Appendix C. Alternatives Screening

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Corridor Selection Report

North-South Corridor Study

U.S. Route 60 to Interstate 10
Pinal County, Arizona

FHWA-AZ-EIS-19-01-D

prepared by
Arizona Department of Transportation
Federal Highway Administration

in cooperation with
Arizona Game and Fish Department
Federal Railroad Administration
U.S. Army Corps of Engineers
U.S. Bureau of Indian Affairs – San Carlos Irrigation Project
U.S. Bureau of Land Management
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service
Western Area Power Administration

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ADOT

U.S. Department of Transportation
Federal Highway Administration

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1 Introduction

The purpose of this Corridor Selection Report (CSR) for the North-South Corridor Study (NSCS) is to advance the corridors for consideration in the Tier 1 Draft Environmental Impact Statement (DEIS). This document starts where the *North-South Corridor Study Alternatives Selection Report* (October 2014) ends, with the recommendation of two braided 1,500-foot-wide alternative corridors to be advanced for evaluation through a project-level environmental impact statement (EIS) and location/design concept report. The CSR describes how the alternatives considered in the NSCS Tier 1 DEIS were developed and evaluated to identify a Preferred Alternative.

1.1 Foreword

The Arizona Department of Transportation (ADOT), sponsor of the proposed action, led the study team. The Federal Highway Administration (FHWA), as the lead federal agency, provided study oversight and shared decision-making responsibilities with ADOT. The study team also included cooperating and participating agencies, stakeholder agencies, and key stakeholders (see Section 1.1.3, *Study Partners*, of the DEIS for more information). ADOT engaged consultant firms to assist with various study tasks, including preliminary engineering and environmental analyses.

1.2 Background

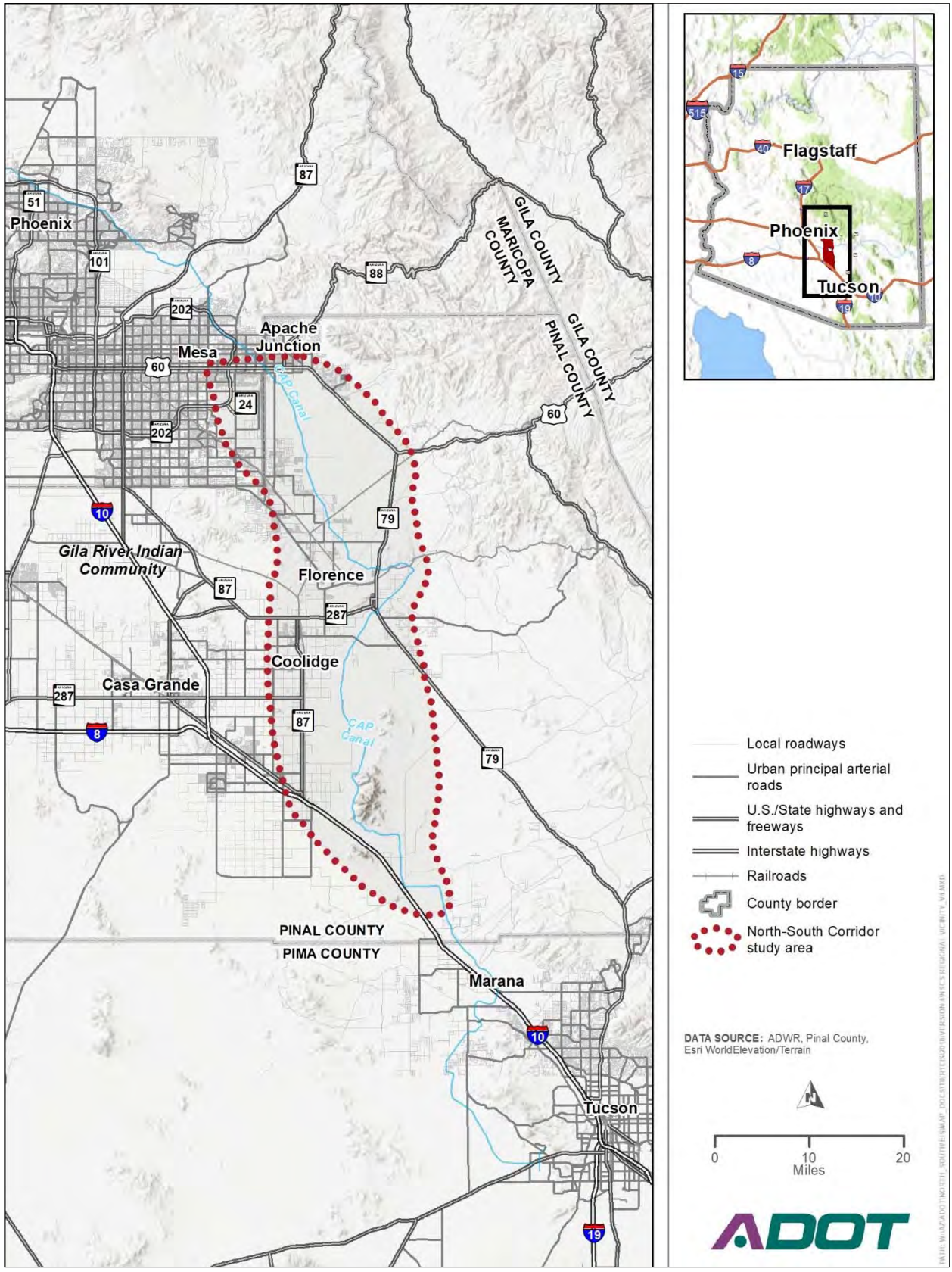
The formal process of studying the proposed North-South Corridor (Corridor) began on September 20, 2010, when a Notice of Intent to prepare an EIS was published in the *Federal Register*.

The study team coordinated with agency representatives and members of the public during the alternatives selection process to gain a better understanding of transportation needs in the study area and to gauge people's opinions regarding potential transportation improvements (more information regarding the outreach effort is provided in Chapter 5 of the DEIS, *Comments, Coordination, and Public Involvement*). The study area is approximately 45 miles long north-to-south and encompasses 900 square miles (Figure 1). It is bounded by U.S. Route 60 (US 60) on the north; Interstate 10 (I-10) on the south; roughly State Route (SR) 202L, the Gila River Indian Community, and SR 87 on the west; and roughly SR 79 on the east. The study area includes portions of Pinal County, Apache Junction, Queen Creek, the Gila River Indian Community, Florence, Coolidge, and Eloy.

An overview of the contents of the Tier 1 DEIS is provided below:

- Chapter 1, *Purpose and Need* – Introduces the reader to the study area and discusses the purpose of and need for the proposed action.
- Chapter 2, *Alternatives* – Describes how the action corridor alternatives were developed.
- Chapter 3, *Affected Environment and Environmental Consequences* – Discusses the potential environmental impacts resulting from the action corridor alternatives.
- Chapter 4, *Indirect and Cumulative Impacts* – Describes potential secondary and cumulative effects resulting from the proposed action.
- Chapter 5, *Comments, Coordination, and Public Involvement* – Provides information about agency and stakeholder outreach and public involvement activities.
- Chapter 6, *Evaluation of Alternatives* – Identifies the Preferred Alternative.
- Chapter 7, *References* – Lists the documents referred to during preparation of the DEIS.
- Chapter 8, *Preparers* – Lists the individuals who prepared the DEIS.

Figure 1. North-South Corridor study area



1.2.1 Project Purpose and Need

The DEIS Chapter 1, *Purpose and Need*, identifies the purpose of the proposed action as follows:

- Enhance the transportation network to accommodate existing and future populations – Consistent with state, regional, and municipal planning initiatives, the new corridor would accommodate anticipated growth in the study area and across the larger region.
- Improve access to future activity centers – The new corridor would benefit the study area's new activity and population centers and undeveloped lands identified for conversion that are in various stages of the local or regional planning processes.
- Improve regional mobility – The new corridor would provide additional roadway capacity ahead of full build-out development to avoid congestion associated with anticipated growth.
- Provide an alternative to avoid congestion on I-10 – The new corridor would provide an unfragmented alternative to I-10 to reduce traffic delays at full build-out development.
- Improve north-to-south connectivity – The new corridor would connect eastern portions of the Phoenix metropolitan area with Pinal County and destinations to the south, including Tucson.
- Integrate the region's transportation network – The new corridor would provide a critical link, currently missing, in the transportation network to provide regional connectivity.

Eliminating the study area's anticipated north-to-south transportation capacity deficiencies is essential to (1) establish and expand efficient transportation networks to facilitate mobility both in the study area and across the larger region and (2) efficiently connect with and alleviate congestion on the region's two existing major freeways (US 60 and I-10). The transportation system would not function efficiently without the linkages provided by continuous, unfragmented north-to-south transportation capacity in the study area. Without the elimination of north-to-south capacity deficiencies, the integrity and efficiencies of the other transportation improvements identified in ADOT's Statewide Transportation Planning Framework Program and other studies would be compromised, congestion would worsen, and increased travel times would affect the lives of residents, employees, and visitors alike.

For additional information, refer to the DEIS Chapter 1, *Purpose and Need*.

1.2.2 Scoping

Scoping is the first step in the EIS process. The purpose of scoping is to narrow the focus of the EIS to significant environmental issues, to eliminate insignificant impacts from detailed study, and to identify alternatives to be analyzed in the EIS. Scoping also initiates participation by the public, tribal governments, and other local, state, and federal agencies to comment on a proposal's alternatives, impacts, and potential mitigation measures, which are then analyzed in the EIS. The official scoping comment period ended on November 11, 2010.

The results of the scoping process are summarized in the *North-South Corridor Study Draft Agency and Public Scoping Summary*, dated February 2011. Additional information may be found in the DEIS Chapter 5, *Comments, Coordination, and Public Involvement*, and the entire scoping report may be found in Appendix L of the DEIS.

1.3 Alternatives Selection Report

In October 2014, the *Alternatives Selection Report* (ASR) was published. Following the release of the ASR, three public meetings were held in Pinal County to present the report findings.

1.3.1 Alternatives Selection Report Recommended Alternatives

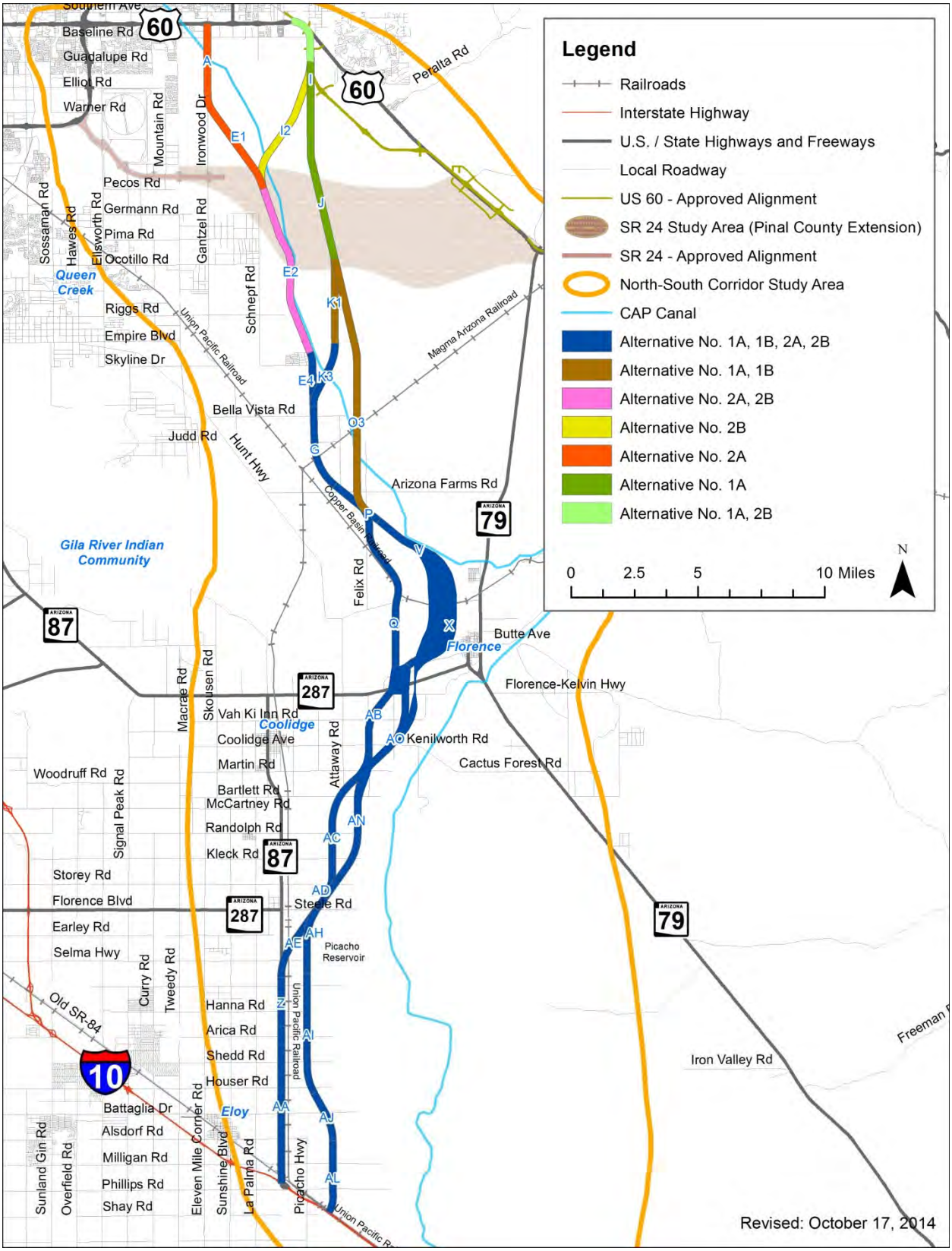
After preparing the purpose and need for the proposed action (refer to the Tier 1 DEIS, Chapter 1, *Purpose and Need*), the next step in the EIS process was to identify a range of reasonable alternatives to be studied in detail in the DEIS—consisting of action alternatives that would implement a new freeway in the study area and a No-Action Alternative that would not implement the proposed action (no new freeway would be built). Identifying reasonable alternatives allows for a meaningful comparison of how the alternatives would affect the environment (refer to the Tier 1 DEIS, Chapter 3, *Affected Environment and Environmental Consequences*).

The alternatives development and screening process produced the initial recommended Corridor route alternatives carried forward into the Tier 1 DEIS for detailed analysis. Described in detail in the ASR (ADOT 2014), the process:

- incorporated analyses of all reasonable alternatives
- supported the iterative nature of the National Environmental Policy Act (NEPA) process
- provided a record of the investigation and selection process
- determined optimal route alternatives (as constrained by the proposed action's purpose and need, agency and public input, and environmental, engineering, social, and economic data)

Possible route alternatives in the Corridor segments were then identified, and input from stakeholders and the public was used to refine the alternatives. Ultimately, the 1,500-foot-wide route alternatives were defined by 56 route segments. Based on agency feedback and supplemental information regarding sensitive environmental resources near the Gila River, the study team produced four recommended route alternatives. The ASR documented that sufficient rationale existed for removing specific segments, and for combining individual route segments in the remaining route alternatives during the study's DEIS phase to produce combinations of continuous route alternatives. Figure 2 shows the ASR routes recommended for consideration in the DEIS.

Figure 2. *Alternatives Selection Report* recommended route alternatives



Source: Arizona Department of Transportation (2014)

1.4 Existing Studies and Plans

In the early 2000s, transportation planning for the region identified a need for a north-to-south route through the study area. At that time, growth in the region was considerable, and projections for population and employment increases were substantial. Since the 2009 recession, growth projections have been reduced, however, the area continues to experience the conversion of agricultural and undeveloped land to residential development. In November 2017, Pinal County voters passed the *Pinal Regional Transportation Plan*. More information regarding the existing studies and plans is provided in the Tier 1 DEIS, Chapter 1, *Purpose and Need*.

1.5 Design and Other Guidance Documents

Design considerations for the project are guided by ADOT's *Roadway Design Guidelines* (April 2014). The *Roadway Design Guidelines* incorporate data from numerous ADOT and American Association of State Highway and Transportation Officials policy and design memoranda, and reference by title numerous other materials that are listed in the *Roadway Design Guidelines References* (the document may be found on ADOT's website).

Other reference documents consulted while developing this study included the ADOT Utility and Railroad Engineering's *Utility Coordination Guide for Design Consultants*. This manual provides guidance for utility coordination on ADOT projects, and encourages consistency in relations with railroad and utility companies.

During the project development, a decision was made by the lead agencies to accommodate an intercity passenger railroad line that was being studied by ADOT in coordination with the Federal Railroad Administration (the *Arizona Passenger Rail Corridor Study*). To do so, the North-South Corridor alternatives needed to address the design constraints of an intercity railroad. Information regarding these design considerations is found in Section 3.1, *Traffic and Transportation*, of the DEIS.

1.6 Agency and Public Involvement

The DEIS Chapter 5, *Comments, Coordination, and Public Involvement,* provides information about agency and stakeholder outreach and public involvement activities throughout the course of the study.

2 Post-ASR Project Developments

Following the publication of the ASR in October 2014, a number of project developments occurred that led to this CSR, as discussed in the subsections below.

2.1 Initial Development of Project-level DEIS

Until mid-2016, the NSCS project had advanced as a project-level DEIS to evaluate specific 400-foot-wide alignments to accommodate a new freeway facility and passenger rail. In July 2015, the extension of SR 24 to the north-to-south alternatives was incorporated into the study. The study team developed the 400-foot-wide alignments within the 1,500-foot-wide route alternatives recommended in the ASR and advanced transportation and environmental analyses for the project-level DEIS.

2.1.1 Alternative Options and Refinements

After publication of the ASR in October 2014, the alternatives recommended for further study were refined and additional options were studied. This included consideration of a new connection to US 60 at Idaho Road and refinements of the alternatives near Florence. Information regarding these refinements is described in the DEIS, Chapter 2, *Alternatives*.

2.1.1.1 Development of the Project-level DEIS Alignment Alternatives

The alternatives identified in Figure 2 represent the preliminary 1,500-foot-wide route alternatives in which the infrastructure improvements for the proposed freeway would be built. A principal design feature of the Corridor would be to accommodate both ADOT roadway design criteria for a fully access-controlled freeway facility and not preclude future passenger rail, if the selected Phoenix-Tucson passenger rail alternative is colocated with the North-South Freeway. The ADOT roadway design criteria implemented for the North-South Freeway include the following typical sections:

- Urban Section “UD” north of SR 287 – Six-lane interim facility that can be readily and economically modified to an ultimate eight-lane facility.
- Rural Section “RA” south of SR 287 – Four- to six-lane facility required where the design year hourly volume exceeds 800 vehicles per hour and considered where the design hourly volume is above 500 vehicles per hour.

Other design criteria that would not preclude future passenger rail at 125 miles per hour include a super-elevation of 6 percent and a 1-degree maximum curvature (30-minute curvature desirable).

The North-South Freeway would require a 400-foot-wide right-of-way (ROW) to accommodate ADOT’s typical sections (Urban Section “UD” and Rural Section “RA”), which include 60 feet to accommodate future rail, drainage infrastructure, and other features. The 1,500-foot-wide corridor route alternatives were narrowed to 400 feet, with the centerline remaining the same unless design or environmental concerns required a shift east or west in the 1,500-foot-wide route alternative. These 400-foot-wide alignments were intended to be evaluated in the project-level DEIS after publication of the ASR.

2.1.1.2 Two Eastern Alternatives near Florence

As shown in Figure 2, Segment X near Florence was substantially wider than the other alternatives advanced for further study. This bulb-out of Segment X was a result of environmental concerns in the area that were identified as part of the cultural resources evaluation. The bulb-out was developed to accommodate two alternatives that largely avoided impacts on these areas of environmental concern. In developing the 400-foot-wide alignments for further study, the two avoidance alternatives were identified as X1 and X2, along the western and eastern edges of the segment, respectively, to avoid potential

impacts on resources in the middle of the segment. The easternmost alternative (X2) would be on the western edge of downtown Florence, while X1 would be nearly 1 mile west of downtown Florence (Figure 3).

2.1.1.3 Transitions along the Corridor

ADOT intends to provide a continuous North-South Freeway, and, in general, the multiple alternatives developed for further study represented a complete Western Alternative and a complete Eastern Alternative. Figure 3 is an early schematic of the eastern and western 400-foot-wide alignment alternatives, including the two eastern alignments near Florence. The figure also shows several locations where a selected alternative may shift from east to west or from west to east to avoid impacts on segment-specific resources. In the northern part of the Corridor, Segments I2 and K1/K3 allow for a northbound transition from west to east (and a southbound transition from east to west). In the central and southern parts of the Corridor, the overlapping areas shown allow for bidirectional transitions.

2.1.1.4 Potential System Traffic Interchanges

In the initial development of the Corridor alternatives, system traffic interchange locations at US 60 and I-10 were identified; however, the extent of required ROW based on preliminary layouts had not been developed. After the 400-foot-wide alignment alternatives were defined (Figure 3), preliminary layouts for system traffic interchanges were developed.

In the northern part of the Corridor, the Western Alternative would include a system traffic interchange with direct-connect ramps between US 60, in both directions, and the North-South Freeway to the south, and the Eastern Alternative would include a continuous freeway connection between US 60 and the North-South Freeway. In the southern part of the Corridor, both the Western and Eastern Alternatives would include system traffic interchanges with I-10 with direct-connect ramps between I-10 and the North-South Freeway to its north.

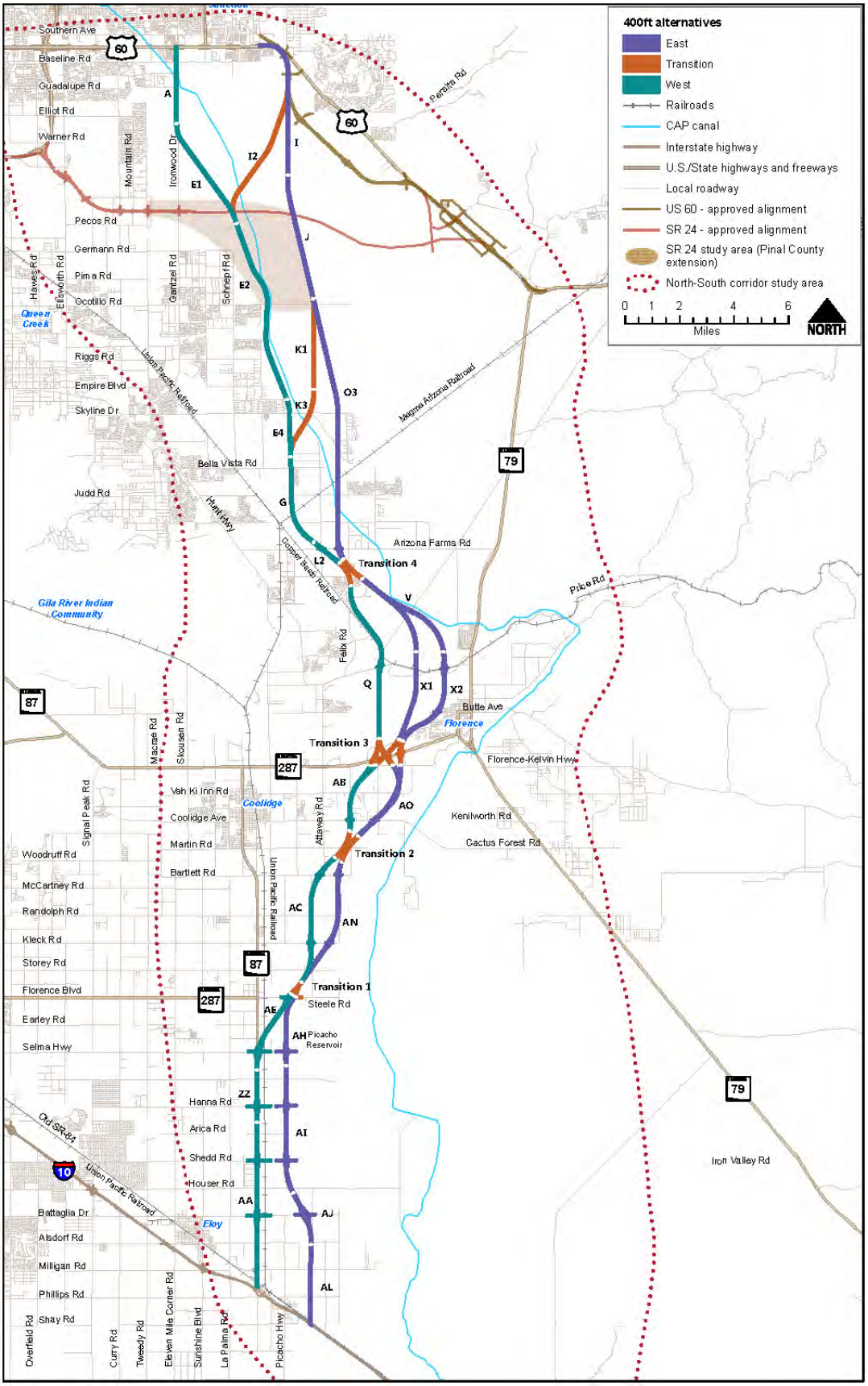
2.1.1.5 Incorporation of SR 24 Extension

The proposed new east-to-west route was previously studied separately from the NSCS. In late 2015, ADOT and FHWA decided to combine the SR 24 and North-South Freeway studies; therefore, SR 24 is also evaluated in this DEIS.

SR 24 is a controlled-access highway with its western terminus at Hawes Road with SR 202L's southern leg (Santan Freeway), which continues southeast to Meridian Road. It was previously known as SR 802, the "Williams Gateway Freeway." The route was recommended as part of the *Southeast Maricopa/Northern Pinal County Area Transportation Study* (ADOT, Central Arizona Governments, and Maricopa Association of Governments 2003). The study recommended constructing a new east-to-west freeway facility originating at the Santan Freeway near the Phoenix-Mesa Gateway Airport and extending east into Pinal County. In Pinal County, SR 24 was planned to continue east, intersecting the North-South Freeway. At the time of the study, it was proposed that the route extend to an eastern terminus near US 60 and SR 79.

In 2011, ADOT completed the *State Route 802 Corridor Study Location/Design Concept Study and Environmental Assessment.* That document provided design plans and environmental clearance to extend the freeway as far east as Ironwood Drive.

Figure 3. Initial 400-foot-wide alignment alternatives developed in support of the project-level DEIS



SR 24 serves the rapidly developing areas of Gilbert, Queen Creek, and far eastern Mesa. These areas are anticipated to experience rapid population growth through the 2040 planning horizon, and even greater employment growth.

SR 24 is bordered to the north by the former General Motors Proving Grounds and to the south by the Phoenix-Mesa Gateway Airport. The former General Motors Proving Grounds—a 4,250-acre contiguous parcel of land—is developing as an area of residential and commercial land uses. The airport and the former General Motors Proving Grounds are discussed in the *Mesa Gateway Strategic Development Plan*, which encompasses a 52-square-mile area roughly bounded by Meridian Road to the east, Queen Creek Road to the south, Higley Road to west, and the power lines north of the Elliot Road alignment to the north. SR 24 is envisioned as a key transportation route to support the planned development.

Earlier Development of Multiple SR 24 Extension Alternatives

In 2008, concurrently with identifying and evaluating alternatives for the North-South Freeway, ADOT began identifying alternative alignments for SR 24. Conceptual alignment alternatives were developed during the fall of 2008 with input from the study team. In December 2008, three alignment concepts in Pinal County and two alignment concepts in Maricopa County were presented at two public meetings. Following the public meetings, two additional alignment concepts were added in Pinal County at the request of stakeholders. Thus, the conceptual alignment alternative screening process consisted of five concepts in Pinal County and two concepts in Maricopa County.

Work on the alternatives continued until 2014, when the study was suspended and subsequently cancelled. ADOT decided to incorporate the SR 24 extension into the North-South Freeway action alternatives proposed for study in the project-level DEIS. The SR 24 extension is also part of the action corridor alternatives being examined in this Tier 1-level DEIS.

Relationship of SR 24 and North-South Corridor

The *Southeast Maricopa/Northern Pinal County Area Transportation Study* introduced SR 24 as a fully access-controlled six-lane freeway connecting SR 202L with US 60 to the east. The study also introduced the concept of a freeway between US 60 in Apache Junction and I-10 in Casa Grande. Freeway traffic going to the East Valley from Tucson currently uses I-10, traveling northwest to US 60 in Tempe and then back toward East Valley destinations. The new corridor would reduce travel time for those travelers and relieve congestion on I-10. In addition, a freeway in this part of the Valley would serve regional trips and provide an alternative for truck traffic to and from industrial developments.

Together, SR 24 and the North-South Freeway would provide regional freeway connections to the developing Pinal County area and serve needs as identified in the DEIS in Chapter 1, *Purpose and Need*.

2.1.1.6 Connection with the US 60 Bypass

In the northeastern corner of the study area, US 60 curves southeast and continues to Gold Canyon and then farther south and east. Along this stretch, US 60, also known as Old West Highway, serves regional through traffic and local residential traffic in the growing Gold Canyon community. In 2011, ADOT completed the US 60 Realignment Study that proposed a US 60 bypass to divert through traffic in Gold Canyon from the US 60 four-lane divided highway to a new 8.6-mile, six-lane, access-controlled bypass freeway 1.25 miles to the west.

The existing segment of US 60 along this stretch would be converted to an arterial roadway and revert to Pinal County ownership. The US 60 bypass is needed because 2030 travel demand volumes are expected to exceed the capacity of US 60, and the capacity deficiency will further degrade US 60's operational performance. Moreover, as development has occurred in Gold Canyon, additional access

points onto US 60 have resulted in a poor safety record along this stretch of highway. In May 2011, FHWA issued a finding of no significant impact for the proposed US 60 bypass.

At about this time, it was recognized by FHWA and ADOT that the estimated cost of the project and the competing priorities in the state and region made it difficult to demonstrate fiscal constraint by including the proposed action in a local or regional fiscally constrained plan. Understanding that the planning requirements regarding fiscal constraint had to be satisfied prior to FHWA approving a Record of Decision, the project sponsors determined the project should advance through a tiered NEPA process.

2.2 Conversion to Tier 1 Environmental Impact Statement

Based on the information presented in Section 2.1, in 2016, ADOT and FHWA converted the project-level NEPA EIS process to a Tier 1-level EIS, in accordance with Council on Environmental Quality regulations (40 Code of Federal Regulations § 1502.20). This was done because, for FHWA to approve a NEPA Record of Decision for a project-level EIS, the study would need to follow federal guidelines dated February 9, 2011 (Supplement to January 28, 2008 Transportation Planning Requirements and Their Relationship to NEPA Process Completion). The guidelines stipulate that funding sources for a proposed project need to be identified before FHWA can sign a final project-level EIS Record of Decision. To continue and complete the study as a federally approved NEPA action, FHWA and ADOT decided to transition the NSCS to a Tier 1 EIS. As a result, the 400-foot-wide alignments developed as part of the project-level DEIS process could no longer be considered; the study team would instead need to consider the 1,500-foot-wide route alternatives that were developed and subsequently refined (as described in this chapter) through the NEPA process.

2.3 Evaluating and Identifying Environmentally Sensitive Sites

Concurrent with converting the NSCS to a Tier 1 EIS (see discussion in Section 2.2, *Conversion to Tier 1 Environmental Impact Statement*), project-level evaluation work on the alignments identified a number of sensitive cultural resource sites that would be affected by the alignments. Given the sensitive nature of these sites, specific information regarding the sites is provided in reports that have been shared with affected parties, but is not part of the public record for the NSCS.

To avoid impacts on these sites, the 1,500-foot-wide route alternatives were modified. These modifications took place near the Gila River, and near the Queen Creek crossing. The changes were discussed with the Four Southern Tribes (Ak-Chin Indian Community, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, and Tohono O'odham Nation). This consultation with the tribes included three in-person meetings hosted by ADOT and FHWA in Casa Grande on March 28, 2017, May 17, 2017, and May 31, 2017. This coordination is documented in Chapter 5 of the DEIS, *Comments, Coordination, and Public Involvement*.

2.3.1 Queen Creek Crossing

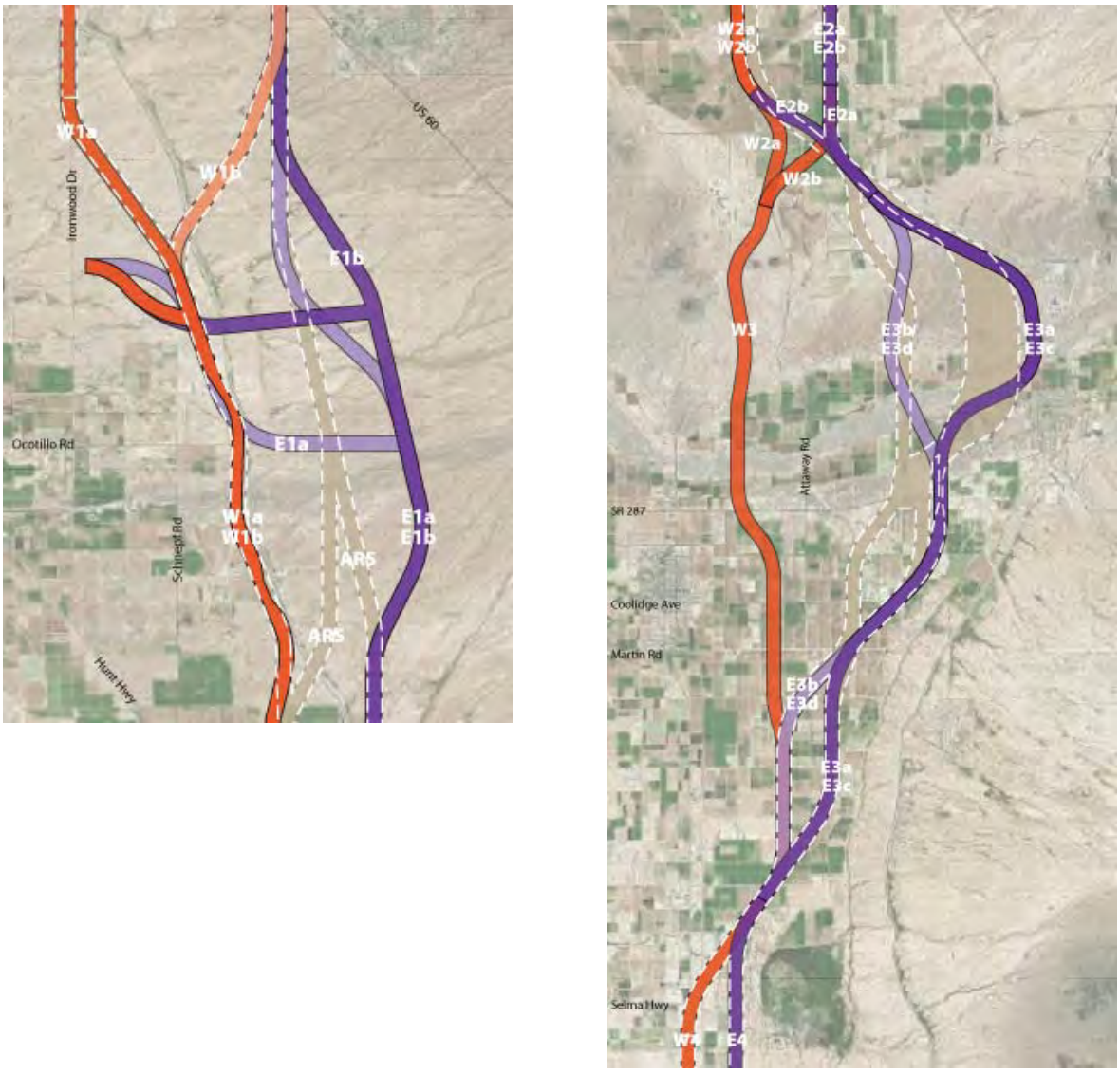
Near Queen Creek, the Eastern Alternatives were modified to avoid impacts on environmentally sensitive sites. This involved shifting the ASR corridors referred to as "J" and "O" approximately 1.5 mile to the east. Also, given potential impacts on the sensitive sites, the transition options identified in the ASR as "K1" and "K3" were eliminated from consideration. This change affected the SR 24 connection with the Corridor by extending the SR 24 alternatives 1.5 mile to the east to make the connection. North of Queen Creek, the "I2" transition option was retained (refer to Figure 3 for the ASR corridor alphabetical identifiers).

