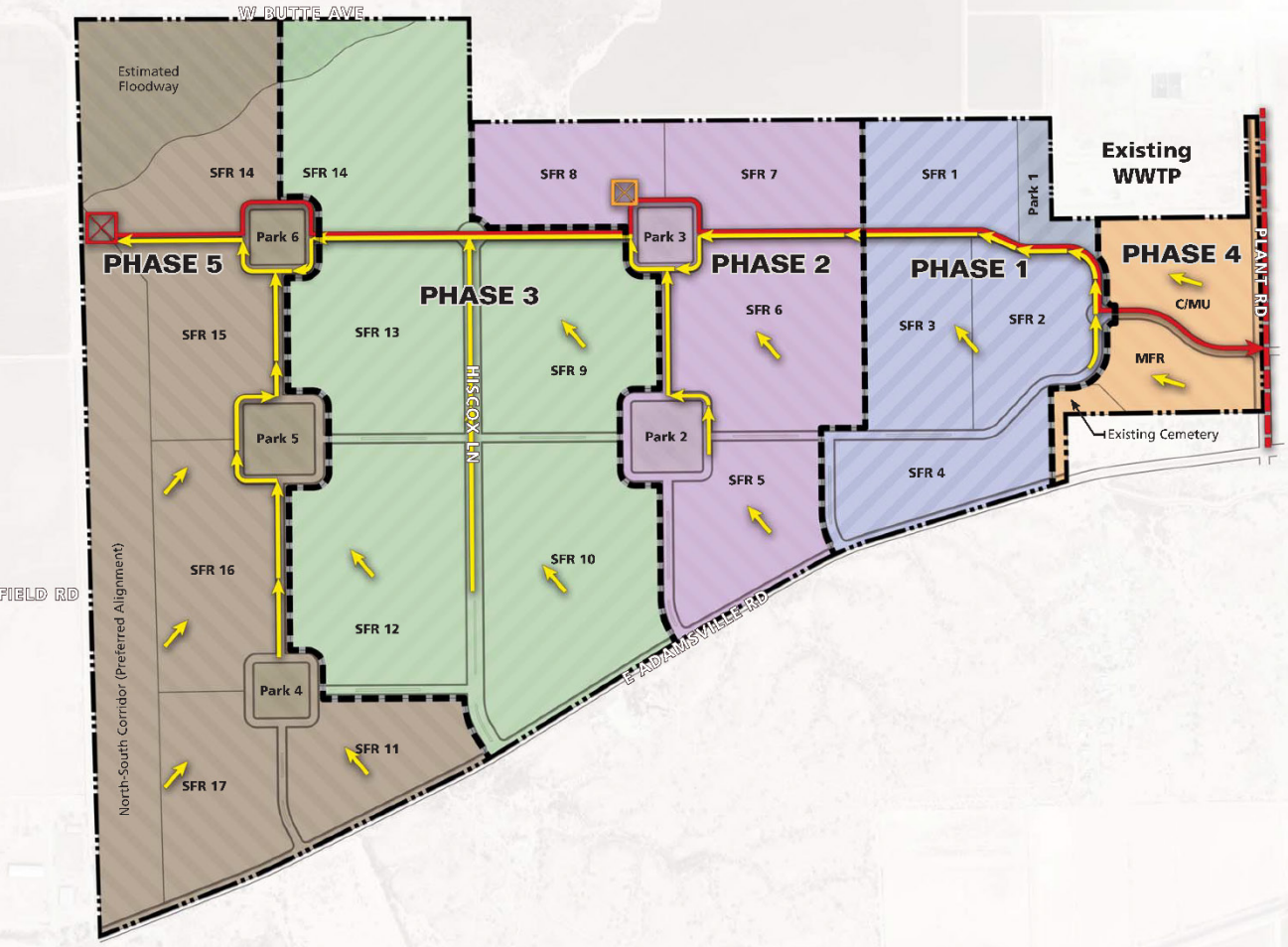
# Infrastructure: Sewer Phasing Plan

Exhibit O




## LEGEND

- Permanent Lift Station
- Interim Lift Station (Phase 1 & 2)
- Proposed Sewer Force Main
- Existing Sewer Force Main
- Proposed Sewer Main
- Direction of Flow
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase Line

N

0′ 400′ 800′

1 August 2023

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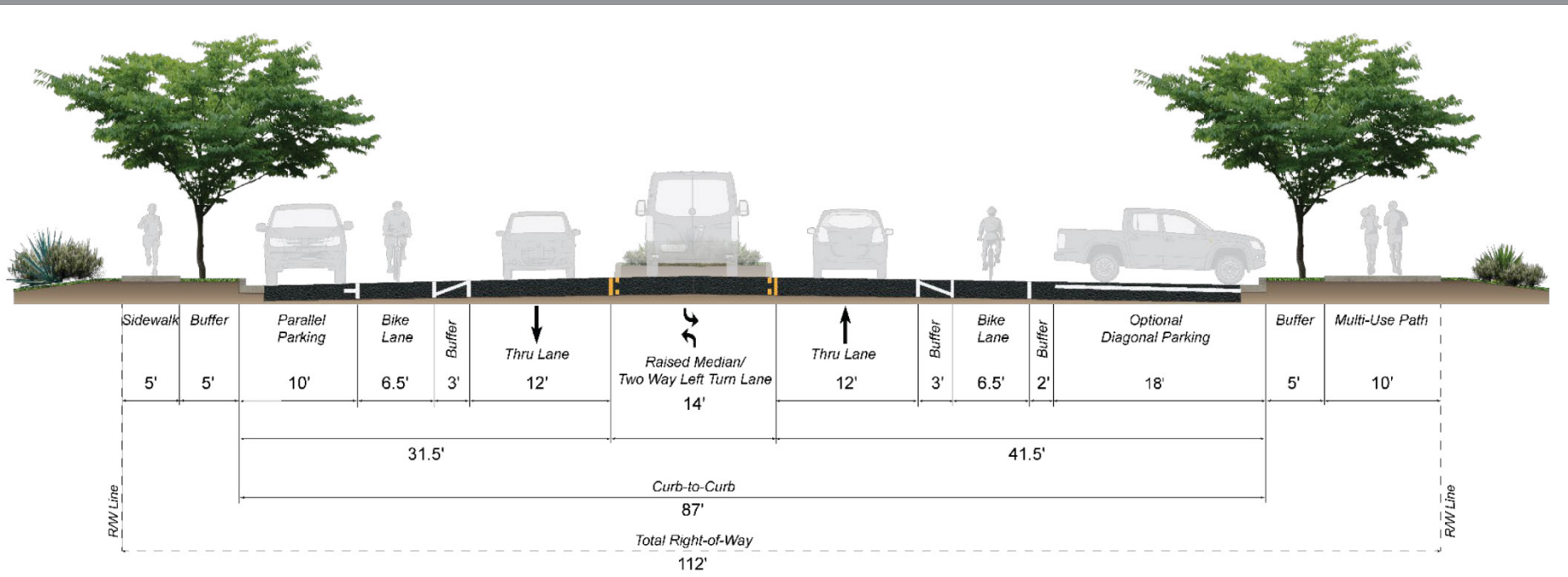
CVL CONSULTANTS

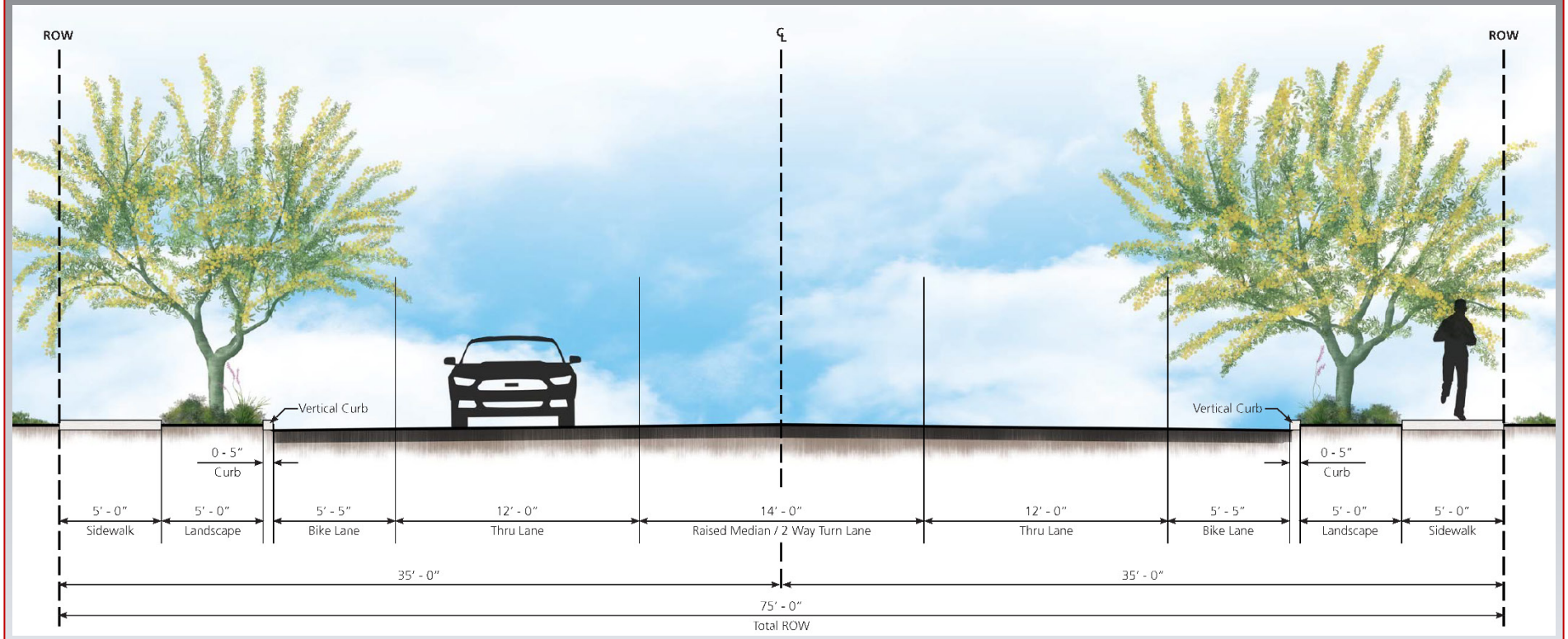



# Enhanced Collector Road

(Hiscox Lane)

Town's standard Enhanced Collector Road section.

CVL CONSULTANTS




# Modified Major Collector

## (Entrance Roads)

Modified section featuring 5’ detached sidewalks and 5’ landscape buffers.

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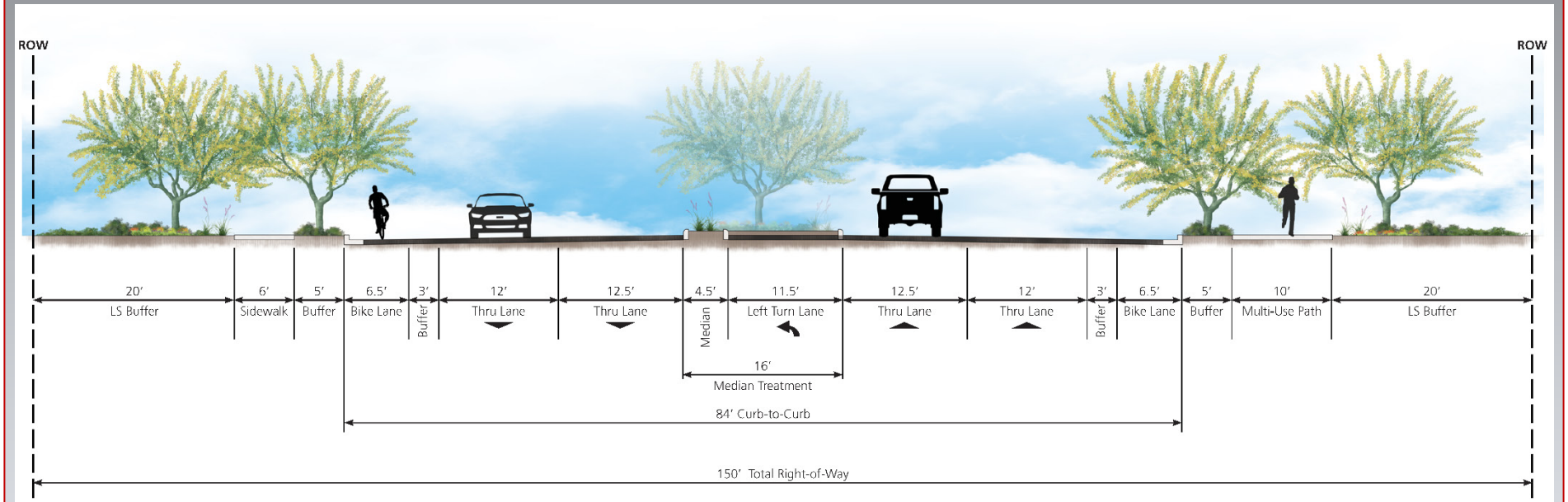


# Minor Arterial/Major Collector

## (Adamsville Road & Plant Road)

Modified section with the addition of 20' Landscape buffers.

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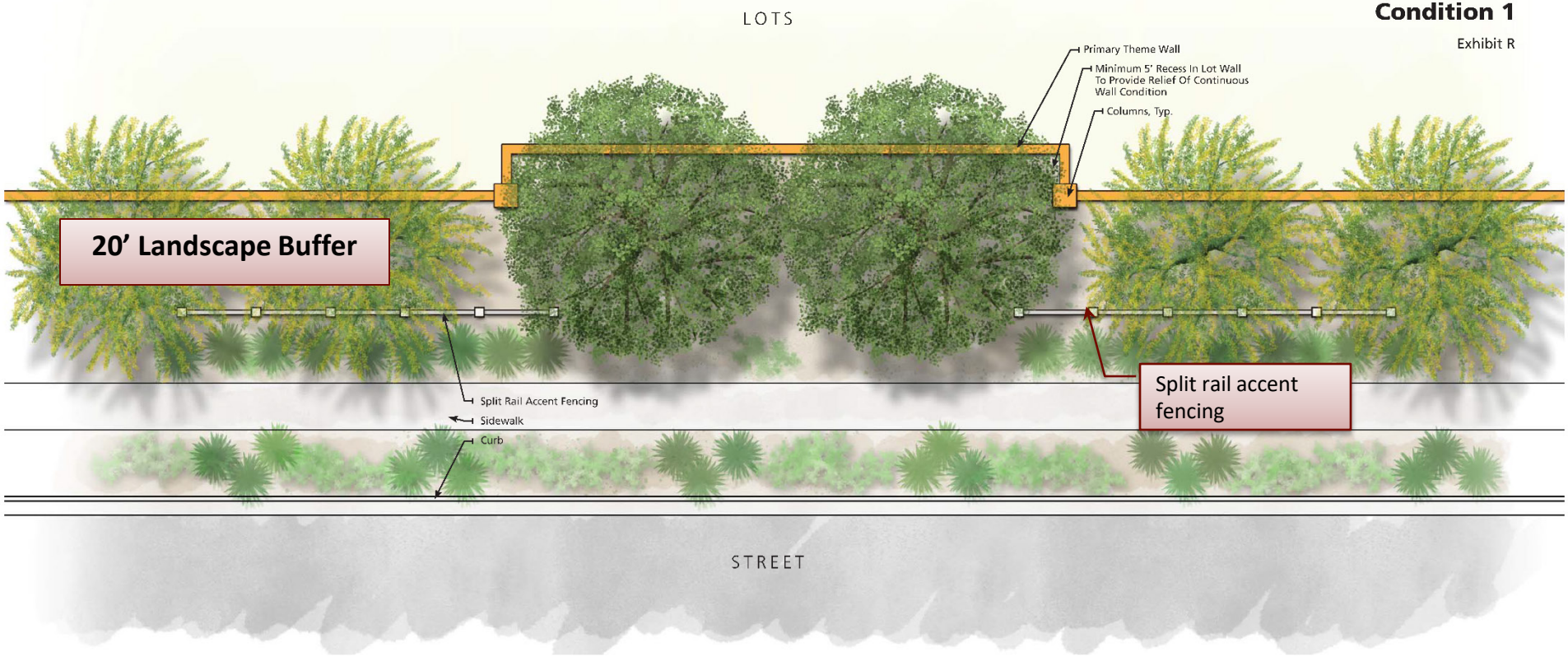
C. D. FARMS