2.3.2 Gila River Crossing and Downtown Florence

Because of impacts on environmentally sensitive land on the northern and southern banks of the Gila River, the ASR "AB" and "X1" 1,500-foot-wide route alternatives were no longer considered viable. This meant that the 1,500-foot-wide route alternative previously referred to as "AO" would be the only corridor through this segment because the sensitive land ruled out the transition option that allowed consideration of the "Q" alignment across the Gila River.

To address these concerns, the study team modified the Eastern Alternatives through this area to avoid the impacts (Figure 4). The E3a, E3b, E3c, and E3d Alternatives considered in the DEIS are generally consistent with the ASR "AO" corridor. North of Coolidge Avenue, approximately 2 miles south of SR 287, the action corridor alternatives are farther east where they cross SR 287, and then continue farther north, avoiding impacts on the Town of Florence's wastewater treatment plant and minimizing impacts on the Windmill Winery, an important economic asset in Florence. The E3a, E3b, E3c, and E3d Alternatives cross the Gila River farther to the east than the ASR corridor.

Figure 4. North-South Corridor Queen Creek crossing (left) and Gila River crossing (right) excerpts showing 1,500-foot-wide action corridor alternatives (orange and purple fill) relative to the *Alternatives Selection Report* corridors (grey fill, dashed outline)



The far-eastern action corridor alternative was modified from north of Kenilworth Road to curve farther east, and then curve even farther east to pass north of existing developments in Florence, which is approximately parallel to the Gila River. It would then curve to the north along an alignment east of the sensitive sites in the vicinity of Hunt Highway. This places the action corridor alternative farther east than the original ASR corridors; the centerline of the action corridor alternative is approximately 3,300 feet west of the intersection of Hunt Highway and SR 79. This action corridor alternative passes west of a recreational vehicle park and mobile home developments, then curves to the northwest roughly parallel to the Central Arizona Project (CAP) Canal, similar to the original ASR corridor.

The western alternative of the two eastern action corridor alternatives follows the revised alignment from Kenilworth Road to just north of Adamsville Road. Instead of curving to the east, the action corridor alternative curves to the west, crossing the Gila River in a more perpendicular alignment than with previous corridors. Near Hunt Highway, the action corridor alternative curves to the northeast to avoid sensitive sites and to cross the Copper Basin Railroad. The initial configuration of this action corridor alternative had a curve to the northwest after crossing the railroad and extended roughly parallel to the tracks for a short distance before curving to the north to skirt around the northeastern corner of the Crestfield Manor development, closely following the previous western corridor. This action corridor alternative was presented to cooperating and participating agencies in August 2017; however, it has since been further refined to continue on to the northeast after crossing the Copper Basin Railroad to match the other eastern action corridor alternatives in the vicinity of a sharp bend in the CAP Canal, just south of Heritage Road.

Further refinements in the action corridor alternatives north of the juncture of the two eastern action corridor alternatives have been made based on recent information on potential land use and developments in the area of Heritage Road, Copper Road, and Felix Road. The common action corridor alternatives were shifted in a more northerly direction for a short section before curving into the original ASR corridors around Arizona Farms Road. The crossover potential of switching from the eastern to western corridors or from the western to eastern corridors was retained in the vicinity of Arizona Farms Road.

2.3.3 Modifications to Support a Western Alternative

Because of potential impacts on existing properties, a substantial portion of the ASR segments “AB” and “Q” through the central part of the study area were determined to be flawed. FHWA, in its role as lead agency, challenged the study team to consider a route that provided a viable alternative to avoid impacts on known cultural sites in the Gila River crossing area.

To do so, the study team returned to the ASR to consider whether any of the 56 original route alternatives might be reevaluated. Routes east of and including SR 79 were not considered for two reasons: (1) they were not contemplated as part of the ASR and (2) routes that far to the east would not effectively address the purpose and need of improving regional mobility and connectivity. A different corridor would need to be investigated farther west that would avoid the sensitive areas while maintaining the general intent of the ASR corridors.

During this evaluation, it was determined that numerous constraints exist close to the original ASR western corridor, forcing the alignment farther west. These constraints include existing residential and commercial developments, major utility facilities, culturally sensitive sites, and proposed future developments.

A Western Alternative was developed near the ASR corridors “C” and “D,” which connected Ironwood Drive in the northern portion of the study area with the SR 87 alignment in the southern portion of the study area. These westernmost alignments in the ASR were not advanced from the ASR primarily because of low ratings from the public and local agencies.

The revised Western Alternatives corridor departs from the original ASR corridor approximately 5 miles south of SR 287, between Randolph Road and Bartlett Road, curving to the west and extending north parallel to and along the western side of Fast Track Road. It is west of an irrigation canal that is adjacent to the western side of this existing road. In the vicinity of Vah Ki Inn Road, a double curve shifts the action corridor alternative approximately 4,000 feet farther west before crossing the Gila River. This shift to the west was incorporated to avoid impacts on existing commercial developments between SR 287 and the Gila River. North of the river, minor curves are incorporated into the action corridor alternative to avoid sensitive sites and existing residential developments. The Western Alternative is roughly 3,000 feet west of and parallel to Hunt Highway for approximately 2 miles before curving to the northeast to cross this highway. This crossing of Hunt Highway is roughly 2,000 feet south of Hiller Road, which is along the southern boundary of the Magic Ranch development.

After crossing Hunt Highway, the Western Alternative curves northward to pass between Magic Ranch and environmentally sensitive sites and then crosses the Copper Basin Railroad and Arizona Farms Road. In an earlier configuration (August 2017), the Western Alternative crossed the railroad and Arizona Farms Road very close to where Arizona Farms Road crosses the railroad. As an interchange with Arizona Farms Road is anticipated with the Western Alternative, the Western Alternative was modified to shift the corridor farther east. This provides additional space for the interchange ramps to pass over the railroad and connect to Arizona Farms Road. It also provides greater separation in the intersections along Arizona Farms Road for the ramps and the railroad crossing. North of Arizona Farms Road, the Western Alternative curves into the original ASR corridor in the vicinity of Magma Road.

The eastern and western ASR corridors join together and separate again in the area between Heritage Road and Arizona Farms Road. This provides an opportunity to switch between eastern and western corridors. The current Eastern and Western Alternatives do not share a common section like the ASR corridors, but the opportunity to switch between the two corridors has been provided in this same area.

2.3.4 Validation of 1,500-foot *Alternatives Selection Report* Corridors

At an August 2016 meeting between the Four Southern Tribes, ADOT, and FHWA, the lead agencies committed to adjusting the alternatives to avoid environmentally sensitive sites. The study team agreed to prepare these avoidance alternatives and to review them with the Four Southern Tribes.

In order to advance the study with the avoidance alternatives, a series of meetings was held with the Four Southern Tribes and the jurisdictions directly affected by the changes.

2.3.5 Development of Avoidance Alternatives

After refining the ASR corridors, including considering environmentally sensitive land after the NSCS converted to a Tier 1 EIS study, as described previously, the 1,500-foot-wide action corridor alternatives recommended for evaluation were identified. Figure 5 shows the action corridor alternatives, separated into four segments that partition the study area from north to south.

When considered as connected corridors that run the length of the study area, the 1,500-foot action corridor alternatives include a Western Alternative, an Eastern Alternative, and combinations of both to avoid and minimize environmental impacts. In a few locations, two options are under consideration. In total, eight full-length through-corridor alternatives and their options are evaluated in this DEIS, as shown in Figures 6 through 13. The action corridor alternatives that make up these full length, through-corridor alternatives are described in Section 2.4, *Description of the Action Corridor Alternatives*.

Figure 5. Action corridor alternatives, by segment

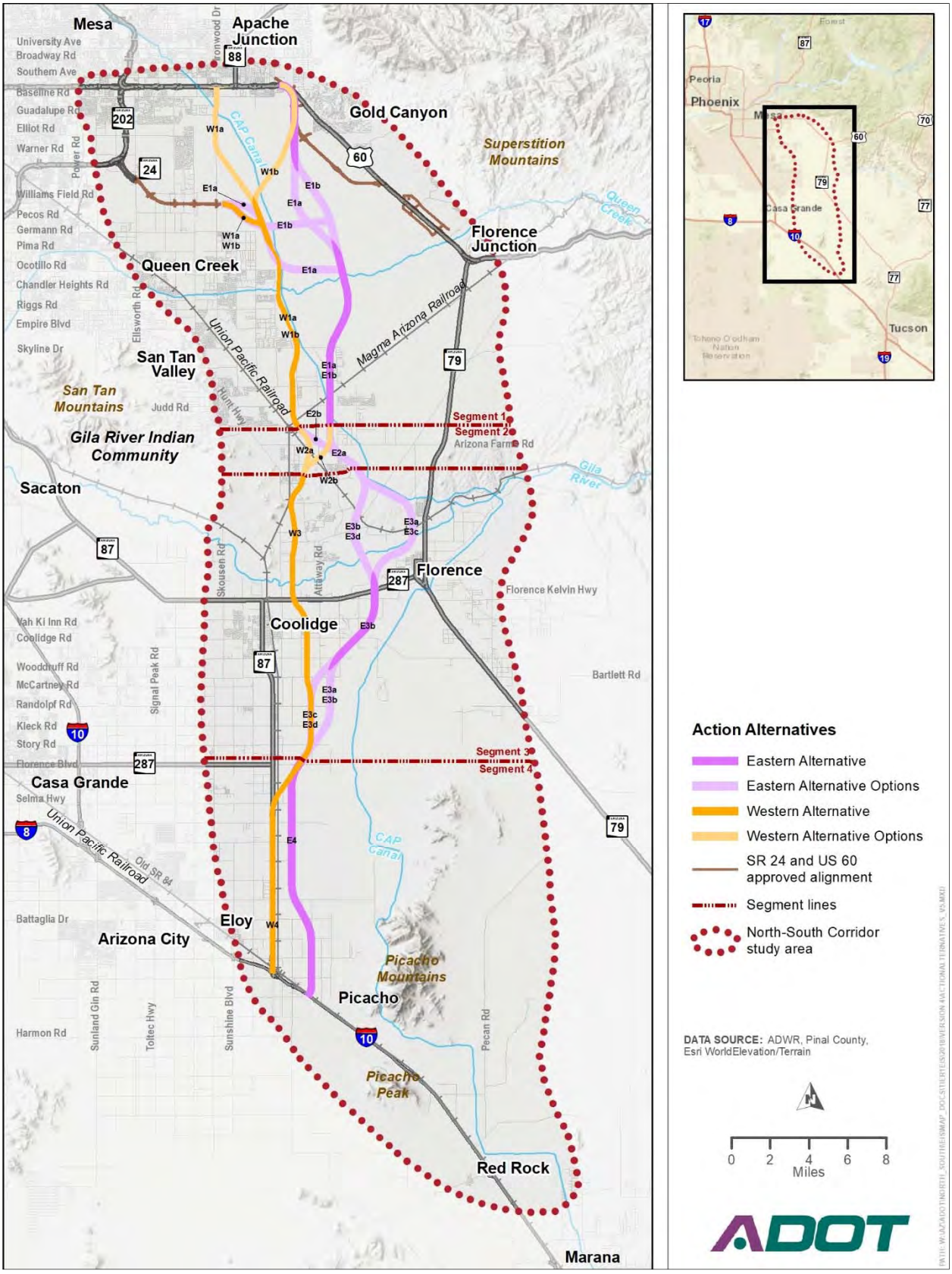


Figure 6. Alternative 1, with two Segment 1 options

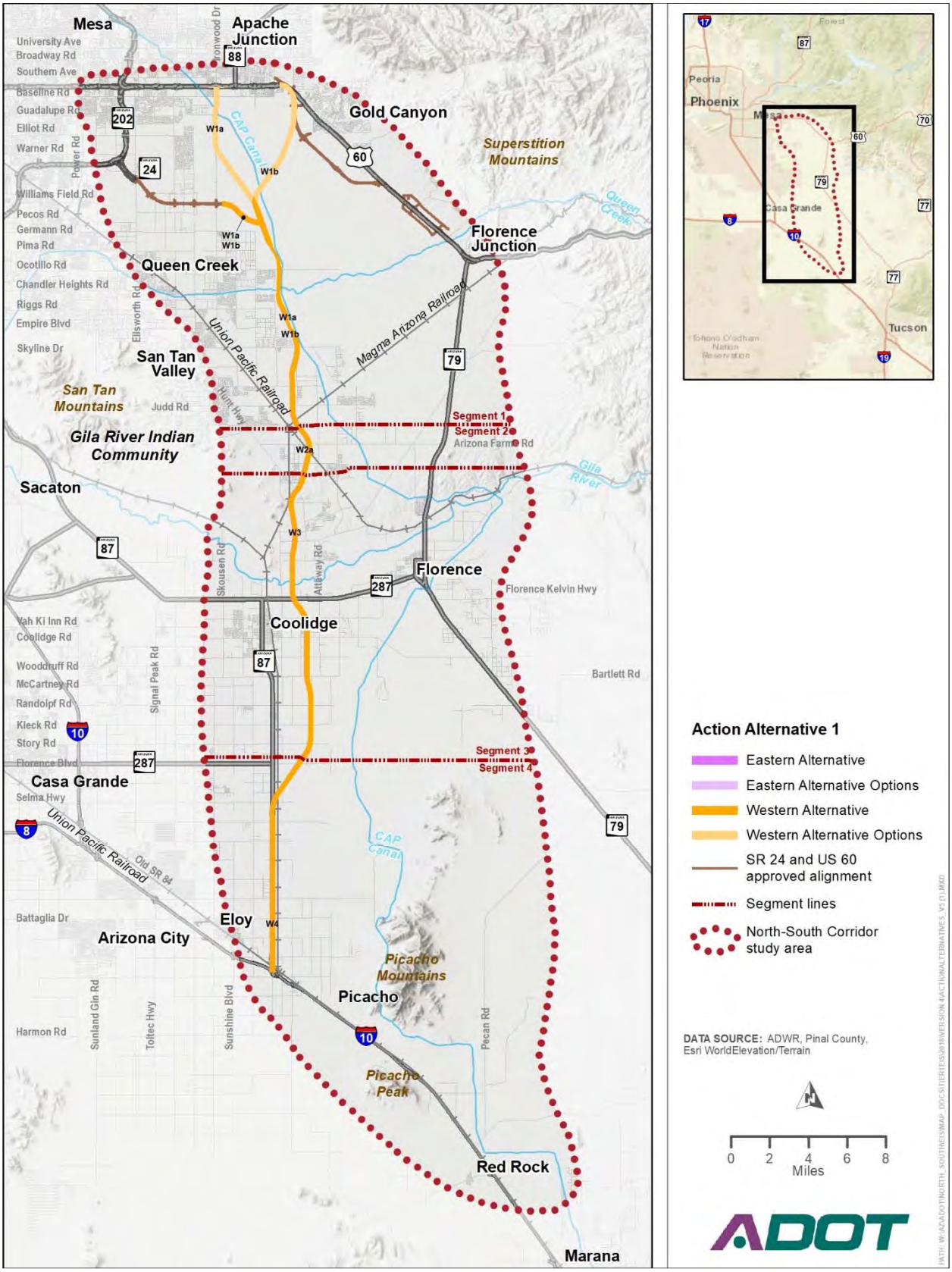


Figure 7. Alternative 2, with two Segment 1 options and four Segment 3 options

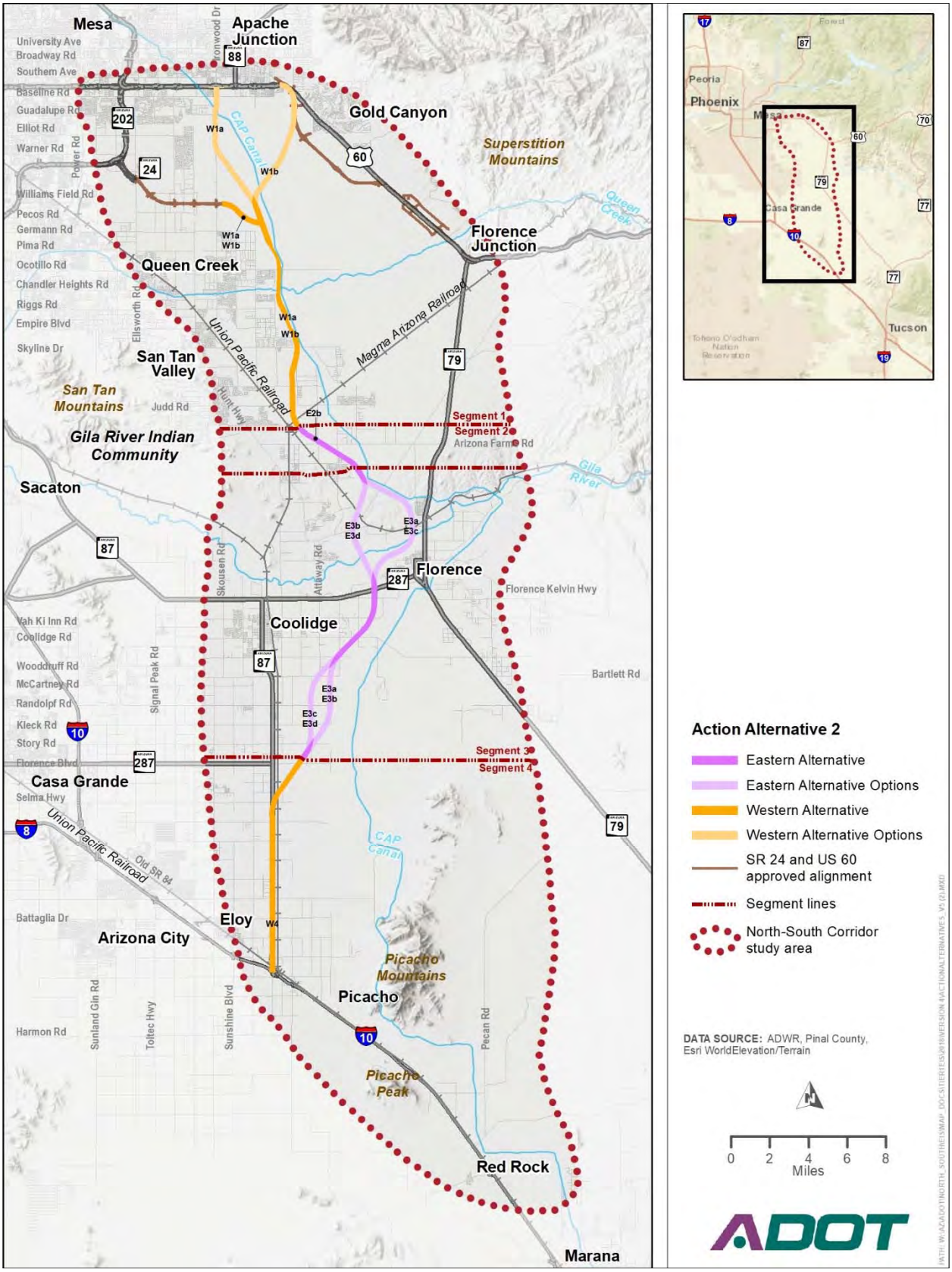


Figure 8. Alternative 3, with two Segment 1 options and four Segment 3 options

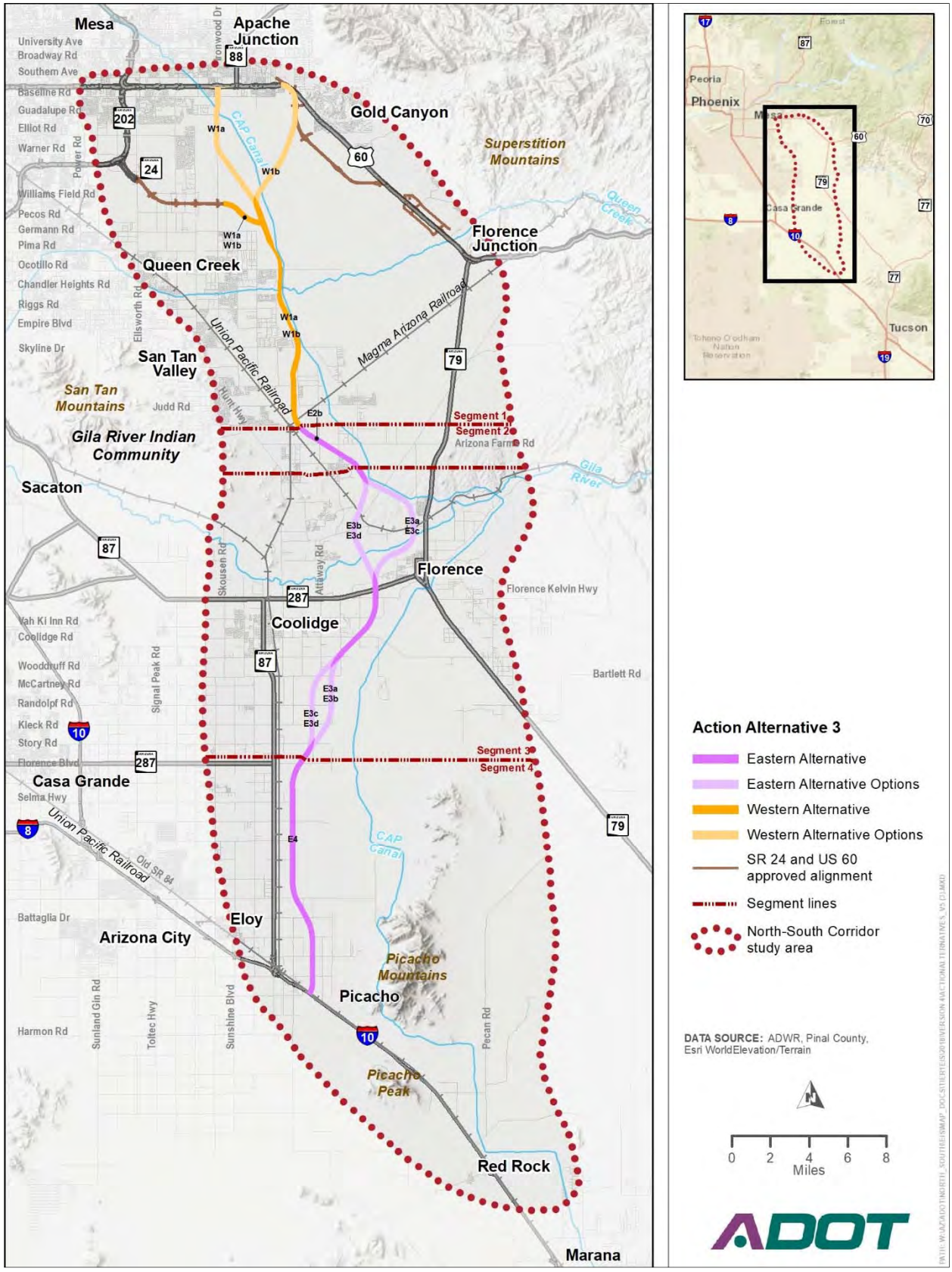


Figure 9. Alternative 4, with two Segment 1 options

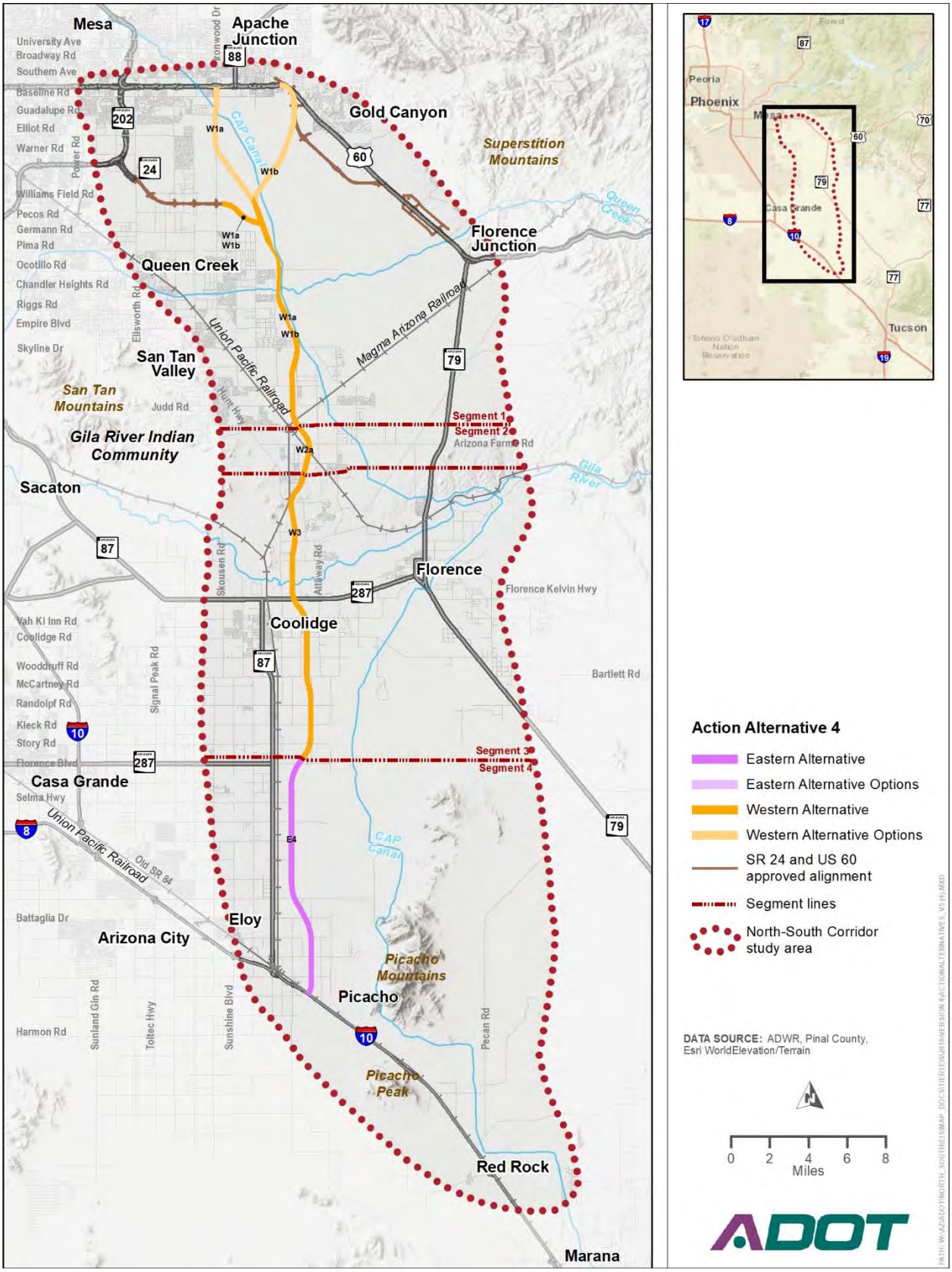


Figure 10. Alternative 5, with two Segment 1 options

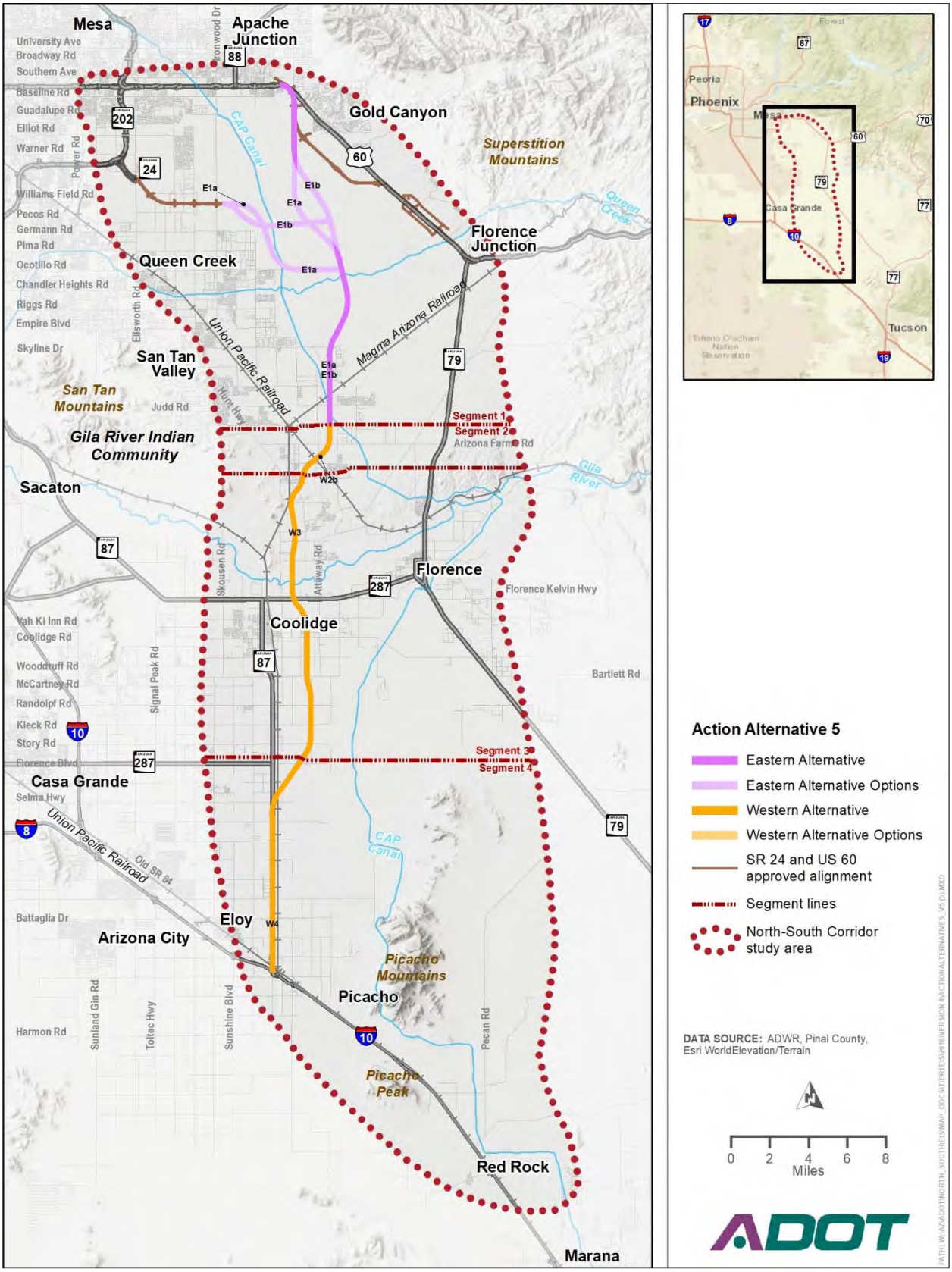


Figure 11. Alternative 6, with two Segment 1 options and four Segment 3 options

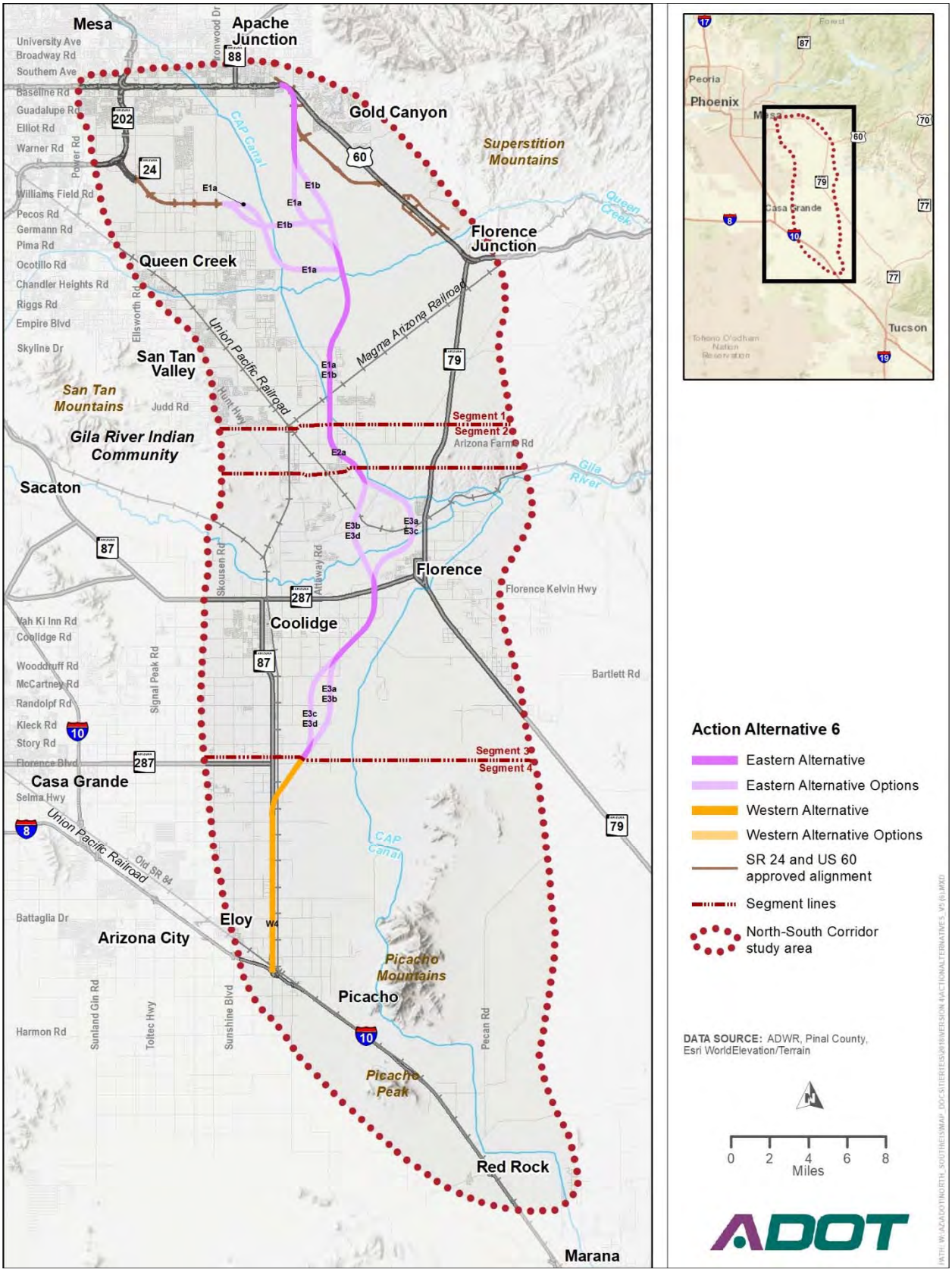


Figure 12. Alternative 7, with two Segment 1 options and four Segment 3 options

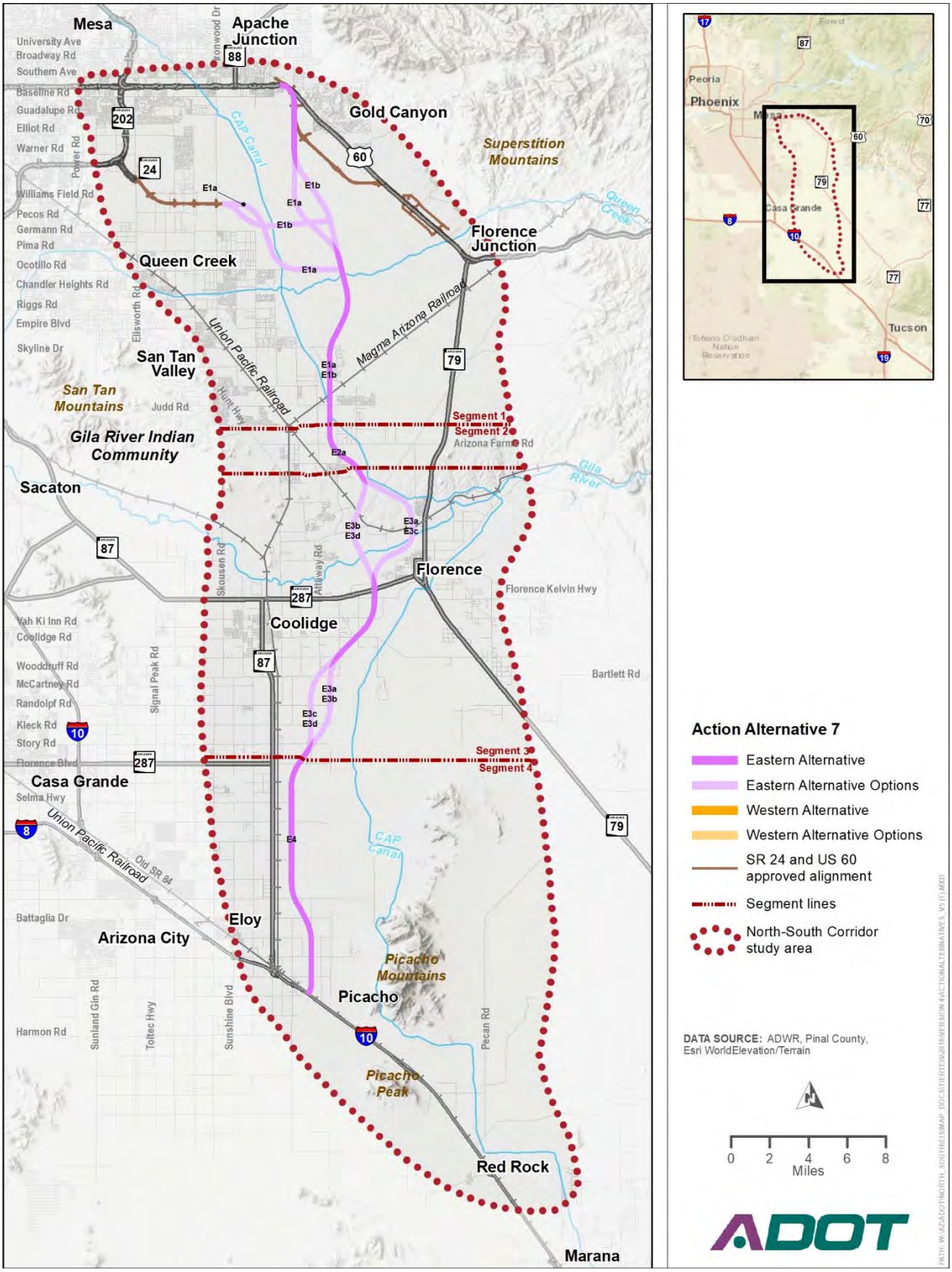
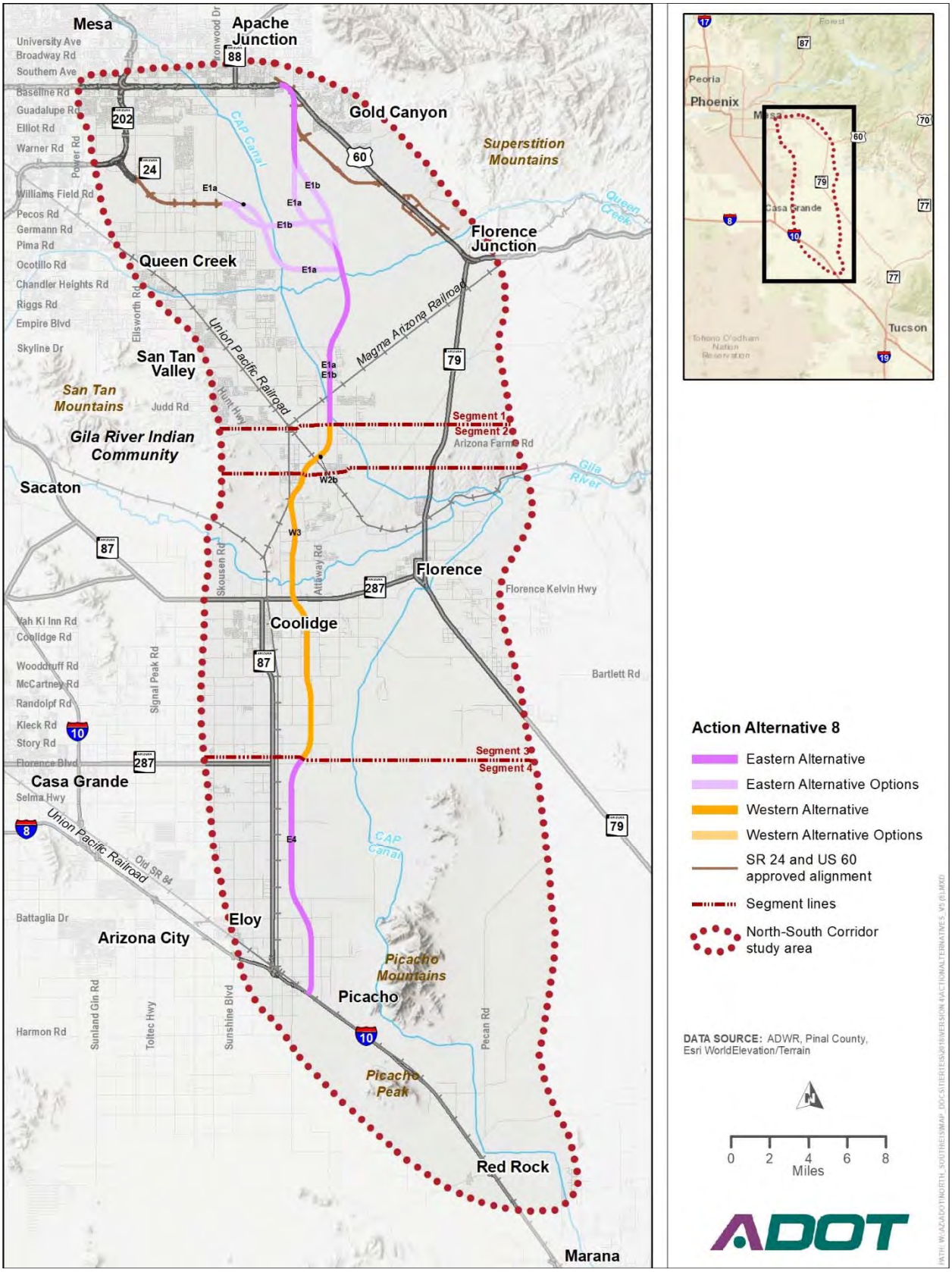


Figure 13. Alternative 8, with two Segment 1 options



2.4 Description of the Action Corridor Alternatives

The through-corridor alternatives provide a continuous route from US 60 in the north at Apache Junction, to I-10 in the south at Eloy. The alternatives are braided throughout the Corridor length. To facilitate the evaluation, the Corridor has been divided into four segments. The segments generally allow for transitions from east to west and west to east. In each of the four segments, two or more action corridor alternatives are evaluated in the DEIS. Figure 5 shows the action corridor alternatives in each of the four segments that partition the study area. The action corridor alternatives are described in the subsections below by segment, beginning in the north, and in each segment from east to west.

2.4.1 Segment 1

2.4.1.1 E1a Alternative

The E1a Alternative would connect to the existing US 60 near Goldfield Road, and then would curve to the south along the planned US 60 bypass alignment until the Elliot Road alignment. Near the Elliot Road alignment, the corridor would deviate from the US 60 bypass alignment and continue south until the Pecos Road alignment. Near the Pecos Road alignment, the corridor would curve to the east and then to the south to generally run parallel to (and 3 miles east of) the CAP Canal. Near the Riggs Road alignment, the corridor would curve to the west and then to the south to generally run parallel to (and west of) the Felix Road alignment.

Near the Judd Road alignment, the E1a Alternative would cross the Magma Arizona Railroad. New structures would be needed for the Corridor to cross the railroad, and this crossing would need to meet railroad design requirements and operations and maintenance access requirements.

North of the Magma Road alignment, the E1a Alternative would cross the CAP Canal. New structures would be needed for the Corridor to cross the CAP Canal, and this crossing would need to meet CAP Canal design requirements and operations and maintenance access requirements.

SR 24 and the E1a Alternative

SR 24 has an approved NEPA document (with a finding of no significant impact) that shows the freeway connecting SR 202L to Ironwood Drive. The NSCS is investigating extending SR 24 from Ironwood Drive to the east to a connection with the Corridor. Immediately east of Ironwood Drive, the E1a Alternative would extend SR 24 southeast to generally align with the Ocotillo Road alignment and then curve to the east to cross the CAP Canal and continue east for approximately 3 miles to connect to the Corridor. This option would locate SR 24 south of the Rittenhouse Flood Retarding Structure (FRS) so it would not cross the FRS. With this design, a future extension of SR 24 to the east (beyond the Corridor) would be feasible.

2.4.1.2 E1b Alternative

The E1b Alternative would connect to the existing US 60 near Goldfield Road, and then would curve to the south along the planned US 60 bypass alignment until the Elliot Road alignment. Near the Elliot Road alignment, the E1b Alternative would deviate from the US 60 bypass alignment and continue south until the Warner Road alignment. Near the Warner Road alignment, the E1b Alternative would curve to the east and then to the south to generally run parallel to (and 3 miles east of) the CAP Canal. Near the Riggs Road alignment, the E1b Alternative would curve to the west and then to south to generally run parallel to (and west of) the Felix Road alignment.

Near the Judd Road alignment, the E1b Alternative would cross the Magma Arizona Railroad. New structures would be needed for the Corridor to cross the railroad, and this crossing would need to meet railroad design requirements and operations and maintenance access requirements.

North of the Magma Road alignment, the E1b Alternative would cross the CAP Canal. New structures would be needed for the Corridor to cross the CAP Canal, and this crossing would need to meet CAP Canal design requirements and operations and maintenance access requirements.

State Route 24 and the E1b Alternative

Immediately east of Ironwood Road, the E1b Alternative would extend SR 24 to the southeast to generally align with the Willis Road alignment, then curve to the east to cross the CAP Canal and Rittenhouse FRS, and then continue east for approximately 3 miles to connect to the Corridor. A future extension of SR 24 to the east (beyond the Corridor) would be feasible.

New structures would be required for SR 24 to cross the CAP Canal, and this crossing would need to meet CAP Canal design requirements and operations and maintenance access requirements.

Crossing the Rittenhouse FRS would need to consider future Flood Control District of Maricopa County (FCDMC) plans, and would need to avoid impacts on either the principal or auxiliary/emergency spillways. The crossing would need to avoid structural impacts on the FRS and mitigate impacts on the upstream flood-pool area. Any crossing would need to consider FCDMC requirements for dam safety and for operations and maintenance activities.

2.4.1.3 W1b Alternative

The W1b Alternative would connect to the existing US 60 near Goldfield Road, and then would curve to the south along the planned US 60 bypass alignment until the Elliot Road alignment. Near the Elliot Road alignment, the corridor would curve to the west and continue southwest until reaching the CAP Canal near the Williams Field Road alignment, where it would cross the Vineyard FRS, the CAP Canal, and then curve to the east to run generally parallel to (and west of) the CAP Canal. South of this location (generally the Williams Field Road alignment), the W1b Alternative would be coincident with the W1a Alternative described above.

Near Williams Field Road, the W1b Alternative would cross the Vineyard FRS and the CAP Canal. New structures would be needed for the Corridor to cross the CAP Canal, and this crossing would need to meet CAP Canal design requirements and operations and maintenance access requirements. Crossing the Vineyard FRS would need to consider future FCDMC plans to raise the FRS, and would need to avoid impacts on either the principal or auxiliary/emergency spillways. FCDMC has noted fissures and land subsidence near the Vineyard FRS, and these issues would need to be considered with any crossing. The crossing would need to avoid structural impacts on the FRS and to mitigate impacts on the upstream flood-pool area. Any crossing would need to consider FCDMC requirements for dam safety and for operations and maintenance activities.

South of Judd Road, the W1b Alternative would cross the Magma Arizona Railroad. New structures would be needed for the Corridor to cross the railroad, and this crossing would need to meet railroad design requirements and operations and maintenance access requirements.

State Route 24 and the W1b Alternative

Immediately east of Ironwood Road, the W1b Alternative would extend SR 24 to the southeast to generally align with the Willis Road alignment and connect to the Corridor. This connection would occur west of the CAP Canal. A future extension of SR 24 to the east (beyond the Corridor) would be feasible by crossing the CAP Canal and the Rittenhouse FRS.

2.4.1.4 W1a Alternative

The W1a Alternative would connect to US 60 at Ironwood Drive and would extend south generally along the Ironwood Drive alignment to the Elliot Road alignment. Just south of the Elliot Road alignment, the

W1a Alternative would curve to the east and continue southeast. Near the Williams Field Road alignment, the W1a Alternative would curve slightly to the west and then align generally parallel to the CAP Canal, continuing south to the Skyline Drive alignment. At the Skyline Drive alignment, the W1a Alternative would curve to the west and then run parallel to (and west of) Quail Run Lane. At the Judd Road alignment, the W1a Alternative would curve to the east to generally run parallel to (and east of) the Union Pacific Railroad.

At the northern end, the W1a Alternative would affect the existing Ironwood Drive because its location would generally be coincident with Ironwood Drive. The existing Ironwood Drive would likely be converted into separate one-way frontage roads (northbound and southbound) south of US 60. To make the freeway-to-freeway connection at US 60, additional lanes would be added to US 60 approaching and departing the new interchange. While it would be feasible to keep full access to Ironwood Drive by including ramps to/from Ironwood Drive underneath or inside the system traffic interchange, the ramps to and from the west at Idaho Road would need to be reconfigured. In addition, it would be challenging to add lanes to US 60 near Meridian Road because of the existing CAP Canal crossing. CAP has indicated that this canal crossing cannot be widened; therefore, to provide more than four lanes in each direction along US 60, new structures that free-span the CAP Canal would likely be needed to carry the additional lanes.

South of Baseline Road, the W1a Alternative would cross the CAP Canal. The existing Ironwood Drive is already elevated to cross over the CAP Canal and provide continuous operations and maintenance access along the canal. New structures would be needed for the Corridor to cross the CAP Canal, and this crossing would need to meet CAP design requirements and operations and maintenance access requirements.

South of Judd Road, the W1a Alternative would cross the Magma Arizona Railroad. New structures would be needed for the Corridor to cross the railroad, and this crossing would need to meet railroad design requirements and operations and maintenance access requirements.

State Route 24 and the W1a Alternative

Immediately east of Ironwood Drive, the W1a Alternative would extend SR 24 to the southeast to generally align with the Willis Road alignment and connect to the Corridor. This connection would occur west of the CAP Canal. A future extension of SR 24 to the east (beyond the Corridor) would be feasible by crossing the CAP Canal and the Rittenhouse FRS.

2.4.2 Segment 2

2.4.2.1 E2a Alternative

The E2a Alternative is a transition section to connect the Eastern Alternatives to the north with the Eastern Alternatives to the south. It would tie into the E1a and E1b Alternatives in the area of Magma Road, then curve to the east in the vicinity of Arizona Farms Road. The alignment then curves toward the southeast to connect with the E3a, E3b, E3c, and E3d Alternatives.

2.4.2.2 E2b Alternative

The E2b Alternative is a crossover transition section to connect the Western Alternatives to the north with the Eastern Alternatives to the south. It would connect with the W1a and W1b Alternatives southeast of the Magma Arizona Railroad crossing and then extend southeast to align with the E2a Alternative and connect to the E3a, E3b, E3c, and E3d Alternatives east of Felix Road.

2.4.2.3 W2a Alternative

The W2a Alternative is a transition section to connect the Western Alternatives to the north with the W3 Alternative to the south. It would connect with the W1a and W1b Alternatives southeast of the Magma Arizona Railroad and then curve to the southwest, aligning with the W3 Alternative approximately 0.5 mile south of Heritage Road. South of Arizona Farms Road, the W2a Alternative would cross the Copper Basin Railroad. New structures would be required for the Corridor to cross the railroad, and this crossing would need to meet railroad design and operations and maintenance access requirements.

2.4.2.4 W2b Alternative

The W2b Alternative is a crossover transition section to connect the Eastern Alternatives to the north with the W3 Alternative to the south. It would connect to the E1a and E1b Alternatives around Magma Road, then curve to the southwest to align with the W3 Alternative approximately 0.5 mile south of Heritage Road. North of Heritage Road, the W2b Alternative would cross the Copper Basin Railroad, and new structures would be required for the Corridor to cross the railroad. The structures and crossing would need to meet the railroad's design and operations and maintenance access requirements.

2.4.3 Segment 3

2.4.3.1 E3a Alternative

The E3a Alternative connects the E2a and E2b Alternatives to the north with the E4 and W4 Alternatives to the south, providing the easternmost alignment through the central portion of the corridor. The E3a Alternative connects to the E2a and E2b Alternatives approximately 0.5 mile south of Heritage Road and curves to the southeast to align approximately parallel to the CAP Canal. As the alignment approaches SR 79, it curves to the south, approximately 0.7 mile west of and parallel to SR 79, and approximately 1 mile east of Poston Butte. After crossing the Copper Basin Railroad and Hunt Highway, the E3a Alternative turns to the southwest, curving over and then parallel to the Gila River, and to west of the town of Florence. Southwest of the town, the E3a Alternative curves to the south approximately 1 mile east of Valley Farms Road. In the vicinity of Vah Ki Inn Road, this alternative would curve to the southwest then back to the south approximately along the alignment of Wheeler Road. South of Randolph Road, the E3a Alternative would curve to the southwest to connect with the E4 and W4 Alternatives west of Fast Track Road and north of Steele Road.

Where the E3a Alternative crosses Hunt Highway, the Copper Basin Railroad is parallel to and north of Hunt Highway. New structures would be required for the Corridor to cross the Hunt Highway and the railroad. The structures over the railroad would need to meet the railroad's design and operations and maintenance access requirements. If a traffic interchange between the Corridor and Hunt Highway was required, the interchange and ramp configuration determined at Tier 2 would likely require that all the ramps be located on the southern side of Hunt Highway to eliminate conflicts with the railroad.

South of Hunt Highway, the E3a Alternative crosses the Gila River along a curved alignment that would require long structures to minimize impacts on the floodway and floodplain. The Hunt Highway interchange ramps would extend onto these structures, increasing the bridge widths and associated impacts on the Gila River floodplain.

2.4.3.2 E3b Alternative

The E3b Alternative connects the E2a and E2b Alternatives to the north with the E4 and W4 Alternatives to the south, and would cross Hunt Highway approximately 4 miles west of SR 79. The E3b Alternative connects to the E2a and E2b Alternatives approximately 0.5 mile south of Heritage Road and curves to the southwest. In the area of the Hunt Highway crossing, the alignment curves to the southeast, crossing

the Gila River, and then south in the area of the SR 287 crossing. South of SR 287, the E3b Alternative is coincident with the E3a Alternative.

The E3b Alternative crosses the Copper Basin Railroad approximately 1 mile north of the Hunt Highway crossing. New structures would be required for the Corridor to cross the railroad, and would need to meet the railroad's design and operations and maintenance access requirements.

The E3b Alternative crosses the Gila River approximately 1.5 mile south of Hunt Highway. This crossing of the Gila River is relatively close to perpendicular, which would minimize the floodway and floodplain impacts and reduce the structure lengths required.

2.4.3.3 E3c Alternative

The E3c Alternative connects the E2a and E2b Alternatives to the north with the E4 and W4 Alternatives to the south. In the northern half of this segment, the E3a and E3c Alternatives are the same. South of Coolidge Avenue, the E3c Alternative extends farther to the west than the E3a Alternative. In the vicinity of Martin Road, the E3c Alternative continues southwest, then curves to the south approximately along the alignment of Fast Track Road. In the area of Storey Road, the E3c Alternative would then curve to the southwest to connect with the E4 and W4 Alternatives west of Fast Track Road and north of Steele Road.

Where the E3c Alternative crosses Hunt Highway, the Copper Basin Railroad is parallel to and north of Hunt Highway. New structures would be required for the Corridor to cross Hunt Highway and the railroad. The structures over the railroad would need to meet the railroad's design and operations and maintenance access requirements. If a traffic interchange between the Corridor and Hunt Highway was required, the interchange and ramp configuration determined at Tier 2 would likely require that all the ramps be located on the southern side of Hunt Highway to eliminate conflicts with the railroad.

South of Hunt Highway, the Corridor crosses the Gila River along a curved alignment that would require long structures to minimize impacts on the floodway and floodplain. The Hunt Highway interchange ramps would extend onto these structures, increasing the bridge widths and associated impacts on the Gila River floodplain.

2.4.3.4 E3d Alternative

The E3d Alternative connects the E2a and E2b Alternatives to the north with the E4 and W4 Alternatives to the south. In the northern half of this segment, the E3b and E3d Alternatives are the same. South of Coolidge Avenue, the E3d Alternative is coincident with the E3c Alternative.

The E3d Alternative crosses the Copper Basin Railroad approximately 1 mile north of the Hunt Highway crossing. New structures would be required for the Corridor to cross the railroad, and they would need to meet the railroad's design and operations and maintenance access requirements.

The E3d Alternative crosses the Gila River approximately 1.5 mile south of Hunt Highway. This crossing of the Gila River is relatively close to perpendicular, which would minimize the floodway and floodplain impacts and reduce the structure lengths required.

2.4.3.5 W3 Alternative

The W3 Alternative would connect the W2a and W2b Alternatives along a western alignment to the E4 and W4 Alternatives. This alignment generally runs south from the connection with the W2a and W2b Alternatives until crossing SR 287. It is approximately 0.5 mile west of the north-to-south segment of Hunt Highway and is located about halfway between Christensen Road and Nafziger Road, where it crosses the Gila River. South of SR 287, it curves southeast and south along an alignment east of and parallel to Nafziger Road. North of Randolph Road, it curves into an alignment that is coincident with the E3c and E3d Alternatives.

New structures would be required for the W3 Alternative crossing of the Gila River. This crossing is relatively close to perpendicular, which would minimize the floodway and floodplain impacts and reduce the structure lengths required.

The W3 Alternative also crosses the Pima Lateral Canal south of SR 287. New structures would be needed for the Corridor to cross the canal, and this crossing would need to meet design requirements and operations and maintenance access requirements of the irrigation district that owns the canal.

2.4.4 Segment 4

2.4.4.1 E4 Alternative

The E4 Alternative would continue southwest from the E3a, E3b, E3c, E3d, or W3 Alternative to the Steele Road alignment, and then would curve to the south aligning with Vail Road near Earley Road. The E4 Alternative would continue south approximately 6 miles to Houser Road before shifting a mile east across Battaglia Drive and continuing south to a new directional interchange approximately 2.4 miles southeast of the existing SR 87 interchange.

South of Selma Highway, the E4 Alternative would cross the Florence Casa Grande Canal Extension Canal. New structures would be needed for the Corridor to cross the canal, and this crossing would need to meet irrigation district design requirements and operations and maintenance access requirements.

South of Arica Road, the W4 Alternative would cross the Central Arizona Irrigation and Drainage District Canal. New structures would be needed for the Corridor to cross the Central Arizona Irrigation and Drainage District Canal, and this crossing would need to meet Central Arizona Irrigation and Drainage District design requirements and operations and maintenance access requirements.

Adjacent to Shedd Road, the W4 Alternative would cross the Santa Rosa Canal. New structures would be needed for the Corridor to cross the Santa Rosa Canal, and this crossing would need to meet irrigation district design requirements and operations and maintenance access requirements.

2.4.4.2 W4 Alternative

The W4 Alternative would continue southwest with the E4 Alternative to the Steel Road alignment, and then would curve to the south aligning with SR 87.

The W4 Alternative would continue south and connect to existing I-10 at a new directional interchange at the approximate location of the existing SR 87 interchange.

South of the extension of the Earley Road alignment, the W4 Alternative would cross the Union Pacific Railroad. New structures would be needed for the Corridor to cross the railroad, and this crossing would need to meet railroad design requirements and operations and maintenance access requirements.

At the Selma Highway traffic interchange, the W4 Alternative would cross the Florence Casa Grande Canal Extension Canal. New structures would be needed for the Corridor to cross the canal, and this crossing would need to meet irrigation district design requirements and operations and maintenance access requirements.

Adjacent to Shedd Road, the W4 Alternative would cross the Santa Rosa Canal. New structures would be needed for the Corridor to cross the canal, and this crossing would need to meet irrigation district design requirements and operations and maintenance access requirements.

2.5 Review of Alternatives

2.5.1 Coordination with Native American Tribes

On March 28, 2017, the study team presented the avoidance alternatives to the Four Southern Tribes at a workshop in Casa Grande. The alternatives were discussed at two subsequent meetings with the Four Southern Tribes on May 17 and May 31, 2017. While the tribes' position was that they would prefer improving the area's existing roadway infrastructure, they did identify a preferred corridor. This information—along with the preferences of jurisdictions affected by the proposed action, the cooperating and participating agencies, and the public—is presented in Section 4.8, *Stakeholder Input*.

2.5.2 Input from Jurisdictional Stakeholders

Following these meetings with the Four Southern Tribes, the alternatives were reviewed with the affected jurisdictions prior to conducting the public outreach associated with the 2017 alternatives update discussed in the following section, 2.5.4, on *Public Review*.

2.5.3 Cooperating and Participating Agencies

The post-ASR alternatives were presented to the cooperating and participating agencies at an August 8, 2017, meeting, and the agencies were encouraged to follow up with comments or questions on the alternatives. To facilitate review of the alternatives, shapefiles of the alternatives were offered to all the cooperating and participating agencies.

2.5.4 Public Review

On November 14, 2017, ADOT and FHWA released the post-ASR alternatives for public review and comment. The press release and email blast to subscribers of the GovDelivery.com mail list were sent out announcing the availability of an interactive website where the public could view maps and comment on the alternatives. This was done to announce the changes to the alternatives subsequent to the ASR release in November 2014, and to solicit public comment on the alternatives. Comments for this phase of work were requested through December 14, 2017. Comments are included in Appendix A of this report.

3 Design Features

3.1 Introduction

Detailed cross sections and design criteria that were initially developed for the location/design concept report were applied in the development of the preliminary freeway plans. For the purpose of this CSR, design criteria were developed to the level of detail needed to establish adequate ROW envelopes for the development of route alternatives. A generalized cross section provides a ROW envelope with sufficient flexibility to facilitate geometric refinements during preliminary design.

Generalized design criteria are limited to horizontal and vertical geometry that will accommodate desired modes of transportation and desired cross-sectional roadway features. A principal design feature of the Corridor will be to accommodate a fully access-controlled freeway facility and passenger rail, should all or a segment of the Corridor be selected as an alternative for passenger rail.

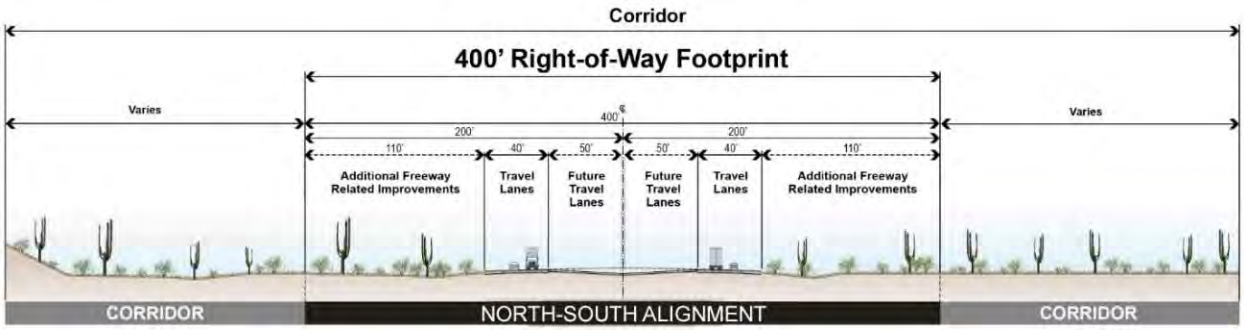
3.2 Roadway Cross Section

The Corridor may be constructed over many years in response to available funds and incremental land use development in urbanized, fringe, and rural areas. To accommodate a variety of functional, capacity, and construction phasing requirements for corridor development, several cross sections in the ADOT *Roadway Design Guidelines* were reviewed to determine a roadway cross section and ROW envelope that offered flexibility for corridor development scenarios. The following ADOT roadway cross sections were considered:

- ADOT Typical Section RA, Rural 4-Lane Freeway (*Roadway Design Guidelines* Figure 306.2)
- ADOT Typical Section IS3, Fringe-Urban, 4-Lane Divided with Uncurbed, Unpaved Median, Short Term Conversion to Urban Section
- ADOT Typical Section UD, Ultimate 6-Lane Facility (*Roadway Design Guidelines* Figure 306.4B)

For the Tier 1 analysis, a standard 1,500-foot-wide typical section was used to compare each action corridor alternative to the others, as shown in Figure 14. The typical cross section defined for the Corridor was developed to allow a high-level comparison of transportation and environmental factors and to provide flexibility with the ultimate placement of the future alignment anywhere in the 1,500-foot-wide action corridor alternative.

Figure 14. North-South Corridor typical section showing freeway alignment in the 1,500-foot action corridor alternative



Note: Right-of-way footprint may not be centered in the overall 1,500-foot-wide action corridor alternative; it could be located anywhere in the 1,500-foot-wide action corridor alternative. Widths on either side of freeway corridor may vary.

3.3 Passenger Rail

In 2011, ADOT, in coordination with the Federal Railroad Administration, initiated the *Arizona Passenger Rail Corridor Study*. ADOT and FHWA determined that the ability to accommodate passenger rail should be a characteristic of the North-South Corridor to allow the project to be developed as a multipurpose corridor, should the rail study identify the North-South Corridor as a Preferred Alternative.

A design feature of the Corridor was to accommodate ADOT roadway design criteria for a fully access-controlled freeway facility and passenger rail, should all or a segment of the Corridor be selected as an alternative for the rail study. This required sufficient ROW (400 feet, in the case of North-South) and controlling corridor horizontal curve radii for intercity rail. The *Arizona Passenger Rail Corridor Study* suggested a design speed of 125 miles per hour for service between the Tucson and Phoenix metro areas. A 125-mile-per-hour rail design speed results in a 7,000-foot minimum horizontal curve radius and a desirable maximum vertical grade of 1.25 percent.

Figure 15. Preferred Yellow Alternative with routing options, from *Arizona Passenger Rail Corridor Study*

The Record of Decision for the *Arizona Passenger Rail Corridor Study* was signed December 19, 2016, and identified a routing option would include the North-South Corridor from its southern terminus with I-10 to approximately the Magma Arizona Railroad, north of the Gila River (Figure 15). The actual alignment will be determined by the selected build alternative corridor, should the build alternative be selected as the Preferred Alternative.

This study will not determine the design concept of the potential passenger rail (location in ROW, station configurations, etc.) because this information will be determined by subsequent passenger rail corridor studies. This study will provide only typical sections that could accommodate rail in the Corridor, not any design features of the passenger rail line. Therefore, the intent of this study is to accommodate the potential passenger rail corridor, where feasible, but not allow the passenger rail criteria or design to guide the freeway corridor.

North-South Corridor action corridor alternatives will be developed to accommodate intercity passenger rail.

General rail design criteria that are used for intercity rail in other parts of the country include:

- *Corridor Design Issues for Florida High Speed Rail*, American Railway Engineering and Maintenance-of-Way Association Conference, 2004

- *Desert Xpress Rail Project, Highway Interface Manual*, February 8, 2011
- *High Speed Rail and Existing Rail Corridors*, Northwest Transportation Conference, February 11, 2010

These design criteria served as input to develop rail criteria for the North-South Corridor (included in Table 1).