# Typical Streetscape Condition 1

Exhibit R




18 January 2024

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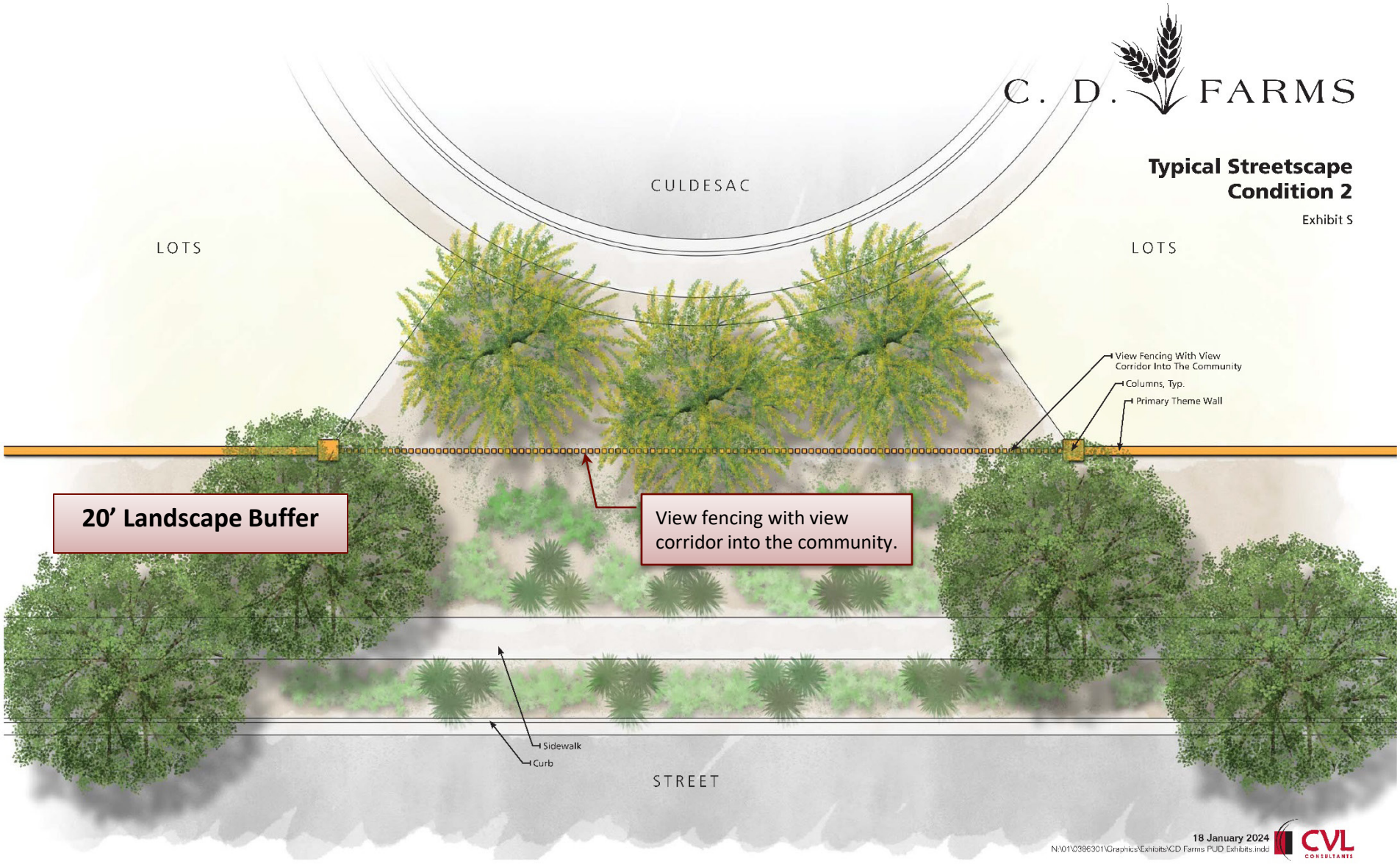
CVL CONSULTANTS


C. D. FARMS
Typical Streetscape
Condition 2
Exhibit S
CULDESAC
LOTS
LOTS
View Fencing With View
Corridor Into The Community
Columns, Typ.
Primary Theme Wall
20’ Landscape Buffer
View fencing with view
corridor into the community.
Sidewalk
Curb
STREET
18 January 2024
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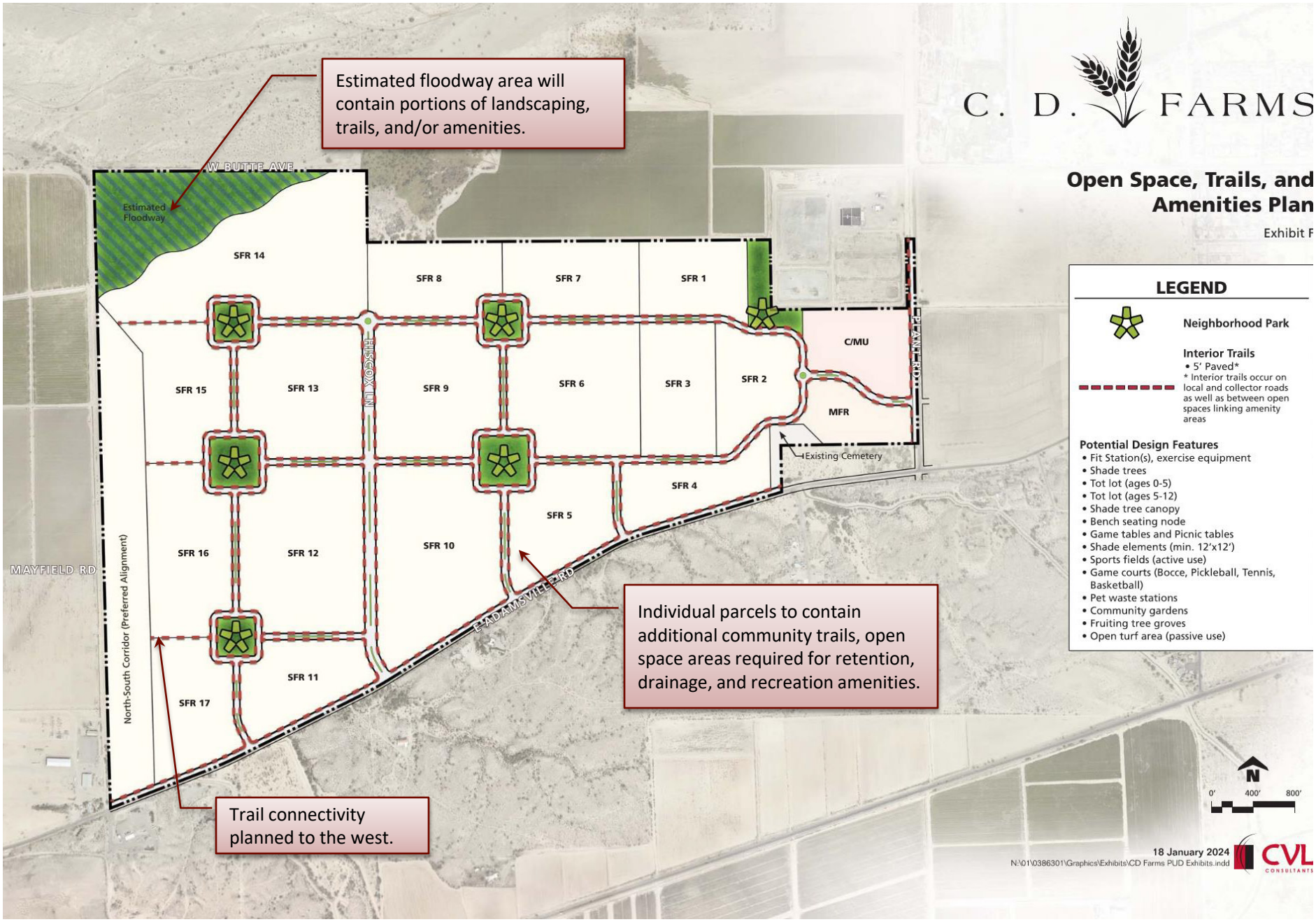
CVL
CONSULTANTS


C. D. FARMS
Open Space, Trails, and Amenities Plan
Exhibit F
Estimated floodway area will contain portions of landscaping, trails, and/or amenities.
W BUTTE AVE
Estimated Floodway
SFR 14
SFR 8
SFR 7
SFR 1
C/MU
SFR 15
SFR 13
SFR 9
SFR 6
SFR 3
SFR 2
MFR
HISCOX LN
PEANUT RD
Existing Cemetery
SFR 4
SFR 5
SFR 16
SFR 12
SFR 10
SFR 11
SFR 17
MAYFIELD RD
North-South Corridor (Preferred Alignment)
E ADAMSVILLE RD
Individual parcels to contain additional community trails, open space areas required for retention, drainage, and recreation amenities.
Trail connectivity planned to the west.
LEGEND
Neighborhood Park
Interior Trails
• 5' Paved*
* Interior trails occur on local and collector roads as well as between open spaces linking amenity areas
Potential Design Features
• Fit Station(s), exercise equipment
• Shade trees
• Tot lot (ages 0-5)
• Tot lot (ages 5-12)
• Shade tree canopy
• Bench seating node
• Game tables and Picnic tables
• Shade elements (min. 12'x12')
• Sports fields (active use)
• Game courts (Bocce, Pickleball, Tennis, Basketball)
• Pet waste stations
• Community gardens
• Fruiting tree groves
• Open turf area (passive use)
N
0'
400'
800'
18 January 2024
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CVL CONSULTANTS

C. D. FARMS

# Neighborhood Park

Exhibit L

Tot Lot with Overhead Shade

Turf Play Crawl Tunnel

Active Turf Field

Tree Grove

Game Garden
- Bean Bag Toss
- Horse Shoes
- Game Tables

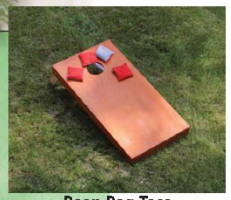
Built Shade Structure with Picnic Dining and Passive Seating

Tot Lot Play Area with Overhead Shade

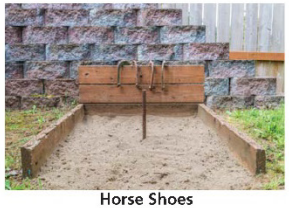
Turf Play Area with Crawl Tunnels

Picnic and Gathering Area

Tree Grove



Bean Bag Toss



Horse Shoes

Large Ramada with Picnic Area

Active Turf Field

Major neighborhood park amenities will be high and dry from primary drainage uses, for year-round use.

N

0' 20' 40'

18 January 2024

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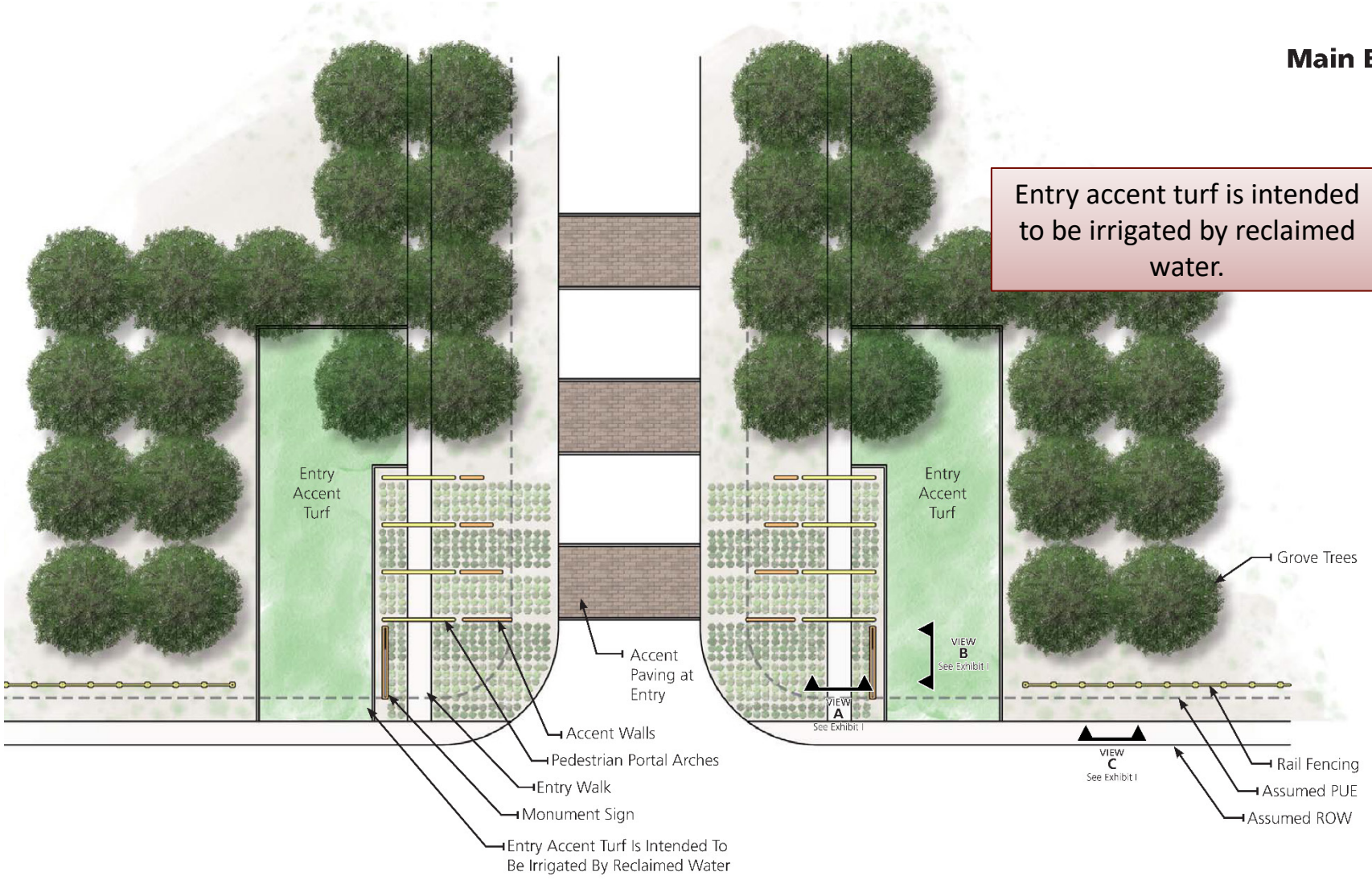
# Main Entry Plan

Exhibit H

Entry accent turf is intended to be irrigated by reclaimed water.




18 January 2024

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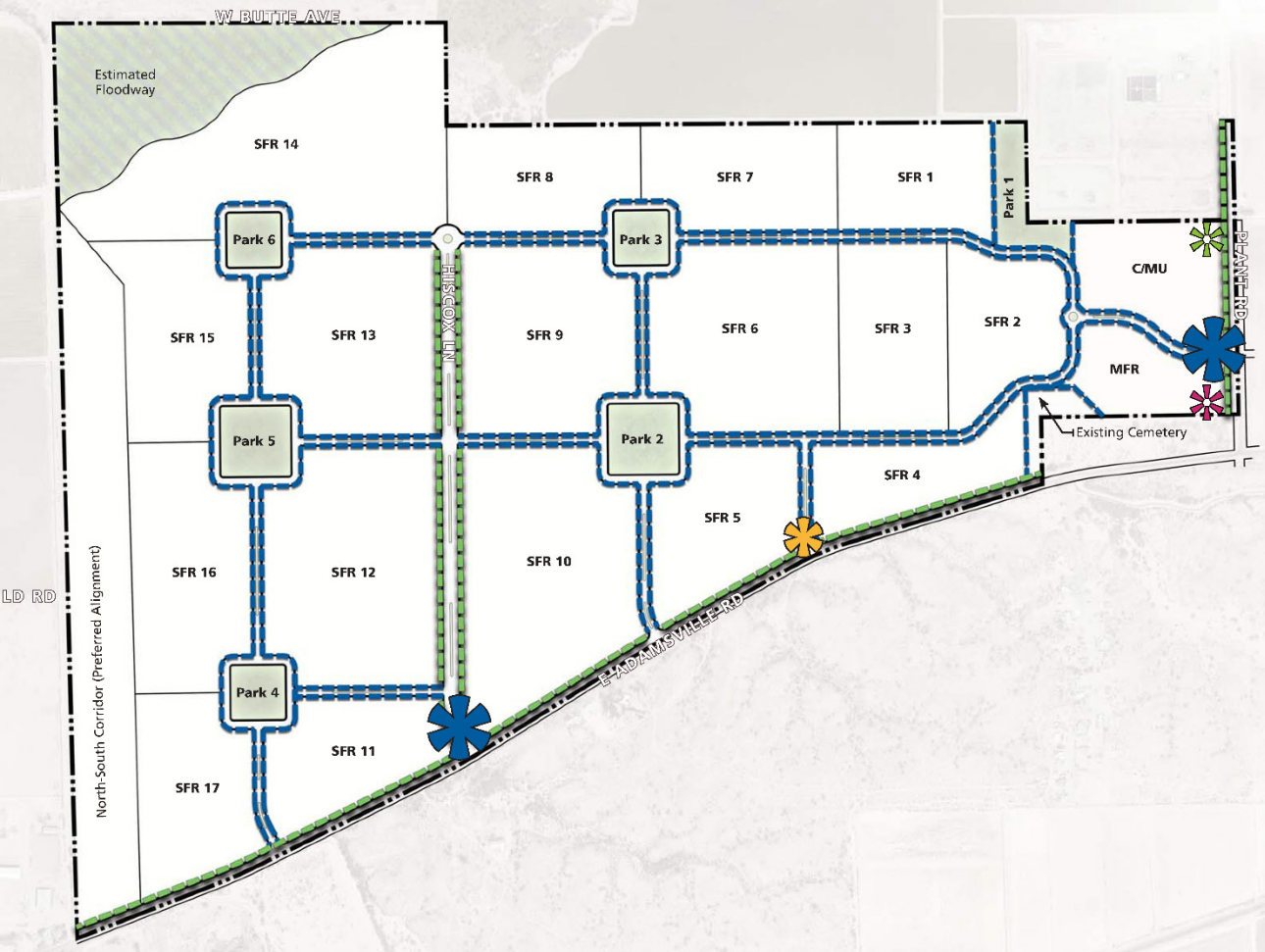
# Wall and Sign Master Plan

Exhibit G




## LEGEND

- Primary Theme Wall
- Secondary Theme Wall
- View Fence
- (2) Main Entry Monument
- (1) Secondary Entry Monument
- (1) Multi-Family Entry Sign
- (1) Retail Entry Sign

N

0' 400' 800'

1 August 2023

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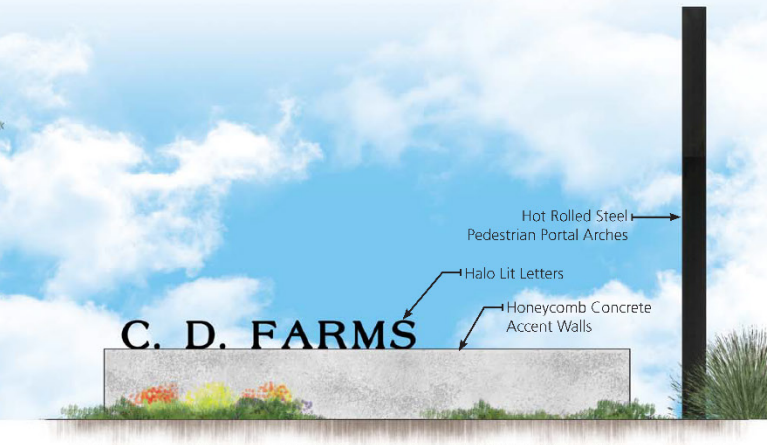
Agrarian theme featuring modern materials to ensure quality and longevity.