3.4 Preliminary Design Criteria for Developing Route Alternatives

For the purpose of establishing preliminary corridors, Table 1 shows the design criteria to be used for the main line.

Table 1. Main line design criteria

Design criteria	North of State Route 287	South of State Route 287
Classification	Urban	Rural
Access	Access-controlled	Access-controlled
Width	400 feet, typical: provides sufficient right-of-way to accommodate Typical Section RA (308 feet), and 60 feet for rail (preliminary design phase will consider interchange design requirements, drainage infrastructure, and other design features to determine actual right-of-way needs)	
Right-of-way envelope	1,500 feet	
Median	Open (50-foot median)	Open (84-foot median)
No. of travel lanes	3 in each direction	3 in each direction
Design speed	65 miles per hour	75 miles per hour
Max. superelevation	6%	6%
Horizontal curvature	Desirable 30 minute (11,459.16 feet) radius (to accommodate passenger rail at 125 miles per hour)	
Max. grade	3%	3%
Min. grade	0.40%	0.40%
Min. vertical curve length	800 feet	1,000 feet
Vertical alignment	Main line would go over railroads, canals, flood-retarding structures, etc.	Main line would go over railroads, canals, flood-retarding structures, etc.

3.5 Action Corridor Alternatives

Table 1 highlights the design criteria that were used to develop the 1,500-foot-wide action corridor alternatives. A Tier 2 alignment could be located anywhere in the 1,500-foot-wide action corridor alternative, and the resulting widths remaining on either side of freeway corridor could vary. Through the process of identifying a Tier 2 alignment, it is also possible that the alignment may extend outside of the envelope of the preferred 1,500-foot-wide action corridor alternative. This circumstance would be triggered if, during the Tier 2 evaluation, a fatal flaw was identified within the 1,500-foot-wide action corridor alternative that required avoidance.

3.5.1 Common Features of All Action Corridor Alternatives

This section provides information regarding the potential design of the action corridor alternatives—design of an alignment would be completed in subsequent Tier 2 EIS studies. The action corridor alternatives would generally comply with ADOT's roadway design criteria for a fully access-controlled

freeway facility. The freeway ROW would be defined at the Tier 2 phase, and the facility would carry three lanes of traffic in each direction. It would also accommodate passenger rail, should a segment of the Corridor be selected as an alternative through ADOT's *Arizona Passenger Rail Corridor Study*.

With the exception of location, some traffic interchanges, and specific improvements to accommodate the facility, each action corridor alternative would have the same general characteristics, discussed in the following sections.

3.5.1.1 Typical Section

The action corridor alternatives would represent an access-controlled freeway for the full length of the Corridor. Two typical sections have been developed for the action corridor alternatives—one for the portion between US 60 and SR 287 and one for the portion between SR 287 and I-10, as shown in Figures 16 and 17, respectively.

Figure 16. Typical section, U.S. Route 60 to State Route 287

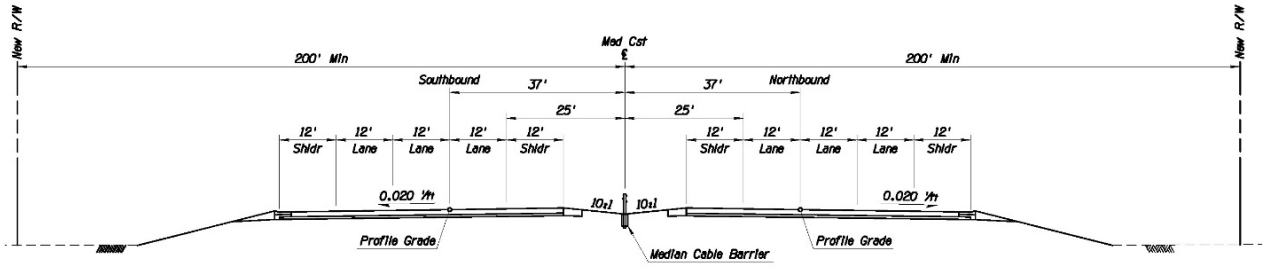
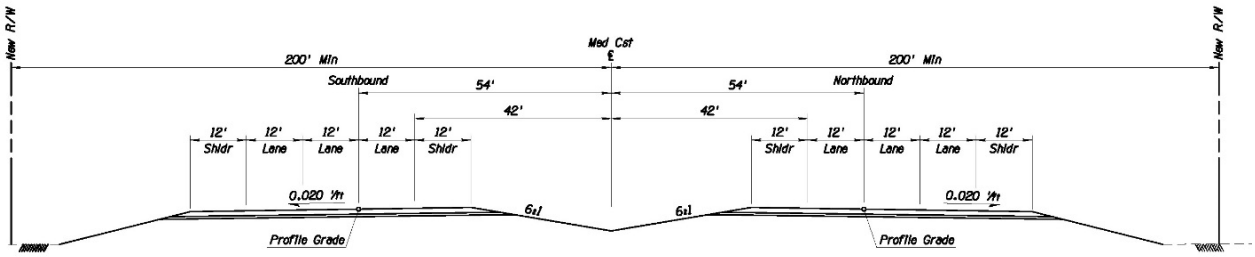


Figure 17. Typical section, State Route 287 to Interstate 10



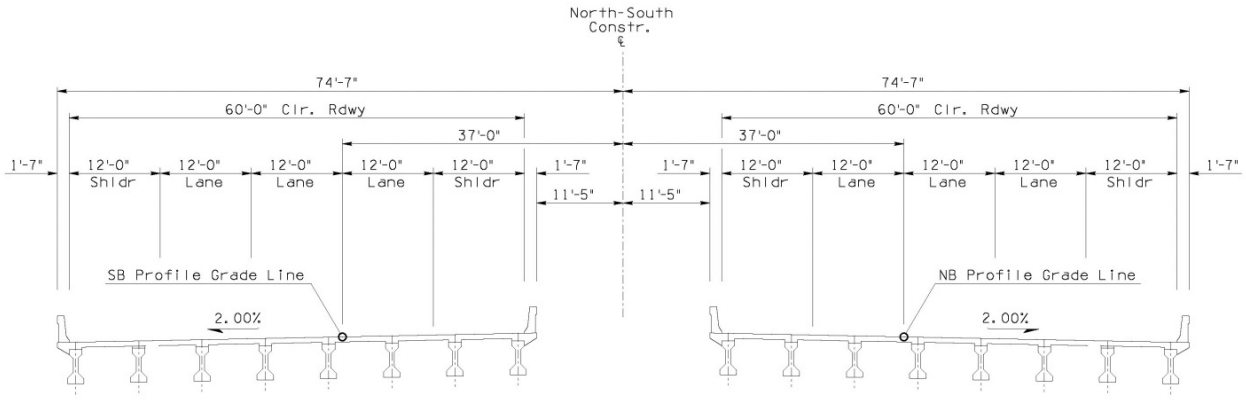
The typical section for the northern portion of the Corridor (US 60 to SR 287) would be developed to ADOT urban freeway standards and would include three 12-foot-wide travel lanes and two 12-foot-wide shoulders on each side of a 26-foot-wide median. Additional ROW would be available to accommodate passenger rail on either side of the freeway; alternatively, the median could be widened to accommodate passenger rail.

The typical section for the southern portion of the Corridor (SR 287 to I-10) would be developed to ADOT's rural freeway standards and would include three 12-foot-wide travel lanes and two 12-foot-wide shoulders in each direction; however, the median would be 60 feet wide. Similar to the northern portion, passenger rail could be accommodated on either side of the freeway or in the median.

3.5.1.2 Typical Bridge Design

The action corridor alternatives would have traffic interchange bridges and grade separations at railroad crossings, canals and other water bodies, and some roadways. Each direction of traffic would be carried by a 60-foot-wide bridge, accommodating three 12-foot lanes and two 12-foot shoulders (Figure 18). In the northern portion of the Corridor, between US 60 and SR 287, the distance between the bridges for northbound and southbound travel would be 37 feet. In the southern part of the Corridor, between SR 287 and I-10, the distance between the bridges would widen to 54 feet. The bridges over the Gila River would be long, multispan structures spanning the floodway.

Figure 18. Typical bridge section



3.5.1.3 Accommodation of Passenger Rail

The Notice of Intent published on September 20, 2010, in the *Federal Register* did not specifically reference accommodating passenger rail; however, it did state that, “using alternative transportation modes, making transportation system management improvements, a combination of arterial and freeway improvements, a new freeway, and combinations of these alternatives” will be evaluated. As early as April 2010, agency stakeholders suggested that rail should be considered in the siting of transportation improvements in the region. At that time, ADOT was initiating an alternatives analysis to evaluate intercity rail between Phoenix and Tucson, and the Statewide Rail Plan was underway.

Two primary components are considered when incorporating rail in a freeway facility: (1) cross-section impacts (that is, how much wider the Corridor would need to be to accommodate rail) and (2) impact on line and grade, because rail lines have more demanding curve and grade requirements.

The corridors being considered when intercity rail was at the alternatives analysis phase of work were 1,500 feet wide, a sufficient width to not to preclude a future rail component. The ASR identified the following sources for design criteria:

- *Corridor Design Issues for Florida High Speed Rail*, American Railway Engineering and Maintenance-of-Way Association (2004)
- *Desert Xpress Rail Project, Highway Interface Manual*, Federal Railroad Administration (2011)
- *High Speed Rail and Existing Rail Corridors*, Northwest Transportation Conference (2010)

The ASR recommendation for ROW preservation was 400 feet, which “provides sufficient ROW to accommodate Typical Section RA (308 feet), and 60 feet for rail accommodation (preliminary design phase will consider interchange design requirements, drainage infrastructure, and other design features to determine actual ROW needs)” (ADOT 2014).

The Record of Decision for the *Arizona Passenger Rail Corridor Study* was signed on December 19, 2016. The Record of Decision shows a selected alignment along the existing Union Pacific Railroad ROW and an optional corridor for a portion of the route through Pinal County. Should an alignment along the existing Union Pacific Railroad ROW (or elsewhere in the 1-mile-wide corridor alternative) not be feasible, this option would use the portion of the Orange Corridor Alternative that generally extends along the North-South Corridor from I-10 to its intersection with the Magma Arizona Railroad, north of the Gila River. The actual North-South Corridor alignment will be determined by the selected action corridor alternative, should the action corridor alternative be selected as the Preferred Alternative.

4 Evaluation of the Corridor Alternatives

4.1 Introduction

Chapter 3 of the DEIS, *Affected Environment and Environmental Consequences*, discusses the potential environmental impacts resulting from the action corridor alternatives. This information was summarized with the *Evaluation criteria applied to action corridor alternatives*, a matrix of performance measures used to evaluate the alternatives (Appendix B to this report).

Generally speaking, a five-value evaluation scale was applied to each performance measure that is individually defined for each measure, depending on the type of impact under consideration, as described below:

1. High degree of benefit to or no risk of impacts on the study area
2. Some benefit to or minimal risk of impacts on the study area
3. No effect or low risk of impacts on the study area
4. Some adverse impact or moderate risk of impacts on the study area
5. Substantial adverse impact or high risk of impacts on the study area

The information included in the evaluation criteria, along with the more detailed discussion found in Chapter 3 of the DEIS, helped to determine a preferred corridor, which is discussed in Chapter 6, *Evaluation of Alternatives*, of the DEIS.

4.2 Transportation and Traffic Operations

4.2.1 System Mobility

Performance measures	Evaluation scale		Comments
Average weekday traffic volumes on each action corridor alternative in 2040	●	>50,000 vehicles per day	Average weekday traffic varies in each segment depending on the alternative. The maximum values for each segment were used to evaluate average weekday traffic by segment. Given their proximity to existing development and activity centers, in all instances the Western Alternatives would attract the most traffic throughout the Corridor.
	◓	25,000 to 50,000 vehicles per day	
	○	10,000 to 25,000 vehicles per day	
	◒	5,000 to 10,000 vehicles per day	
	●	<5,000 vehicles per day	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◓	◓	●	●	◓	◓	◓	◓	◓	◓	◓	◓	◓	◒	○

Performance measures	Evaluation scale		Comments
LOS on each action corridor alternative in 2040	●	LOS C or better	Traffic modeling of the alternatives shows that the full facility would operate at LOS C or better over its entire length.
	◓	no suitable value defined	
	○	LOS D	
	◒	no suitable value defined	
	●	LOS E or worse	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Performance measures	Evaluation scale		Comments
Service traffic interchange access to regionally significant routes in 2040 regional and local transportation plans	●	highest number of interchanges	Determined based on the planned and committed (funded) projects in the study area. Assumption made that where potential interchange was within 1 mile of the existing paved route, connection would be made.
	◓	no suitable value defined	
	○	one less than highest number	
	◒	no suitable value defined	
	●	two or more less than highest number	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
●	●	●	●	●	●	●	●	○	○	○	○	●	●	●

4.2.2 Congestion Relief

Performance measures	Evaluation scale		Comments
Reduced travel time through Corridor compared with No-Action	●	largest reduction in travel time	Travel times are relative to the alternatives in each segment. Scale is based on the difference from minimum travel time for each segment; largest reduction is minimuim time; moderate reduction is additional 10 percent travel time; increase in travel time is greater than 20 percent increase (relative to fastest). North-to-south travel time in Segment 1 is comparable; however, the east-to-west connection with SR 24 varies, with E1a (8 miles) the shortest; E1b (5.9 miles) the second longest; and W1a and W1b the shortest (2.4 miles).
	◓	no suitable value defined	
	○	moderate reduction in travel time	
	◒	no suitable value defined	
	●	increase in travel time	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
●	●	●	●	●	●	●	○	●	○	●	○	●	●	●

Performance measures	Evaluation scale		Comments
Arterial street congestion relief, measured by congested vehicle hours of travel in the region compared with No-Action	●	largest reduction in vehicle hours of travel	Arterial street congestion relief varies in each segment depending on the alternative selected. For each segment, the lowest congested vehicle hours of travel was used to evaluate arterial street congestion relief by segment; the greater the congestion, the lower the rating.
	◓	no suitable value defined	
	○	moderate reduction in vehicle hours of travel	
	◒	no suitable value defined	
	●	smallest reduction in vehicle hours of travel	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
○	○	●	●	●	○	●	●	●	○	●	○	●	●	●

4.3 Land Use Planning

4.3.1 Access To and From Activity Centers

Performance measures	Evaluation scale		Comments
2040 population within 2 miles of action corridor alternative	●	highest population	For each segment, the projected 2040 population within 2 miles of each action corridor alternative was calculated in GIS and then characterized in terms of the difference from the average for all action corridor alternatives in that segment; highest population represents the greatest difference above the mean, moderate represents values close to the mean, and low represents values with greatest difference below the mean.
	◓	no suitable value defined	
	○	moderate population	
	◒	no suitable value defined	
	●	lowest population	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
○	●	●	○	●	○	○	○	○	○	○	○	●	○	○

Performance measures	Evaluation scale		Comments
2040 employment within 2 miles of action corridor alternative	●	highest employment	For each segment, the projected 2040 employment within 2 miles of each action corridor alternative was calculated in GIS and then characterized in terms of the difference from the average for all action corriodr alternatives in that segment; highest employment represents the greatest difference above the mean, moderate represents values close to the mean, and low represents values with greatest difference below the mean.
	◓	no suitable value defined	
	○	moderate employment	
	◒	no suitable value defined	
	●	lowest employment	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
○	○	●	○	○	●	○	○	○	●	●	○	○	○	○

Performance measures	Evaluation scale		Comments
Activity centers within 2 miles of action corridor alternative, existing or planned (shopping, medical, recreation, etc.)	●	substantially high number of activity centers	Evaluation considered access to community facilities (hospitals, schools, civic centers, etc.), parks and recreational areas, large shopping centers, and other major destinations. All Segment 1 action corridor alternatives provide access to US 60; however, the W1a and W1b Alternatives provide better access to San Tan Valley and Queen Creek activity centers. Western Alternatives in Segment 2 provide slightly better access to activity centers. In Segment 3, the E3a and E3c Alternatives provide excellent access to a large variety of activity centers in Florence and good access to those in Coolidge, whereas the W3 Alternative provides better access to activity centers in Coolidge but no access to Florence. In Segment 4, the W4 Alternative is closer to more activity centers in Eloy than the E4 Alternative.
	◓	high number of activity centers	
	○	moderate number of activity centers	
	◒	low number of activity centers	
	◒	no activity centers	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
○	○	●	●	◒	◒	○	○	●	○	●	○	◓	○	◒

4.4 Human Environment

4.4.1 Social Conditions and Low-income and Minority Populations

Performance measures	Evaluation scale		Comments
Impact on community facilities	●	substantially enhances access and use	Evaluation considered how the action corridor alternatives could enhance or reduce access to community facilities, which include those organizations, both public and private, that fulfill a social function or provide services to the community, including schools, colleges, and libraries; hospitals, health care, and nursing homes; police, fire, and emergency medical services; municipal services and other civic institutions; religious institutions; and parks and recreational facilities. In Segment 1, the W1a Alternative would reduce access to existing schools; and E1a, W1a, and W1b Alternatives would reduce access to an existing airfield. In Segment 2, no community facilities would be affected by or benefit from the E2a, E2b, W2a, or W2b Alternatives. In Segment 3, the E3a and E3c Alternatives would enhance access to various community facilities in Florence for areas to the north and for other neighboring communities; however, most community facility use would be coming from within Florence. Also in Segment 3, the W3 Alternative would reduce access to an existing church. No community facilities would be affected by or benefit from the E3b or E3d Alternatives. In Segment 4, various community facilities are in the likely footprint of a system interchange with I-10 for either action corridor alternative.
	◓	somewhat enhances access and use	
	○	no effect on community facilities	
	◒	somewhat reduces access and use	
	◒	substantially reduces access and use	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◒	◒	◒	○	○	○	○	○	◓	○	◓	○	◒	◒	◒

Performance measures	Evaluation scale		Comments
Low-income and minority populations	●	substantially benefits low-income, minority populations	Minority and low-income (environmental justice) populations reside throughout the study area and would benefit from the improved mobility, circulation, and access that the proposed action would provide. Adverse impacts on environmental justice populations would include the potential for: property acquisitions and displacements with the W1a, W1b, W3, E3a, E3b, E3c, and W4 Alternatives; impacts on community facilities, parks, and recreational facilities with the W3 Alternative; and noise impacts with the W1a, W1b, E3a, E3b, and W4 Alternatives. These impacts were balanced against the benefits to develop the appropriate evaluation.
	◓	somewhat benefits low-income, minority populations	
	○	no effect on low-income, minority populations	
	◒	adversely affects low-income, minority populations	
	●	disproportionately high and adverse effects on low-income, minority populations	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
○	○	◒	◒	○	○	○	○	◒	◒	○	◓	●	○	◒

4.4.2 Property Acquisitions and Displacements

Performance measures	Evaluation scale		Comments
Residential displacements	●	no risk of residential displacements	In Segment 1, there is more concentrated residential development near or along US 60 than elsewhere in the Corridor; therefore, there is a higher potential of property acquisitions resulting in the displacement of residents. It is unlikely that displacements could be completely avoided with the W1a Alternative. In Segments 3 and 4, very few residential displacements are anticipated, except between Shedd Road and Houser Road with the W4 Alternative, where several residential displacements may occur.
	◓	minimal risk of residential displacements	
	○	low risk of residential displacements	
	◒	moderate risk of residential displacements	
	●	high risk of residential displacements	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◒	◒	●	◒	●	●	●	●	○	○	◓	◓	◓	◓	◒

Performance measures	Evaluation scale		Comments
Business and other displacements	●	no risk of business displacements	In Segment 1, there is more commercial development along US 60 than elsewhere in the Corridor; however, most businesses can be avoided with the W1b, E1a, and E1b Alternatives. In Segment 3, very few displacements are anticipated; however, impacts on the the Windmill Winery may occur. In Segment 4, commercial properties along SR 87 south of Alsdorf Road may be affected, resulting in displacements.
	◓	minimal risk of business displacements	
	○	low risk of business displacements	
	◒	moderate risk of business displacements	
	●	high risk of business displacements	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
●	●	○	●	●	●	●	●	○	○	○	○	○	○	◒

4.4.3 Visual Resources

Performance measures	Evaluation scale		Comments
Change in visual setting	●	no risk of visual impacts	All action corridor alternatives have the potential to affect the visual environment through the introduction of new visual elements in the study area, including system traffic interchanges, cross street overpasses, freeway main line, cut and fill areas, retaining walls, noise barriers, screening walls, and lights. The differences among the action corridor alternatives would be minor and would be typical of impacts experienced throughout the Phoenix metropolitan region when new segments are introduced to the freeway system. The proposed action would degrade or slightly degrade the overall “moderate” visual quality of views toward the facility. However, viewer sensitivity and the resulting visual impacts may be higher in areas that are generally recognized as sensitive, such as residential areas. Sensitive areas may also include areas with recreational, historic, or culturally important resources.
	◓	minimal risk of visual impacts	
	○	low risk of visual impacts	
	◒	moderate risk of visual impacts	
	●	high risk of visual impacts	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◒	◒	●	◒	◒	◒	◒	◒	◒	◒	◒	◒	●	◒	◒

4.4.4 Prime and Unique Farmland

Performance measures	Evaluation scale	Comments
Conversion of prime or unique farmland to transportation use	● no risk of prime or unique farmland conversion ◓ minimal risk of prime or unique farmland conversion ○ low risk of prime or unique farmland conversion ◒ moderate risk of prime or unique farmland conversion ● high risk of prime or unique farmland conversion	All action corridor alternatives contain prime and unique farmland, with the acreage impacts generally increasing from north to south through the study area. Although the exact acreage of prime and unique farmland that would be affected varies by action corridor alternative, impacts would generally be direct conversion of prime and unique farmland to a nonagricultural use. Percentages of total acreage in an action corridor alternative that are considered prime and/or unique farmland range from 2 to 6 percent in Segment 1, 2 to 3 percent in Segment 2, 10 to 11 percent in Segment 3, and 8 to 9 percent in Segment 4.

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◒	◒	●	●	◒	◒	◒	◒	●	●	●	●	●	●	●

4.5 Built Environment

4.5.1 Parkland and Recreational Resources

Performance measures	Evaluation scale	Comments
Effects on existing and planned parks and recreation facilities, including trails	● no risk of impacts and/or substantially enhances parks, recreation facilities ◓ minimal risk of impacts on parks, recreation facilities ○ low risk of impacts on parks, recreation facilities ◒ moderate risk of impacts on parks, recreation facilities ● high risk of impacts on parks, recreation facilities	All action corridor alternatives have the potential to directly or indirectly affect existing and planned parks and recreational facilities. All action corridor alterantives, with the exception of the E2a and E2b Alternatives, would intersect with existing or planned trails, for which impacts could potentially be minimized or avoided. Directly affected facilities could include one private facility (the Apache Creek Golf Course in the W1a Alternative), and public facilities (the Silly Mountain Park and Trails in the W1b, E1a, and E1b Alternatives).

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
●	●	●	●	○	○	◒	◒	◒	◒	◒	◒	●	◒	◒

4.5.2 Noise

Performance measures	Evaluation scale		Comments
Effects on noise-sensitive receptors	●	no risk of impacts on noise-sensitive receptors	Residential communities in the northern part of the W1a Alternative would likely experience noise impacts, with the alternative likely requiring property acquisiton or being located adjacent to homes not acquired. Residential communities in the northern part of the W1b, E1a, and E1b Alternatives are less likely to experience noise impacts because a Tier 2 alignment may be developed to avoid being near them. In the less-developed areas, across all segments, any potential Tier 2 alignment located more than 300 feet from sensitive receptors would not result in noise impacts. In some locations where the 1,500-foot-wide action corridor alternative overlays developed residential property, there is a risk that the alternative may be within 300 feet of the receptors, resulting in potential noise impacts. This risk is higher with the E3a, E3b, and W4 Alternatives.
	◓	minimal risk of impacts on noise-sensitive receptors	
	○	low risk of impacts on noise-sensitive receptors	
	◒	moderate risk of impacts on noise-sensitive receptors	
	●	high risk of impacts on noise-sensitive receptors	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
○	○	●	○	●	●	●	●	◒	◒	○	○	○	◓	●

4.5.3 Hazardous Materials

Performance measures	Evaluation scale		Comments
Environmental listings of concern from the regulatory database	●	no risk of impacts on or from listings of concern	All action corridor alternatives have the potential for contamination issues from point-source locations and nonpoint-source areas; a minimal number of sites of concern was 0 to 1, a low number was 2 to 4, a moderate number was 4 to 6, and a high risk was greater than 6 sites of concern. The difference between the action corridor alternatives is not significant regarding the potential for encountering hazardous materials, and the types of materials expected are typical of highway construction projects (no large or fatal-flaw type sites have been identified).
	◓	minimal risk of impacts on or from listings of concern	
	○	low risk of impacts on or from listings of concern	
	◒	moderate risk of impacts on or from listings of concern	
	●	high risk of impacts on or from listings of concern	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◓	◓	◒	◓	◓	○	◓	◓	◒	◒	◒	◒	◓	◓	◓

4.5.4 Cultural Resources

Performance measures	Evaluation scale		Comments
Archaeological sites	●	no risk; no known NRHP-eligible archaeological sites present	All action corridor alternatives have the potential to affect archaeological resources. The level of risk assigned to each action corridor alternative is based on potential to adversely affect cultural resources eligible for listing on the NRHP. Action corridor alternatives listed as having no NRHP-eligible archaeological sites present have not been surveyed in full and could have undiscovered archaeological sites. The W1a and W1b Alternatives are designated high risk because of impacts on a NRHP-eligible site that is also eligible as a traditional cultural property.
	◓	minimal risk; NRHP-eligible archaeological sites are present but could likely be avoided	
	○	low risk; NRHP-eligible archaeological sites are present but would not be adversely affected	
	◒	moderate risk; NRHP-eligible archaeological sites are present and would be adversely affected	
	●	high risk; NRHP-eligible archaeological sites are present and are also NRHP-eligible as traditional cultural properties (or have other elevated aspects of cultural significance) and would be adversely affected	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◓	◓	●	●	●	●	●	●	◒	◒	◒	◒	◒	◒	◒

Performance measures	Evaluation scale		Comments
Historic districts, buildings, structures	●	no risk; no NRHP-eligible historic districts, buildings, or structures are present	All action corridor alternatives have the potential to affect historic resources (buildings, structures, and districts). The level of risk assigned to each action corridor alternative is based on potential to adversely affect cultural resources that may be eligible for listing on the NRHP and that may also qualify for consideration as historic Section 4(f) resources.
	◓	minimal risk; NRHP-eligible historic districts, buildings, or structures are present but but can be avioded	
	○	low risk; minor impacts on NRHP-eligible historic districts, buildings, or structures that would not result in an adverse effect	
	◒	moderate risk; adverse impacts on NRHP-eligible historic districts, buildings, or structures with treatment required, but the property would remain intact	
	●	high risk; NRHP-eligible historic districts, buildings, or structures adversely affected that would require a complete take, with the property destroyed	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
●	●	●	●	●	●	●	●	●	●	●	●	○	●	◒

4.5.5 Utilities

Performance measures	Evaluation scale		Comments
Existing linear utilities (canals, electric transmission lines, pipelines, and railroads) potentially affected	●	no risk of impacts on linear utilities	A minimal risk was defined as up to 10 potential utility conflicts, a low risk was 11 to 20 utility conflicts, a moderate risk was 21 to 30 utility conflicts, and a high risk was 31 or more utility conflicts.
	◓	minimal risk of impacts on linear utilities	
	○	low risk of impacts on linear utilities	
	◒	moderate risk of impacts on linear utilities	
	●	high risk of impacts on linear utilities	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◓	◓	○	○	◓	◓	◓	◓	●	●	●	●	◒	○	◒

4.5.6 Potential Section 4(f) Public Parks and Recreation Land

Performance measures	Evaluation scale		Comments
Potential use of Section 4(f) parks and recreational facilities, including trails	●	no risk of use of Section 4(f) parks and recreational resources	As noted above for effects on existing and planned parks and recreation facilities, including trails, all action corridor alternatives have the potential to directly or indirectly affect Section 4(f) public parks and recreational facilties. All action corridor alterantives, with the exception of the E2a and E2b Alternatives, would intersect with existing or planned trails, for which impacts could potentially be minimized or avoided. Additionally, directly affected Section 4(f) facilities could include the Silly Mountain Park and Trails in the W1b, E1a, and E1b Alternatives. It is possible that impacts on Silly Mountain Park could be avoided or minimized.
	◓	minimal risk of use of Section 4(f) parks and recreational resources	
	○	low risk of use of Section 4(f) parks and recreational resources	
	◒	moderate risk of use of Section 4(f) parks and recreational resources	
	●	high risk of use of Section 4(f) parks and recreational resources	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◒	◒	◒	●	○	○	◒	◒	◒	◒	◒	◒	●	◒	◒

4.5.7 Potential Section 4(f) Historical Sites

Performance measures	Evaluation scale		Comments
Potential use of Section 4(f) historical properties, including archaeological sites	●	no risk of use of Section 4(f) historic sites	These criteria are a compilation of the information presented in Section 4.5.4, *Cultural Resources*, and represents the highest risk in each segment as a function of the archaeological sites and historic resources (buildings, structures, and districts). Refer to Section 4.5.4 for additional information.
	◓	minimal risk of use of Section 4(f) historic sites	
	○	low risk of use of Section 4(f) historic sites	
	◒	moderate risk of use of Section 4(f) historic sites	
	●	high risk of use of Section 4(f) historic sites	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◓	◓	●	●	●	●	●	●	◒	◒	◒	◒	◒	◒	◒

4.6 Natural Environment

4.6.1 Air Quality

Performance measures	Evaluation scale		Comments
Air quality	●	no risk of air quality impact	All action corridor alternatives have the potential to increase vehicle-related air emissions, but are not anticipated to result in notable emissions such that an exceedance of the applicable transportation-related criteria pollutants for which National Ambient Air Quality Standards have been established would result. Given the U.S. Environmental Protection Agency's ongoing programs to control hazardous air pollutants from mobile sources, mobile source air toxics emissions are also expected to decrease in the future.
	◓	minimal risk of air quality impact	
	○	low risk of air quality impact	
	◒	moderate risk of air quality impact	
	●	high risk of air quality impact	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

4.6.2 Topography, Geology, and Soils

Performance measures	Evaluation scale		Comments
Land subsidence and earth fissures in action corridor alternative	●	no risk of land subsidence, earth fissure impacts	Action corridor alternatives ranked as having a high risk of land subsidence or earth fissures were located in a subsidence zone and crossed identified earth fissures. Those ranked with a moderate risk were located in a subsidence zone but did not cross earth fissures. Those ranked with minimal risk were outside of the subsidence zones and did not cross any known earth fissures. Two subsidence zones are in the study area: Hawk Rock in Segment 1 and Picacho-Eloy in Segments 3 and 4.
	◓	minimal risk of land subsidence, earth fissure impacts	
	○	low risk of land subsidence, earth fissure impacts	
	◒	moderate risk of land subsidence, earth fissure impacts	
	●	high risk of land subsidence, earth fissure impacts	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◒	◒	●	●	◓	◓	◓	◓	●	●	●	●	●	●	●

4.6.3 Biological Resources

Performance measures	Evaluation scale		Comments
Wildlife	●	no risk of permanent adverse impacts on wildlife	The risk of impacts on wildlife was based on the consideration of anticipated species populations and species diversity, emphasizing conditions without human modifications.
	◓	minimal risk of permanent adverse impacts on wildlife	
	○	low risk of permanent adverse impacts on wildlife	
	◒	moderate risk of permanent adverse impacts on wildlife	
	●	high risk of permanent adverse impacts on wildlife	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◒	◒	○	○	○	○	○	○	◒	◒	◒	◒	◒	○	○

Performance measures	Evaluation scale		Comments
Wildlife habitat	●	no risk of permanent adverse impacts on habitat	The risk of impacts on wildlife habitat was based on the consideration of the general quality of the habitat and its relative importance in relation to surrounding habitat.
	◓	minimal risk of permanent adverse impacts on habitat	
	○	low risk of permanent adverse impacts on habitat	
	◒	moderate risk of permanent adverse impacts on habitat	
	●	high risk of permanent adverse impacts on habitat	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◒	◒	◒	◒	○	○	○	○	◒	◒	◒	◒	◒	○	○

Performance measures	Evaluation scale		Comments
Conservation and wildlife management land	●	no risk of temporary or permanent adverse impacts on conservation and wildlife management land	A moderate risk was identified for the E1b and W1b Alternatives because these action corridor alternatives would cross flood control structures that have been revegetated for habitat purposes. The E4 and W4 Alternatives were also ranked as a moderate risk because they are near the only known conservation or wildlife management land in the study area, at Picacho Reservoir. The reservoir is approximately 1,800 feet from the E4 Alternative.
	◓	minimal risk of temporary or permanent adverse impacts on conservation and wildlife management land	
	○	low risk of temporary or permanent adverse impacts on conservation and wildlife management land	
	◒	moderate risk of temporary or permanent adverse impacts on conservation and wildlife management land	
	●	high risk of temporary or permanent adverse impacts on conservation and wildlife management land	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
●	◒	●	◒	●	●	●	●	●	●	●	●	●	◓	◓

Performance measures	Evaluation scale		Comments
Protected native plants	●	no risk of impacts on protected native plants	The level of impacts on protected native plants was based on the relative loss of undeveloped land area likely to posess protected native plants, compared with the other action corridor alternatives.
	◓	minimal impacts on protected native plants	
	○	low level of impacts on protected native plants	
	◒	moderate level of impacts on protected native plants	
	●	high level of impacts on protected native plants	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
●	●	●	●	◓	◓	◓	◓	◒	◒	◒	◒	◒	○	○

4.6.4 Wetlands and Waters of the United States

Performance measures	Evaluation scale		Comments
Drainage crossings	●	no ephemeral drainage crossings	A minimal number of ephemeral drainage crossings was 1 to 5, a low number was 6 to 10, a moderate number was 11 to 15, and a high number was 16 or more. In Segment 3, the E3b, E3d, and W3 Alternatives would affect National Wetland Inventory ponds at the Gila River.
	◓	minimal number of ephemeral drainage crossings	
	○	low number of ephemeral drainage crossings	
	◒	moderate number of ephemeral drainage crossings	
	●	high number of ephemeral drainage crossings	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
●	●	●	●	◓	◓	◓	◓	◒	○	◒	◒	◒	◓	◓

4.6.5 Hydrology, Floodplains, and Water Resources

Performance measures	Evaluation scale		Comments
Floodplain encroachment	●	no risk of floodplain encroachment	A minimal risk of floodplain encroachment was 0 to 100 acres, a low risk was 101 to 250 acres, a moderate risk was 251 to 400 acres, and a high risk was 401 or more acres. The impact of floodplain encroachment could be minimized by locating the freeway in the 1,500-foot-wide corridor in such a way to avoid floodplains to the extent practicable and through the use of bridges or culverts.
	◓	minimal risk of floodplain encroachment	
	○	low risk of floodplain encroachment	
	◒	moderate risk of floodplain encroachment	
	●	high risk of floodplain encroachment	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
○	◒	◒	○	●	●	●	●	●	◒	●	◒	○	◒	●

Performance measures	Evaluation scale		Comments
Groundwater wells	●	no risk of groundwater well relocation	A minimal risk of groundwater well relocation was 1 to 5 wells, a low risk was 6 to 10 wells, a moderate risk was 11 to 15 wells, and a high risk was 16 or more wells.
	◓	minimal risk of groundwater well relocation	
	○	low risk of groundwater well relocation	
	◒	moderate risk of groundwater well relocation	
	●	high risk of groundwater well relocation	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
●	●	◒	◒	◓	○	◓	◓	◒	●	●	●	●	◒	●

4.7 Stakeholder Input

4.7.1 Local Stakeholder Agency Preferences

The general plan (in the case of cities and towns) or comprehensive plan (in the case of Pinal County) of jurisdictions directly affected by the action corridor alternatives was reviewed to assess each jurisdiction's adopted preference. A strong preference indicated that an action corridor alternative is largely consistent with the adopted plan of the jurisdiction; a mild preference indicates an action corridor alternative is somewhat consistent with the plan; where the plan is silent on the Corridor, it is noted as no reference; mild opposition indicates an action corridor alternative is somewhat inconsistent with the plan; and strong opposition indicates an action corridor alternative is largely inconsistent with the plan.

4.7.1.1 City of Apache Junction

The City of Apache Junction is located at the northern end of the Corridor (Segment 1). In addition to the General Plan references, the City provided stakeholder preference information (summarized in Section 4.8.3 and fully discussed in Appendix A).

Performance measures	Evaluation scale		Comments
Apache Junction	●	largely consistent with adopted general plan	Generally consistent with the General Plan; however, the Plan makes no determination as to a preferred corridor alignment.
	◓	somewhat consistent with adopted general plan	
	○	no reference to Corridor in adopted general plan	
	◒	somewhat inconsistent with adopted general plan	
	●	largely inconsistent with adopted general plan	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.1.2 City of Coolidge

The City of Coolidge is located in the central and southern portions of the Corridor (Segments 3 and 4). In addition to the General Plan references, the City provided additional stakeholder preference information (summarized in Section 4.8.3).

Performance measures	Evaluation scale		Comments
Coolidge	●	largely consistent with adopted general plan	The Coolidge General Plan's future land use map identifies the City's preferred action corridor alternative for the proposed action. The City's identified corridor follows the ASR "AB" Segment (no longer a viable option), and then generally follows the E3a/E3b and E4 Alternatives.
	◓	somewhat consistent with adopted general plan	
	○	no reference to Corridor in adopted general plan	
	◒	somewhat inconsistent with adopted general plan	
	●	largely inconsistent with adopted general plan	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
—	—	—	—	—	—	—	—	●	●	◓	◓	●	●	●

4.7.1.3 City of Eloy

The City of Eloy is located in the southern portion of the Corridor (Segment 4). In addition to the General Plan references, the City provided additional stakeholder preference information (summarized in Section 4.8.3).

Performance measures	Evaluation scale		Comments
Eloy	●	largely consistent with adopted general plan	The City of Eloy's General Plan identifies the City's preferred action corridor alternative for the proposed action. In a letter from December 2014, the City of Eloy expressed support for the W4 Alternative; this was later reaffirmed in the City of Eloy Resolution 15-1343 (March 2015).
	◓	somewhat consistent with adopted general plan	
	○	no reference to Corridor in adopted general plan	
	◒	somewhat inconsistent with adopted general plan	
	●	largely inconsistent with adopted general plan	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
—	—	—	—	—	—	—	—	—	—	—	—	—	●	●

4.7.1.4 Town of Florence

The Town of Florence is located in the central portion of the Corridor (Segments 2 and 3). In addition to the General Plan references, the Town provided additional stakeholder preference information (summarized in Section 4.8.3).

Performance measures	Evaluation scale		Comments
Florence	●	largely consistent with adopted general plan	The General Plan's future land use map identifies the Town's preferred action corridor alternative for the proposed action. This was later reaffirmed in the Town of Florence Resolution 1490-14 (December 2014). The resolution supports the E1a/E1b, E2a, E3a/E3c Alternatives and does not support the E3b/E3d Alternative.
	◓	somewhat consistent with adopted general plan	
	○	no reference to Corridor in adopted general plan	
	◒	somewhat inconsistent with adopted general plan	
	●	largely inconsistent with adopted general plan	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
—	—	—	—	●	●	●	●	●	◒	●	◒	●	—	—

4.7.1.5 Pinal County

The proposed action is located almost entirely in Pinal County, and much of the Corridor is in unincorporated land managed by the County. In addition to the Comprehensive Plan references, the County provided additional stakeholder preference information (summarized in Section 4.8.3).

Performance measures	Evaluation scale		Comments
Pinal County	●	largely consistent with adopted comprehensive plan	The Pinal County Comprehensive Plan recognizes the need for the Corridor, but makes no determination as to a preferred corridor alignment.
	◓	somewhat consistent with adopted comprehensive plan	
	○	no reference to Corridor in adopted comprehensive plan	
	◒	somewhat inconsistent with adopted comprehensive plan	
	●	largely inconsistent with adopted comprehensive plan	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.1.6 Queen Creek

The Town of Queen Creek is located at the northern end of the Corridor (Segment 1). In addition to the General Plan references, the Town provided stakeholder preference information (summarized in Section 4.8.3 and fully discussed in Appendix A).

Performance measures	Evaluation scale		Comments
Queen Creek	●	largely consistent with adopted general plan	The Queen Creek General Plan recognizes the need for the Corridor, but makes no determination as to a preferred corridor alignment.
	◓	somewhat consistent with adopted general plan	
	○	no reference to Corridor in adopted general plan	
	◒	somewhat inconsistent with adopted general plan	
	●	largely inconsistent with adopted general plan	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2 Tribal Nations' Preferences

Performance measures	Evaluation scale		Comments
Four Southern Tribes	●	strong preference	The Four Southern Tribes do not support the Corridor; however, if an action alternative is selected, their preference among the action corriodr alternatives was identified during a series of meetings in May 2017.
	◓	mild preference	
	○	no opinion	
	◒	mild opposition	
	●	strong opposition	

Segment 1				Segment 2				Segment 3					Segment 4	
E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
◒	◓	●	●	◒	●	●	◓	◒	◒	◒	◒	◓	—	—

4.7.3 Stakeholder Input – Alternatives Update (November 2017)

As the NSCS progressed, changes were made to the proposed action corridor alternatives subsequent to the public outreach and publication of the ASR. As a result, ADOT, in coordination with FHWA, opened a comment period to solicit input on the new options. The comment period opened November 14, 2017, and concluded December 14, 2017. In addition, at the December 14, 2017, cooperating and participating agency meeting, an Agency Corridor Preference form was provided, requesting agency preference for an

action corridor alternative. Agencies were requested to provide their completed forms by December 28, 2017.

4.7.3.1 Cooperating and Participating Agency Comment Summary

The cooperating and participating agencies were invited to provide feedback on the action corridor alternatives at the December 14, 2017, cooperating and participating agency meeting. A total of 15 agencies provided feedback. Their comments are summarized below. A complete compilation of their responses is included in Appendix A.

Arizona Game and Fish Department

The Arizona Game and Fish Department submitted a narrative response that included the analysis report for the Corridor by the *Arizona Environmental Online Review Tool*. Their evaluation considered the movement of wildlife, wildlife habitat, drainage concerns, proximity to the Gila River, and so on. The Department states, “In general, the western-most alternatives would result in fewer impacts on wildlife, habitat, and wildlife resources, than the alternatives to the east.” The narrative supports this assertion by recommending the westernmost alternative, although in Segment 3 it appears that the E3b, E3d, and W3 Alternatives would have similar impacts through this area. The Department also indicated that the E3a and E3c Alternatives would have substantially more adverse effects on wildlife using and moving through the Gila River corridor than the two western alignments (the W3 Alternative and the combined Gila River crossing of the E3b and E3d Alternatives).

Arizona State Land Department

The Arizona State Land Department submitted a completed Agency Corridor Preference form. It noted that it prefers the E1b Alternative, citing that it is most consistent with the Superstition Vistas Conceptual Plan, improves mobility by adding a roadway and capacity instead of using the existing Ironwood Drive alignment, and provides better access and opportunities for economic development. The Department noted the other Segment 1 action corridor alternatives are challenged by their nearness to the CAP Canal. The Department also identified its preference for the E3b and E4 Alternatives, noting that the E4 Alternative provides additional capacity by not overlaying an existing roadway alignment (SR 87).

Bureau of Land Management

The Bureau of Land Management (BLM) submitted a narrative response in which it stated that the BLM does not prefer any action corridor alternative or corridor segment over another. It noted that little or no BLM surface estate is affected by the proposed routes (shapefiles were requested to confirm this observation). The BLM noted that it will be watching for several issues in the DEIS: potential impacts on both BLM-managed surface estate and subsurface minerals, identification of and potential impacts on archaeological sites and cultural resources, and potential impacts on any sensitive biological resources on BLM-administered land, particularly threatened or endangered species and BLM-identified sensitive species.

Bureau of Reclamation

The Bureau of Reclamation submitted a completed Agency Corridor Preference form indicating the action corridor alternatives presented in Segment 1 were not preferred: the E1a and E1b Alternatives because of Bureau of Reclamation property on both sides of US 60 (with the E1b Alternative also affecting “green-up areas that are mitigation sites for the CAP”) and the W1a Alternative because it crosses the CAP Canal, whereas the W1a and W1b Alternatives are parallel to the CAP Canal, they cross several irrigation and drainage district center lines. In Segment 2, the Bureau expressed no issue with the E2a, E2b, or W2a Alternatives, but did indicate that the W2b Alternative is not a preferred alternative. There were no

concerns associated with the E3b Alternative in Segment 3; however, the E3a/E3c Alternative crosses into the edge of Bureau of Reclamation property on the northern side of the Gila River, and so is not preferred. The Segment 3 action corridor alternatives did present some concerns related to proximity to irrigation and drainage ditches and canals. BLM's comments related to Segment 4 highlighted proximity to irrigation channels and Bureau of Reclamation property, for which reason the W4 Alternative is not preferred. Additionally, the Bureau suggested that it would further evaluate wildlife corridors across the CAP Canal where the Bureau of Reclamation has provided crossings.

City of Apache Junction

The City of Apache Junction submitted a completed Agency Corridor Preference form. The City identified the E1b, E2a, and E3a Alternatives as preferred alternatives, with no preference for a Segment 4 action corridor alternative. In addition to the comments submitted on the form, the City also emailed a comment noting a Tier 2 alignment in the E1a Alternative could avoid impacts on Silly Mountain Park, an open space amenity in the City.

Note: The City of Apache Junction is directly affected by the action corridor alternatives, and an assessment of its adopted preference is noted in Section 4.8.1.

City of Coolidge

The City of Coolidge expressed favor of the E3a and E4 Alternatives through a narrative response, supporting letter, and an accompanying figure. In a letter dated July 19, 2017, the City expressed concerns with the W4 Alternative citing, among other reasons, close proximity to the Union Pacific Railroad (approximately 0.25 mile to the east), limiting additional capacity, and removing SR 87 as an alternative route. The letter also noted the improved access the E4 Alternative would provide to the Arizona Inland Port/Pinal Logistics Park, which the City cited as a major planned economic development hub.

Note: The City of Coolidge is directly affected by the action corridor alternatives, and an assessment of its adopted preference is noted in Section 4.8.1.

City of Eloy

The City of Eloy submitted a completed Agency Corridor Preference form. With it, the City included the 2015 City Council Resolution 15-1343 supporting the W4 Alternative. In the resolution, the City cited economic development, increased mobility, little ROW acquisition, and fewer environmental impediments as reasons for this preference.

Note: The City of Eloy is directly affected by the action corridor alternatives, and an assessment of its adopted preference is noted in Section 4.8.1.

City of Mesa

The City of Mesa submitted a completed Agency Corridor Preference form. The City noted that it supports the W1a Alternative because it provides the closest connection for Mesa residents. The City also noted that it supports the connection to SR 24 at Ironwood Drive (note, all four Segment 1 alternatives would provide a connection to SR 24 at Ironwood Drive).

Flood Control District of Maricopa County

FCDMC submitted a narrative response. In its response, FCDMC defined its interest in Segment 1, which includes flowage easement prior land rights, flood control dams in the area and the infrastructure improvements associated with them, agreements with the Arizona State Land Department, and the relationship to the Arizona Department of Water Resources and the Natural Resources Conservation

Service. FCDMC provides information and insight into some of the concerns with each of the action corridor alternatives in Segments 1, 2, and 3, without identifying a preferred alternative.

Phoenix-Mesa Gateway Airport Authority

Phoenix-Mesa Gateway Airport Authority submitted a narrative response. In it, the airport authority discusses the importance of the Corridor to development in the Phoenix-Mesa Gateway Airport area. The airport authority noted that the W1a or W1b Alternatives are preferred, while acknowledging that any of the action corridor alternatives would improve regional connectivity and benefit the region. A subsequent email to the study team noted the Federal Aviation Administration and Phoenix-Mesa Gateway Airport completed a siting study to relocate their airport surveillance radar to a site at the Rittenhouse Auxiliary Airfield, and their concern that if a Western Alternative is selected, there not be any obstruction or potential radar coverage gap that freeway construction and placement could possibly cause.

Pinal County

Pinal County submitted a completed Agency Corridor Preference form. It identified the W1b, E2a, E2b, E3a, and E3c Alternatives as preferred alternatives, with no preference for a Segment 4 action corridor alternative.

Note: Pinal County is directly affected by the action corridor alternatives, and an assessment of its adopted preference is noted in Section 4.8.1.

Salt River Project

Salt River Project submitted a completed Agency Corridor Preference form. With it, the agency identified its support for the E1b, E2a, and E3a Alternatives. It noted its opposition to the E1a, W1a, and W1b Alternatives because of conflicts with transmission lines or substations; to the E2b and W2a Alternatives because of conflicts with connections in Segment 1; and to the E3b and E3d Alternatives because of conflicts in northern portions of these segments. The agency noted that it was neutral with regard to the W2b (although it was noted ADOT would need to facilitate two extra-high-voltage transmission line crossings), W3, E4, and W4 Alternatives.

Town of Queen Creek

The Town of Queen Creek submitted a public comment response form. The response cited the need for the Corridor to accommodate anticipated growth, to improve access to future activity and population centers, and to improve regional connectivity. The Town noted that the W1a Alternative most effectively meets these goals.

Note: The Town of Queen Creek is directly affected by the action corridor alternatives, and an assessment of its adopted preference is noted in Section 4.8.1.

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers submitted a narrative response. The Corps noted that, “At this stage of project development and with the minimal information provided, it is difficult for the Corps to identify a specific preferred alternative at this time for the North-South Corridor.” It was also noted that, “efforts should be made to demonstrate that impacts on Waters of the United States have been avoided or minimized throughout project development.” The Corps stated that the least environmentally damaging practicable alternative at the Tier 2 stage should not be eliminated at the Tier 1 stage.

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency submitted a completed Agency Corridor Preference form. It noted, “feedback is not an endorsement of any particular alternative, but rather a perspective offered about which segments appear to cause the least damage to the biological and physical environment based upon the information provided to the Environmental Protection Agency thus far.” The U.S. Environmental Protection Agency prefers the W1a, W2a, W3, and W4 Alternatives, noting this is, “Based upon the information provided to Environmental Protection Agency thus far, this segment appears to best minimize direct and indirect impacts on sensitive environmental resources that may result from the proposed project, as well as provide the greatest benefit to existing communities currently lacking north-to-south mobility options.” The transmitting email also recommended that the study team consider other options (including enhancements to existing infrastructure) that could meet the needs of residents in the eastern portion of the study area.

4.7.4 Public Comment Summary

The action corridor alternatives were presented for public review via an online mapping and comment tool, accessed from the study website found at: https://www.azdot.gov/planning/transportation-studies/north-south-corridor-study.

During the 30-day comment period (which began November 14, 2017), the online mapping tool allowed users to drop a pin and comment on a specific area, or to provide general comments on the action corridor alternatives. All comments received by December 14, 2017, were entered into the CSR for this phase of work. However, comments are encouraged through all phases of the process. The website mapping tool is still available, and comments can be provided via email, letter, or telephone at the contact information noted on the webpage.

Notification Methods

In addition to the study website, which included the online mapping tool, on November 14, 2017, an email blast was sent to the stakeholders listed with GovDelivery.com and a press release was sent to regional news agencies.

Summary of Participation

The number of participants was tracked based on the participation method used. The online mapping and comment tool used an automated spreadsheet to record website comments received. Emailed comments were received at the study email (northsouth@azdot.gov), and completed comment forms were submitted to ADOT. Table 2 shows the number of participants in the 30-day comment period, organized by participation method. It should be noted that the cumulative total does not represent “unique” participants (for example, a single person could comment multiple times and use multiple methods).

Table 2. Outreach participation

Participation method	Participation numbers
ADOT email	25
Online mapping tool comments	203
Online comment form	74
Telephone comments	0
Written comments	3
Total participation	**305**

The following is a summary of the comments received during the public outreach associated with the evaluation of post-ASR corridor alternatives (a complete compilation of the comments received is included in Appendix A).The comments ranged from topics associated with property impacts and proximity of proposed alternatives to communities to environmental impacts and general support or discontent for the presented alternatives.

Table 3 quantifies the public comments, by comment category.

Table 3. Summary of comments, by topic area

Category	Comments received for this category[a]
General	133
Property impacts	91
Connectivity	41
Traffic congestion	22
Economic development	18
Environment	20
Roadway design	10

[a] Responses may have included more than one issue.

General Comments

There were 133 comments received related to the action corridor alternatives presented and their perceived benefits or disadvantages. Examples of the type of general comments received are excerpted below; the full comments may be found in Appendix A.

- “I favor this location due to traffic not having to travel further east to then travel south out to the san tan area. The vast majority of the citizens live on the west side of both of these routes so the less traveling the better. The further east also puts the freeway further out into State Land (only developable when the state chooses to take the land to market). If the other route is chosen, my opinion would be that the state then needs to bring all that land to market so that the freeway is not being built in and around all vacant land.”
- “I would support an alignment that is located further east of this segment and align will the segment that crosses the Gila River east of Poston Butte.”

- “If this stops some of the fatalities happening on the San Tan Valley roads die the increased irresponsible driving I’m all for it. But we also need have focus on the roads the fatalities are happening.”
- “I do not like this route as it comes off Hwy 60. The turn may be too sharp and you go easy to turn back west. The Ironwood location would be shorter.”

Property Impacts

Ninety-one comments were received related to property impacts. Topics addressed included impacts on ways of life, disruption of properties, and concern for the proximity of the action corridor alternatives to homes and neighborhoods.

Examples of the type of property impact comments received are excerpted below; the full comments may be found in Appendix A.

- “Just bought a new home right in front of this spot (next to the water tank pictured). We thought long and hard before purchasing because of the NS corridor and did as much research as possible to make sure it the proposed corridor would NOT be near our new home. If the corridor runs this close to all of the custom homes just built on Sierra Vista Drive, we, as homeowners, will lose the value in our home/investment. I support the NS corridor but NOT running through my front yard. It needs to be set back further east from Sierra Vista Drive and Combs.”
- “W1a appears to go right through my kitchen so I hope that is not the alternative selected.”
- “This is directly behind our house we just purchased and are fixing up. We bought this house in hopes of growing our family but if this highway goes in in this location we’ll be forced to move due to noise pollution and probably lose a chunk of our equity. Please please please do not choose this route, there is plenty of land east of the canal.”
- “This W1B W1a is right in our backyard at Laredo Ranch. If it's the major thoroughfare you are envisioning, we will be subject to much noise and traffic. Obviously my vote is for [E]1a and (E]1b.”
- “This proposal will come too close to many developments/subdivisions/housing for hundreds of full time residents. The more western route would be more desirable.”
- “This route would be less impactful to the overall Superstition Mountain area and all of the existing residents, both full and part time, than the other proposed route.”

Connectivity

Forty-one comments were received that address the action corridor alternatives’ impact on connectivity in the region. They included subjects such as the ease of access to other communities, cities, towns, areas of interest, and to other local roadways.

Examples of the type of connectivity comments received are excerpted below; the full comments may be found in Appendix A.

- “It sure would be forward thinking to have a road between Florence and Kearny that is not dirt. It would open this side of the state for more development.”
- “It is best to position the highway half way between Coolidge and Florence. It would serve the needs of both communities better. I am not as keen on the western, 'gold,' alternative as it would add more road noise to the Coolidge community.”
- “I prefer the west route because it it [sic] more accessible for San tan valley. It should also be a shorter and more direct route to and from the 60 to the 10. it makes no sense to run through Florence

directly considering how few live there compared to San tan valley. The eastern route is largely useless to most STV residents."

- "I'm not sure if this is in the plans to connect to the 24, however I am in favor of this area connecting to the 24 which would allow access to the Chandler area and take traffic off of Ellsworth Rd to weave around to get to the housing developments over in this area. Connecting San Tan Valley to the 24 is something I believe needs to happen."

Traffic Congestion

These comments discussed traffic congestion as it exists and the impact the new freeway may or may not have on conditions as they exist at the present time. Twenty-two comments were received related to traffic congestion.

Examples of the type of traffic congestion comments received are excerpted below; the full comments may be found in Appendix A.

- "I favor this starting location near Goldfield Road because it helps alleviate the flow around Gold Canyon to avoid the traffic lights and other slowdowns that were installed in this area."
- "Would like to see the exit off the 60 more to the East to avoid adding more traffic to Ironwood which is already congested."
- "I favor the west option/alignment because it would relieve a tremendous amount of congestion on Hunt Highway which is still a disaster despite the improvements. Lots of people who travel each day from down here connect at Sossaman or Rittenhouse going to/from work and the West alternative is by far the better choice and is supported by the areas of current/future growth the west alternate traverses."
- "Ease the already overloaded Ironwood Drive at US 60 intersection by moving E1a intersection to Idaho Road and US 60. There is an existing exit, and a straight southern route to the proposed merging point with W1a. This relieves Ironwood Drive load and allows E1a traffic to flow past the Ironwood Drive exit. This will eliminate a need to expand US 60 at a later date to 3 lanes to accommodate both Ironwood and E1a traffic. Trust land extends across both areas and south."

Economic Development

Eighteen comments received related to economic development discussed the potential for economic development along the Corridor.

Examples of the type of economic development comments received are excerpted below; the full comments may be found in Appendix A.

- "Superstition Vista will be the MOST important region for urban development in all of Arizona. Past planning resulted in Pinal County approval for over 1 million residents, commercial, industrial, transportation corridors and open space. The North- South Corridor must acknowledge this plan and its potential."
- "I prefer this eastern route because it will provide many jobs through the planned inland port, and not negatively impact the existing prisons located on the western route, and their access to existing AZ hwy 87."
- "Getting close to the airport is a good idea. The Coolidge airport has all kinds of potential. A new road close to the airport will probably spur development in that area for all kinds of industries. The Coolidge airport could be easily expanded as there is lots of desert area there. This area could also be home to a number of light industries and businesses. This area is basically not developed at all."

Environment

Twenty comments were received related to the environmental impacts on the action corridor alternatives. These comments addressed dust control, vehicle and light pollution, and concern for wildlife and other natural features.

Examples of the type of environmental comments received are excerpted below; the full comments may be found in Appendix A.

- “Isn't this area already having problems with the water quality? What are you doing to mitigate dust and potential collapse of the aquifer? What will be done to protect the saguaro cactus along that route? What about all the pollutants from the new route? How will the addition of all those petrochems and runoff from car fluids affect the ability of local water treatment plants to keep water quality at safe levels?”
- “The noise pollution, vehicle pollution, and light within a mile of my personal home is the exact opposite of why I moved out there in 2002. Also by placing the road on the west side of the CAP canal will reduce flood control costs and I fear if it’s on the east side of the CAP canal would cause flooding where I leave.”
- “The West Bound Corridor needs to be moved East. When moving here we wanted to be away from the light, noises and air pollution that a road like this brings. We prefer the night sky and be able to see the stars. With a corridor like the West Bound Corridor all that goes away. Move it more to the east away from those that are already here.”
- “Not in favor of this alignment. Earth fissures and land subsidence, resulting from dewatering the aquifer will result in additional construction and maintenance costs. Improvements to 87 will provide capacity for new private development east of 87.” (W4 support, E4 discontent)

Roadway Design

Ten comments were received related to roadway design. Comments included items that discussed on-ramps, off-ramps, and general roadway design.

Examples of the type of roadway design comments received are excerpted below; the full comments may be found in Appendix A.

- “I would like this option if it were improved to ensure that there is adequate on/off ramps to be convenient for STV (Johnson Ranch/Copper Basin area specifically)”
- “This is a much better place to have the interchange with the US-60. Allows for better access (more lanes of on/off ramp) due to openness around the interchange site.” (E1a, E1b, W1b)
- “My preference would be using Ironwood Rd. Expand the exit ramps with more lanes to alleviate the congestion and back up on US 60 that still persists even with the Meridian Rd exit. It makes sense to me to use an existing interchange and improve it.”

5 Cost Estimation for North-South Corridor Study

5.1 Introduction

Cost estimates were prepared to document the preliminary capital and ROW costs of action corridor alternatives for the Corridor. The estimates were developed through a process that uses costs based on other current local projects to identify the preliminary capital cost assumptions for the individual corridor options. This preliminary cost information were used in the analyses to support the Tier 1 EIS environmental review.

5.2 Cost Methodology

Planning-level cost estimates were prepared for both construction and ROW acquisition. The construction costs included the capital costs for typical roadway elements, interchanges, and bridges. All costs were derived from other local projects.

The fully loaded estimates include typical ADOT project-wide and other percentage-based costs such as mobilization, maintenance and protection of traffic, erosion control, construction surveying, contractor quality control, construction engineering, and the indirect cost allocation plan. Additional information regarding the cost estimates is included in Appendix C.

5.3 Roadway Costs

Table 4 lists the unit prices used to develop the roadway costs for each action corridor alternative.

Table 4. Roadway unit costs

Item	Unit	Cost	Notes
Typical freeway roadway elements (not including bridges)	Lane mile	$5,000,000	Fully loaded cost, not including bridges
Crossroad traffic service interchange	Each	$25,000,000–$35,000,000	Fully loaded cost; depends on number of crossroad lanes and constraints at location
Bridges over railroads, canals, washes, etc.	Square foot	$200–$300	Fully loaded cost
Freeway-to-freeway system traffic interchange	Each	$200,000,000	Fully loaded cost; three-legged interchange

5.3.1 Bridge Costs

The preliminary cost assumed for the structures ranged from $80 per square foot (for an American Association of State Highway and Transportation Officials precast girder multispan structure) to $135 per square foot (for a single-span structure on full-height abutments). Therefore, the fully loaded costs ranged from $200 to $300 per square foot. Additional information regarding the cost estimates is included in Appendix C.

5.3.2 Right-of-way Costs

To provide reasonable future costs for ROW acquisitions for properties affected by the Corridor, valuations based on the existing land use classifications were developed. The study team researched historical sales prices to provide a reasonable fair value for individual land uses, on a per-acre basis. Values were determined for each of the action corridor alternative segments, as reported in Table 5.

5.3.3 Extension of Arterial Alignments

Several arterial streets do not exist at the potential corridor locations of the Corridor. In these instances, typical costs of $13 million per mile were included to extend arterial streets to provide a connection to the Corridor (as applicable).

5.4 Summary of Costs, by Action Corridor Alternative

5.4.1 Costs by Alternative Segment

Table 5 summarizes the construction and ROW cost for each action corridor alternative. Additional information regarding the development of the costs is included in Appendix C. These costs do not include study and design, since it is not known at this time whether the Tier 2 studies and project design would be done for the entire corridor, or for segments of independent utility as funding is identified and project need arises.

Table 5. Alternative segment corridor cost summary

Option	Length (miles)	Construction ($ million)	Right-of-way ($ million)	Total ($ million)
E1a	27.0	1,307	39	1,346
E1b	24.6	1,285	36	1,321
W1a	21.2	1,341	31	1,372
W1b	21.5	1,139	31	1,170
E2a	2.8	124	4	128
E2b	3.7	142	5	147
W2a	2.6	144	4	148
W2b	3.1	158	5	163
E3a	18.3	802	27	829
E3b	16.4	755	24	779
E3c	18.4	779	27	806
E3d	16.5	732	24	756
W3	15.0	662	22	684
E4	12.8	787	18	805
W4	11.7	772	17	789

5.4.2 Costs by Full-length Through-corridor Alternative

Section 2.3.5 of this report introduced eight full-length through-corridor alternatives and their options that summarize the various alternative routes that can be developed through the Corridor (there are a total of 40 full-length corridor alternatives with the options in Segment 1 for both the Eastern and Western Alternatives and the two options in Segment 3 for the Eastern Alternatives). Table 6 summarizes the construction and ROW cost for each of the eight full-length through-corridor alternatives.

Table 6. Through-corridor alternative cost summary

Corridor	Length (miles)	Construction ($ million)	Right-of-way ($ million)	Total ($ million)
1	50.5–50.8	2,717.1–2,918.8	73.7–74.3	2,790.8–2,993.1
2	52.9–55.3	2,784.5–3,056.1	77.3–80.9	2,861.8–3,137.0
3	54.0–56.3	2,793.8–3,065.4	78.9–82.4	2,872.7–3,147.8
4	51.5–51.8	2,726.4–2,928.1	75.3–75.8	2,801.7–3,003.9
5	54.4–56.8	2,877.0–2,899.0	79.6–83.1	2,956.6–2,982.1
6	55.6–60.0	2,913.3–3,005.2	81.3–87.7	2,994.6–3,092.9
7	56.6–61.0	2,922.6–3,014.5	82.8–89.3	3,005.4–3,103.8
8	55.5–57.8	2,886.3–2,908.3	81.1–84.6	2,967.4–2,992.9

5.5 Costs Not Considered at Tier 1 Level

Roadway alignments and conceptual designs have not been developed for the Tier 1 EIS, nor have environmental mitigation costs been estimated. The planning-level estimates developed for the Tier 1 EIS are calculated as a lane-mile cost, based on current, local, similar projects. The primary purpose of these estimates is to support a comparative analysis in the EIS.

The Tier 2 studies would be based on roadway alignments and conceptual design that would provide more detail in the development of the cost estimates. If the Corridor is developed incrementally, it is possible that the costs may be higher because of the inefficiencies inherent in a phased project approach. It should also be noted that at the Tier 1 phase, all costs are preliminary. A reasonably accurate project cost would be arrived at through the Tier 2 process of defining and detailing actual ROW needs for an alignment.

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Appendix A. Agency and Public Comments

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From: Victor Yang
To: Rice, Jesse M CIV USARMY CESPL (US); Aryan Lirange
Cc: LaBianca, Michael; ADOT NSCS
Subject: RE: [EXTERNAL] RE: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting
Date: Thursday, December 21, 2017 11:37:44 AM
Attachments: image001.png

Jesse,

Thank you Jesse for your quick response within such a short time period. Your comments will be noted in this process. We will closely work with you as we move forward in this Tier I process.

Happy Holidays,

Victor Yang P.E.
Major Projects Group Manager
Multimodal Planning Division
205 S.17th Ave, MD605E
Phoenix, AZ 85007
Direct (602) 712-8715
Fax (602) 712-8992
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ADOT Multimodal Planning

From: Rice, Jesse M CIV USARMY CESPL (US) [mailto:Jesse.M.Rice@usace.army.mil]
Sent: Thursday, December 21, 2017 11:23 AM
To: Victor Yang; Aryan Lirange
Subject: RE: [EXTERNAL] RE: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting

Good Morning,

Thank you for providing the materials from last week's meeting. I was not able to attend but I did want to respond to the materials and provide some feedback regarding the alternatives. It also appears that the Corps has not provided any substantial comments to date, so I wanted to provide some information that is similar to what we have provided on other Tier I studies occurring within Arizona.

At this stage of project development and with the minimal information provided, it is difficult for the Corps to identify a specific preferred alternative at this time for the North-South Corridor. The acres of Waters of the U.S. (WUS) within each corridor alternative and sensitivity or value of these resources are unknown or has not been made available. The Corps recognizes that conducting a jurisdictional determination at this stage would likely not be an effective use of resources due to the

extensive area of the study area and the uncertain timeline for project implementation. However, a thorough analysis of the impacts to aquatic resources which may be WUS at this stage of analysis will set the stage for future Tier II studies and ensure the activity complies with the 404(b)1 Guidelines should a Section 404 permit be required (40 CFR 230). Efforts should be made to demonstrate that impacts to WUS have been avoided or minimized throughout project development.

The alternatives analysis at the Tier I stage should contain sufficient information to support a quantitative impacts analysis regarding potential WUS. It is important that corridor alternatives which may result in the Least Environmentally Damaging Practicable Alternative (LEDPA) at the Tier II stage are not eliminated at the Tier I stage and that the analysis is at a sufficient level to support the rationale (40 CFR 230.10). Geospatial analyses of publicly available data along with consultation with resource agencies will assist in developing an estimate of the acres of aquatic resources present in each corridor alternative and to identify any particular resources which may be sensitive or have high values. These efforts at the Tier I stage will identify the corridor (or corridors) most likely to result in a Tier II project that is the LEDPA.

Please let me know if you have any further questions or would like to discuss this further.