C. D. FARMS

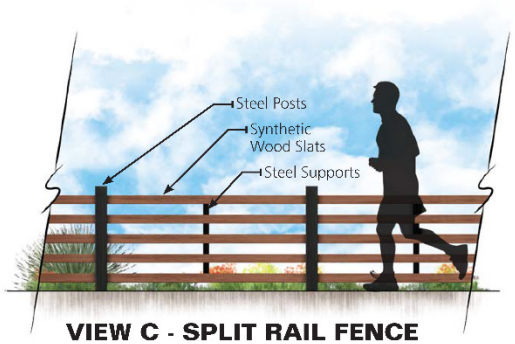
# Main Entry Elevations

Exhibit I

VIEW A - MAIN ENTRY ELEVATION (FRONT VIEW)




VIEW B - MAIN ENTRY SIGN ELEVATION (SIDE VIEW)

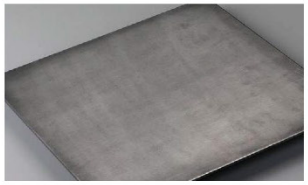



VIEW C - SPLIT RAIL FENCE

Synthetic Wood

Standing Lettering

Hot Rolled Steel



Honeycomb Concrete

18 January 2024

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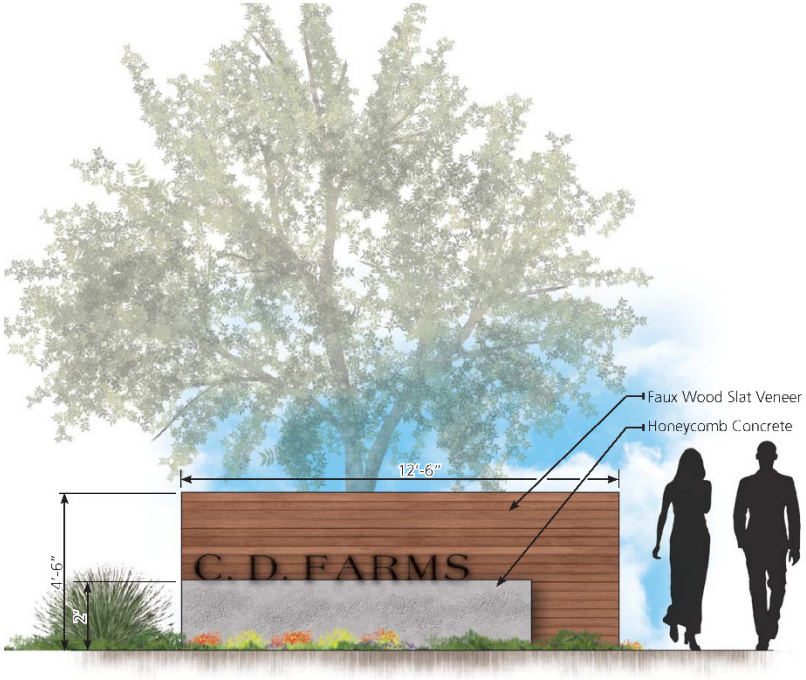
C. D. FARMS

# Entry Sign Elevations

Exhibit J

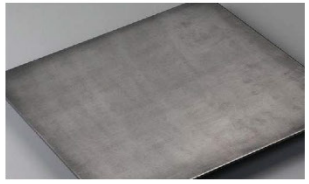



**MULTI-FAMILY ENTRY SIGN**

**MULTI-FAMILY ENTRY SIGN**

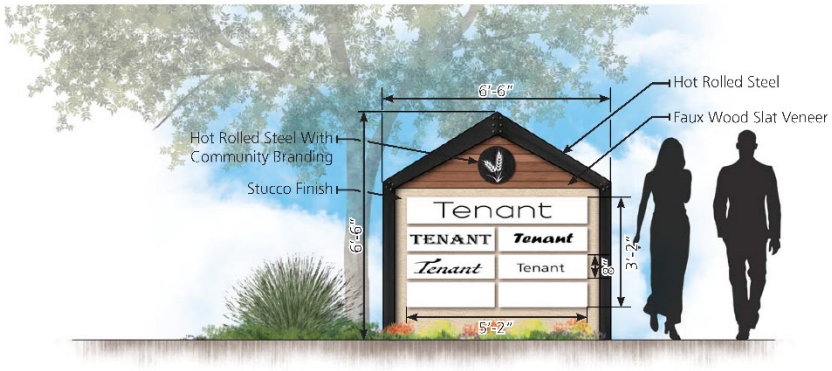
Synthetic Wood

Standing Lettering



Hot Rolled Steel

Honeycomb Concrete




**RETAIL ENTRY SIGN**

18 January 2024

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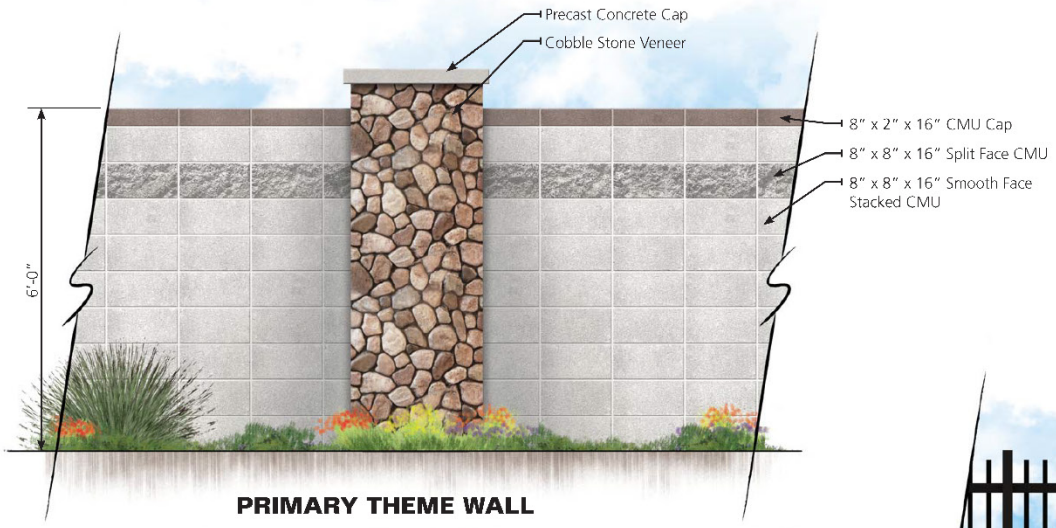
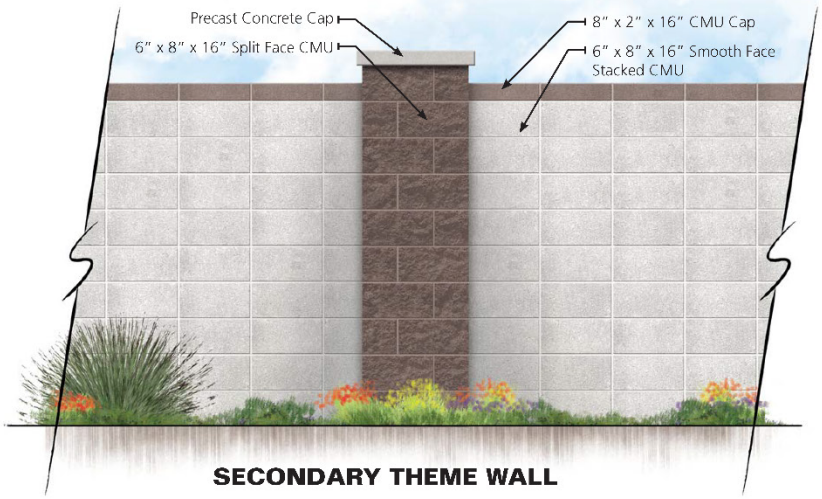
C. D. FARMS

# Wall Elevations

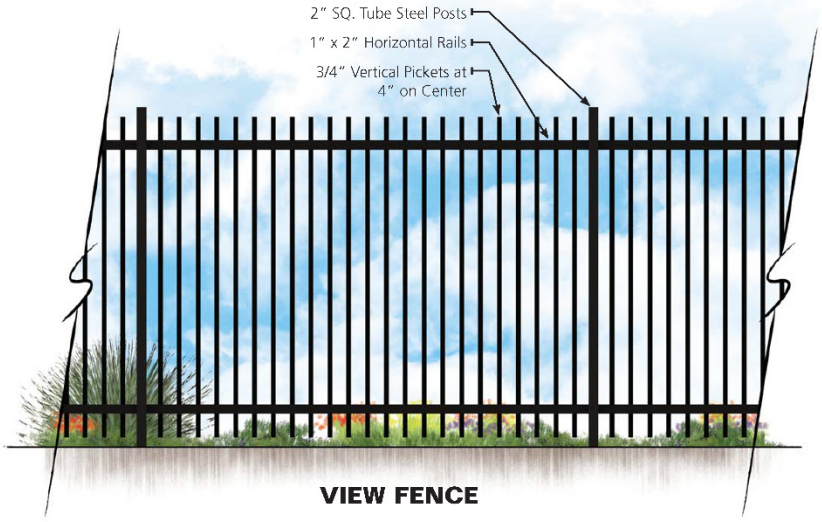
Exhibit K




**PRIMARY THEME WALL**




**SECONDARY THEME WALL**




**VIEW FENCE**

18 January 2024
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# Concept Home Elevations

*Provided for illustrative purposes only and subject to change.*

# Concept Home Elevations

*Provided for illustrative purposes only and subject to change.*

# Concept Home Elevations

*Provided for illustrative purposes only and subject to change.*

# Benefits of Proposal

**Commercial Zoning**

- Establishes the zoning for commercial opportunities.
  - Committed to ±20.2 acres of Commercial / Mixed Use.
  - Zoning allows shops, restaurants, commercial services, and mixed-use “live-work-play” residences.
  - Employment opportunities.

**Public Safety**

- 5 acres of land reserved for public safety.

**Historic Preservation**

- Existing cemetery is preserved in its entirety.

**School Donation**

- A school donation agreement will be finalized at the time of development.

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# Benefits of Proposal (Cont.)

**New Amenities**

- New parks with tot lots, games, picnic areas and trails.

**New Infrastructure**

- Improvements on Plant Road and Adamsville Road.
  - Multi-modal transportation and an attractive streetscape.
  - Turn lanes to mitigate traffic impacts.
  - Potential contribution for traffic signalization when/if warranted by traffic signal analysis and approved by the Town Engineer.

**Commitment**

- Commitments upheld through the Town's plan review and permitting process.

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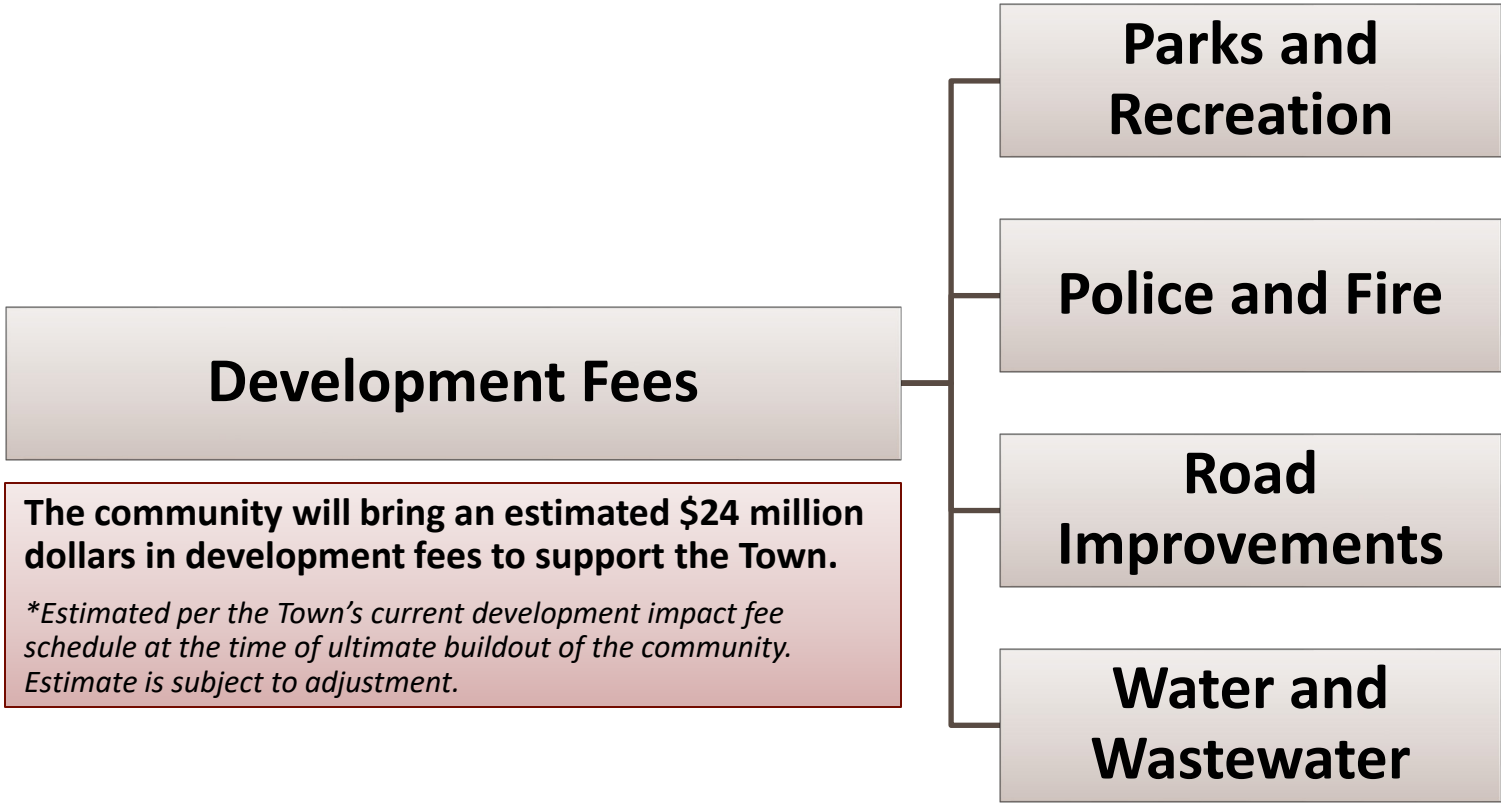
# Contribution to the Town




**The community will bring an estimated $24 million dollars in development fees to support the Town.**

**Estimated per the Town's current development impact fee schedule at the time of ultimate buildout of the community. Estimate is subject to adjustment.*

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# Questions?

CVL CONSULTANTS

# Attachment 4

5/20/2025

ADOT North-South
Segment 1 Study
c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

To Whom It May Concern:

Founded in 1915, Commercial Metals Company (CMC) is a global leader in sustainable recycling, manufacturing, and fabrication of steel and metal products. Located in Southeast Mesa, CMC Steel Arizona is one of the most advanced steelmaking facilities in the world. CMC's scrap-based Electric Arc Furnace steelmaking processes consume fewer natural resources, use less energy, and release fewer emissions than alternative blast furnace steelmaking technology. The steel produced at CMC's mills is comprised of more than 98% recycled material.

Employing more than 600 workers in three shifts, the plant at Meridian and Germann is the catalyst for thousands of semi-trucks into and out of the area each year. From shipping scrap metal into the facility to transporting steel products out, CMC Steel Arizona is a significant user of Southeast Valley roadways.

Completion of State Route 505 (SR 505), also known as the Southeast Valley North/South corridor, is crucial for CMC's future success. Together with State Route 24 (SR 24), the SR 505 will enhance the Southeast Valley's highway system. These routes are expected to see heavy traffic in the future. Therefore, CMC recommends prioritizing the connection between SR 24 and SR 505.

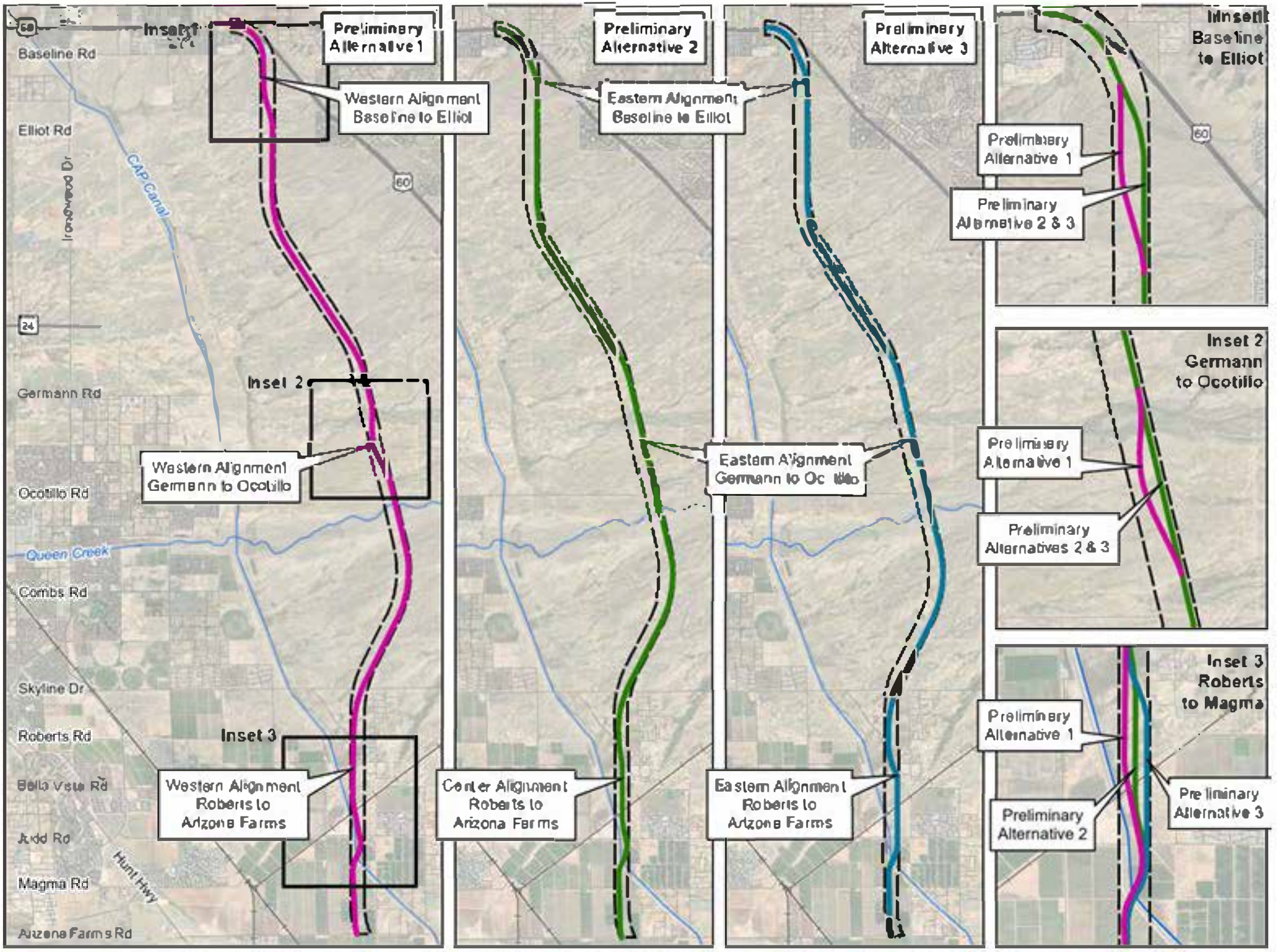
Sincerely,

[redacted]

Divisional Vice President
CMC

**Attachment 5**

Figure 9. Preliminary End-to-End Build Alternatives



ARIZONA DEPARTMENT OF TRANSPORTATION

# North South Corridor Tier 2 Study Viewer

**Attachment 6**

Site Help | About Site

Map Layers | Study Information

- North South Corridor
  - Preliminary Alignments
    - Center Alignment
    - Center or Eastern Alignment
    - Eastern Alignment
    - Western Alignment
  - Preliminary End-to-End Alternatives
    - Alternative 1
    - Alternative 2

**Map Legend**

**Preliminary Alignments**
- Center Alignment
- Center or Eastern Alignment
- Eastern Alignment
- Western Alignment

**Preliminary End-to-End Alternatives**
- Preliminary Alternative 1
- Preliminary Alternative 2
- Preliminary Alternative 3

**Preliminary Interchanges**

**Constraint Areas**

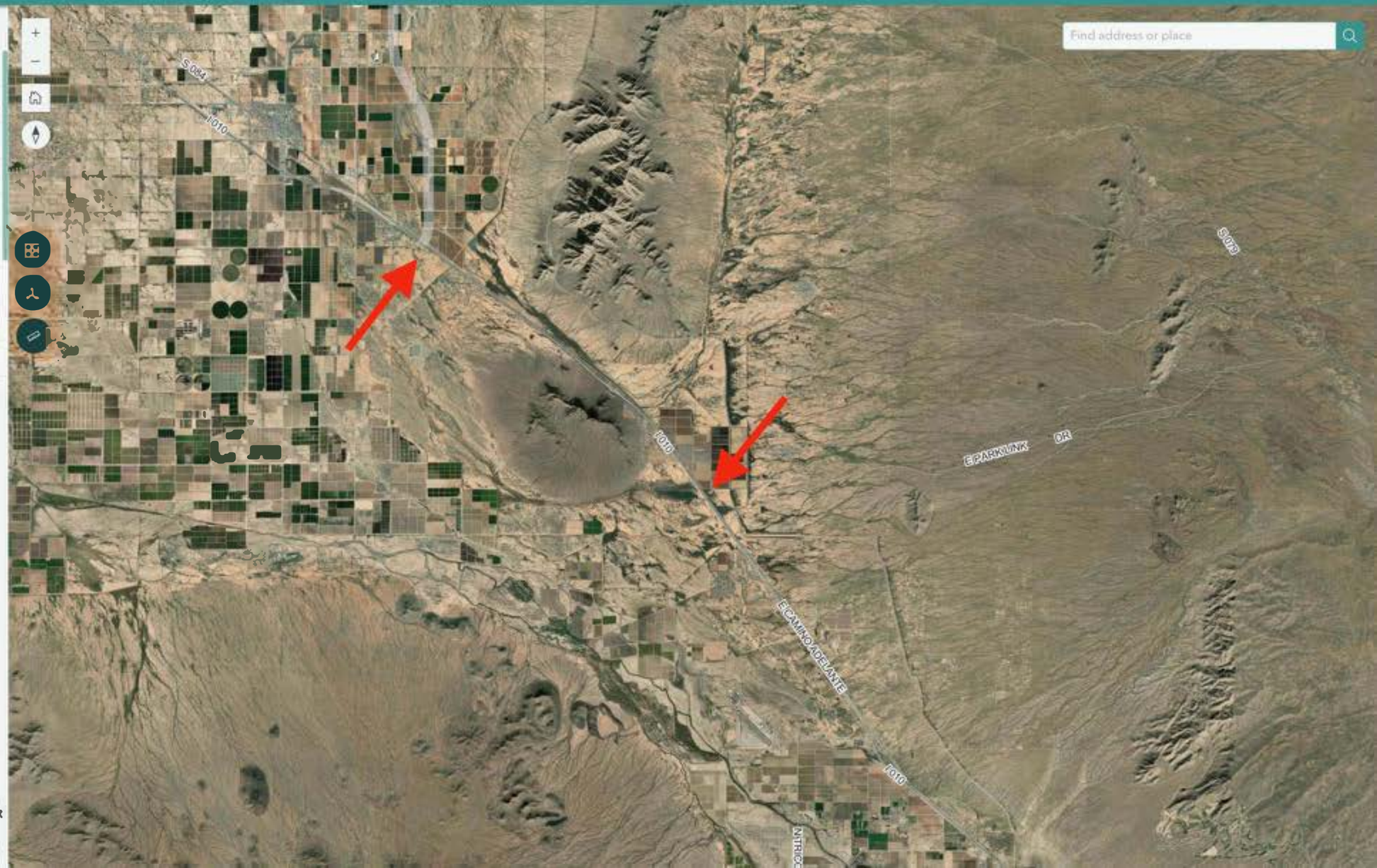
**Study Area**

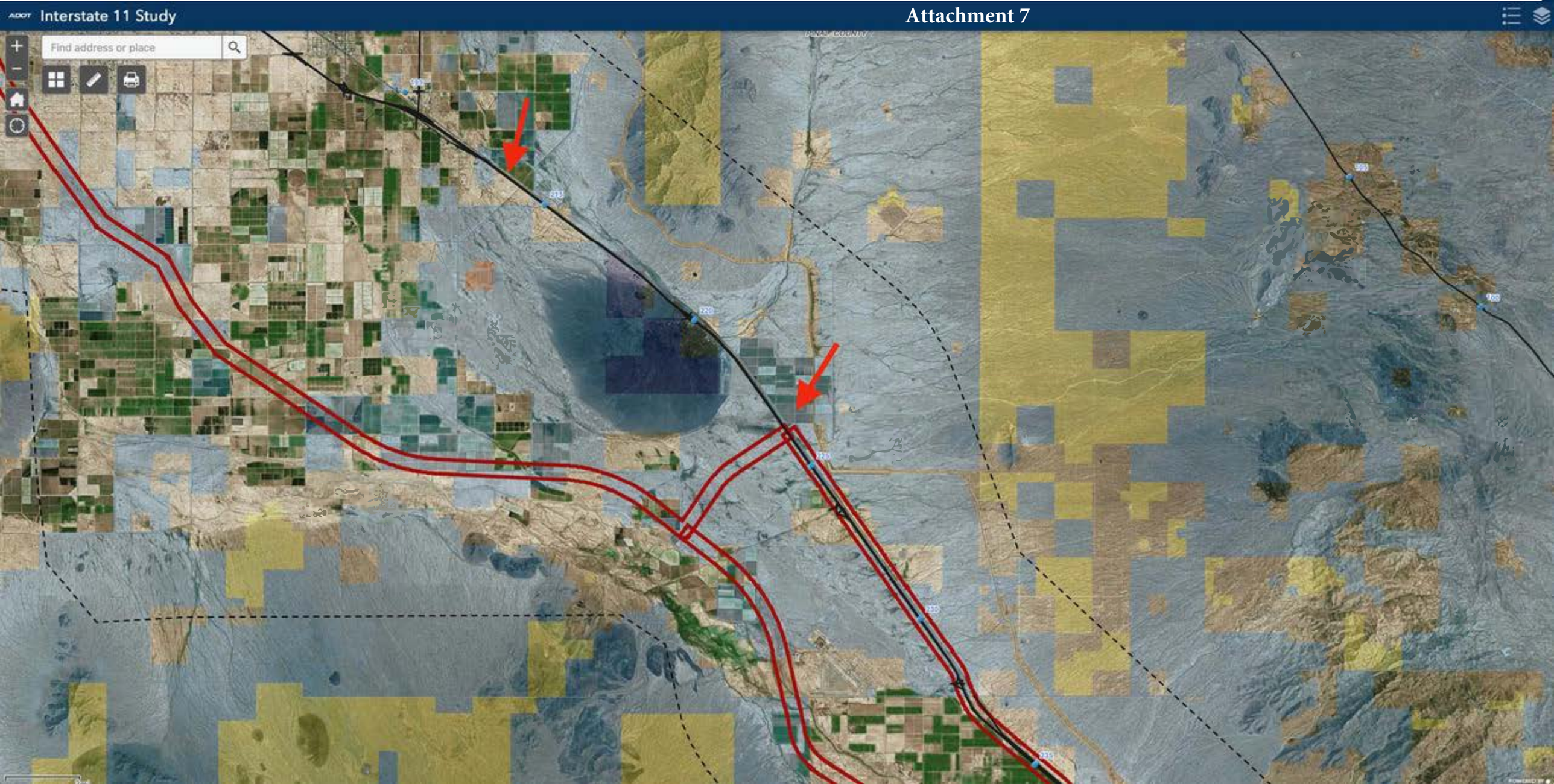
**Segment 1 Study Corridor (1,500')**
US 60 to Arizona Farms Road

**Segment 2 Study Corridor (1,500')**
Arizona Farms Road to Interstate 10 in Eloy

NOTE: This map represents the proposed centerline alignment, and is not representative of the final corridor width (Approximately 400ft)

Find address or place




ADOT Interstate 11 Study
Find address or place

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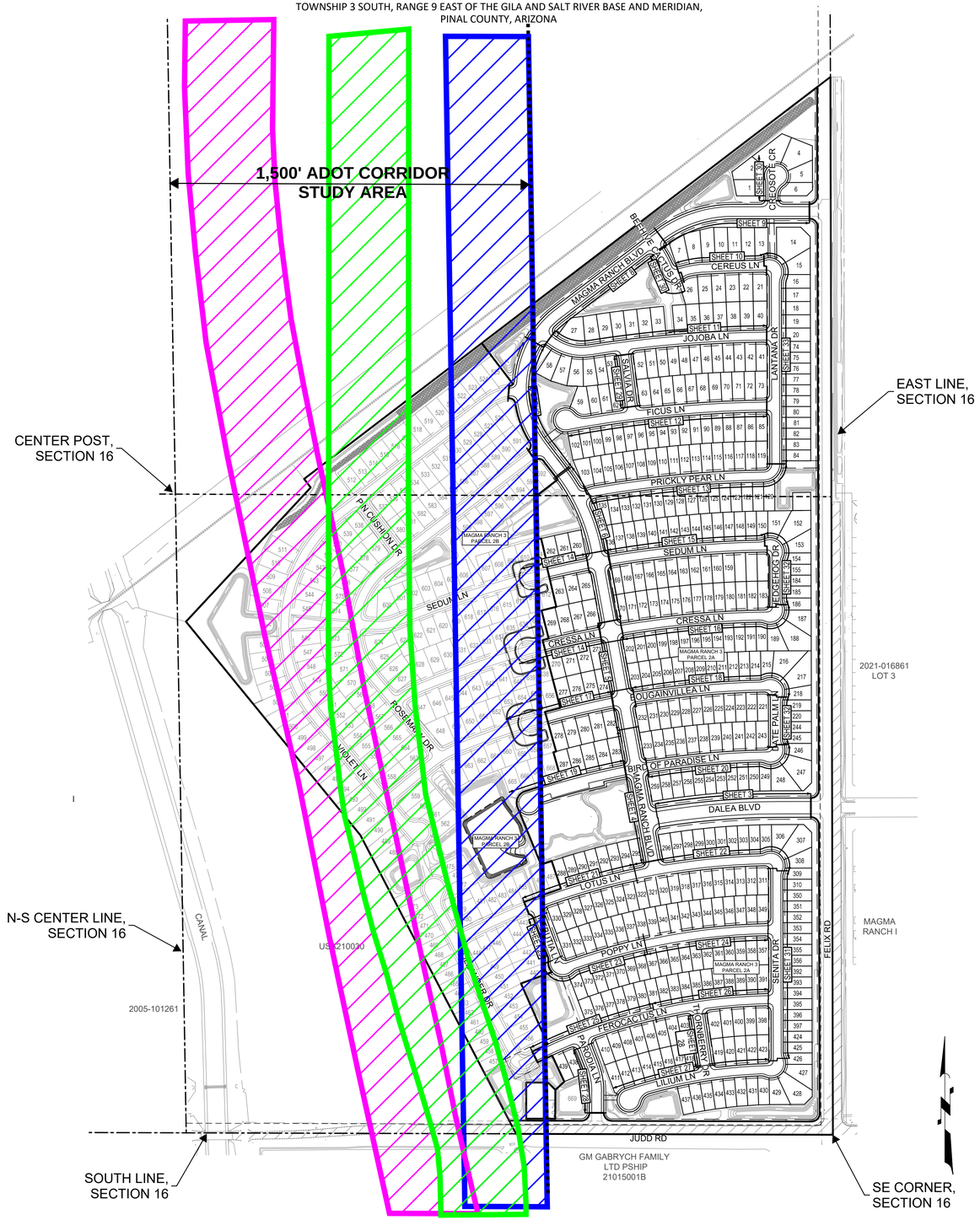
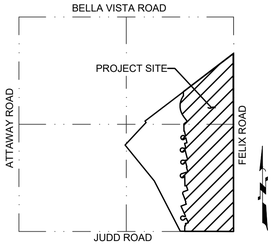
**Attachment 8**

# ADOT NORTH-SOUTH CONNECTOR ALTERNATIVES
# MAGMA RANCH 3 - PARCEL 2A

A PORTION OF LAND BEING SITUATED WITHIN THE EAST HALF OF SECTION 19, TOWNSHIP 3 SOUTH, RANGE 9 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA




**LOCATION MAP**
SECTION 19, T.3S.,R.9E.
N.T.S.

**ALIGNMENT ALTERNATE #1**

**ALIGNMENT ALTERNATE #2**

**ALIGNMENT ALTERNATE #3**

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

ATWELL
866.850.4200 www.atwell-group.com
4700 E. SOUTHERN AVENUE
MESA, AZ 85206
480.218.8531

ADOT EXHIBIT

MAGMA RANCH 3 - PARCEL 2A
PINAL COUNTY, ARIZONA

811 Know what's **below.** **Call** before you dig.

REVISIONS:

JOB NO.
21001929

SHEET NO.
1 OF 1

FP22-056

**Attachment 9**

# PINAL COUNTY 400 FT NORTH SOUTH ALIGNMENT

# Attachment 10

EDF power solutions North America
15445 Innovation Drive
San Diego, CA 92128
www.edf-re.com

**Request for Realignment of the North South Corridor**

We are writing to request a reconsideration and relocation of the planned freeway alignment currently proposed for Pinal County APN# 210-45-001B. Our organization is preparing to invest hundreds of millions of dollars into the development of a state-of-the-art battery storage facility at this site—an investment that will significantly bolster Arizona's energy infrastructure and economic future.

As you are aware, Arizona is experiencing rapid growth, and with that comes an urgent need for reliable, scalable energy solutions. Our proposed facility will play a critical role in meeting this demand, ensuring that the state can continue to expand its economy, attract new businesses, and support a growing population. Without sufficient energy capacity, the very economic growth that necessitates freeway expansion will be at risk.

Locating the freeway along the current alignment would not only jeopardize this vital energy project but would also result in substantial lost tax revenue, job opportunities, and long-term economic benefits for the region. In contrast, a modest realignment of the freeway would preserve the viability of this energy infrastructure investment while still achieving the transportation goals of the project.

We believe that under these circumstances, a slight adjustment to the alignment is both reasonable and in the best interest of the state. We ask for the opportunity to work collaboratively with your team to explore alternative routes that minimize disruption while maximizing economic and energy resilience.

Thank you for your attention to this matter. We would welcome the opportunity to discuss this further and provide any additional information needed to support a mutually beneficial solution.

**Attachment 11**

ROSE LAW GROUP pc

RICH ▪ CARTER ▪ FISHER

[redacted]

August 8, 2025

Arizona Department of Transportation

North-South Corridor Team

1655 West Jefferson Street, Mail Drop 126F

Phoenix, AZ 85007

RE: Request for Consideration of Interchange Development at Bella Vista Road in San Tan Valley

To Whom It May Concern:

I am writing on behalf of my client, Fulton Homes Corporation ("Fulton"), to express strong support for the inclusion of an interchange at Bella Vista Road in ADOT's Tier 2 Study for Segment 1 of the North-South Corridor, between the US 60 and Arizona Farms Road. Fulton is in the process of developing a new residential community in the area (Terra Linda), located approximately 1.5 miles west of the North-South Corridor on the south side of Bella Vista Drive. San Tan Valley is experiencing rapid growth, and with the recent incorporation of the community, this interchange is both practical and essential to support new residential and commercial development in the area. With more than 100,000 residents and the increase in housing and commercial development, San Tan Valley urgently needs modern transportation infrastructure that can accommodate current and future demands. The incorporation of San Tan Valley signifies a shift in local planning efforts and infrastructure needs.

With Bella Vista Road already functioning as a primary east-west arterial street, a dedicated interchange at this location will connect neighborhoods, schools, and commercial areas. Without the interchange connection, traffic will be forced to rely on fewer access points, exacerbating congestion and hindering emergency response times. This will improve regional connectivity and traffic flow throughout San Tan Valley and northern Pinal County and support future infrastructure projects driven by the new municipality. This interchange will also encourage new businesses to locate in the area, acting as a catalyst for job creation and economic growth.

I respectfully urge ADOT to prioritize an interchange at Bella Vista Road in Segment 1 of the North-South Corridor. An interchange at Bella Vista will be a cornerstone in the foundation of the rapidly growing municipality of San Tan Valley. This will attract employers, retail investment and service providers who often cite freeway access as a deciding factor when selecting a location.

This investment will not only improve connectivity but also serve as a powerful economic driver that strengthens the long-term viability of San Tan Valley and surrounding communities.