Thank you,

Jesse Rice
Project Manager
Regulatory Division, Arizona Branch
Phoenix, AZ
Los Angeles District, U.S. Army Corps of Engineers
Jesse.M.Rice@usace.army.mil

Office: 602-230-6854
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Assist us in better serving you!
Please complete our brief customer survey, located at the following link:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey

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From: Victor Yang [mailto:VYang@azdot.gov]
Sent: Friday, December 15, 2017 11:06 AM
To: Sara Allred <SAllred@azdot.gov>; Steve Beasley <SBeasley@azdot.gov>; Vicki Bever <VBever@azdot.gov>; Stephanie Brown <SBrown@azdot.gov>; Katie Rodriguez <KRodriguez@azdot.gov>; Brent Cain <BCain@azdot.gov>; Laura Douglas <LDouglas@azdot.gov>; Dave Edwards <DEdwards2@azdot.gov>; Charla Glendening <CGlendening@azdot.gov>; Sayeed Hani <SHani@azdot.gov>; Reza Karimvand <RKarimvand@azdot.gov>; Keith Killough <KKillough@azdot.gov>; Dianne Kresich <DKresich@azdot.gov>; Roderick F. Lane <RLane@azdot.gov>; Gail Lewis <GLewis2@azdot.gov>; Curtis Litin <CLitin@azdot.gov>; Carlos Lopez <CLopez@azdot.gov>; Kurt Miyamoto <KMiyamoto@azdot.gov>; Kimberly Noetzel

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Subject: [EXTERNAL] RE: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting

Good Morning,

Thank you for attending yesterday's Stakeholder Agency Meeting.
During the meeting yesterday we discussed about the Cooperating and Participating Agencies Corridor Preference Form. This is one of the attachments that I emailed to all of you on 12/13/2017 (one of the four email attachments of meeting material). I have attached this form in this email again. This form provides another opportunity for all cooperating and participating agencies on this project to submit comments on their preferred corridor alignments. The deadline for submitting is 12/28/2017 (one per agency).
If you have any questions please feel free to contact me.

Happy Holiday!

Victor Yang P.E.
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ADOT Multimodal Planning

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Sent: Wednesday, December 13, 2017 4:13 PM
To: Sara Allred; Steve Beasley; Vicki Bever; Stephanie Brown; Katie Rodriguez; Brent Cain; Laura Douglas; Dave Edwards; Charla Glendening; Sayeed Hani; Reza Karimvand; Keith Killough; Dianne Kresich; Roderick F. Lane; Gail Lewis; Curtis Litin; Carlos Lopez; Kurt Miyamoto; Kimberly Noetzel;

'pobrien@azdot.gov'; Edward Ochmann; Chris Page; Ashek Rana; Joseph Salazar; Jay Van Echo; Xuefan Xu; 'rodney.bragg@aecom.com'; 'RMiguel@ak-chin.nsn.us'; 'Sandra.Shade@ak-chin.nsn.us'; 'cmcwilli@azcorrections.gov'; 'russell.a.carter20.nfg@mail.mil'; 'Dorenda.coleman@fmo.azdema.gov'; 'Janet.johnson@fmo.azdema.gov'; 'scott.sveinsson@fmo.azdema.gov'; 'wl1@azdeq.gov'; 'SHarrison@AZDPS.GOV'; 'cboucher@azgfd.gov'; 'ssprague@azgfd.gov'; 'kterpening@azgfd.gov'; 'jwindes@azgfd.gov'; 'kwolff-krauter@azgfd.gov'; 'djacobs@azstateparks.gov'; 'mwalsh@azstateparks.gov'; 'medelman@azland.gov'; 'mgreen@land.az.gov'; 'dcollins@azstateparks.gov'; 'Will Russell'; 'ryoung@azstateparks.gov'; 'tashbaugh@cagaz.org'; 'mlucero@caagcentral.org'; 'spatro@caagcentral.org'; 'tfitzgerald@cap-az.com'; 'pkernan@cap-az.com'; 'cthompson@cap-az.com'; 'pzellmer@cap-az.com'; 'mwever@AJCity.Net'; 'eschmid@ajcity.net'; 'lkirch@AJCity.Net'; 'deitel@casagrandeaz.gov'; 'klouis@casagrandeaz.gov'; 'Amanda_Grant@casagrandeaz.gov'; 'glopez@coolidgeaz.com'; 'kbrown@eloyaz.gov'; 'jvlaming@EloyAZ.gov'; 'james.hash@mesaaz.gov'; 'beth.huning@mesaaz.gov'; 'natalie.lewis@mesaaz.gov'; 'jake.west@mesaaz.gov'; 'al.zubi@mesaaz.gov'; 'erik.guderian@mesaaz.gov'; 'RJ.Zeder@MesaAZ.gov'; 'fet@mail.maricopa.gov'; 'Larry.BenallieJr@gric.nsn.us'; 'ddejong@gilariver.com'; 'executivemail@gric.nsn.us'; 'Barnaby.Lewis2@gric.nsn.us'; Gregory McDowell; 'timothy.oliver@gric.nsn.us'; 'sasha.pachito@gric.nsn.us'; 'david.white@gric.nsn.us'; 'michael.labianca@hdrinc.com'; 'Cathy.LaFata@hdrinc.com'; 'hehonanie@hopi.nsn.us'; 'brent.crowther@kimley-horn.com'; 'bhazlett@azmag.gov'; M Henry (AzMAG); 'chill@azmag.gov'; 'npryor@azmag.gov'; 'deniselacey@mail.maricopa.gov'; Jennifer Toth (Maricopa); 'Peter.S.Yucupicio@pascuayaqui-nsn.gov'; 'tbianchi@gatewayairport.com'; 'bdraper@gatewayairport.com'; 'rsmith@gatewayairport.com'; 'andrew.smith@pinalcountyaz.gov'; Louis Andersen; 'Scott.Bender@pinalcountyaz.gov'; 'Elise.moore@pinalcountyaz.gov'; 'brett.burningham@queencreek.org'; 'Mohamed.youssef@queencreek.org'; 'Jennifer.Jack@srpmic-nsn.gov'; 'Rick.McFarlin@srpmic-nsn.gov'; 'delbert.ray@srpmic-nsn.gov'; 'Shane.Anton@srpmic-nsn.gov'; 'angela.garcia-lewis@srpmic-nsn.gov'; 'ryan.earwood@srpnet.com'; 'Floyd.Hardin@srpnet.com'; 'Allen.garrison@srpnet.com'; 'dan.hawkins@srpnet.com'; 'Elijah.lubandi@srpnet.com'; 'robert.maldonado@srpnet.com'; 'janeen.rohovit@srpnet.com'; 'apachevern@yahoo.com'; Irene Higgs; 'Philip.Hobbs@tonation-nsn.gov'; 'Andrew.Korchmaros@tonation-nsn.gov'; 'edwardd.manuel@tonation-nsn.gov'; 'jasper.kinsleyjr@tonation-nsn.gov'; 'Steve.tipton@tonation-nsn.gov'; 'peter.steere@tonation-nsn.gov'; 'vburdette@tontoapache.org'; 'Michelle.Orton@florenceaz.gov'; 'jess.knudson@florenceaz.gov'; 'Jesse.M.Rice@usace.army.mil'; 'jason.kepler@az.usda.gov'; 'andrew.burnes@az.usda.gov'; 'cheryl.lambert@az.usda.gov'; 'ferris.begay@bia.gov'; 'clarence.begay@bia.gov'; 'garry.cantley@bia.gov'; 'arlan.riggs@bia.gov'; 'nina.siquieros@bia.gov'; 'cecilia.martinez@bia.gov'; 'george.patton@bia.gov'; 'beau.goldstein@bia.gov'; 'paul.bonar@bia.gov'; 'chip.lewis@bia.gov'; 'george.martinez@bia.gov'; 'dave.smith@bia.gov'; 'ekender@blm.gov'; 'mhartney@blm.gov'; 'luhr@blm.gov'; 'lcowger@blm.gov'; 'caevans@usbr.gov'; 'debra_bills@fws.gov'; 'Robert_Lehman@fws.gov'; 'scott_richardson@fws.gov'; 'karl_pierce@nps.gov'; 'Alycia_Hayes@nps.gov'; 'stephanie_macdonald@nps.gov'; 'Sherry_Plowman@nps.gov'; 'mike.n.williams@faa.gov'; 'thomas.deitering@fhwa.dot.gov'; 'alan.hansen@fhwa.dot.gov'; 'aryan.lirange@fhwa.dot.gov'; 'Rebecca.Yedlin@dot.gov'; 'andrea.martin@dot.gov'; 'leslie.rogers@dot.gov'; 'meek.clifton@epa.gov'; 'ardis@wapa.gov'; 'rlupe@wmat.us'; 'jrussell-winiecki@yan-tribe.org'; 'Martha.martinez@srpmic-nsn.gov'; Louis Andersen; Aryan Lirange; Thomas Flynn; 'Watzek, Kurt'; 'Chaney Curtis D'; 'Hays Donald T (Don)'; Rick Miller; 'Stephen Brown - FCDX'; 'Monica Antone'; David Madril; 'pobrien@azdot.gov'; 'rodney.bragg@aecom.com'; 'RMiguel@ak-chin.nsn.us'; 'Sandra.Shade@ak-chin.nsn.us'; 'cmcwilli@azcorrections.gov'; 'russell.a.carter20.nfg@mail.mil'; 'Dorenda.coleman@fmo.azdema.gov'; 'Janet.johnson@fmo.azdema.gov'; 'scott.sveinsson@fmo.azdema.gov'; 'wl1@azdeq.gov'; 'SHarrison@AZDPS.GOV'; 'cboucher@azgfd.gov'; 'ssprague@azgfd.gov'; 'kterpening@azgfd.gov'; 'jwindes@azgfd.gov'; 'kwolff-krauter@azgfd.gov'; 'djacobs@azstateparks.gov'; 'mwalsh@azstateparks.gov'; 'medelman@azland.gov'; 'mgreen@land.az.gov'; 'dcollins@azstateparks.gov'; 'Will Russell'; 'ryoung@azstateparks.gov'; 'tashbaugh@cagaz.org'; 'mlucero@caagcentral.org'; 'spatro@caagcentral.org'; 'tfitzgerald@cap-az.com'; 'pkernan@cap-az.com'; 'cthompson@cap-az.com'; 'pzellmer@cap-az.com'; 'mwever@AJCity.Net'; 'eschmid@ajcity.net'; 'lkirch@AJCity.Net'; 'deitel@casagrandeaz.gov'; 'klouis@casagrandeaz.gov'; 'Amanda_Grant@casagrandeaz.gov'; 'glopez@coolidgeaz.com'; 'kbrown@eloyaz.gov'; 'jvlaming@EloyAZ.gov'; 'james.hash@mesaaz.gov'; 'beth.huning@mesaaz.gov'; 'natalie.lewis@mesaaz.gov'; 'jake.west@mesaaz.gov'; 'al.zubi@mesaaz.gov'; 'erik.guderian@mesaaz.gov'; 'RJ.Zeder@MesaAZ.gov'; 'fet@mail.maricopa.gov'; 'Larry.BenallieJr@gric.nsn.us'; 'ddejong@gilariver.com'; 'executivemail@gric.nsn.us'; 'Barnaby.Lewis2@gric.nsn.us'; 'gregory.mcdowell@gric.nsn.us'; 'timothy.oliver@gric.nsn.us'; 'sasha.pachito@gric.nsn.us';

'david.white@gric.nsn.us'; 'michael.labianca@hdrinc.com'; 'Cathy.LaFata@hdrinc.com'; 'hehonanie@hopi.nsn.us'; 'brent.crowther@kimley-horn.com'; 'bhazlett@azmag.gov'; 'mhenry@azmag.gov'; 'chill@azmag.gov'; 'npryor@azmag.gov'; 'deniselacey@mail.maricopa.gov'; 'Peter.S.Yucupicio@pascuayaqui-nsn.gov'; 'tbianchi@gatewayairport.com'; 'bdraper@gatewayairport.com'; 'rsmith@gatewayairport.com'; 'andrew.smith@pinalcountyaz.gov'; 'Scott.Bender@pinalcountyaz.gov'; 'Elise.moore@pinalcountyaz.gov'; 'brett.burningham@queencreek.org'; 'Mohamed.youssef@queencreek.org'; 'Jennifer.Jack@srpmic-nsn.gov'; 'Rick.McFarlin@srpmic-nsn.gov'; 'delbert.ray@srpmic-nsn.gov'; 'Shane.Anton@srpmic-nsn.gov'; 'angela.garcia-lewis@srpmic-nsn.gov'; 'ryan.earwood@srpnet.com'; 'Floyd.Hardin@srpnet.com'; 'Allen.garrison@srpnet.com'; 'dan.hawkins@srpnet.com'; 'Elijah.lubandi@srpnet.com'; 'robert.maldonado@srpnet.com'; 'janeen.rohovit@srpnet.com'; 'apachevern@yahoo.com'; 'Irene Higgs (iHiggs@scmpo.org)'; 'Philip.Hobbs@tonation-nsn.gov'; 'Andrew.Korchmaros@tonation-nsn.gov'; 'edwardd.manuel@tonation-nsn.gov'; 'jasper.kinsleyjr@tonation-nsn.gov'; 'Steve.tipton@tonation-nsn.gov'; 'peter.steere@tonation-nsn.gov'; 'vburdette@tontoapache.org'; 'Michelle.Orton@florenceaz.gov'; 'jess.knudson@florenceaz.gov'; 'Jesse.M.Rice@usace.army.mil'; 'jason.kepler@az.usda.gov'; 'andrew.burnes@az.usda.gov'; 'cheryl.lambert@az.usda.gov'; 'ferris.begay@bia.gov'; 'clarence.begay@bia.gov'; 'garry.cantley@bia.gov'; 'arlan.riggs@bia.gov'; 'nina.siquieros@bia.gov'; 'cecilia.martinez@bia.gov'; 'george.patton@bia.gov'; 'beau.goldstein@bia.gov'; 'paul.bonar@bia.gov'; 'chip.lewis@bia.gov'; 'george.martinez@bia.gov'; 'dave.smith@bia.gov'; 'ekender@blm.gov'; 'mhartney@blm.gov'; 'luhr@blm.gov'; 'lcowger@blm.gov'; 'caevans@usbr.gov'; 'debra_bills@fws.gov'; 'Robert_Lehman@fws.gov'; 'scott_richardson@fws.gov'; 'karl_pierce@nps.gov'; 'Alycia_Hayes@nps.gov'; 'stephanie_macdonald@nps.gov'; 'Sherry_Plowman@nps.gov'; 'mike.n.williams@faa.gov'; 'thomas.deitering@fhwa.dot.gov'; 'alan.hansen@fhwa.dot.gov'; 'aryan.lirange@fhwa.dot.gov'; 'Rebecca.Yedlin@dot.gov'; 'andrea.martin@dot.gov'; 'leslie.rogers@dot.gov'; 'meek.clifton@epa.gov'; 'ardis@wapa.gov'; 'rlupe@wmat.us'; 'jrussell-winiecki@yan-tribe.org'; 'Martha.martinez@srpmic-nsn.gov'; 'Louis M. Andersen'; 'Lirange, Aryan (FHWA)'; 'Watzek, Kurt'; 'Chaney Curtis D'; 'Hays Donald T (Don)'; 'Rick Miller'; 'Stephen Brown - FCDX'; 'Monica Antone'; 'David Madril'
Subject: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting

Good afternoon,

Attached meeting material for tomorrow Agency Stakeholder meeting. Skype Link and parking direction is included in the meeting invite sent to you earlier. Look forward to seeing you.

Best,

Victor Yang P.E.
Major Projects Group Manager
Multimodal Planning Division
205 S.17th Ave, MD605E
Phoenix, AZ 85007
Direct (602) 712-8715
Fax (602) 712-8992
Vyang@azdot.gov

ADOT Multimodal Planning

North-South Corridor Study Cooperating and Participating Agency Corridor Preference

We identify the following action corridor alternative(s) as our preferred alternative. We recognize that the North-South Corridor Study Tier 1 Draft Environmental Impact Statement will identify a recommended preferred action corridor alternative, and this form provides us the opportunity to provide our preference to be considered in that process.

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Please complete:

Name of agency:

City of Coolidge, AZ

Agency contact for this study:

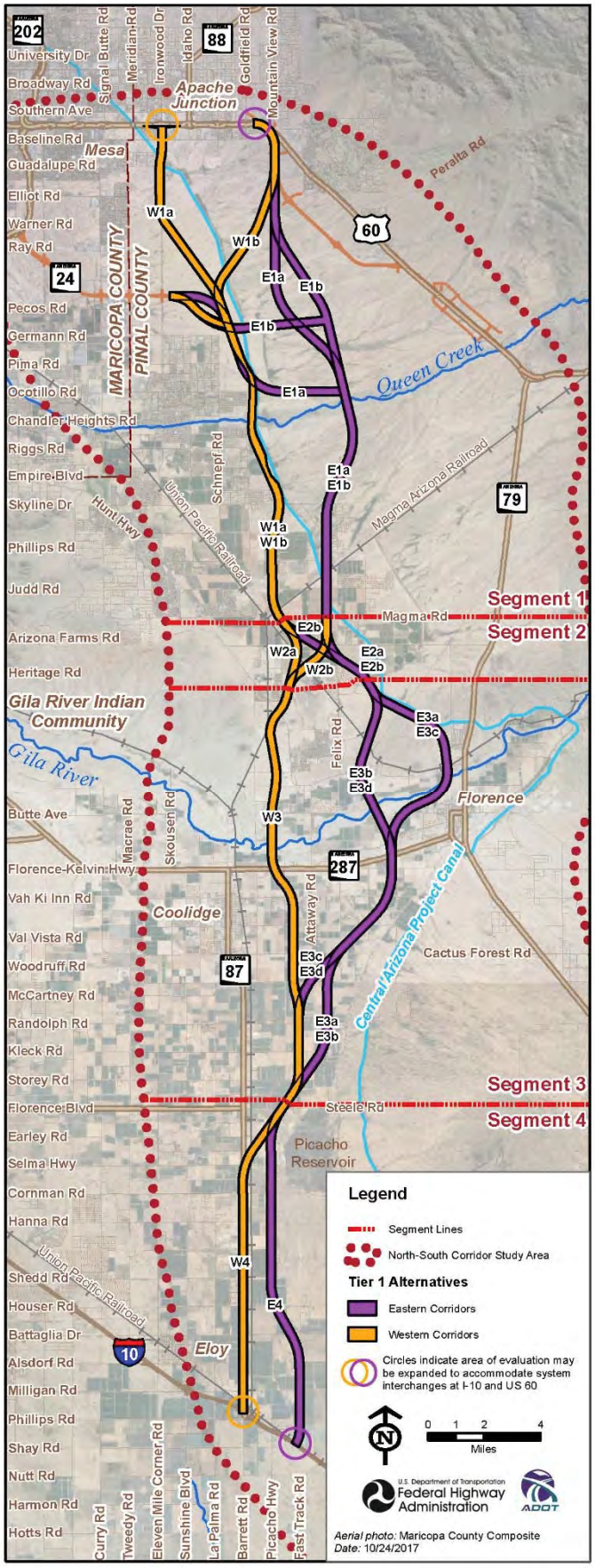
Gilbert Lopez, Development Services Director

Email address:

glopez@coolidgeaz.com

Phone number:

520-723-6075



Cooperating and Participating Agency Corridor Preference

Segment	Alternative	Comment
Segment 1	E1a	
	E1b	
	W1a	
	W1b	
Segment 2	E2a	
	E2b	
	W2a	
	W2b	
Segment 3	E3a	City of Coolidge preferred Easternmost Alternative (please see attached supporting narrative and maps)
	E3b	City of Coolidge preferred Easternmost Alternative (please see attached supporting narrative and maps)
	E3c	
	E3d	
	W3	
Segment 4	E4	City of Coolidges preferred Easternmost Alternative (please see attached supporting narrative and maps)
	W4	

Please provide completed forms by December 28, 2017 to:

Aryan Lirange
Senior Urban Engineer
Federal Highway Administration
4000 N. Central Ave., Suite 1500
Phoenix, Arizona 85012
(602) 382-8973
aryan.lirange@dot.gov

or

Victor Yang
Project Manager
Arizona Department of Transportation
205 S.17th Ave, MD605E
Phoenix AZ 85007
(602) 712-8715
VYang@azdot.gov

Coolidge Response to the North / South Freeway Alternative Proposals covering Preferred Easternmost Alternative, Segment 3 - E3a, E3b and Segment 4 - E4

The westernmost W-3 and W-4 alternate route had originally been considered but was removed following a very lengthy public participation effort involving multiple agencies, landowners and government jurisdictions from Apache Junction to Eloy. This Study has considered several regional routes connecting Apache Junction at the U.S. 60 with I-10 South of Eloy. Many agencies including the City of Coolidge have been very active in offering comments on the proposed alignments since the beginning of this alignment study. Former Mayor Shope and the City Council (which included current Mayor Jon Thompson) approved a resolution supporting a preferred route through Coolidge which does not follow the new westernmost W-3 and W-4 route. This route was recently added back to the map due to cultural resources that should be avoided between Coolidge and Florence North of Highway 287. This W-3 route would also negatively impact existing housing and planned subdivisions, along with the potentially historical Kenilworth School, which lies directly in W-3 corridors path.

The City has negotiated and approved development agreements with some of the larger landowners to the East of Coolidge, specifically purple corridor E3a and E3b south of Hwy 287, including PRI and Westcor Development. City officials have consistently advocated for the City's preferred route with ADOT and the public.

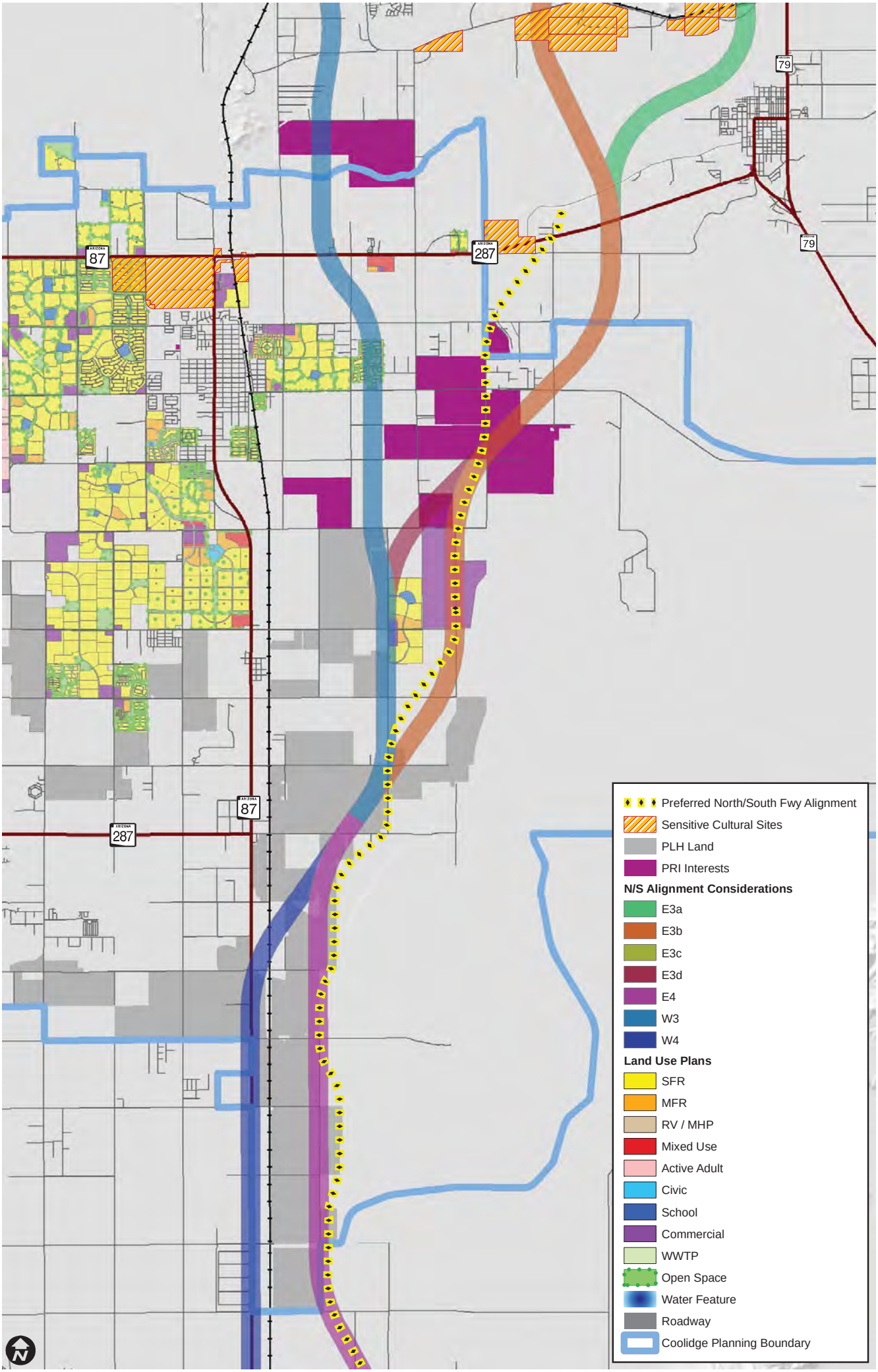
As the corridor route travels south into segment 4, it is clear that the easternmost route E4, provides the greatest transportation and economic benefit, while also leaving existing state route 87 to handle local traffic from the existing prisons and houses fronting on Hwy 87 west of the Union Pacific Railroad. The cost and technological challenges of designing and building a grade separation for the railroad would be challenging at best and very cost prohibitive.

Having driven from Coolidge to Glendale and back for work, mainly on I-10, has really highlighted the need for reliever or nearby alternate routes that can be used in the event of an accident. With no alternatives, parts of I-10 become a parking lot for hours on end, which is very scary and potentially dangerous in 115 degree summer heat. It is always better to add additional road capacity versus converting the existing into a limited access corridor.

There was also some discussion at our December 14, 2017 stakeholders meeting about potential impact to “Prime and unique farmland” as described under NEPA. While we celebrate our significant agricultural heritage and support its contribution to our culture and economy, it’s well known that some crops utilize more water than others. The reality is that some of the main crops common to this area, like cotton, have not provided enough return on investment, because of the current market and the cost of water during the most recent drought. A lot of farmland currently sits fallow because there is not enough surface water to farm it.

The city, through the mandatory General Plan process has designated some of these properties as Industrial and Manufacturing because of their unique location and proximity to the existing railroad and the North South Corridor, which is expected to bring economic prosperity to an economically challenged region. Many of the farmers sold their land to developers, which continue to lease the land back to them for agriculture until such time that the land is developed for a better and higher use. It is clear that this situation does not meet the definition of what Prime and Unique farmland as presented within the Farmland Protection Policy Act (FPPA, part of Public Law 97-98) and the criteria found under 7 CFR Section 658.5.

This preferred route is illustrated on the City’s General Plan approved by the Mayor and City Council and supported by the voters in a November 2014 election.


87
287
79
Preferred North/South Fwy Alignment
Sensitive Cultural Sites
PLH Land
PRI Interests
N/S Alignment Considerations
E3a
E3b
E3c
E3d
E4
W3
W4
Land Use Plans
SFR
MFR
RV / MHP
Mixed Use
Active Adult
Civic
School
Commercial
WWTP
Open Space
Water Feature
Roadway
Coolidge Planning Boundary

North-South Corridor Study Cooperating and Participating Agency Corridor Preference

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Please complete:

Name of agency:

Bureau of Reclamation

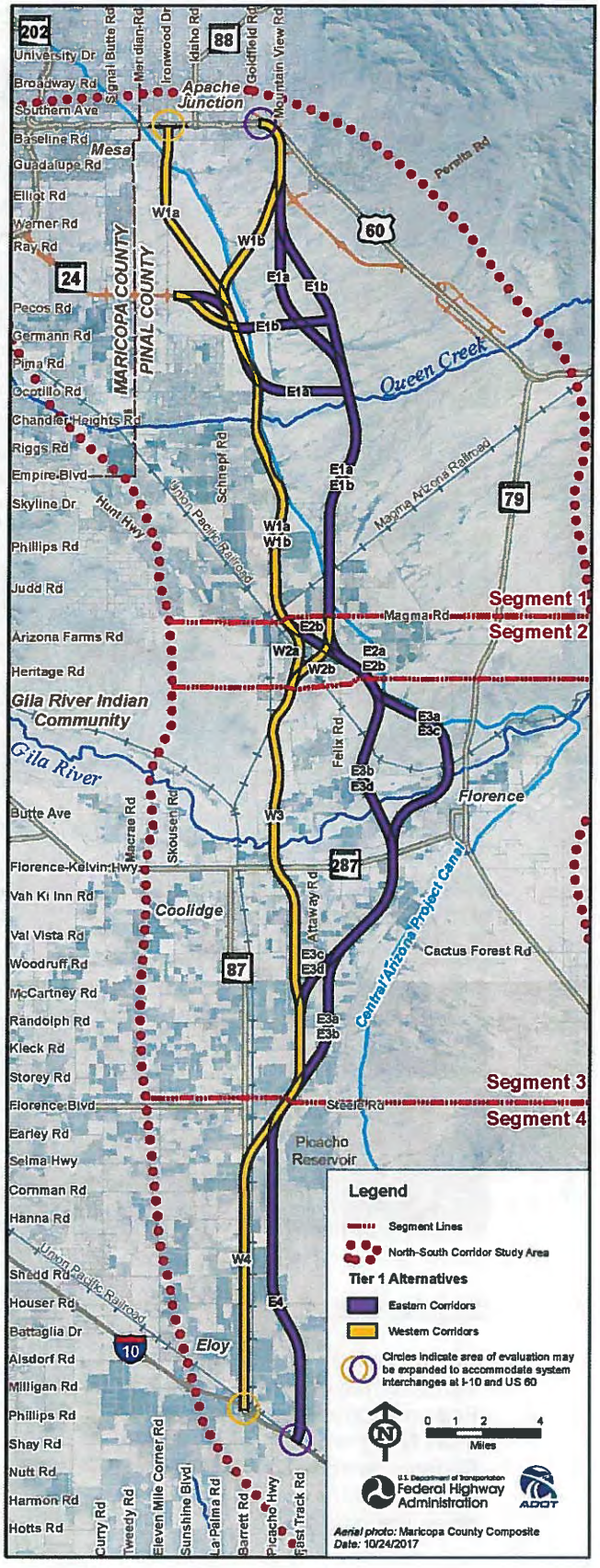
Agency contact for this study:

CAlvans@USBR.GOV

Email address:

623 773-6257

Phone number:



December 14, 2017

12.14.17
Received

Cooperating and Participating Agency Corridor Preference

Segment	Alternative	Comment
Segment 1	E1a	This segment comes into Reclamation propertyon both sides of US60. — not preferred
	E1b	The southern end on both crosses Reclamation greenup areas that are mitigation sites for the CAP. Refer not this segment.
	W1a	This segment crosses the CAP at the north end.
	W1b	Both parallel CAP and cross several irrigation and drainage district center lines. These are canals and pipelines.
Segment 2	E2a	No issue
	E2b	No issue E2a/b no issue
	W2a	No issue
	W2b	South of the Gila River the proposed route crosses several irrigation and drainage district canals and pipes — not preferred
Segment 3	E3a	E3a/c This proposed route crosses into the edge of Reclamation property North of the Gila River. — not preferred
	E3b	E3 b/d No issue
	E3c	E3 a/b and E3 c/d Cross some irrigation and drainage
	E3d	ditches and canals.
	W3	Crosses some irrigation district lines (pipe & canals)
Segment 4	E4	An irrigation district line is within the center of the proposed highway and it crosses Reclamation property to the socter.
	W4	This proposed segment crosses several irrigation district lines and Reclamation property at E. Shedd Road. mitigation needed. not preferred

I need to further valuate wildlife corridors across the CAP whose Reclamation has provided crossings.

Please provide completed forms by December 28, 2017 to:

Aryan Lirange
Senior Urban Engineer
Federal Highway Administration
4000 N. Central Ave., Suite 1500
Phoenix, Arizona 85012
(602) 382-8973
aryan.lirange@dot.gov

or

Victor Yang
Project Manager
Arizona Department of Transportation
205 S.17th Ave, MD605E
Phoenix AZ 85007
(602) 712-8715
VYang@azdot.gov

PHOENIX-MESA GATEWAY AIRPORT AUTHORITY
5835 SOUTH SOSSAMAN ROAD
MESA, ARIZONA 85212-6014

PHONE (480) 988 7600
FAX (480) 988 2315

November 22, 2017

North-South Corridor Study Team
c/o Arizona Department of Transportation (ADOT) Communications
1655 West Jackson Street, Mail Drop 126F
Phoenix, Arizona 85007

Re: North-South Corridor EIS Public Comment

This letter is in response to ADOT's solicitation of public comment regarding the Tier I Environmental Impact Statement (EIS) for the North-South Corridor. Phoenix-Mesa Gateway Airport Authority (PMGAA) continues to follow ADOT's North-South Corridor Study process with great interest. PMGAA continues to believe that the planned North-South Corridor combined with the extension of, and connection to, State Route 24 plays a significant role in the continued development of the Phoenix-Mesa Gateway Airport area. Planned transportation connections are a key component for that success.

PMGAA's preference would be for either alignment W1a, or W1b, which would ensure a shorter, and likely more cost-effective, connection needed to tie into the State Route 24 extension.

However, PMGAA believes the development of any of the North-South Corridor alternatives, along with a connection/interchange with the State Route 24 extension, will help with additional connectivity to points south and east, while providing an economic benefit to the Gateway region.

Thank you for the opportunity to provide comment on this ongoing study. PMGAA continues to look forward to working with ADOT on this project as an agency stakeholder, as well as other important regional projects.