Sincerely,

[redacted]

Director of Land Development Solutions

**North-South Corridor Public Information Meeting**
**May 15, 2025**
**Questions and Answers**

## Project Design

1. **Question:** Where will the North-South Corridor (State Route 505) tie into US 60? Will it run into Mountain View Road?
   **Response:** The current concept, based on the 2012 US 60 Alignment Study, proposes that US 60 will curve south and transition into SR 505 past Goldfield Road. No exit would be required. Traffic would naturally continue from eastbound US 60 into southbound SR 505. A potential interchange near Houston Avenue (the "purple diamond" shown in graphics) would provide access between northbound SR 505 and US 60. This is only one preliminary concept, and alternative ideas will continue to be evaluated throughout the study period, which ends in two years.

2. **Question:** Why not use the existing interchange or roads instead of impacting Mountain View Road?
   **Response:** The concept aims to avoid increased traffic on Mountain View Road. Instead of a new connection at Mountain View Road, the plan includes converting a one-way ramp near Goldfield Road to a two-way road for improved local access. Mountain View Road would likely remain connected as it is today, with minimal changes.

3. **Question:** Will US 60 be widened to six lanes toward Gold Canyon?
   **Response:** The Maricopa Association of Governments' Regional Transportation Infrastructure Investment Plan (RSTIIP) includes plans to widen US 60 between Ellsworth Road and Meridian Drive (up to the Maricopa County line), but not beyond that into Pinal County. The RSTIIP is funded through Proposition 479, the extension of the half-cent sales tax in Maricopa County, which was approved by voters in the November 2024 election.

4. **Question:** Will SR 505 connect north to Loop 202 or beyond US 60?
   **Response:** No. This corridor study extends from US 60 to Arizona Farms Road. Connections north of US 60 to Loop 202 or other areas are outside the scope of this current study.

5. **Question:** How will ADOT preserve right-of-way for the corridor amid increasing development in the area?
   **Response:** One of the goals of the North-South Corridor Study is to establish a right-of-way footprint before development obstructs it. While ADOT cannot currently purchase land due to funding constraints, the hope is that coordination with the Arizona State Land Department and local agencies would prevent incompatible development until acquisition is possible.

## Environmental Concerns and Noise Abatement

6. **Question:** Will there be noise abatement walls between Tomahawk and Mountain View roads?
   **Response:** Noise abatement studies are underway as part of the environmental analysis. No final decisions have been made yet, but noise impacts and potential mitigation will be evaluated during the study process.

7. **Question:** Will the corridor affect dark sky conditions and wildlife near Mountain View Road and Southern Avenue?
   **Response:** ADOT is aware of the community's concerns about light, noise, and wildlife impacts. The current concept shows minimal change near Mountain View Road. Further studies, including light and noise impacts, are ongoing.

## Bypass and Local Access

8. **Question:** Will there be a bypass route to alleviate congestion in Gold Canyon?
   **Response:** While not currently funded, local officials and ADOT are considering long-term bypass and roadway extension options, including Elliot Road extensions. ADOT is working with Pinal County and the Town of Apache Junction on potential improvements to help relieve congestion.

9. **Question:** Are there emergency access or truck bypass plans?
   **Response:** Pinal County and local jurisdictions are actively pursuing emergency access solutions and potential truck routes. SR 24 extension to US 60 is a key focus to offer alternate traffic routes and reduce congestion through town centers.

## Traffic and Congestion

10. **Question:** How will ADOT address congestion at the Mountain View intersection and delays at Gold Canyon?
    **Response:** A traffic analysis is underway to evaluate both current and future conditions on US 60. Adjustments to traffic signals and intersections, including possible changes to turn lanes and light timing, will be considered based on the analysis.

11. **Question:** Has ADOT coordinated with Renaissance Festival traffic control?
    **Response:** ADOT regularly meets with Renaissance Festival organizers to manage traffic control during events. Efforts have been made to improve traffic flow using temporary cones, lane configurations, and signal coordination.

## Project Timeline

12. **Question:** When was this corridor alignment selected?

**Response:** The Tier 1 Environmental Impact Statement (EIS) established a 1,500-foot-wide corridor in 2021, following a study process that began in 2011. The current phase involves refining the alignment and interchanges within that corridor based on updated data and public feedback.

**North-South Corridor Public Information Meeting**
**May 20, 2025**
**Questions and Answers**

## Road Connections and Local Coordination

1. **Question:** What is your plan for working with cities to connect streets like Ocotillo to the North-South Corridor?
   **Response:** ADOT is working with Pinal County and local jurisdictions to ensure future roadway extensions connect to the North-South Corridor. Plans include extending roadways to become five-lane arterials with eventual signalized intersections at key interchanges along SR 505.

2. **Question:** Will east-west roads be extended to connect to SR 505?
   **Response:** Yes. A 2023 presentation showed a map of planned east-west roadway extensions from county and city general plans, indicating connections at nearly every interchange along the corridor, stretching to US 60.

3. **Question:** Will the Central Arizona Parkway or SR 24 extension impact SR 505's funding or need?
   **Response:** The Central Arizona Parkway (CAP) and SR 505 serve different purposes, and the North-South Corridor would be perpendicular to CAP. CAP is a proposedfour-lane parkway and will primarily serve residents commuting from San Tan Valley, Florence and Coolidge, while SR 505 is a regional freeway connecting I-10 to US 60. Both are needed due to projected population and traffic growth. Funding constraints apply to both projects.

4. **Question:** How far apart are SR 505 and the Central Arizona Parkway?
   **Response:** They are about four miles apart at their closest point. In the meeting summary, we will include a link to Pinal County's webpage showing a map of the future CAP and SR 24.

5. **Question:** Who can we contact about funding the Central Arizona Parkway?
   **Response:** Citizens should contact their Pinal County Supervisors and state-level representatives. Advocacy is essential for funding priorities and potential ballot initiatives.

## Rail, Environmental and Community Impacts

6. **Question:** How will the railroad near the project area be impacted?
   **Response:** The SR 505 corridor is planned to pass over the existing railroad (used by Resolution Copper near Sonoqui Dike). Coordination with the railroad owner is ongoing, and current plans suggest minimal impact.

7. **Question:** Is there a State Route 404 corridor?

**Response:** No, there is no SR 404 planned. Numbering of new corridors is handled by an ADOT naming committee, but generally, north-south freeways are odd-numbered and east-west freeways are even-numbered; SR 505 is the current designation for the North-South Corridor.

8. **Question:** Will there be sound walls or noise mitigation near homes (e.g., near Heritage and Felix Roads)?
   **Response:** Noise analysis is part of the environmental study. Specialists will assess potential impacts using traffic projections and proximity to noise-sensitive receptors. Recommendations for noise barriers will be included as the study progresses.

9. **Question:** What kind of lighting is planned for the freeway? Does ADOT conduct lighting studies?
   **Response:** Lighting decisions will be made during the later design phases. ADOT will conduct a lighting study as part of the final design. Wildlife crossing data from Arizona Game and Fish will also inform lighting needs.

10. **Question:** Is EPCOR involved in environmental planning? Will water infrastructure be impacted?
    **Response:** Yes, ADOT has met with EPCOR to discuss existing facilities, including a sewer lift station near Judd Road. Coordination with utilities such as EPCOR is ongoing to avoid major impacts.

11. **Question:** Are impact studies considering pre-approved communities or only existing developments?
    **Response:** ADOT is coordinating with Pinal County, Florence and Apache Junction to include both existing housing and planned developments in their growth models.

## Phasing, Roadway Capacity and Design Year

12. **Question:** Can the southern portion of SR 505 from I-10 to Hunt Highway be built first?
    **Response:** Public comments advocating for building the southern segment first have been noted. There are currently two ongoing studies (for segments 1 and 2). Phasing decisions will depend on funding availability, project utility, and ADOT leadership prioritization.

13. **Question:** Will the freeway be built with more than two lanes, or will it be underbuilt initially like past projects?
    **Response:** Final lane numbers have not been determined. ADOT uses 2050 as the design year for forecasting population, housing, and traffic needs. The goal is to design for 25 years of use, future widening may still be necessary based on funding and traffic growth.

14. **Question:** Does 2050 mean the freeway won't be built until then?
    **Response:** No. 2050 is the design "horizon year," not the construction timeline. It reflects the year used for traffic modeling. Construction could occur earlier if funding is secured.

15. **Question:** Why does construction always seem to lag behind population and traffic growth?
    **Response:** ADOT acknowledges the challenge of securing enough funding to build full-capacity roads from the start. Trade-offs must be made based on current funding levels and competing infrastructure needs.

ARIZONA
DEPARTMENT OF
TRANSPORTATION

# Appendix D: Survey

Survey Questions

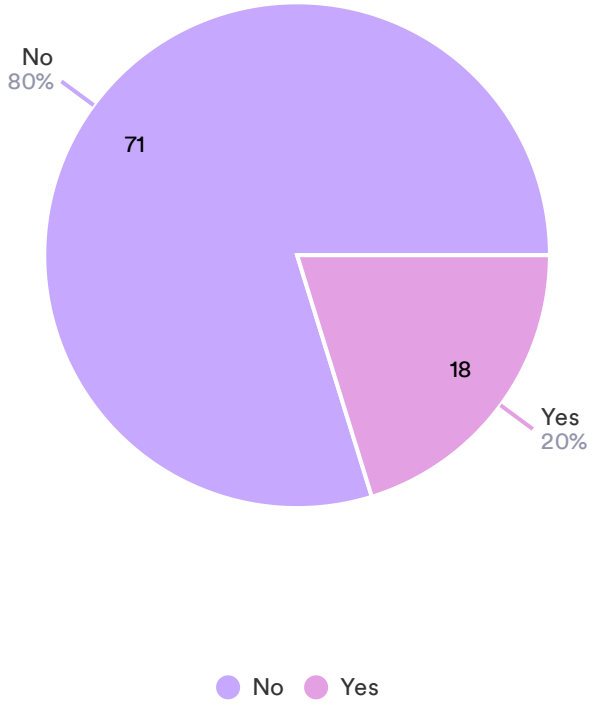
Survey Results

# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

1. Do you have any comments on the preliminary highway alignment alternatives between Baseline and Elliott roads (pink: western alignment, green: eastern alignment)?

89 Responses, 11 Empty



# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

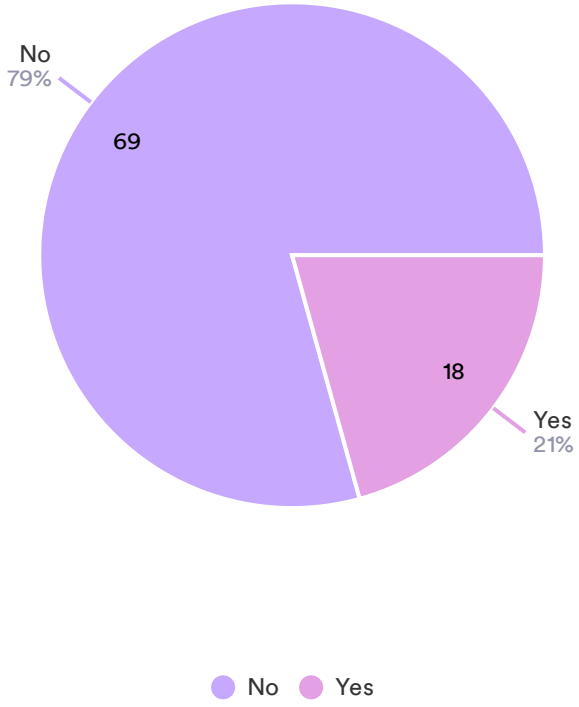
## Comments

17 Responses- 83 Empty

| Data | Responses |
|---|---|
| Please build a passenger railway from Tucson to this location. | 1 |
| Stay eastern | 1 |
| Please go ahead with the roads | 1 |
| will just cut up more of our vanishing desert. revamp hwy 79 | 1 |
| Connect to Peralta Road | 1 |
| Any of them work. Let's go... | 1 |
| Rebuild 347 before any new projects | 1 |
| connection to route 60 should be reconsidered because it will disrupt Gold Canyon and do nothing to alleviate traffic there. connection should be up in Ironwood..at the very least leave 60 alone at Mountainview rd, and just put ramp | 1 |
| The traffic is at Ironwood. By putting the start at Mountain View Rd you would create more traffic coming into Gold Canyon | 1 |

2. Do you have any comments on the preliminary highway alignment alternatives between Germann and Ocotillo roads (pink: western alignment, green: eastern alignment)?

87 Responses 13 Empty



# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

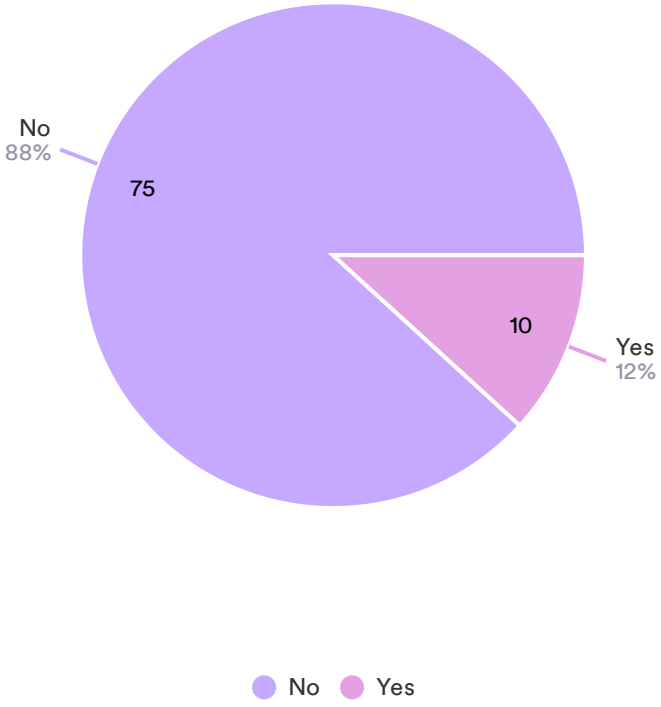
## Comments

18 Responses- 82 Empty

| Data | Responses |
|---|---|
| A passenger train should go there. | 1 |
| Owning few houses in area i would be fine with eastern alignment in the germann/ ocitillo area | 1 |
| Add the roads | 1 |
| hwy 79 could be inproved a lot cheaper | 1 |
| Connect at Florence Junction | 1 |
| Any of them work. Let's go... | 1 |
| Rebuild 347 before any new projects | 1 |
| I support the Green Alignment Alternative because the Green Alignment Alternative will avoid impacts to Queen Creek | 1 |
| Eastern | 1 |

3. Do you have any comments on the preliminary center and Eastern highway alignment between Elliot and Germann roads and between Ocotillo and Roberts roads (shown in green on the map)?

85 Responses, 15 Empty



# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

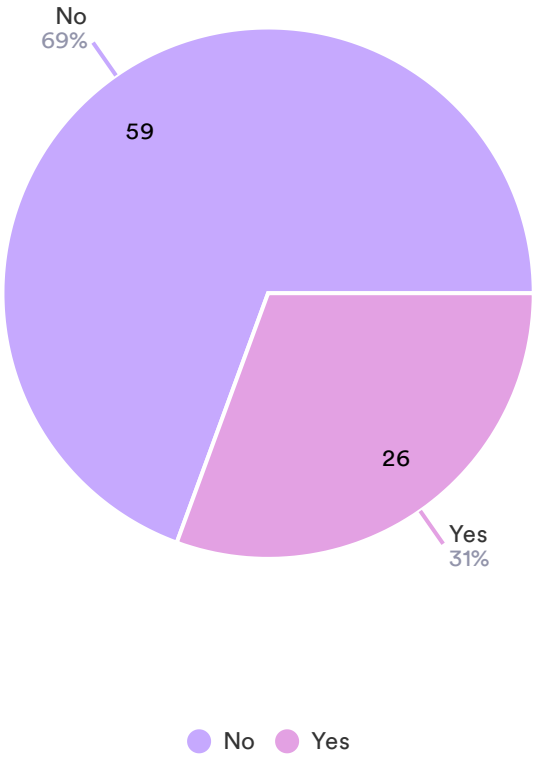
## Comments

10 Responses- 90 Empty

| Data | Responses |
|---|---|
| It would be great for a set of train tracks. | 1 |
| Stay eastern alignment | 1 |
| Please add the roads | 1 |
| Any of them work. Let's go... | 1 |
| rebuild 347 before any new projects | 1 |
| plan kind of stinks use Ironwood road area for connection | 1 |
| Have an overpass at rte 60 those of us who live in Gold Canyon can still continue to use a direct rte | 1 |
| Do not do it! | 1 |
| None | 1 |

4. Do you have any comments on the preliminary western alignment in pink, from Roberts Road to Arizona Farms Road?

85 Responses- 15 Empty



# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

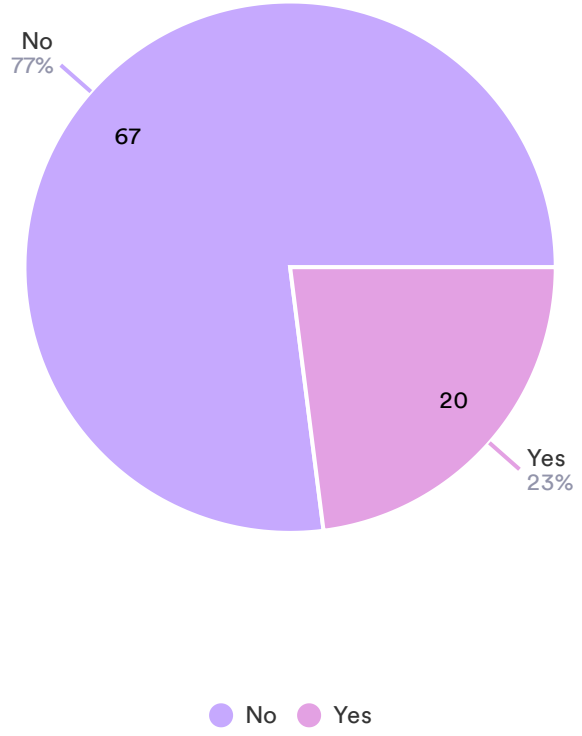
## Comments

26 Responses- 74 Empty

| Data | Responses |
|---|---|
| The pink is the best alignment for Bella Vista Road. | 1 |
| Move it to the west as much as possible | 1 |
| Please add the roads | 1 |
| save our desert. revamp hwy 79 | 1 |
| Any of them work. Let's go... | 1 |
| Rebuild 347 before any new projects | 1 |
| It should be done already. | 1 |
| It seems unnecessary to have the road jog to the east. | 1 |
| avoid the constraints do not cross over the cap | 1 |

5. Do you have any comments on the preliminary center alignment in green, from Roberts Road to Arizona Farms Road?

87 Responses- 13 Empty



# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

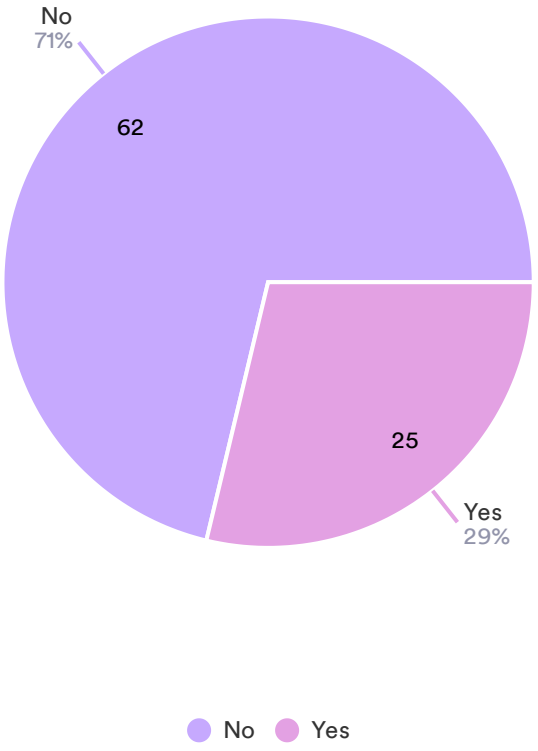
## Comments

19 Responses- 81 Empty

| Data | Responses |
|---|---|
| The green alignment is better for the Judd road crossing as it gives enough room for on and off ramps next to the CAP. canal. | 1 |
| Keeping the alignment away from the edges of the constrained areas seems logical | 1 |
| Please add | 1 |
| Any of them work. Let's go... | 1 |
| Rebuild 347 before any new projects | 1 |
| Just do it already. | 1 |
| Make the road straight. It jogs east - those swerves are where accidents happen | 1 |
| cross the cap closer to Germann rd | 1 |
| Other entries | 11 |

6. Do you have any comments or concerns on the preliminary eastern alignment in blue, from Roberts Road to Arizona Farms Road?

87 Responses- 13 Empty



# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

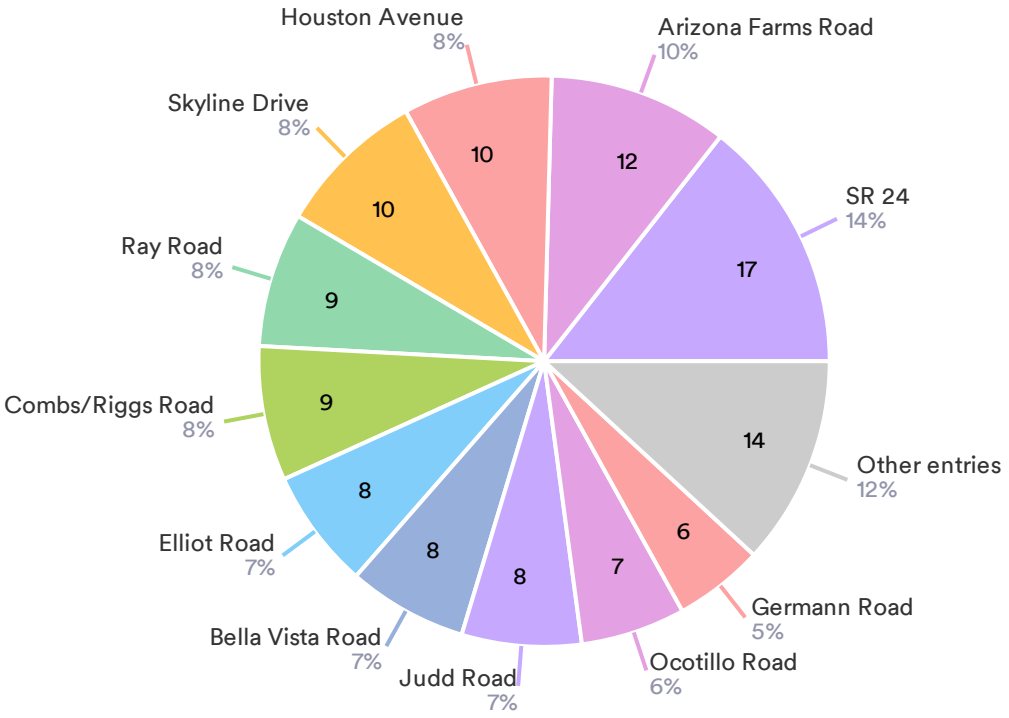
## Comments

25 Responses- 75 Empty

| Data | Responses |
|---|---|
| Please add the roads | 1 |
| Any of them work. Let's go... | 1 |
| Rebuild 347 before any new projects | 1 |
| I approve and support the Blue Alignment Alternative because the Blue Alignment Alternative will avoid impacts to the CAP Canal | 1 |
| Same as above | 1 |
| avoid this area cross over at Germann Rd and follow Pinal Pkwy | 1 |
| Absoluetly disagree with this option, because it runs East side of the black lines. It takes over our only road to enter our house and this option freeway feet away from our home and neighbors homes. We do not want a freeway that close!! Especially since raw land is avavible west. Raw state land is available west on judys rd and needs to be challenged | 1 |
| Not a good route. Too close to the houses on Judys Rd. Right outside my door! Will be very noisy. This would be the worst route. | 1 |
| yes, what are they? | 1 |

7. Do you have any comments on the potential traffic interchange locations being considered?

118 Responses- 51 Empty



# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

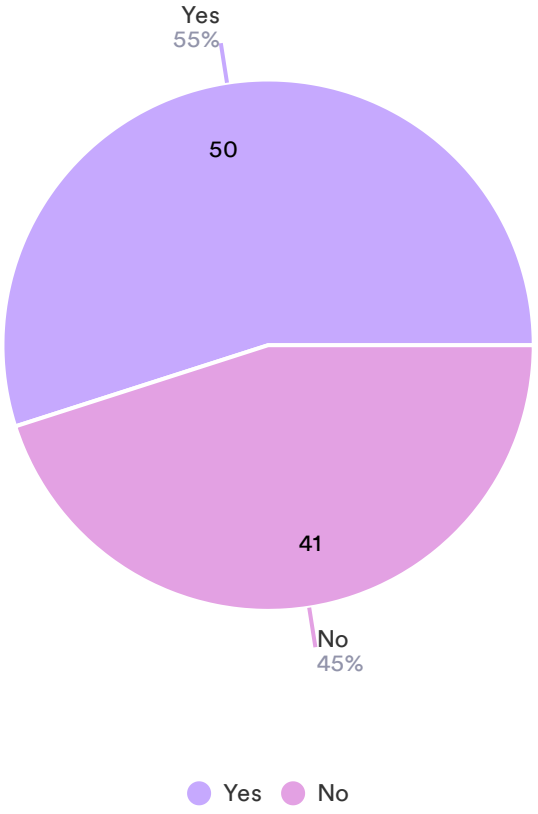
## Comments

42 Responses- 58 Empty

| Data | Responses |
|---|---|
| This road needs to be a freeway. We have enough roads with stoplights and traffic control. We can't get anywhere in a timely manner | 1 |
| should provide access to Renaissance Festival | 1 |
| Please move this closer to the canal. This is to close to the neighborhood at Skyline and Felix | 1 |
| Inevitable housing expansion could have easy access to commuter trains into metropolitan areas. | 1 |
| Being that Ocitillo is more residential should have lesser access on an off north and south than should have on Germann and Combs due to more businesses off Germann and Combs | 1 |
| It is imperative that there be a smooth, safe and efficient flow at the intersection of US-60 and 505. Over 20,000 people will be living in the section between Goldfield and Florence Junction who will continue to use "old 60 through Gold Canyon". This is not the place to skimp on putting in a high volume interchange. The Goldfield, Old Hwy and MountainView roads needs to be carefully engineered. | 1 |
| Connect to Peralta Road and Florence Junction | 1 |
| hopefully on and off ramp at location | 1 |
| All of them work. Let's go... | 1 |

8. Do you have any comments related to the purpose and need for the proposed project, which is listed above?

91 Responses- 9 Empty



# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

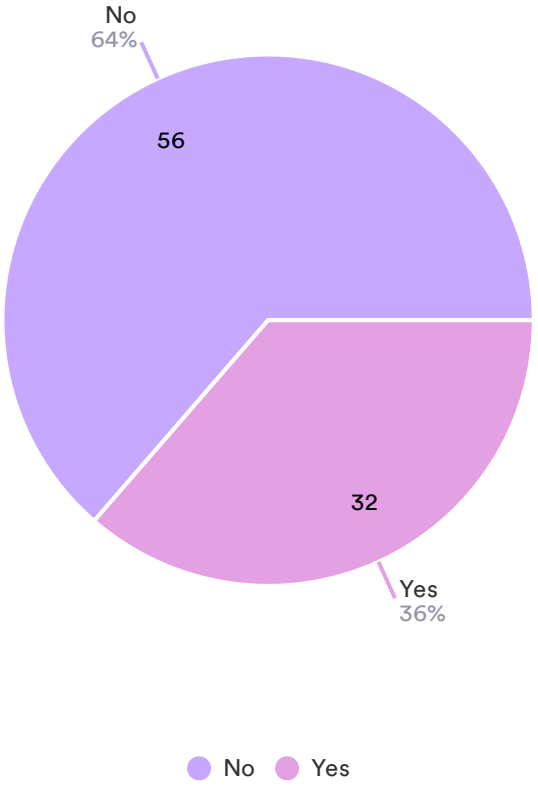
## Please specify:

49 Responses- 51 Empty

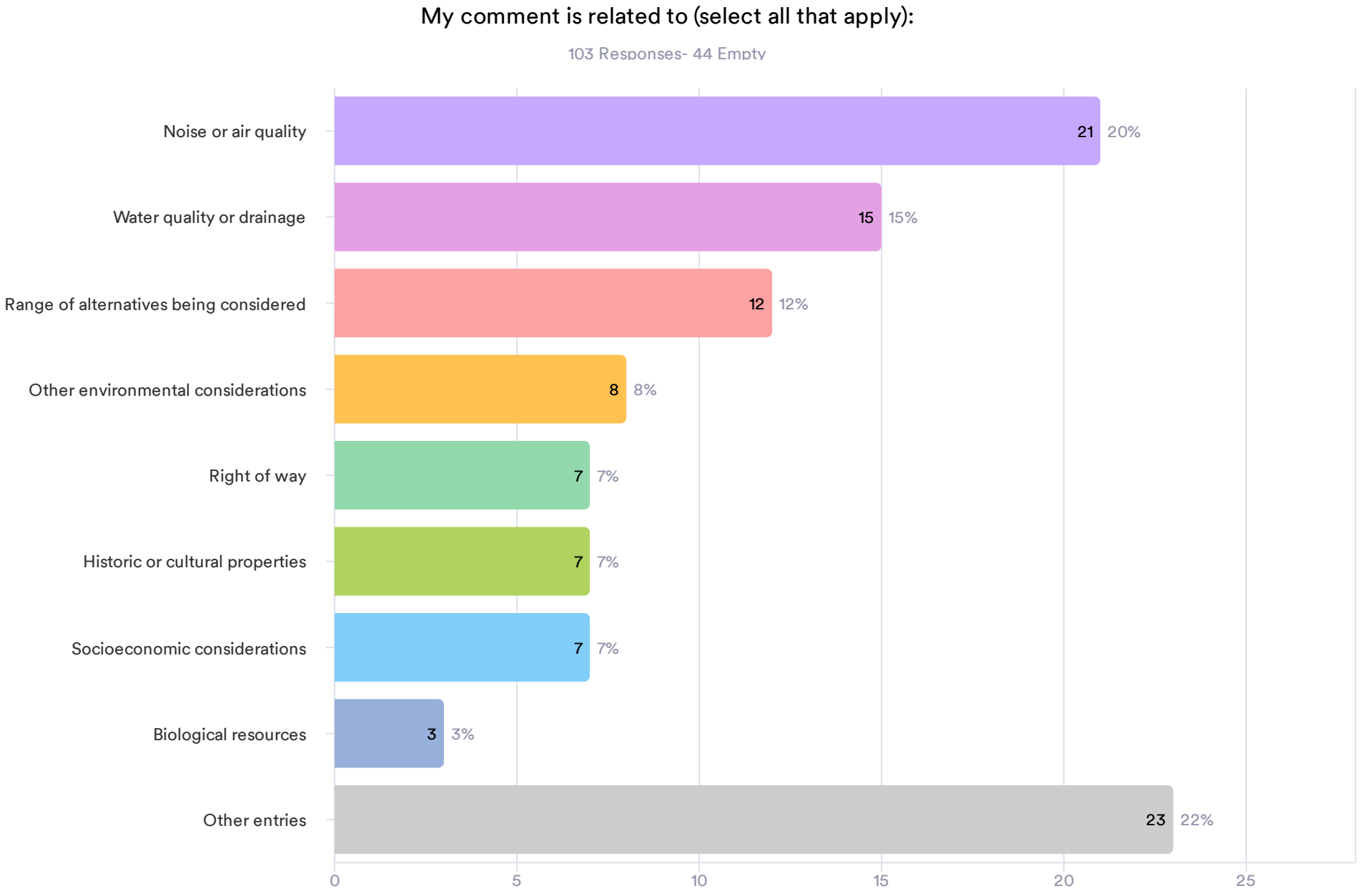
| Data | Responses |
|---|---|
| I strongly believe this is a great opportunity to build passenger train railways and connect Arizona's two biggest social and economic hubs. | 1 |
| This Corridor not only improves North-South Connectivity for the East Valley region but the long-term benefit when the South Segment is completed will relieve traffic on I-10 and provide alternative routes to the east valley from southern Arizona | 1 |
| Would it be possible to widen existing highway 79 to include two lanes north and south instead of building an entire new corridor? | 1 |
| Build it already, it's over due. We needed this infrastructure years ago before the development of Gold Canyon, Queen Valley, Florence, and STV. | 1 |
| Let's go - get of of analysis / paralysis | 1 |
| We need this to get to that side of town from gold canyon | 1 |
| Is there also going to be commuter rail? That would be a good way to keep this new highway smaller and keep future traffic down. | 1 |
| I approve and support the purpose and need for ADOT's North South Corridor Tier 2 EIS and DCR Project. | 1 |
| This whole project is not necessary. ADOT has more important projects throughout the state to focus on - this is a waste of effort and resources. Widen 10 between casa grande and Phoenix already. Add v2x technology to all state highways and make sure the striping is good so our teslas can self drive better | 1 |

9. Do you have any other comments or concerns the study team should consider?

88 Responses- 12 Empty



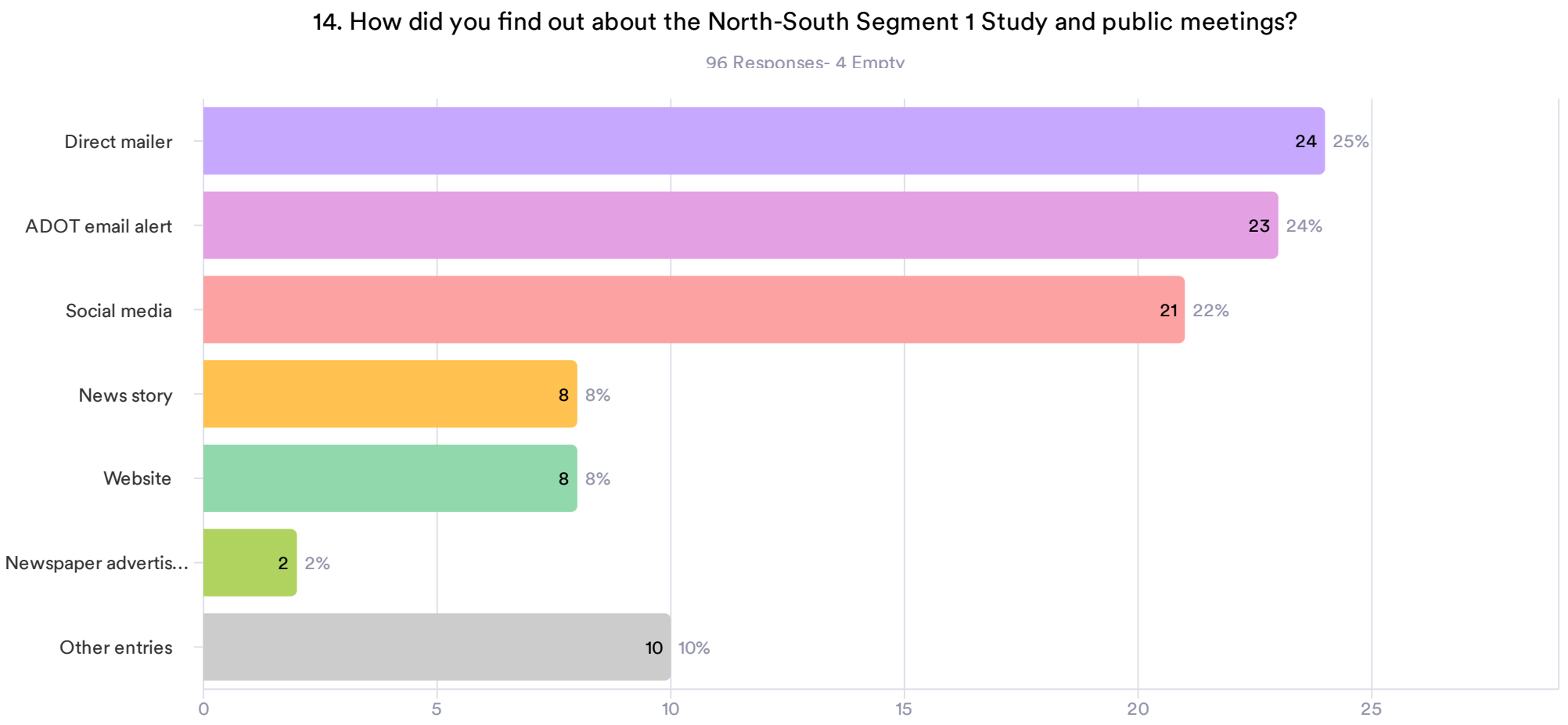
# North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)