Sincerely,

Tony Bianchi
Airport Planner

Cc: Scott Brownlee, Deputy Director, PMGAA
Bob Draper, Engineering & Facilities Director, PMGAA

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Please complete:

Name of agency:

Pinal County - Andy Smith

Agency contact for this study:

Andrew.Smith@pinalcountyaz.gov

Email address:

520 - 866-6407

Phone number:

Cooperating and Participating Agency Corridor Preference

Segment	Alternative	Comment
Segment 1	E1a	
	E1b	
	W1a	
	W1b	Preferred
Segment 2	E2a	Preferred
	E2b	Preferred
	W2a	
	W2b	
Segment 3	E3a	Preferred
	E3b	
	E3c	Preferred
	E3d	
	W3	
Segment 4	E4	No Preference
	W4	No Preference

Please provide completed forms by December 28, 2017 to:

Aryan Lirange
Senior Urban Engineer
Federal Highway Administration
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aryan.lirange@dot.gov

or Victor Yang
Project Manager
Arizona Department of Transportation
205 S.17th Ave, MD605E
Phoenix AZ 85007
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Please complete:

Name of agency:

U.S. EPA

Agency contact for this study:

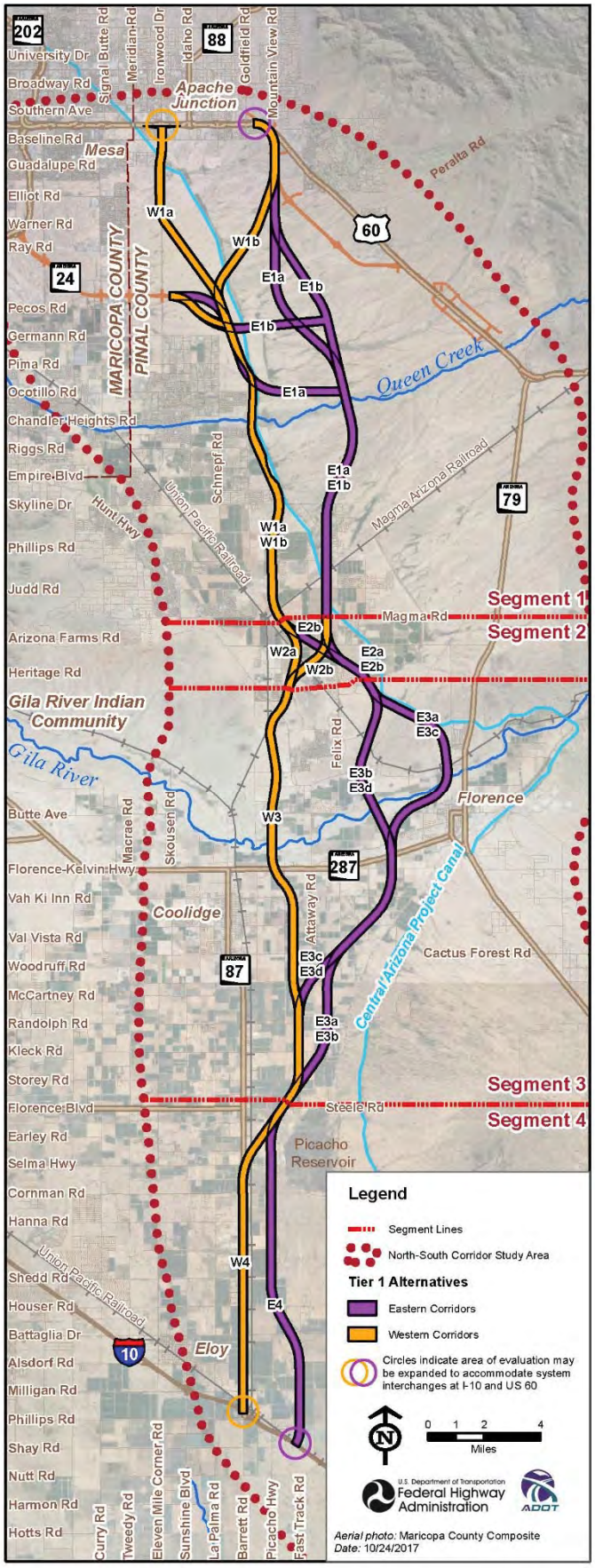
Clifton Meek

Email address:

meek.clifton@epa.gov

Phone number:

415-972-3370



Cooperating and Participating Agency Corridor Preference

Segment	Alternative	Comment
Segment 1	E1a	
	E1b	
	W1a	Based upon the information provided to EPA thus far, this segment appears to best minimize direct and indirect impacts to sensitive environmental resources that may result from the proposed project, as well as provide the greatest benefit to existing communities currently lacking north-south mobility options.
	W1b	
Segment 2	E2a	
	E2b	
	W2a	Based upon the information provided to EPA thus far, this segment appears to best minimize direct and indirect impacts to sensitive environmental resources that may result from the proposed project, as well as provide the greatest benefit to existing communities currently lacking north-south mobility options.
	W2b	
Segment 3	E3a	
	E3b	
	E3c	
	E3d	
	W3	Based upon the information provided to EPA thus far, this segment appears to best minimize direct and indirect impacts to sensitive environmental resources that may result from the proposed project, as well as provide the greatest benefit to existing communities currently lacking north-south mobility options.
Segment 4	E4	
	W4	Based upon the information provided to EPA thus far, this segment appears to best minimize direct and indirect impacts to sensitive environmental resources that may result from the proposed project, as well as provide the greatest benefit to existing communities currently lacking north-south mobility options.

Please provide completed forms by December 28, 2017 to:

Aryan Lirange
Senior Urban Engineer
Federal Highway Administration
4000 N. Central Ave., Suite 1500
Phoenix, Arizona 85012
(602) 382-8973
aryan.lirange@dot.gov

or

Victor Yang
Project Manager
Arizona Department of Transportation
205 S.17th Ave, MD605E
Phoenix AZ 85007
(602) 712-8715
VYang@azdot.gov

ADOT | North-South Corridor Study

Alternative Corridor Options - Comment Form

Public comments are an important part of this project and will be reviewed by the project team. **Comments received by December 14, 2017 will be entered into the Corridor Selection Report for this phase of work** (comments are encouraged through all phases of the process). Please comment in the space provided below. You may type or hand-write your comments. Please print clearly.

As so appropriately identified by the Arizona Department of Transportation, it is critical for the North-South Corridor to accommodate anticipated growth in the area and across the region; to improve access to future activity and population centers; and improve regional connectivity. Of the proposed alternative corridor options, the Western Corridor 1a most effectively meets those goals.

Contact Information (optional*)

Name: Gail Barney, Mayor

Address: 22358 S. Ellsworth Road

Phone: 480-358-3000

Email Address: jamie.bennett@queencreek.org

☑ **Please check this box If you would like to receive email updates on this project.**

Click here to submit form via email

Thank you for your participation. Send in completed form by mail by December 14, 2017 to:
ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

Submit comments by: **1.855.712.8530** | **northsouth@azdot.gov** | **azdot.gov/NorthSouthCorridorStudy**

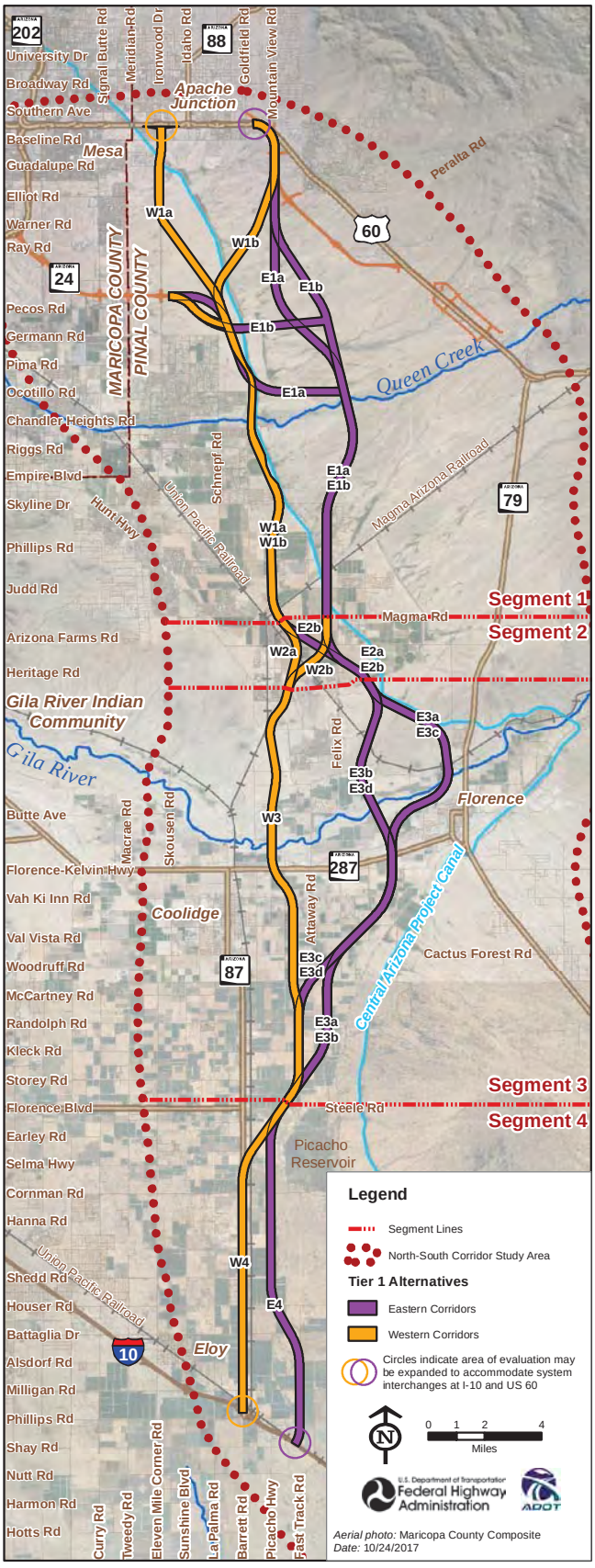
Completion of this form is completely voluntary and helps the project team keep an accurate record of comments. Under state law, any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

ADOT U.S. Department of Transportation Federal Highway Administration

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

ADOT | North-South Corridor Study

Alternative Corridor Options - Comment Form



The North-South Corridor, spanning 40 miles between US 60 and Interstate 10 in Pinal County, includes several proposed alternative corridors with segment options throughout, along with the no-build alternative.

Please use the front side of this form to comment on the study corridor. The comment period runs for 30 days. All comments received by December 14, 2017 will be entered into the Corridor Selection Report for this phase of work (comments are encouraged through all phases of the process). Comments can also be provided via email, postal mail or by telephone at the contact information provided on the front of this form.

North-South Tier 1 EIS Process

2010

Scoping

» Define study area
» Develop project purpose and need

2011–2014

Alternatives Development

» Identify and evaluate initial set of feasible alternatives
» Recommend alternatives to be carried into EIS

2015–2017

Technical Analysis

» Conduct environmental and transportation studies to evaluate potential effects of alternatives on study area

We are here

2018

DEIS

» Document analysis
» Identify the Recommended Preferred Corridor
» Publish DEIS for public comment

2019

FEIS/ROD

» Recommended Preferred Corridor to move forward to Tier 2 studies

EIS – Environmental Impact Statement; DEIS – Draft EIS; FEIS – Final EIS; ROD – Record of Decision

ADOT

U.S. Department of Transportation Federal Highway Administration

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

From:	Victor Yang
To:	LaBianca, Michael
Cc:	ADOT NSCS
Subject:	FW: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting
Date:	Tuesday, January 2, 2018 9:02:16 AM
Attachments:	image002.png image003.png image004.png image005.png image006.png Alternative Corridor Preference form_v2a.pdf

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From: Stephen Brown - FCDX [mailto:StephenBrown@mail.maricopa.gov]
Sent: Thursday, December 21, 2017 3:22 PM
To: Victor Yang
Cc: Tom Renckly - FCDX; Don Rerick - FCDX; Patrick Schafer - FCDX; Felicia Terry - FCDX
Subject: RE: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting

Mr. Yang,

Below you will find feedback from the Flood Control District of Maricopa County. Use of the supplied form was not feasible given our comments, so I have included the pertinent information and comments below:

Agency: Flood Control District of Maricopa County
P.O.C. Stephen Brown, Senior Geotechnical Engineer, Dam Safety Branch
Email: stephenbrown@mail.maricopa.gov
Phone: 602-506-5426

General Comments:

- *The Flood Control District of Maricopa County has flowage easement prior land rights for approximately 6,400 acres at and in the vicinity of the 3 flood control dams in the "Segment 1" area; Powerline FRS, Vineyard Road FRS, and Rittenhouse FRS. A planning study has been completed for the future replacement of Powerline FRS with a flood control channel, Powerline Channel, to be constructed to the east of Powerline FRS with subsequent decommissioning of Powerline FRS and overall rehabilitation of Vineyard Road FRS and Rittenhouse FRS. Design is in progress for the Powerline Channel and Vineyard Rehab Projects. Any future freeway or features thereof must therefore fully accommodate the existing flood control dams and related Project features and future flood control facilities and related features to be constructed within the easement area without adverse impact to the flood control projects or added cost to Flood Control District projects: function , safety, operation, maintenance, environmental issue, land rights, flood impoundment areas and flood surcharge areas, emergency spillway flood discharge areas, drainage channels etc.*
- *The September 2006 Land Settlement Agreement between the District and Arizona*

State Land Department for this area defines Flood Control District land rights in this area and describes the process for requesting facilities by others to be constructed within this area.

- *The Arizona Department of Water Resources is the jurisdictional agency for all dams managed by the Flood Control District and any/all proposals for future facilities proposed to be located within this area will require ADWR formal application and approval when the facility or use may impact the dams (existing/future) in any way as determined by ADWR to be under their dam safety jurisdiction.*
- *The Natural Resources Conservation Service is the federal sponsor for these existing dams and future flood control projects planned within this area as described above. As such any/all proposals for future facilities proposed to be located within this area will require NRCS formal approval when the proposed facility or use may impact the dams (existing/future) in any way as determined by NRCS to be within their oversight responsibilities for the existing and future flood control projects.*
- *For purposes of freeway planning it should be generally assumed that flood control impoundments in this area due to extreme flood events can impound flood water to the top of the 3 existing dams and to the top of the future rehabilitated dams (note that the dam crest elevations will be raised by the planned future rehabilitation).*
- *You are advised that freeway segments that cross dams and flood pools typically require extensive technical analysis, costly dam safety/dam function design accommodations and can be considerable more expensive to design and build compared to most freeways. Loop 202L at Spook Hill FRS is a case in point. In addition, the ADWR applications process involves extensive design reviews etc. prior to issuance of the ADWR permit to construct and can be very lengthy.*
- *An Inter-Government Agreement (IGA) will be required between ADOT and the District for the freeway project if it impacts any existing or proposed future flood control facility managed by the District. An advance Memorandum of Understanding is highly recommended early in the process with such freeway proposals by ADOT to the District.*
- *Dam Safety risk management and risk assessments may be required for the proposed freeway depending on specifics.*
- *The District advises ADOT to evaluate the potential for increased impacts from emergency spillway discharges (existing and future emergency spillways) associated with freeway plans downstream of the existing and future dams and provide for mitigation measures as may be needed.*

Comments on Alternatives:

Segment 1:

- *E1a: Alignments east (upstream) of Powerline FRS (future Powerline channel), Vineyard FRS, and Rittenhouse FRS must be designed to pass the incoming floods into the flood control dam. This will require bridges and/or elevated sections of freeway*

with sufficient capacity to allow flows to pass under and into the dams. Diverting flows and building new flood control features may be physically possible, but it is suspected that this option would not be feasible from a cost perspective. The east/west connection to AZ24 associated with alternative E1A appears to run through the emergency spillway of Rittenhouse FRS. This would have to be designed in such a way as to allow the emergency spillway flows to pass under the freeway. The east/west connection may also adversely impact the inundation area of Vineyard FRS emergency spillway flows.

- *E1b: Comments on E1A apply to the E1B except that the Rittenhouse Emergency Spillway flows may not be impacted. E1b does, however, cross over the Vineyard FRS Embankment and this cross would have to be design such that it does not adversely impact safe functioning of the dam.*

- *W1a: W1a is preferred over W1b as it does not cross over any dams. All western alignments, however, would still have to be designed considering impacts to emergency spillway inundation areas. Overpass openings or designed elevated sections may be needed to avoid adversely concentrating emergency spillway flows to the south toward eastern Coolidge.*

- *W1b: Comments on W1a apply to W1b except that W1b crosses over Vineyard FRS Embankment. While feasible, crossing over the dam adds a level of agency involvement and scrutiny which you may wish to avoid, making W1b potentially less attractive than W1a in that regard.*

Segment 2-3: Consideration must be given to how the southern segments may concentrate emergency spillway flows towards eastern Coolidge.

FCDMC Preferred: FCDMC see pros and cons to both the western and eastern alignments in Segment 1 from a flood control perspective; we will choose not to select a preferred alignment between eastern and western. However, of the two western alignment alternatives in Segment 1, W1a is preferred over W1b, as W1a does not cross the dam but all other potential flood impacts/considerations appear to be similar. FCDMC does not have a preference between the E1a and E1b alignments in Segment 1; both have advantages and disadvantages as noted above (emergency spillway crossing and dam embankment crossing considerations). FCDMC will not comment on a preferred alignment in Segments 2-3; however, see comment above regarding consideration of emergency spillway inundation areas.

Thank you,

Steve Brown, P.E.
Senior Geotechnical Engineer

Dam Safety Branch

Flood Control District of Maricopa County
2801 W Durango St, Phoenix, AZ 85009
(Office) 602-506-5426
StephenBrown@mail.maricopa.gov
www.fcd.maricopa.gov

How are we doing? Click here to leave your feedback

From: Victor Yang [mailto:VYang@azdot.gov]
Sent: Friday, December 15, 2017 11:06 AM
To: Sara Allred <SAllred@azdot.gov>; Steve Beasley <SBeasley@azdot.gov>; Vicki Bever <VBever@azdot.gov>; Stephanie Brown <SBrown@azdot.gov>; Katie Rodriguez <KRodriguez@azdot.gov>; Brent Cain <BCain@azdot.gov>; Laura Douglas <LDouglas@azdot.gov>; Dave Edwards <DEdwards2@azdot.gov>; Charla Glendening <CGlendening@azdot.gov>; Sayeed Hani <SHani@azdot.gov>; Reza Karimvand <RKarimvand@azdot.gov>; Keith Killough <KKillough@azdot.gov>; Dianne Kresich <DKresich@azdot.gov>; Roderick F. Lane <RLane@azdot.gov>; Gail Lewis <GLewis2@azdot.gov>; Curtis Litin <CLitin@azdot.gov>; Carlos Lopez <CLopez@azdot.gov>; Kurt Miyamoto <KMiyamoto@azdot.gov>; Kimberly Noetzel <KNoetzel@azdot.gov>; Paul O'Brien <PO'Brien@azdot.gov>; Edward Ochmann <EOchmann@azdot.gov>; Chris Page <CPage@azdot.gov>; Ashek Rana <ARana@azdot.gov>; Joseph Salazar <JSalazar@azdot.gov>; Xuefan Xu <XXu@azdot.gov>; 'rodney.bragg@aecom.com' <rodney.bragg@aecom.com>; 'RMiguel@ak-chin.nsn.us' <RMiguel@ak-chin.nsn.us>; 'Sandra.Shade@ak-chin.nsn.us' <Sandra.Shade@ak-chin.nsn.us>; 'cmcwilli@azcorrections.gov' <cmcwilli@azcorrections.gov>; 'russell.a.carter20.nfg@mail.mil' <russell.a.carter20.nfg@mail.mil>; 'Dorenda.coleman@fmo.azdema.gov' <Dorenda.coleman@fmo.azdema.gov>; 'Janet.johnson@fmo.azdema.gov' <Janet.johnson@fmo.azdema.gov>; 'scott.sveinsson@fmo.azdema.gov' <scott.sveinsson@fmo.azdema.gov>; 'wl1@azdeq.gov' <wl1@azdeq.gov>; 'SHarrison@AZDPS.GOV' <SHarrison@AZDPS.GOV>; 'cboucher@azgfd.gov' <cboucher@azgfd.gov>; 'ssprague@azgfd.gov' <ssprague@azgfd.gov>; 'kterpening@azgfd.gov' <kterpening@azgfd.gov>; 'jwindes@azgfd.gov' <jwindes@azgfd.gov>; 'kwolff-krauter@azgfd.gov' <kwolff-krauter@azgfd.gov>; 'djacobs@azstateparks.gov' <djacobs@azstateparks.gov>; 'mwalsh@azstateparks.gov' <mwalsh@azstateparks.gov>; 'medelman@azland.gov' <medelman@azland.gov>; 'mgreen@land.az.gov' <mgreen@land.az.gov>; 'dcollins@azstateparks.gov' <dcollins@azstateparks.gov>; 'Will Russell' <wrussell@azstateparks.gov>; 'ryoung@azstateparks.gov' <ryoung@azstateparks.gov>; 'tashbaugh@cagaz.org' <tashbaugh@cagaz.org>; 'mlucero@caagcentral.org' <mlucero@caagcentral.org>; 'spatro@caagcentral.org' <spatro@caagcentral.org>; 'tfitzgerald@cap-az.com' <tfitzgerald@cap-az.com>; 'pkernan@cap-az.com' <pkernan@cap-az.com>; 'cthompson@cap-az.com' <cthompson@cap-az.com>; 'pzellmer@cap-az.com' <pzellmer@cap-az.com>; 'mwever@AJCity.Net' <mwever@AJCity.Net>; 'eschmid@ajcity.net' <eschmid@ajcity.net>; 'lkirch@AJCity.Net' <lkirch@AJCity.Net>; 'deitel@casagrandeaz.gov' <deitel@casagrandeaz.gov>; 'klouis@casagrandeaz.gov' <klouis@casagrandeaz.gov>; 'Amanda_Grant@casagrandeaz.gov' <Amanda_Grant@casagrandeaz.gov>; 'glopez@coolidgeaz.com' <glopez@coolidgeaz.com>; 'kbrown@eloyaz.gov' <kbrown@eloyaz.gov>; 'jvlaming@EloyAZ.gov' <jvlaming@EloyAZ.gov>; 'james.hash@mesaaz.gov' <james.hash@mesaaz.gov>; 'beth.huning@mesaaz.gov'

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Subject: RE: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting

Good Morning,

Thank you for attending yesterday's Stakeholder Agency Meeting.
During the meeting yesterday we discussed about the Cooperating and Participating Agencies Corridor Preference Form. This is one of the attachments that I emailed to all of you on 12/13/2017 (one of the four email attachments of meeting material). I have attached this form in this email again. This form provides another opportunity for all cooperating and participating agencies on this project to submit comments on their preferred corridor alignments. The deadline for submitting is 12/28/2017 (one per agency).
If you have any questions please feel free to contact me.

Happy Holiday!

Victor Yang P.E.

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From: Victor Yang
Sent: Wednesday, December 13, 2017 4:13 PM
To: Sara Allred; Steve Beasley; Vicki Bever; Stephanie Brown; Katie Rodriguez; Brent Cain; Laura Douglas; Dave Edwards; Charla Glendening; Sayeed Hani; Reza Karimvand; Keith Killough; Dianne Kresich; Roderick F. Lane; Gail Lewis; Curtis Litin; Carlos Lopez; Kurt Miyamoto; Kimberly Noetzel; 'pobrien@azdot.gov'; Edward Ochmann; Chris Page; Ashek Rana; Joseph Salazar; Jay Van Echo; Xuefan Xu; 'rodney.bragg@aecom.com'; 'RMiguel@ak-chin.nsn.us'; 'Sandra.Shade@ak-chin.nsn.us'; 'cmcwilli@azcorrections.gov'; 'russell.a.carter20.nfg@mail.mil'; 'Dorenda.coleman@fmo.azdema.gov'; 'Janet.johnson@fmo.azdema.gov'; 'scott.sveinsson@fmo.azdema.gov'; 'wl1@azdeq.gov'; 'SHarrison@AZDPS.GOV'; 'cboucher@azgfd.gov'; 'ssprague@azgfd.gov'; 'kterpening@azgfd.gov'; 'jwindes@azgfd.gov'; 'kwolff-krauter@azgfd.gov'; 'djacobs@azstateparks.gov'; 'mwalsh@azstateparks.gov'; 'medelman@azland.gov'; 'mgreen@land.az.gov'; 'dcollins@azstateparks.gov'; 'Will Russell'; 'ryoung@azstateparks.gov'; 'tashbaugh@cagaz.org'; 'mlucero@caagcentral.org'; 'spatro@caagcentral.org'; 'tfitzgerald@cap-az.com'; 'pkernan@cap-az.com'; 'cthompson@cap-az.com'; 'pzellmer@cap-az.com'; 'mwever@AJCity.Net'; 'eschmid@ajcity.net'; 'lkirch@AJCity.Net'; 'deitel@casagrandeaz.gov'; 'klouis@casagrandeaz.gov'; 'Amanda_Grant@casagrandeaz.gov'; 'glopez@coolidgeaz.com'; 'kbrown@eloyaz.gov'; 'jvlaming@EloyAZ.gov'; 'james.hash@mesaaz.gov'; 'beth.huning@mesaaz.gov'; 'natalie.lewis@mesaaz.gov'; 'jake.west@mesaaz.gov'; 'al.zubi@mesaaz.gov'; 'erik.guderian@mesaaz.gov'; 'RJ.Zeder@MesaAZ.gov'; 'fet@mail.maricopa.gov'; 'Larry.BenallieJr@gric.nsn.us'; 'ddejong@gilariver.com'; 'executivemail@gric.nsn.us'; 'Barnaby.Lewis2@gric.nsn.us'; Gregory McDowell; 'timothy.oliver@gric.nsn.us'; 'sasha.pachito@gric.nsn.us'; 'david.white@gric.nsn.us'; 'michael.labianca@hdrinc.com'; 'Cathy.LaFata@hdrinc.com'; 'hehonanie@hopi.nsn.us'; 'brent.crowther@kimley-horn.com'; 'bhazlett@azmag.gov'; M Henry (AzMAG); 'chill@azmag.gov'; 'npryor@azmag.gov'; 'deniselacey@mail.maricopa.gov'; Jennifer Toth (Maricopa); 'Peter.S.Yucupicio@pascuayaqui-nsn.gov'; 'tbianchi@gatewayairport.com'; 'bdraper@gatewayairport.com'; 'rsmith@gatewayairport.com'; 'andrew.smith@pinalcountyaz.gov'; Louis Andersen; 'Scott.Bender@pinalcountyaz.gov'; 'Elise.moore@pinalcountyaz.gov'; 'brett.burningham@queencreek.org'; 'Mohamed.youssef@queencreek.org'; 'Jennifer.Jack@srpmic-nsn.gov'; 'Rick.McFarlin@srpmic-nsn.gov'; 'delbert.ray@srpmic-nsn.gov'; 'Shane.Anton@srpmic-nsn.gov'; 'angela.garcia-lewis@srpmic-nsn.gov'; 'ryan.earwood@srpnet.com'; 'Floyd.Hardin@srpnet.com'; 'Allen.garrison@srpnet.com'; 'dan.hawkins@srpnet.com'; 'Elijah.lubandi@srpnet.com'; 'robert.maldonado@srpnet.com'; 'janeen.rohovit@srpnet.com'; 'apachevern@yahoo.com'; Irene Higgs; 'Philip.Hobbs@tonation-nsn.gov'; 'Andrew.Korchmaros@tonation-nsn.gov'; 'edwardd.manuel@tonation-nsn.gov'; 'jasper.kinsleyjr@tonation-nsn.gov'; 'Steve.tipton@tonation-nsn.gov'; 'peter.steere@tonation-nsn.gov'; 'vburdette@tontoapache.org'; 'Michelle.Orton@florenceaz.gov'; 'jess.knudson@florenceaz.gov'; 'Jesse.M.Rice@usace.army.mil'; 'jason.kepler@az.usda.gov'; 'andrew.burnes@az.usda.gov'; 'cheryl.lambert@az.usda.gov'; 'ferris.begay@bia.gov'; 'clarence.begay@bia.gov'; 'garry.cantley@bia.gov'; 'arlan.riggs@bia.gov'; 'nina.siquieros@bia.gov'; 'cecilia.martinez@bia.gov'; 'george.patton@bia.gov'; 'beau.goldstein@bia.gov'; 'paul.bonar@bia.gov'; 'chip.lewis@bia.gov'; 'george.martinez@bia.gov'; 'dave.smith@bia.gov'; 'ekender@blm.gov'; 'mhartney@blm.gov'; 'luhr@blm.gov'; 'lcowger@blm.gov'; 'caevans@usbr.gov'; 'debra_bills@fws.gov'; 'Robert_Lehman@fws.gov'; 'scott_richardson@fws.gov'; 'karl_pierce@nps.gov'; 'Alycia_Hayes@nps.gov'; 'stephanie_macdonald@nps.gov'; 'Sherry_Plowman@nps.gov'; 'mike.n.williams@faa.gov'; 'thomas.deitering@fhwa.dot.gov';

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Subject: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting

Good afternoon,

Attached meeting material for tomorrow Agency Stakeholder meeting. Skype Link and parking direction is included in the meeting invite sent to you earlier. Look forward to seeing you.

Best,

Victor Yang P.E.
Major Projects Group Manager
Multimodal Planning Division
205 S.17th Ave, MD605E
Phoenix, AZ 85007
Direct (602) 712-8715
Fax (602) 712-8992
Vyang@azdot.gov

North-South Corridor Study Cooperating and Participating Agency Corridor Preference

We identify the following action corridor alternative(s) as our preferred alternative. We recognize that the North-South Corridor Study Tier 1 Draft Environmental Impact Statement will identify a recommended preferred action corridor alternative, and this form provides us the opportunity to provide our preference to be considered in that process.

We acknowledge that as more information is provided through the National Environmental Policy Act process, we will continue to provide comments throughout the study, and that input will be considered by the study team.

Preferred Action Corridor Alternative

The map to the right (or the webmap found at https://northsouthtier1deis.hdrgateway.com/Home/Map) identifies all action corridor alternatives by segment under consideration in the Draft Environmental Impact Statement. Our preference for each segment, based on a continuous corridor (for example, the E1a Alternative in Segment 1 connects only with E2a or W2b in Segment 2), is indicated on the form provided on the 2nd page of this form.

Please complete:

Name of agency:

_____

Agency contact for this study:

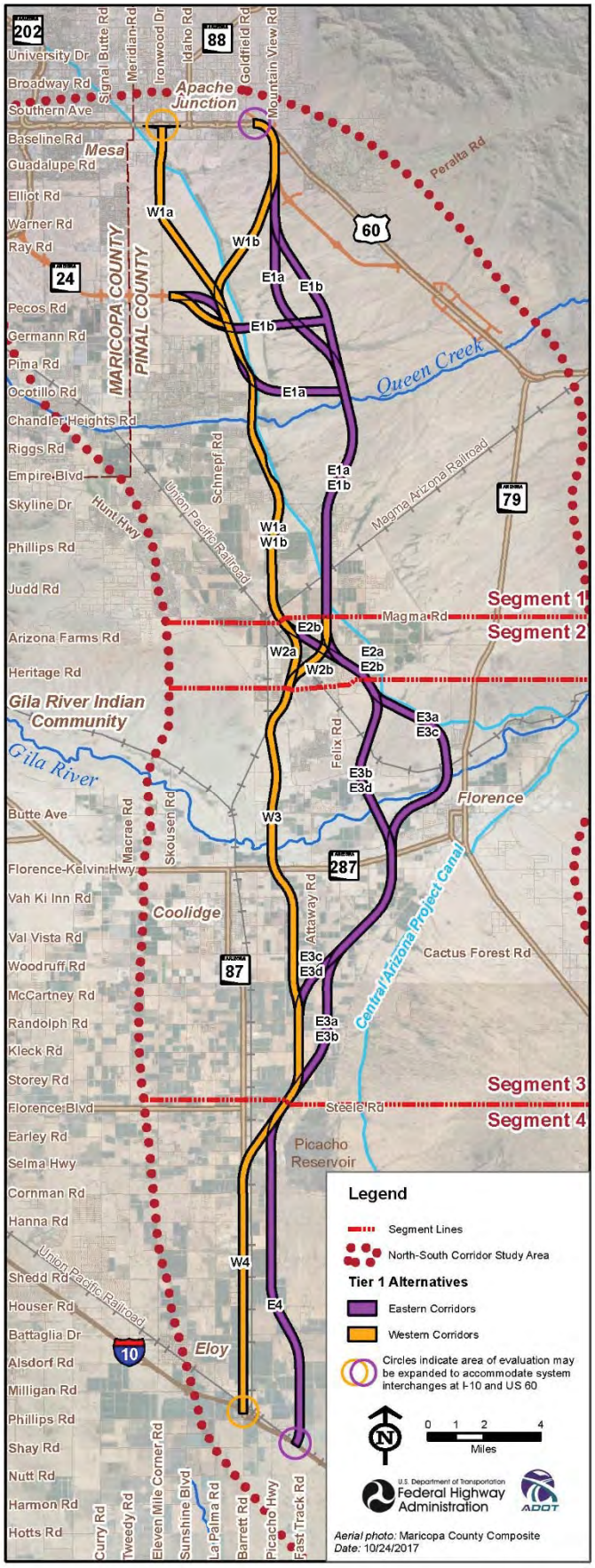
_____

Email address:

_____

Phone number:

_____



Cooperating and Participating Agency Corridor Preference

Segment	Alternative	Comment
Segment 1	E1a	
	E1b	
	W1a	
	W1b	
Segment 2	E2a	
	E2b	
	W2a	
	W2b	
Segment 3	E3a	
	E3b	
	E3c	
	E3d	
	W3	
Segment 4	E4	
	W4	

Please provide completed forms by December 28, 2017 to:

Aryan Lirange
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Phoenix, Arizona 85012
(602) 382-8973
aryan.lirange@dot.gov

or

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205 S.17th Ave, MD605E
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Please complete:

Name of agency:

CITY OF ELOY

Agency contact for this study:

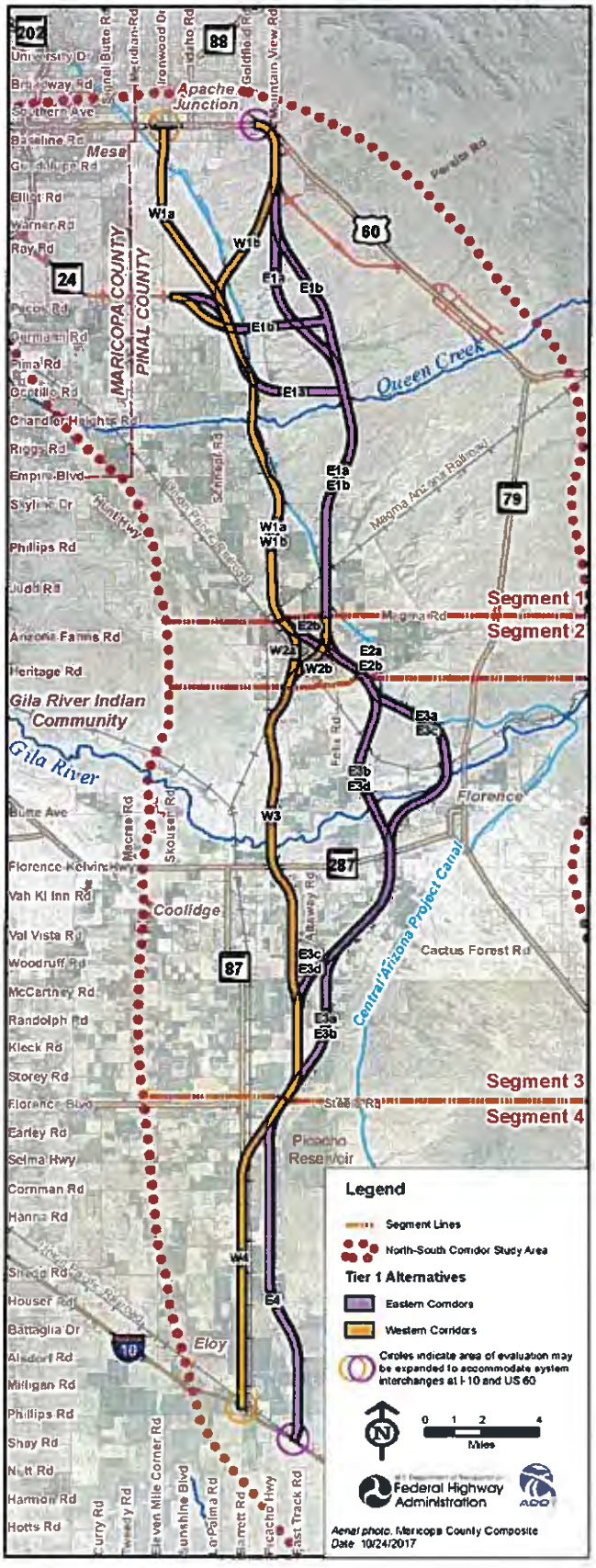
KEITH BROWN

Email address:

KBROWN@ELOYAZ.GOV

Phone number:

520.466.3082



Cooperating and Participating Agency Corridor Preference

Segment	Alternative	Comment
Segment 1	E1a	
	E1b	
	W1a	
	W1b	
Segment 2	E2a	
	E2b	
	W2a	
	W2b	
Segment 3	E3a	
	E3b	
	E3c	
	E3d	
	W3	
Segment 4	E4	
	W4	THE CITY COUNCIL ADOPTED RESOLUTION 15-1343 SUPPORTING SEGMENT E/AA (W4) ON MARCH 23, 2015.