## 13. Zip Code

100 Responses- 100 Empty

| Data | Responses |
|---|---|
| , , , , 85132 | 25 |
| , , , , 85118 | 17 |
| , , , , 85143 | 13 |
| , , , , 85119 | 7 |
| , , , , 85140 | 5 |
| , , , , 85144 | 4 |
| , , , , 85142 | 3 |
| , , , , 85355 | 2 |
| , , , , 85206 | 1 |


14. How did you find out about the North-South Segment 1 Study and public meetings?
96 Responses- 4 Empty
Direct mailer
24
25%
ADOT email alert
23
24%
Social media
21
22%
News story
8
8%
Website
8
8%
Newspaper advertis...
2
2%
Other entries
10
10%
0
5
10
15
20
25

# Thank You!

North-South Segment 1, Tier 2 EIS and Design Concept Report, US 60 to Arizona Farms Road (SR 505)

## Survey Responses (100):

| Submission Date | 1. Do you have any comments on the preliminary highway alignment alternatives between Baseline and Elliott roads (pink: western alignment, green: eastern alignment)? | Comments | 2. Do you have any comments on the preliminary highway alignment alternatives between Germann and Ocotillo roads (pink: western alignment, green: eastern alignment)? | Comments | 3. Do you have any comments on the preliminary center and Eastern highway alignment between Elliot and Germann roads and between Ocotillo and Roberts roads (shown in green on the map)? | Comments | 4. Do you have any comments on the preliminary western alignment in pink, from Roberts Road to Arizona Farms Road? | Comments | 5. Do you have any comments on the preliminary center alignment in green, from Roberts Road to Arizona Farms Road? | Comments | 6. Do you have any comments or concerns on the preliminary eastern alignment in blue, from Roberts Road to Arizona Farms Road? | Comments | 7. Do you have any comments on the potential traffic interchange locations being considered? | Comments | 8. Do you have any comments related to the purpose and need for the proposed project, which is listed above? | Please specify: | 9. Do you have any other comments or concerns the study team should consider? | My comment is related to (select all that apply): | 13. Zip Code | 14. How did you find out about the North-South Segment 1 Study and public meetings? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Jun 10, 2025** | No | | No | | No | | Yes | The pink is the best alignment for Bella Vista Road. | Yes | The green alignment is better for the Judd road crossing as it gives enough room for on and off ramps next to the CAP. canal. | | | I think all of the selections are the right locations for interchange s. | | No | | No | | 85206 | ADOT email alert |
| **Jun 10, 2025** | No | | No | | No | | No | | No | to the CAP. canal. | No | | Houston Avenue<br>Elliot Road<br>Ray Road<br>SR 24<br>Germann Road<br>Ocotillo Road<br>Combs/Rig gs Road<br>Skyline Drive<br>Bella Vista Road<br>Judd Road<br>Arizona Farms Road | This road needs to be a freeway. We have enough roads with stoplights and traffic control. We can't get anywhere in a timely manner | No | | No | | 85132 | Social media |
| **Jun 10, 2025** | | | | | | | | | | | | | should provide access to Renaissanc e Festival | should provide access to Renaissanc e Festival | | | | | 85118 | |

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| **Jun 10, 2025** | | | | | | | Yes | Move it to the west as much as possible | | | | Skyline Drive | Please move this closer to the canal. This is to close to the neighborhood at Skyline and Felix | | | | Noise or air quality Water quality or drainage Other environmental considerations | 85143 | Website |
| **Jun 9, 2025** | Yes | Please build a passenger railway from Tucson to this location. | Yes | A passenger train should go there. | Yes | It would be great for a set of train tracks. | | | | | | SR 24 | Inevitable housing expansion could have easy access to commuter trains into metropolitan areas. | Yes | I strongly believe this is a great opportunity to build passenger train railways and connect Arizona's two biggest social and economic hubs. | Yes | Range of alternatives being considered Noise or air quality Socioeconomic considerations | 85701 | ADOT email alert |
| **Jun 9, 2025** | No | | No | | No | | No | No | No | | | | | No | | No | I think that this is desperately needed as an alternative to the 10 | 85087 | ADOT email alert |
| **Jun 9, 2025** | Yes | Stay eastern | Yes | Owning few houses in area i would be fine with eastern alignment in the germann/ ocitillo area | Yes | Stay eastern alignment | No | No | No | Germann Road Ocotillo Road Combs/Rigs Road | Being that Ocitillo is more residential should have lesser access on an off north and south than should have on Germann and Combs due to more businesses off Germann and Combs | No | | No | | | 85140 | Lived here since 07 ,keep up to date multiple ways |

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| **Jun 9, 2025** | No | No | No | No | Yes | Keeping the alignment away from the edges of the constrained areas seems logical | No | Yes | This Corridor not only improves North-South Connectivity for the East Valley region but the long-term benefit when the South Segment is completed will relieve traffic on I-10 and provide alternative routes to the east valley from southern Arizona | No | | 85716 | ADOT email alert |
| **Jun 9, 2025** | No | No | No | No | No | | No | No | | No | Range of alternatives being considered<br>Noise or air quality<br>Historic or cultural properties<br>Water quality or drainage<br>Socioeconomic considerations<br>Biological resources<br>Other environmental considerations | 85132 | Social media |
| **Jun 9, 2025** | No | No | No | No | No | | No | No | | No | | 85144 | Social media |
| **Jun 9, 2025** | | | | | | | | Yes | Would it be possible to widen existing highway 79 to include two lanes north and south instead of building an entire new corridor? | | Range of alternatives being considered<br>Right of way<br>Water quality or drainage<br>Socioeconomic considerations | 85623 | Social media |

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| **Jun 7, 2025** | Yes | Please go ahead with the roads | Yes | Add the roads | Yes | Please add the roads | Yes | Please add the roads | Yes | Please add | Yes | Please add the roads | | | No | | No | | 85143 | Website |
| **Jun 7, 2025** | No | | No | | No | | No | | No | | No | | | | Yes | Build it already, it's over due. We needed this infrastructure years ago before the development of Gold Canyon, Queen Valley, Florence, and STV. | No | | 85118-5103 | News story |
| **Jun 7, 2025** | No | | No | | No | | No | | No | | No | | Goldfield Interchange | It is imperative that there be a smooth, safe and efficient flow at the intersection of US-60 and 505. Over 20,000 people will be living in the section between Goldfield and Florence Junction who will continue to use "old 60 through Gold Canyon". This is not the place to skimp on putting in a high volume interchange. The Goldfield, Old Hwy and MountainView roads needs to be carefully engineered. | No | | Yes | Range of alternatives being considered | 85118 | News story |

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| **Jun 7, 2025** | Yes | will just cut up more of our vanishing desert. revamp hwy 79 | Yes | hwy 79 could be inproved a lot cheaper | | | Yes | save our desert. revamp hwy 79 | | | | | | | | | | Yes | Historic or cultural properties Socioeconomic considerations we are losing our desert heratage fast. let us try to save what makes sense to save | 85140 | ADOT email alert |
| **Jun 7, 2025** | No | | No | | No | | No | | No | | No | | | | | | No | No | | 85143 | Friend works for City of Queen Creek |
| **Jun 7, 2025** | Yes | Connect to Peralta Road | Yes | Connect at Florence Junction | No | | No | | No | | No | | Elliot Road SR 24 Ocotillo Road | Connect to Peralta Road and Florence Junction | No | | | No | Range of alternatives being considered | 85118 | ADOT email alert |
| **Jun 7, 2025** | No | | No | | No | | No | | No | | No | | Bella Vista Road | hopefully on and off ramp at location | No | | | No | | 85143 | Website |
| **Jun 6, 2025** | Yes | Any of them work. Let's go... | Yes | Any of them work. Let's go... | Yes | Any of them work. Let's go... | Yes | Any of them work. Let's go... | Yes | Any of them work. Let's go... | Yes | Any of them work. Let's go... | Skyline Drive Bella Vista Road Judd Road | All of them work. Let's go... | Yes | Let's go - get of of analysis / paralysis | No | | | 85144 | News story |
| **Jun 6, 2025** | No | | No | | No | | No | | No | | No | | | | Yes | We need this to get to that side of town from gold canyon | No | | | 85118 | Social media |
| **Jun 6, 2025** | No | | No | | No | | No | | No | | | | | | No | | No | | | 85132 | News story |
| **Jun 5, 2025** | Yes | Rebuild 347 before any new projects | Yes | Rebuild 347 before any new projects | Yes | rebuild 347 before any new projects | Yes | Rebuild 347 before any new projects | Yes | Rebuild 347 before any new projects | Yes | Rebuild 347 before any new projects | Hwy 347 | Rebuild 347 before any new projects | No | | Yes | Hwy 347 should be at the top of your list | | 85138 | ADOT email alert |
| **Jun 5, 2025** | No | | No | | No | | Yes | It should be done already. | Yes | Just do it already. | No | | Combs/Rigs Road | That has the potential to create annoying congestion and delays in an already over-trafficked area. | No | | No | | | 85143 | ADOT email alert |

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| **Jun 5, 2025** | No | No | | No | No | | No | | No | | SR 24 | Wouldn't you rather move this alignment to the west and avoid having to extend the 24 so far east? | Yes | Is there also going to be commuter rail? That would be a good way to keep this new highway smaller and keep future traffic down. | No | | 85082 | ADOT email alert |
| **Jun 5, 2025** | No | Yes | I support the Green Alignment Alternative because the Green Alignment Alternative will avoid impacts to Queen Creek | No | No | | No | | Yes | I approve and support the Blue Alignment Alternative because the Blue Alignment Alternative will avoid impacts to the CAP Canal | | | Yes | I approve and support the purpose and need for ADOT's North South Corridor Tier 2 EIS and DCR Project. | Yes | Range of alternatives being considered Water quality or drainage Biological resources | 30144 | ADOT email alert |
| **Jun 1, 2025** | No | No | | No | Yes | It seems unnecessar y to have the road jog to the east. | Yes | Make the road straight. It jogs east - those swerves are where accidents happen | Yes | Same as above | Don’t make so many | | Yes | This whole project is not necessary. ADOT has more important projects throughout the state to focus on - this is a waste of effort and resources. Widen 10 between casa grande and Phoenix already. Add v2x technology to all state highways and make sure the striping is good so our teslas can self drive better. | Yes | Noise or air quality Water quality or drainage | 85702 | |

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| **May 30, 2025** | No | | No | | No | | No | | No | | | | Yes | This is a great project and will address great need in the area. | No | | 85048 | ADOT email alert |
| **May 29, 2025** | No | | No | | No | Yes | avoid the constraints do not cross over the cap | Yes | cross the cap closer to Germann rd | Yes | avoid this area cross over at Germann Rd and follow Pinal Pkwy | Combs/Riggs Road Skyline Drive Bella Vista Road | this will be the only exit ability for residents on the east side of the CAP please consider the type of intersection | Yes | with solar and energy zones being updated there is a change to the area and growth of traffic needs | Yes | | 85143 | ADOT email alert |
| **May 24, 2025** | No | | Yes | Eastern | No | No | | No | | No | | | | Yes | The need for this project is growing by the hour at this point | No | | 85132 | Website |
| **May 22, 2025** | Yes | | | | | | | | | | | | | Yes | The us 60 cannot handle more traffic, it is already too congested between mountain view and signal butte. The infastructure cannot support more vehicles and this will also open up opportunities to destroy more open land with housing that we do not need nor can we support in pinal county. | Yes | Right of way<br>Noise or air quality<br>Historic or cultural properties<br>Water quality or drainage<br>Other environmental considerations | 85119 | Social media |

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| **May 21, 2025** | No | No | No | No | No | No | SR 24 | Will the state route 24 be constructed at the same time as the north south corridor segment 1? | No | | No | How many lanes in both direction will the corridor be constructed to? Two lanes? Three lanes? Will the AZ-24/505 interchange be a 4-level interchange or a mini-stack like the "AZ-51/202/I-10" | 85122 | Website |
| **May 21, 2025** | No | No | No | No | No | No | Houston Avenue Elliot Road Ray Road | I would like to see access to Arizona renaissance area | Yes | I would like to ask that the northh intersection with HWY60 not have a straight ahead option | Yes | see above | 85119 | Social media |

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| **May 21, 2025** | No | No | No | Yes | I live on judy's rd. Your "pink" alignment is the only one i'm in agreement with. For it is the only option that is furthest away from my home and nieghbors home. Why can't you guys use the raw land west of Judy's Rd? It's not all needed for drainage. | Yes | The green line curves East on the Black line which just happens to be feet from my home and neighbors. This would put our family in danger. We have animals and kids who if walk out could be seriously hurt. Not to mention the noise! | Yes | Absoluetly disagree with this option, because it runs East side of the black lines. It takes over our only road to enter our house and this option freeway feet away from our home and neighbors homes. We do not want a freeway that close!! Especially since raw land is avavible west. Raw state land is available west on judys rd and needs to be challenged | No | Yes | Noise or air quality Water quality or drainage | 85143 | Direct mailer |
| **May 21, 2025** | No | No | No | Yes | This one be the best route for it would be the furthest from the houses. Noise would still be an issue. We moved out here to get away from noise, for country living. We have animals. Also what is going to happen to Judy's Rd. Looks like a freeway goes over it and it is the only Rd to my house. | Yes | Not a good route. Too close to the houses on Judys Rd. Will be very noisy | Yes | Not a good route. Too close to the houses on Judys Rd. Right outside my door! Will be very noisy. This would be the worst route. | No | No | Noise or air quality Water quality or drainage | 85143 | Direct mailer |

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| **May 21, 2025** | No | | No | | | Yes | Concerns on impact on local residents and on and off ramps. | Yes | Yes | yes, what are they? | SR 24<br>Judd Road<br>Arizona Farms Road | | | | | Noise or air quality | 85132 | Direct mailer |
| **May 19, 2025** | No | | No | | No | No | | No | No | | | | | No | No | | 85208 | Online advertisement |
| **May 17, 2025** | No | | No | | No | No | | No | No | | | | | No | No | | 85119 | Presentation at Apache Junction City Council Meeting |
| **May 17, 2025** | No | | No | | No | No | | No | No | | | | | No | No | | 85249 | Social media |
| **May 16, 2025** | No | | No | | No | No | | No | No | | Bella Vista Road<br>Judd Road<br>I would recommend that Magma Rd. Be looked at as a traffic interchange, either in addition to or instead of Judd and Bella Vista. | I would recommend that Magma Rd. Be looked at as a traffic interchange, either in addition to or instead of Judd and Bella Vista. | No | | Yes | Timing. This area has become dangerous due to the traffic. Not just the volume of vehicles but also the type of vehicles (e.g. construction trucks. They are too heavy for the in town roads and are destroying them.) | 85143 | Social media |
| **May 16, 2025** | Yes | connection to route 60 should be reconsidered because it will disrupt Gold Canyon and do nothing to alleviate traffic there. connection should be up in Ironwood.. at the very least leave 60 alone at Mountainview rd, and just put ramp | Yes | same as above | Yes | plan kind of stinks use Ironwood road area for connection | Yes | Use Ironwood road for connection | No | No | Houston Avenue<br>Elliot Road<br>Ray Road<br>SR 24 | keep nit up near Ironwood road because that's where the problems are | Yes | We need the project but have to relocate proposed beginning of 505 to Ironwood road | Yes | Range of alternatives being considered<br>Right of way | 85118 | Direct mailer |

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| **May 16, 2025** | Yes | The traffic is at Ironwood. By putting the start at Mountain View Rd you would create more traffic coming into Gold Canyon | Yes | You should let 60 continue so those of us who live in Mountainbrook Village and Peralta Trails don't have to go on the new road and take an exit to get home | Yes | Have an overpass at rte 60 those of us who live in Gold Canyon can still continue to use a direct rte | No | No | No | Houston Avenue | | Yes | I understand the purpose of the project but it should begin at Ironwood where most of the traffic is and you shouldn't cut 60 at Mountain View Rd and make the people who live there go on the new road and take the exit at Houston. Wouldn't that create more traffic on the 505 ? | Yes | Right of way<br>The plan wants to do away with the residents of Gold Canyon "Right of Way" by taking our direct access away along 60 away from us. Keep it open and build an overpass over 60 so we can still use it. | 85118 | Direct mailer |
| **May 15, 2025** | Yes | Unnecessary if Rte24 would push through from Ironwood Dr | No | | No | | | No | No | Houston Avenue<br>Elliot Road<br>Ray Road | Unnecessary if road from 24 Ironwood went through. | Yes | No need to ruin country atmosphere in AJ for future building south of it. | Yes | Noise or air quality<br>Historic or cultural properties | 85119 | Newspaper advertisement |

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| **May 15, 2025** | No | No | No | No | No | No | Yes | As a resident of Gold Canyon I am very concerned regarding how this project will impact the already increasing traffic congestion through this area. It would seem the No Build Alternative, extending Ray road or US24 allowing east/west traffic to bypass Gold Canyon would by a more desirable short term solution. | No | Range of alternatives being considered Noise or air quality | 85118 | News story |
| **May 15, 2025** | | | | | | | | | | | 85143 San Tan Valley, AZ | Social media |

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| **May 14, 2025** | No | No | No | Yes | Pro this alignment it seems to shift future SR 505 to further to the west away from neighborhood | Yes | too close to the neighborhood. | Yes | way too close to the neighborhood | Houston Avenue<br>Elliot Road<br>Ray Road<br>SR 24<br>Germann Road<br>Ocotillo Road<br>Combs/Riggs Road<br>Skyline Drive<br>Bella Vista Road<br>Judd Road<br>Arizona Farms Road | I think the interchange locations are good! | Yes | Wanted to express my support even though it does get rather close to my house. I do have concerns about the increased amount of people it will bring to the area with out city infrastructure there should be a shared concern for water resources being used up. I think pinal county since this is their jurisdiction should get involved with possible water/wastewater facilities | Yes | Noise or air quality<br>Water quality or drainage | 85143 | |
| **May 14, 2025** | No | No | No | No | No | No | | No | | | Yes | This project is MUCH needed. The traffic in Gold Canyon, especially in the winter time, is terrible. | No | 85118 | Word of mouth | |

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| **May 14, 2025** | Yes | Wild horses and other such animals thrive in these areas. Before all the developme nt was approved they would migrate north and south in that same line. You are destroying the natural habitat by approving such crap! | Yes | Do not do it! | Yes | Do not do it! | Yes | Do not do it! | Yes | Do not do it! | Yes | Do not do it! | Do not do it! | Do not do it! | Yes | Do not do it! | Yes | Noise or air quality<br>Historic or cultural properties<br>Water quality or drainage<br>Socioecono mic considerati ons<br>Biological resources<br>Other environme ntal considerati ons<br>Animal and environme ntal destruction . The county need to stop allowing such plus these tiny lots where 15 houses are on 5 acres. Destroying protected plant life. | 85143 | All of the above |
| **May 7, 2025** | No | No | No | No | No | No | No | Yes | Moving all of the heavy truck traffic out of Gold Canyon would be a blessing. It still doesn't address the increased traffic generated by the growing population of Gold Canyon. And hopefully there will be an alternative entrance off the 505 to the Renaissanc e Festival. | No | Noise or air quality<br>Socioecono mic considerati ons | 85118 | News story | | | | | | | |

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| **May 6, 2025** | | | | | | | SR 24 | SR 24 should connect to he junction of US60 and SR 79 | | | | | 85298 | Social media |
| **May 6, 2025** | No | No | No | No | No | No | | | No | | No | | 85132 | Social media |
| **May 6, 2025** | | | | | | | | | Yes | This is badly needed on the east side. Traffic going north/south seems to get worse by the day. So much building going on and roads are already insufficient and not many options to avoid the busy routes. | | | 85128 | ADOT email alert |
| **May 6, 2025** | No | No | No | No | No | No | I 100% support this. It needed to be done 10 years ago. The current roads are DANGEROUS. | This plan looks GREAT. Let's get it done. | No | | No | Traffic Safety. The residents are here, the need is now. We cannot wait longer for safer roads. | 85142 | Website |

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| **May 5, 2025** | | | | | | | | | | | Arizona Farms Road | I will leave the decision making to the experts, but the need for this highway are becoming urgent as more and more homes are being built, and all the future developments that have been approved already, with more in the works. It is becoming a safety issue as there are not enough routes heading north.+ | | | | | 88132 | Direct mailer |
| **May 5, 2025** | No | No | No | Yes | Go far east and then there will be a simple curve to become perpendicular over the CAP. Blue is better. | Yes | Blue is better. | Yes | This is the preferred! | SR 24 | Can the SR24 TI be lower south. No need for an additional east-west freeway. SR24 needs to go south along CAP before merging onto North-South Corridor. SR24 to continue south while northern portion renamed SR124 continues north to connect to US60 | Yes | SR24 should be the major freeway while this corridor is the only slim portion extending north connecting to US60. How will this connect to SR79 or future US60 connections at Florence | Yes | Range of alternatives being considered | 85365 | ADOT email alert |

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| **May 5, 2025** | No | | No | | No | | No | | | | No | | Arizona Farms Road | I just want to make sure you widen Arizona Farms Rd. It is already busy with all the homes. I live in Magic Ranch and often go from Mitchell Trl. to Arizona Farms Rd. to get to Hunt. Hwy. Widening Hunt Hwy would be a good idea too. | No | | No | Are we able to build a Fwy above the land? Perhaps with large pillars? Just a suggestion. | 85132 | Weekly Round Up "Pinal County." |
| **May 3, 2025** | Yes | Pink | Yes | Pink | Yes | None | Yes | Needed | Yes | Needed | Yes | Needed | Houston Avenue Elliot Road Ray Road SR 24 Germann Road Ocotillo Road Combs/Rigs Road Skyline Drive Bella Vista Road Judd Road Arizona Farms Road | Needed | Yes | Expansion | Yes | Right of way | 85308 | Website |
| **May 2, 2025** | No | | No | | No | | No | | No | | No | | | | No | | No | | 85132 | Direct mailer |
| **May 2, 2025** | No | | No | | No | | No | | No | | No | | too many interchanges | too many interchanges | Yes | Get it done ASAP | Yes | Too much Study not enough action to get it done | 85132 | Direct mailer |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **May 2, 2025** | No | No | No | No | No | Yes | This is mpre about the entire project. BUILD IT YESTERDAY. This is way overdue for the huge amount of new housing being built between forlence and San Tan, Queen Creek. This project will save lives due to so much increase in traffic on hunt highway, the only current viable north south route. | | | Yes | ABSOLUTELY NECESSARY TO ALLEVIATE THE OVER CROWDING OF HUNT HIGHWAY. THIS SHOUPD HAVE BEEN DONE BEFORE ALL THE BUILDING WAS APPPROVED BETWEEN QUEEN CREEK AND FLORENCE. BUILD IT NOW!!!!! | No | | 85132 | Research, investigation, pinal county website, social media. |
| **May 1, 2025** | No | No | No | No | No | No | | Skyline Drive This seems like a failure to plan with the pinal county parkway. They're both next to each other going north/south. Why does it take so long to get from the STV walmart to Phoenix? This won't fix that! | This seems like it avoid San Tan Valley so it can go directly to Florence. | Yes | Should be farther to the west. This only helps those in Florence | Yes | Range of alternatives being considered | 85144 | Social media |
| **May 1, 2025** | No | No | No | No | No | No | | | | No | | No | Noise or air quality Water quality or drainage | 85120 | Social media |

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| **May 1, 2025** | No | No | No | Yes | Preferred route for us. Locate the corridor as far from the neighborhoods as possible. | No | | Yes | This runs too close to the neighborhoods. | | | No | | No | Noise or air quality Other environmental considerations | 85132 | Direct mailer |
| **May 1, 2025** | No | No | No | | | No | | No | | Elliot Road Ray Road SR 24 Germann Road | These interchanges are a must have with present day requirements | Yes | This project is much needed. Go! | | | 85118 | Direct mailer |
| **May 1, 2025** | | | | Yes | Hate that our quiet community will now be congested, dealing with traffic noise, and lower air quality from emissions. | Yes | Hate that our quiet community will now be congested, dealing with traffic noise, and lower air quality from emissions. | Yes | Hate that our quiet community will now be congested, dealing with traffic noise, and lower air quality from emissions. | Judd Road | Added congestion and crime due to this interchange | Yes | | | Noise or air quality | 85132 | |
| **May 1, 2025** | No | No | No | No | | No | | Yes | This is preferred. | | | No | | No | | 85140 | Direct mailer |
| **May 1, 2025** | No | No | No | No | | No | | No | | | | No | | No | | 85118 | News story |
| **May 1, 2025** | No | No | No | No | | No | | No | | Combs/Rigs Road | We are excited for this access to the highway! | Yes | We support the development of this project! | Yes | Noise or air quality Other environmental considerations | 85140 | Direct mailer |

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| **Apr 30, 2025** | | | | | | | | Yes | Of the three options offered this one would be the best but I don't understand why the road needed to be so close to the houses that are on Judys road when there was plenty of land by the CAP canal. The noise is going to be bad and most of us moved out this way to get away from the noise and to have animals, country living. My house is right next to the corridor when there was plenty of land further away. Is there even going to be a Judys Road anymore? ? | Yes | I do not like this alignment. | Yes | This is the worst alignment of all of them. | | | Noise or air quality Water quality or drainage | 85143 | Direct mailer |
| **Apr 30, 2025** | No | No | No | No | No | No | Yes | I don't want wildlife and ecosystem and Native American land affected by this constructio n. I most likely will not use the new road due to my location in Florence. | No | Noise or air quality Historic or cultural properties Water quality or drainage | 85132 | Social media | |

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| **Apr 30, 2025** | | | | | | | Yes | As a resident of Gold Canyon, We are extremely pleased to hear about the proposed (505) N-S Segment Expressway. It would greatly alleviate the current traffic congestion on Route 60 and reduce the occurance of auto accidents along the Gold Canyon section of 60. Without getting into details, we fully support the new proposed roadway and urge a rapid approval. Thank You nce | Yes | One suggestion: I there a way to connect the new (505) to the intersection of Florence Junction to provide a route for travelers driving to Globe-Superior? Thanks. | 85118 | Direct mailer |
| **Apr 30, 2025** | No | No | No | No | No | No | No | | Yes | The 60 bypass is needed to ease congestion when there is events in the Gold Canyon area. Often times it is very hard to leave home & not being able to travel the 60 because of the traffic congestion. | 85118 | Direct mailer |

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| **Apr 29, 2025** | No | No | No | | No | No | Arizona Farms Road | We need the freeway out in Florence to happen!! Please!! | Yes | I am a Nurse who commutes over an hour to work at a local hospital, and I can't even imagine how much easier this will make all of our commutes into Gilbert/Mesa. | No | 100% support this happening | 85132 | Direct mailer |
| **Apr 29, 2025** | No | No | No | | No | No | | | | | No | Range of alternatives being considered | 85132 | Social media |
| **Apr 29, 2025** | No | No | No | No | No | No | | | No | | No | | 85144 | Social media |
| **Apr 29, 2025** | No | No | No | No | No | No | | | Yes | This highway is desperately needed to reduce the traffic that tries to treat Hunt Highway / Ellsworth Road as a freeway. | No | | 85142 | Social media |
| **Apr 29, 2025** | No | No | No | No | No | No | | | Yes | This is one of three must have projects to avoid future gridlock due to the immense developme nt in the area. The other two must haves are the extension of Hwy 24 to Hwy 60 and the upgrade of Hunt Hwy thru San Tan Valley and Florence. | | | 85132 | Direct mailer |
| **Apr 29, 2025** | No | No | No | No | No | No | | | No | | No | | 85132 | News story |

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| **Apr 29, 2025** | Yes | Green is preferred with growth moving eastward | Yes | Green is preferred | | | No | | No | | No | | | | Yes | This is very much needed | No | | 85118 | Social media |
| **Apr 28, 2025** | Yes | Excellent idea | Yes | Excellent | Yes | Excellent idea | Yes | About time we get this | No | | Yes | Perfect | | | Yes | Great idea | No | | 85119 | Direct mailer |
| **Apr 28, 2025** | No | | No | | No | | Yes | traffic / light pollution in a rural area the farther west the better | Yes | tall walls and down faced lighting please | Yes | to close , as far west as possible please | Skyline Drive | what traffic arrangment over the CAP will be made ? round a bout or ligths ? | Yes | pinal parkway will do what this is proposing ? why not collaborate and avoid cap crossing | Yes | Range of alternatives being considered<br>Right of way<br>Noise or air quality<br>Water quality or drainage<br>Other environmental considerations | 85143 | Social media |
| **Apr 28, 2025** | No | | No | | No | | No | | No | | No | | Is there a connection to Hwy 79 proposed in the future to connect the 505 to Tucson? | | Yes | This area is in need of infrastructure to alleviate the heavy traffic from all of the new construction and growth in the area | No | Historic or cultural properties | 85132 | ADOT email alert |
| **Apr 28, 2025** | No | | No | | No | | No | | No | | No | | SR 24 Arizona Farms Road | I would use this SO often as I drive from Anthem at Merrill Ranch in Florence to northwest Phoenix most days. I am very excited to hear about the project! Connecting to 24 is the biggest win for me, plus the two ends at 60 and Arizona Farms Road. | No | | No | General support for project - this is great news! | 85132 | Direct mailer |
| **Apr 28, 2025** | No | | No | | No | | No | | No | | No | | Mountain View | | No | | No | | 85119 | Newspaper advertisement |

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| **Apr 28, 2025** | No | No | No | No | No | No | | | Yes | why stop at Arizona Farm Rd. Just connect to 287 | No | Get it going! It is long overdue and will alleviate the growing traffic in the area | 85355 | ADOT email alert |
| **Apr 28, 2025** | No | No | No | No | No | No | Houston Avenue | If the thinking is to force eastbound 60 traffic to exit from the new 505 to Houston, then take surface roads to re-connect to the eastbound 60, it will create more problems than it solves for those wanting to continue eastbound on the 60.it will casue more | No | | Yes | Ease of transition at the 60 and 505 northern most interchange . | 85355 | As a former resident in Gold Canyon, and planning to relocate back to Gold Canyon shortly, I've been following this proposal for several years. |
| **Apr 27, 2025** | No | No | | No | No | No | | | Yes | Get it done sooner than later! | Yes | This project is long overdue! | 85132 | Direct mailer |
| **Apr 27, 2025** | No | Yes | Keep it straight | No | Yes | This looks like the best choice, keeping it as far away from Magma Ranch as possible. | Yes | Not the best choice. | Yes | The worst choice. Too close to Magma Ranch | Yes | Long overdue! Get it done | No | The urgent need for relieving the traffic congestion on Hunt Highway and Ganzel/Iron wood. Do NOT make this a 45mph road. | 85132 | Direct mailer |

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| **Apr 27, 2025** | No | | | No | No | No | No | | SR 24 Combs/Rigs Road Arizona Farms Road | This highway is much needed to allievate traffic congestion from Florence to rt. 60. Hunt highway and Ironwood are way too congested. | Yes | Please build it as soon as possible. | No | | 85132 | Social media |
| **Apr 27, 2025** | No | No | No | No | No | Yes | The eastern alignment makes the highway flow better | | | Yes | Overall planning for the area of San Tan Valley was poorly done. This highway should have been built 15 years ago. | No | Relieving the traffic burden created by those who approved all of the housing developme nt in the area without providing a way for those people to get into and out of the metro area | 85132 | Nextdoor app |
| **Apr 26, 2025** | Yes | Do you have any Indian reservation s to consider? | Yes | Ocotillo road is very busy | No | Yes | Diagram doesn't depict residential properties | No | No | | Ray Road Germann Road Ocotillo Road Skyline Drive Arizona Farms Road | Flooding | No | Yes | Noise or air quality Water quality or drainage | 85614 | ADOT email alert |
| **Apr 26, 2025** | No | | No | | No | No | | No | Yes | Don't shift to the right of the highway | Please ensure that the flow of traffic is fluid and speed limits are around 40-45 mph | | No | Yes | Socioecono mic considerati ons | 85118 | ADOT email alert |
| **Apr 26, 2025** | No | | No | | No | Yes | Preferred | No | No | | Arizona Farms Road | Far west as possible. Will there be highway lighting? Prefer no LIGHTS! | No | Yes | Other environme ntal considerati ons | 85132 | ADOT email alert |

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| **Apr 25, 2025** | Yes | the US-60 connection must be free flowing from its current eastern end to the 505 interchange, or else this entire project will be for nothing! | No | | No | No | No | No | | Houston Avenue US-60 | the US-60 connection must be free flowing from its current eastern end to the 505 interchange, or else this entire project will be for nothing! But 505 should be built! (Also build 404/11 too lol) | Yes | Must be built as soon as reasonably possible, infrastructure must keep up with demand! | Yes | I know it's silly, but I'm really worried that yall will leave a traffic light on 60 interchange between the superstition and this, resulting in massive backups… | 85254 | Website |
| **Apr 25, 2025** | No | | No | | No | No | No | No | | | | No | | No | | 85142 | ADOT email alert |
| **Apr 25, 2025** | Yes | Eastern Alignment is better | Yes | Eastern Alignment is better | No | No | No | Yes | Eastern Alignment is better | Houston Avenue Ray Road SR 24 | Houston Ave intersection seems inefficient for people traveling west from Gold Canyon on the 60. Will Ray Rd connect to the renaissance festival? Will SR-24 continue to Florence Junction and have an exit for the Renaissance festival? | Yes | An alternative route into Gold Canyon and the Renaissance festival should be a priority of this route. I do not think adding the Houston Ave intersection for westbound traffic on the US 60 "improve(s) regional mobility". | No | | 85119 | Direct mailer |

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| **Apr 25, 2025** | No | No | No | Yes | physical roadway construction between Judd Road and Arizona Farms Road should be moved as far east as possible to prevent bisecting the Dobson Farms Tech Campus. This project is going to bring billions of dollars of investment to Florence. These corridor alignments bisect that property and inhibit future economic development of the area. | Yes | physical roadway construction between Judd Road and Arizona Farms Road should be moved as far east as possible to prevent bisecting the Dobson Farms Tech Campus. This project is going to bring billions of dollars of investment to Florence. These corridor alignments bisect that property and inhibit future economic development of the area. | Yes | physical roadway construction between Judd Road and Arizona Farms Road should be moved as far east as possible to prevent bisecting the Dobson Farms Tech Campus. This project is going to bring billions of dollars of investment to Florence. These corridor alignments bisect that property and inhibit future economic development of the area. | No | No | 85014 | ADOT email alert |

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| **Apr 25, 2025** | No | No | No | No | No | No | SR 24 Ocotillo Road Combs/Rigs Road Skyline Drive Bella Vista Road Judd Road Arizona Farms Road | There must be interchanges at ALL of these major crossroads: SR 24, Ocotillo, Combs, Skyline, Skyline, Skyline, don't skip SKYLINE!!!, Bella Vista, Judd. | Yes | Improvements for transportation in this area is not as critical as the more IMMEDIATE need for improvements 3-4 miles west of it. The SR 24/Central Arizona Parkway should have a higher priority than the N-S Corridor. | Yes | Reduce traffic congestion. The first and most relevant alignment alternatives (Meridian Road) would have been the best alternative to reduce congestion and improve traffic movement in the San Tan Valley area where development is outpacing transportation planning by at least 20 years and getting worse. | 85140 | ADOT email alert |
| **Apr 25, 2025** | | | | | | | | | Yes | This proposal is long overdue. I'm sure everyone in the Florence area would be happy. If all the red tape was skipped and the project was started immediately. | Yes | Please stop Dilly Dowling around and get the job done | 85132 | ADOT email alert |
| **Apr 25, 2025** | No | No | No | | No | No | | | Yes | Great option to help with traffic on US60 | No | | 85118 | Direct mailer |

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| **Apr 25, 2025** | No | No | No | No | No | No | SR 24 | sr 24 should be a 4 lane freeway as well as the new sr 505 ... otherwise you are just shifting the ironwood problem that now exists. SR60 should be widened to include three lanes going westward | No | No | Right of way | 85118 | Direct mailer |