Please provide completed forms by December 28, 2017 to:

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Senior Urban Engineer
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aryan.lirange@dot.gov

or

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VYang@azdot.gov

RESOLUTION NO. 15-1343

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY SUPPORTING AND ENDORSING SEGMENT "Z/AA" AS IDENTIFIED IN THE NORTH-SOUTH CORRIDOR STUDY AS THE CITY OF ELOY PREFERRED ROUTE ALTERNATIVE IN THE ENVIRONMENTAL IMPACT STUDY BEING PREPARED BY THE ARIZONA DEPARTMENT OF TRANSPORTATION.

WHEREAS, the Arizona Department of Transportation ("ADOT") has completed initial engineering and environmental studies analyzing potential alignment segments, for a proposed freeway connecting Interstate 10 with US Highway 60 ("North-South Freeway") within the central portion of Pinal County; and,

WHEREAS, ADOT has conducted extensive public outreach to provide information to, and receive feedback from, the City of Eloy (the "City"), its residents, and the surrounding communities that will integrate the North-South Freeway into its transportation network and land use pattern, benefitting both city-wide and regional mobility; and,

WHEREAS, changes in the boundaries of adjacent communities and their respective planning areas have caused the City of Eloy to reevaluate and change its support to the Z/AA Segment rather than the Fast Track Road alignment to preserve economic development efforts of the City as well as increase mobility opportunities for its residents; and,

WHEREAS, the alignment of the Z/AA Segment will provide opportunities for the enhancement of the economy of the City; and,

WHEREAS, ADOT is preparing the Draft Environmental Impact Statement to assess Segment Z/AA and the other remaining segment of the North-South Freeway; and,

WHEREAS, Segment Z/AA utilizes the existing right-of-way of State Route 87, requiring only a portion of new right-of-way, making it more cost effective than the other segment; and,

WHEREAS, the utilization of Segment Z/AA significantly diminishes the presence of environmental (i.e. fissures, drainage, etc.) impediments that exist with the other alternative, allowing for a more cost effective North-South Freeway; and,

WHEREAS, the location of Segment Z/AA allows for the future freeway to capture vehicle trips to the east and west of SR 87 within the City, rather than the alignment to the east; and,

WHEREAS, the utilization of Segment Z/AA places the freeway closer to downtown Eloy, providing opportunities to capture economic development opportunities and patronage, as well as transit access-rather than the alternative segment, which will function as a by-pass; and,

WHEREAS, the utilization of Segment Z/AA allows for the potential southerly extension of the freeway to serve the southern portion of the City's planning area in the future.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY, ARIZONA AS FOLLOWS:

That the City of Eloy supports and endorses Segment Z/AA as the preferred route alternative for the North-South Corridor Freeway in the Environmental Impact Study being prepared by the Arizona Department of Transportation.

APPROVED this 23rd day of March, 2015.

Joel G. Belloc, Mayor

ATTEST:

Mary Myers, City Clerk

APPROVED AS TO FORM:

Stephen R. Cooper, City Attorney

THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT
5000 W. CAREFREE HIGHWAY
PHOENIX, AZ 85086-5000
(602) 942-3000 • WWW.AZGFD.GOV

December 26, 2017

Mr. Victor Yang
Arizona Department of Transportation
205 South 17th Avenue
MD 605E
Phoenix, AZ 85007

Re: AGFD Comments on the North-South Corridor Tier 1 EIS Alternatives

Dear Mr. Yang:

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are preparing a Tier 1 Environmental Impact Statement (EIS) for the proposed 45-mile-long transportation corridor between U.S. Route 60 in Apache Junction and Interstate 10 near Eloy and Picacho, referred to as the North-South Corridor (Corridor). The purpose of the Corridor is to identify and evaluate a possible route to provide a connection between north and south Pinal County. This Corridor would also provide multi-modal transportation potential for the Phoenix to Tucson passenger rail, and would provide an east west option for the State Route 24.

The Arizona Game and Fish Department (Department) appreciates this opportunity to submit comments on the alternative routes that were published for public comment on November 14, 2017, or discussed during the December 14, 2017 Cooperating Agency meeting. In addition to identifying potential impacts to sensitive resources along the corridor alternatives, the Department has identified data needs and mitigation opportunities along these alternative routes to be captured within the Tier 1 EIS.

PRELIMINARY RANKING OF ALTERNATIVES

The Department previously recommended using five categories to rank Wildlife and Wildlife Habitat evaluation criteria in order to account for the nuanced differences of resources within the Corridor. Based on the brief overview of the preliminary rankings discussed during the December 14, 2017 Cooperating Agency meeting, the Department believes that the way the criteria for Wildlife and Wildlife Habitat was analyzed will not be informative to the overall alternative evaluation process. Calibration should be on a segment-by-segment basis instead of across the entire Corridor. For example, W1a should be ranked relative to W1b, E1a and E1b, in order to effectively compare and contrast the different alternatives.

EVALUATION OF ALTERNATIVES

In general, the western-most alternatives would result in fewer impacts to wildlife, habitat, and wildlife resources, than the alternatives to the east.

- Segment 1- Alternative W1a is situated west of the CAP canal, which is an existing constraint to east-west wildlife movement in the area. When compared to Alternatives W1b, E1a, and E1b, which are situated east of the CAP canal, the alternative to the west would result in fewer impacts to terrestrial wildlife movement through the area, and less overall habitat fragmentation. Additionally, the eastern Alternatives (W1b, E1a, and E1b) contain a greater amount of native desert habitat for key species of concern such as kit fox (*Vulpes macrotis*), Tucson shovel-nosed snake (*Chionactis occipitalis klauberi*), and the Sonoran desert tortoise (*Gopherus morafkai*). This segment also has significant drainages and should be evaluated for the impacts on the drainages and on the drainage structures currently in place.

- Segment 2- E2d and W2a would guide the route from W1a to either of the western alignments over the Gila River. Use of Alternatives E2a and E2c result in the alignment using Alternative E3c, which would likely have more impacts to wildlife movement and wildlife habitat within the Gila River.

- Segment 3- Given the presence of the new Anthem Community development and at least two north-south running canals, the potential for wildlife movement north of the Gila River is limited, making the Gila River even more important as a corridor for wildlife movement. Although Alternatives E3b/E3d would likely impact slightly less native habitat than W3, their effects to habitat fragmentation and connectivity would likely be similar. Alternatives E3a/E3c would have significantly more impact to the Gila River, given that it is situated within or immediately adjacent to the river for over 1.5 miles; E3a/E3c would have substantially more adverse effects to wildlife using and moving through the Gila River corridor than the two western alignments. In addition, the open areas between E3b/d and E3a/c, including E3b/d to the south, are used by small game hunters.

- Segment 4- As the corridor progresses south to Interstate 10, the western Alternative, W4, is expected to have fewer overall impacts to wildlife and wildlife resources. Much of Alternative W4 would expand along the existing State Route 87, whereas agricultural lands with small dirt farm roads comprise the eastern route of E4. The eastern Alternative is closer to the native habitats and open spaces to the east of the corridor, including the Picacho Reservoir; there is a higher likelihood the eastern route would indirectly affect the adjacent open space through noise, lighting, and air quality, etc., as well as limiting opportunities for recreationists to access the open space.

CONSIDERATIONS

Agricultural Lands

Almost all of the vegetation/land cover types found within the Corridor and its Alternatives provide valuable habitat to different wildlife species. A very small percentage of the Alternatives contain developed land (residential or industrial development); agricultural cropland and native desert scrub vegetation comprise the majority of the land cover within the Corridor. The value of agricultural lands should not be discounted as there are many species utilizing these areas, due to the irrigation, ponding and other water hold overs common to these areas. Agricultural croplands

often provide unique habitat for migratory birds, especially shorebirds, waterfowl and raptors. In addition, other avian species may utilize these habitats year-round, including during the breeding season. These species may include the western burrowing owl (*Athene cunicularia hypugaea*), and game species such as mourning dove (*Zenaida macroura*) and Gambel's quail (*Callipepla gambelii*).

Picacho Reservoir

The Department owns and manages a portion of the Picacho Reservoir lands along with the Bureau of Land Management (BLM), and the Arizona State Land Department (ASLD). The Reservoir is located within Segment 4 of the Corridor. Historically, this reservoir has provided excellent habitat for wildlife, including waterfowl. It has been a popular destination for birding, fishing, and hunting. This should be considered a 4(f) property, and any indirect effects to wildlife within the Reservoir must be considered and analyzed.

CUMULATIVE IMPACTS

In 2011, Pinal County amended the Comprehensive Plan to include the vision for Superstition Vistas, a large development in an undisturbed landscape. This amendment includes the conversion and loss of lands designated for conservation and recreation to moderate low density residential (1-1.3 du/ac) and residential (1du/ac) north of Highway 60 and east of Highway 79, south to Florence.

Maricopa County Flood Control District's flood-control structures are also found in the vicinity of the Corridor. The mesquite bosque vegetation associated with these flood-control structures provides high quality habitat and year round water sources for wildlife. The planning of these structures includes 80% mitigation for mesquite vegetation due to impacts from the movement and modification of these structures. This mitigation should not be further impacted by these alternatives and should be analyzed. These structures are also adjacent to the Central Arizona Projects (CAP), which also presents a barrier to wildlife movement. The proposed regional CAP trail would also traverse the flood control structures, further fragmenting and impacting the permeability of the habitat along the CAP. The Corridor encompasses the CAP and flood control structures, and transverses the CAP in some locations. Cumulatively, habitat loss, habitat fragmentation, construction of new movement barriers, loss of movement corridors, and access torecreation in this area could have significant impacts to wildlife resources and the Department's ability to manage them.

- It is important that ADOT consider cumulative impacts to wildlife habitat and recreation opportunities in the vicinity of the North-South Corridor.

  Should the Arizona Passenger Rail Corridor Study-Tucson to Phoenix (Passenger Rail) be constructed in the vicinity of the Corridor, the potential cumulative impacts of the these two barriers to wildlife movement should be examined. According to Forman et al., "Road density appears to affect many species of large animal…and many other ecological patterns can be related to road density" (2003). Additionally, the Handbook of Road Ecology identifies that "The density and configuration of the road network across the landscape are important drivers of the scale and intensity of road impacts on wildlife" (van der Ree et al. 2015).

- It is especially imperative that ADOT consider cumulative impacts to wildlife movement. If additional information/data/studies are needed from the Department for ADOT's cumulative impacts analysis, we request further coordination with ADOT.

DATA NEEDS

Tucson shovel-nosed snake, kit fox, and Sonoran desert tortoise have been recorded within the native desert lands east of the Corridor (Grandmaison et al 2010; Jones 2016; Grimsley et al. 2015; Hoffman and Leavitt 2015). In order to fully evaluate project effects to the local populations of these species, as well as movement issues and needs, more information is needed about their current distribution and movement patterns across the proposed routes. These data are critical to establishing meaningful and effective mitigation to minimize impacts to Tucson shovel-nosed snake and Sonoran desert tortoise along the chosen route.

A greater understanding is needed of the current movement of larger mammals, such as mule deer, across Alternatives W1a, W1b, E1b, E1a, W3, E3d, and E3c. These areas have been identified as potentially important habitat for key species; however, more detailed information about movement patterns and species' use is necessary to identify appropriate mitigation for the additional barrier effects that the Corridor would cause to larger species in the region.

- The Department recommends collection of movement data for target species at least two year prior to design and Tier 2 NEPA, as well as during, and for at least four years following construction. The Department considers this an essential component of any mitigation strategy regardless of which route is selected. An evaluation with accompanying pre- and post-construction data is also imperative for the application of any and all mitigation components.

MITIGATION OPPORTUNITIES

Wildlife Movement

Transportation infrastructure compromises the natural movement of mammals, amphibians, reptiles, and some birds. The barrier effect on wildlife results from a combination of disturbance and avoidance effects, physical hindrances, and traffic mortality that all reduce the number of movements across the barrier. The Corridor is part of a larger transportation network contributing to overall statewide fragmentation, degradation, isolation, mortality, and barrier effects on wildlife and habitats. Therefore, individual infrastructure projects should be evaluated at a landscape scale, considering their contributions to the cumulative impacts of a larger infrastructure network. Additionally, ensuring the safe and effective movement of wildlife through the Corridor also improves the safety of the roadway itself, by reducing the likelihood of wildlife-vehicle interactions and accidents.

Potential mitigation opportunities include, but are not limited to:

- Improve connectivity over the CAP canal, which presents an existing barrier to wildlife movement. Improved connectivity would connect habitat blocks on either side of the CAP.
- Improve and maintain connectivity between the Picacho Mountains and San Tan Mountains. The Gila River is a prime corridor in this area, but other connectivity opportunities, if present, should be identified.
- A network of crossing structures including overpasses, underpass, culverts, funnel fencing, and other components should be included from the initial design stages. Specific locations

and extents can be refined by execution of the surveys and movement studies indicated in the data needs section above.

- Mitigation features along the Corridor need to align with corresponding mitigation features in adjacent barriers (such as the CAP wildlife crossings). Additionally, while mitigation features in existing barriers should be considered in the location of mitigation features in the Corridor, an absence of existing wildlife movement features is not a valid reason for omitting movement features in new barriers. In fact, mitigation could be in the form of upgrades to wildlife movement features along the existing barriers, as opportunities are identified.

Impacts to Wildlife

Arizona's State Wildlife Action Plan (SWAP) provides a comprehensive vision for managing Arizona's fish, wildlife and wildlife habitats. The SWAP identifies the Species of Greatest Conservation Need (SGCN) and Species of Economic and Recreation Importance (SERI) for the State of Arizona.

- The Department recommends that potential impacts to, as well as appropriate avoidance and minimization measure for, all state trust species be addressed in the upcoming NEPA analysis. The first table of Attachment 1 details known occurrences of special status species in the project vicinity. The second and third tables in Attachment 1 identify SGCN and SERI predicted within the project vicinity based on range prediction models.

Impacts to Habitat

It is the Department's policy to seek compensation at a 100% level, when feasible, for actual or potential habitat losses resulting from land and water projects (Department Policy I2.3).

- The Department recommends that all impacts to habitat be mitigated in-kind (i.e. impacts to Sonoran Desert scrub habitat should be mitigated with Sonoran Desert scrub habitat), through a combination of on-site impact avoidance and/or minimization when feasible, and preservation, creation, or compensation.

Recreation/Open Space Access

The Department recommends examining the potential effects of the Corridor to economically important recreation opportunities. It is the policy of the Department to place high priority on preserving existing access to public and State trust lands for hunting and to place high priority on improving access to such lands in areas of the State where access to such lands in currently difficult or nonexistent. Many of the alternatives cross roadways that currently provide access to recreation opportunities within, or east of, the Corridor; some of the alternatives are in areas where no access currently exists; some of these access concerns are identified below:

- Recreationists access the open space east and west of Alternative W1a for small game hunting. A parking or pullout area for hunters would be a great addition, as no parking is currently present.
- Alternatives W4 and E4 cross Selma Highway access point into Picacho Reservoir. Regardless of which route is chosen, this access to the Picacho Reservoir should be maintained.
- Recreationists access the Desert Wells Multiuse Area and hunting opportunities using Ocotillo Rd and E. Skyline Drive. Maintaining recreation access is important through Alternatives W1b, E1a, and E1b for small and big game hunting.

- Recreationists access open space east and west of Alternatives E1a, and E1b for small and big game hunting and OHV activities. Installation of a parking area or pullout is recommended for recreationists accessing open space.
- A gas-line dirt road through Alternatives E3b/E3d and E3a/E3c provides very popular walking access for recreationists. Maintaining access is recommended.
- Houser Road, which runs east-west through Alternatives W4 and E4, provides critical access from Highway 87 to the northern end of the Picacho Mountains. Regardless of which route is chosen, access to the adjacent open space should be maintained via Houser Road.

Indirect Effects

In addition to the typical effects to wildlife movement discussed above, pollution by toxins, nutrients, and noise from the transportation corridor can create edge effects on adjacent hydrology and microclimate, reducing the suitability of the remaining habitats. These indirect effects spread into the surrounding landscape and may contribute far more to the overall loss and degradation of natural habitat than the road body itself. The indirect effects are influenced by road and traffic characteristics, landscape topography and hydrology, wind, and vegetation. In addition, the consequent impacts on wildlife and ecosystems also depend on the sensitivity of the species in the vicinity.

- Opportunities to minimize new edge effects include: constructing the road corridor along existing infrastructure, such as the alternatives in the "Expanded" categories, instead of creating new infrastructure corridors; develop and implement adequate weed abatement and habitat restoration programs that monitor adjacent habitats; and adaptively address effects such as toxins, invasive species, and habitat conversion.

The Department hopes this evaluation of the North-South Corridor Study will aid ADOT in upcoming alternative selection and evaluation, and provide information on future data needs and mitigation opportunities as the study progresses. We continue to look forward to partnering with ADOT on this important transportation project. If you have further questions or wish to further discuss our evaluation, please contact Cheri Bouchér, the Department's Project Evaluation Program transportation coordinator, at cboucher@azgfd.gov (623-236-7615).

Sincerely,

Joyce Francis

Joyce Francis, PhD
Habitat, Evaluation, and Lands Branch Chief

cc: Joshua Fife, ADOT
Kurt Watzek, HDR

M17-12183736

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Attachment 1
Arizona Environmental Online Review Tool Report

Arizona Environmental Online Review Tool Report

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

Project Name:
North South Corridor

Project Description:
AGFD Hexagon Analysis

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

Contact Person:
Cheri Boucher

Organization:
Arizona Game and Fish Department

On Behalf Of:
AZGFD

Project ID:
HGIS-02567

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

Disclaimer:

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

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

Recommendations Disclaimer:

1. The Department is interested in the conservation of all fish and wildlife resources, including those species listed in this report and those that may have not been documented within the project vicinity as well as other game and nongame wildlife.
2. Recommendations have been made by the Department, under authority of Arizona Revised Statutes Title 5 (Amusements and Sports), 17 (Game and Fish), and 28 (Transportation).
3. Potential impacts to fish and wildlife resources may be minimized or avoided by the recommendations generated from information submitted for your proposed project. These recommendations are preliminary in scope, designed to provide early considerations on all species of wildlife.
4. Making this information directly available does not substitute for the Department's review of project proposals, and should not decrease our opportunity to review and evaluate additional project information and/or new project proposals.
5. Further coordination with the Department requires the submittal of this Environmental Review Report with a cover letter and project plans or documentation that includes project narrative, acreage to be impacted, how construction or project activity(s) are to be accomplished, and project locality information (including site map). Once AGFD had received the information, please allow 30 days for completion of project reviews. Send requests to:
   Project Evaluation Program, Habitat Branch
   Arizona Game and Fish Department
   5000 West Carefree Highway
   Phoenix, Arizona 85086-5000
   Phone Number: (623) 236-7600
   Fax Number: (623) 236-7366
   Or
   PEP@azgfd.gov
6. Coordination may also be necessary under the National Environmental Policy Act (NEPA) and/or Endangered Species Act (ESA). Site specific recommendations may be proposed during further NEPA/ESA analysis or through coordination with affected agencies

North South Corridor

Aerial Image Basemap With Locator Map

Project Boundary

Buffered Project Boundary

Project Size (acres): 23,256.51

Lat/Long (DD): 32.9795 / -111.4338

County(s): Pinal

AGFD Region(s): Mesa; Tucson

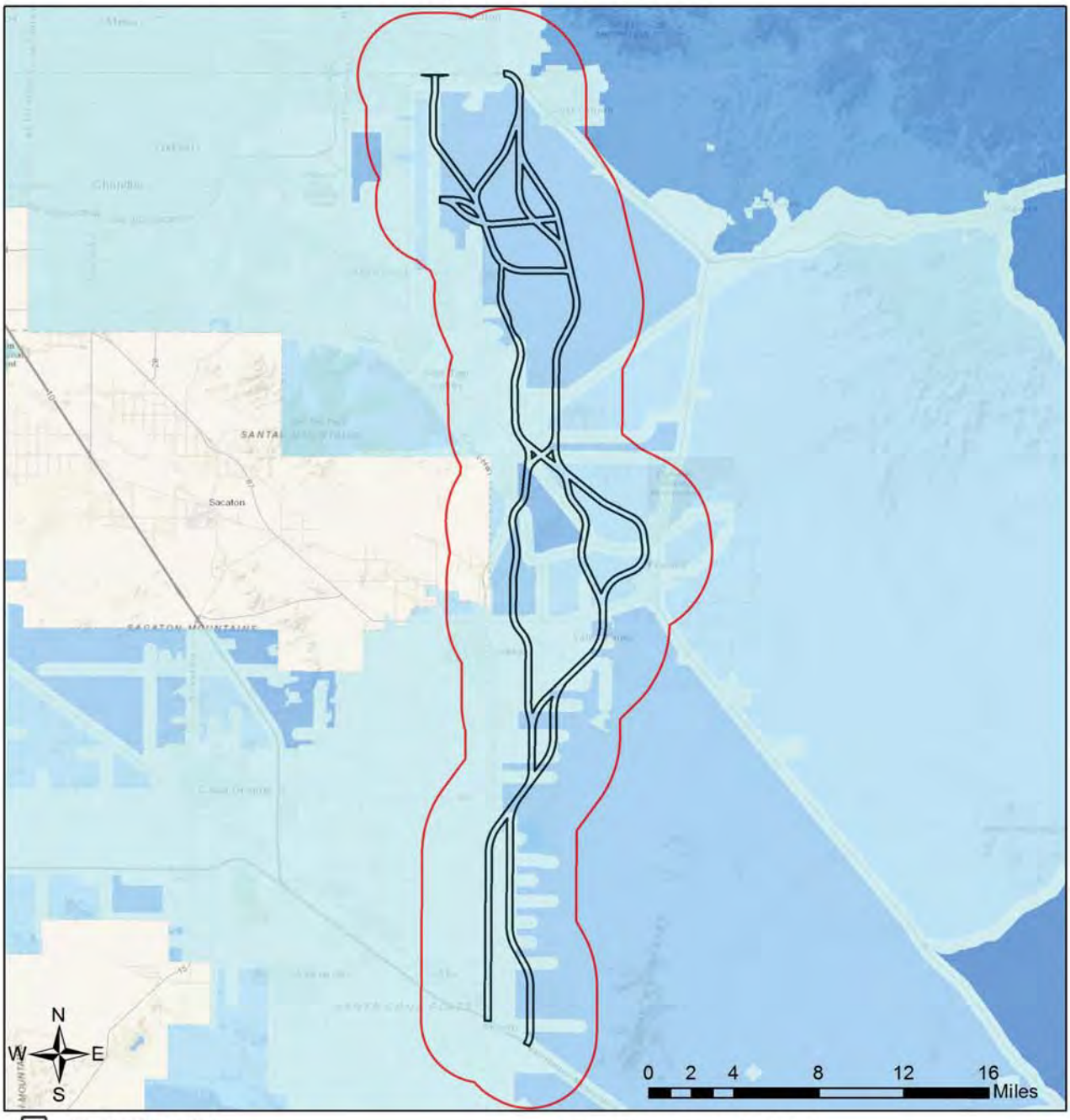
Township/Range(s): T1N, R8E; T1S, R8E; T1S, R9E +

USGS Quad(s): APACHE JUNCTION; DESERT WELL +

Service Layer Credits: Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo,

North South Corridor

Web Map As Submitted By User



Project Boundary

Buffered Project Boundary

High Value

Low Value

Project Size (acres): 23,256.51

Lat/Long (DD): 32.9795 / -111.4338

County(s): Pinal

AGFD Region(s): Mesa; Tucson

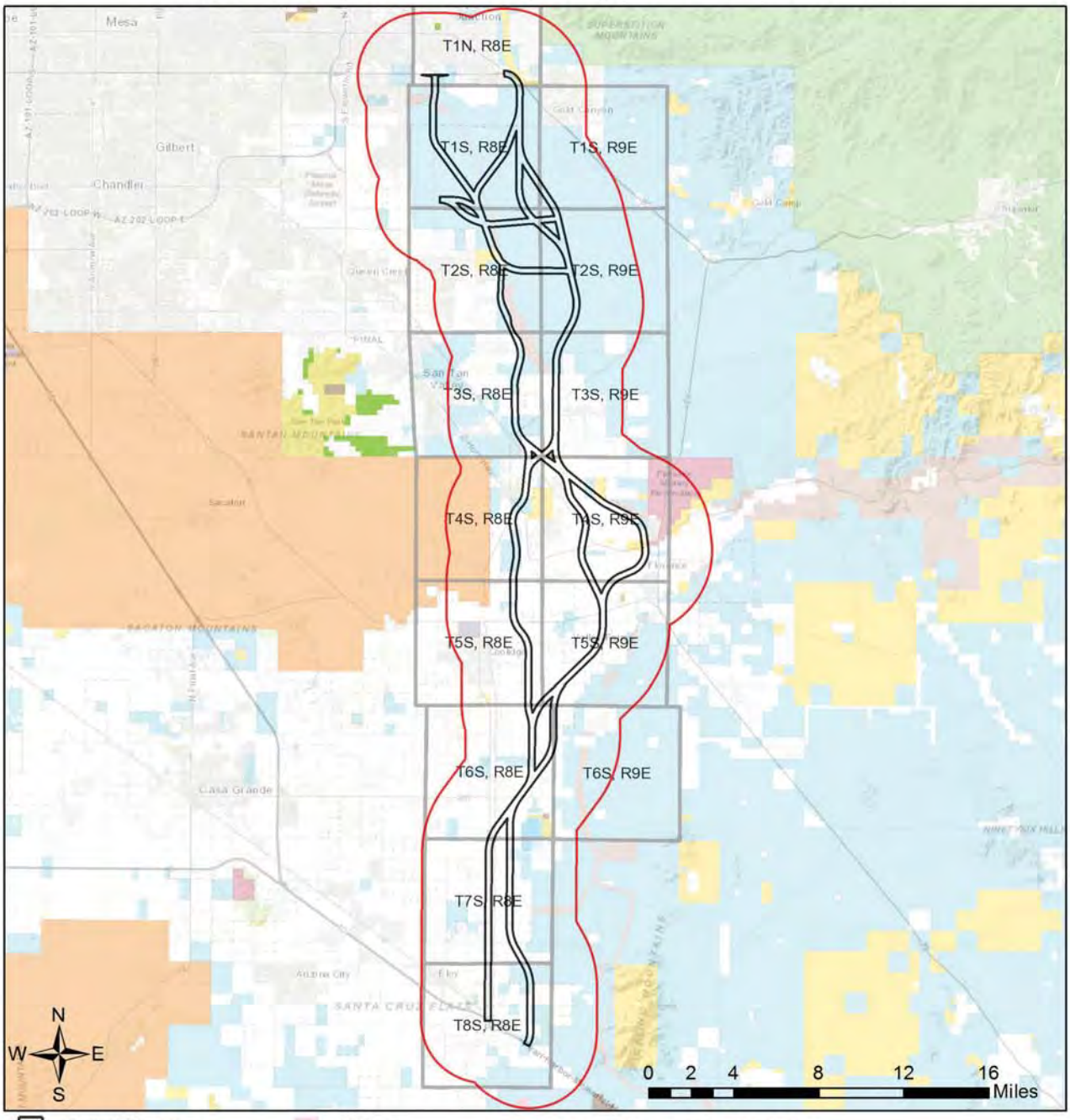
Township/Range(s): T1N, R8E; T1S, R8E; T1S, R9E +

USGS Quad(s): APACHE JUNCTION; DESERT WELL +

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
Arizona Game and Fish Department

North South Corridor

Topo Basemap With Township/Ranges and Land Ownership



Project Boundary
Buffered Project Boundary
Township/Ranges

Land Ownership

AZ Game and Fish Dept.
BLM
BOR
Indian Res.
Military
Mixed/Other
National Park/Mon.
Private
State and Regional Parks
State Trust
US Forest Service
Wildlife Area/Refuge

Project Size (acres): 23,256.51
Lat/Long (DD): 32.9795 / -111.4338
County(s): Pinal
AGFD Region(s): Mesa; Tucson
Township/Range(s): T1N, R8E; T1S, R8E; T1S, R9E +
USGS Quad(s): APACHE JUNCTION; DESERT WELL +

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Agosia chrysogaster chrysogaster	Gila Longfin Dace	SC		S		1B
Antilocapra americana sonoriensis	10J area for Sonoran Pronghorn	LE,XN				
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S		1B
Canis lupus baileyi	10J area Zone 2 for Mexican Wolf	LE,XN				
Catostomus clarkii	Desert Sucker	SC	S	S		1B
Catostomus insignis	Sonora Sucker	SC	S	S		1B
Chionactis occipitalis klauberi	Tucson Shovel-nosed Snake	SC				1A
Coccyzus americanus	Yellow-billed Cuckoo (Western DPS)	LT	S			1A
Empidonax traillii extimus	Southwestern Willow Flycatcher	LE				1A
Gila River Indian Reservation	Gila River Indian Reservation					
Gopherus morafkai	Sonoran Desert Tortoise	CCA	S	S		1A
Heloderma suspectum	Gila Monster					1A
Ironwood - Picacho Linkage Design	Wildlife Corridor					
Leopardus pardalis	Ocelot Area of Possible Occurrence	LE				1A
Lepus alleni	Antelope Jackrabbit					1B
Nyctinomops femorosaccus	Pocketed Free-tailed Bat					1B
PCH for Coccyzus americanus	Yellow-billed Cuckoo Proposed Critical Habitat					
Phyllorhynchus browni	Saddled Leaf-nosed Snake					1B
Rallus obsoletus yumanensis	Yuma Ridgway's Rail	LE				1A

Note: Status code definitions can be found at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/statusdefinitions/
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Species of Greatest Conservation Need
Predicted within 3 Miles of Project Vicinity based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Agosia chrysogaster	Longfin Dace	SC		S		1B
Aix sponsa	Wood Duck					1B
Ammodramus savannarum perpallidus	Western Grasshopper Sparrow					1B
Ammospermophilus harrisii	Harris' Antelope Squirrel					1B
Anaxyrus retiformis	Sonoran Green Toad			S		1B
Anthus spragueii	Sprague's Pipit	SC				1A
Aquila chrysaetos	Golden Eagle	BGA		S		1B
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S		1B
Botaurus lentiginosus	American Bittern					1B
Buteo regalis	Ferruginous Hawk	SC		S		1B
Catostomus clarkii	Desert Sucker	SC	S	S		1B
Catostomus insignis	Sonora Sucker	SC	S	S		1B
Charadrius montanus	Mountain Plover	SC				1B

Species of Greatest Conservation Need
Predicted within 3 Miles of Project Vicinity based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Chilomeniscus stramineus	Variable Sandsnake					1B
Chionactis occipitalis klauberi	Tucson Shovel-nosed Snake	SC				1A
Colaptes chrysoides	Gilded Flicker			S		1B
Coluber bilineatus	Sonoran Whipsnake					1B
Corynorhinus townsendii pallescens	Pale Townsend's Big-eared Bat	SC	S	S		1B
Crotalus tigris	Tiger Rattlesnake					1B
Cynanthus latirostris	Broad-billed Hummingbird		S			1B
Cyprinodon macularius	Desert Pupfish	LE				1A
Dipodomys spectabilis	Banner-tailed Kangaroo Rat			S		1B
Euderma maculatum	Spotted Bat	SC	S	S		1B
Eumops perotis californicus	Greater Western Bonneted Bat	SC		S		1B
Falco peregrinus anatum	American Peregrine Falcon	SC	S	S		1A
Glaucidium brasilianum cactorum	Cactus Ferruginous Pygmy-owl	SC	S	S		1B
Gopherus morafkai	Sonoran Desert Tortoise	CCA	S	S		1A
Haliaeetus leucocephalus	Bald Eagle	SC,BGA	S	S		1A
Heloderma suspectum	Gila Monster					1A
Incilius alvarius	Sonoran Desert Toad					1B
Kinosternon sonoriense sonoriense	Desert Mud Turtle			S		1B
Lasiurus blossevillii	Western Red Bat		S			1B
Lasiurus xanthinus	Western Yellow Bat		S			1B
Leopardus pardalis	Ocelot	LE				1A
Leptonycteris curasoae yerbabuenae	Lesser Long-nosed Bat	LE				1A
Lepus alleni	Antelope Jackrabbit					1B
Macrotus californicus	California Leaf-nosed Bat	SC		S		1B
Melanerpes uropygialis	Gila Woodpecker					1B
Melospiza lincolnii	Lincoln's Sparrow					1B
Melozone aberti	Abert's Towhee		S			1B
Micruroides euryxanthus	Sonoran Coralsnake					1B
Myotis occultus	Arizona Myotis	SC		S		1B
Myotis velifer	Cave Myotis	SC		S		1B
Myotis yumanensis	Yuma Myotis	SC				1B
Nyctinomops femorosaccus	Pocketed Free-tailed Bat					1B
Odocoileus virginianus	White-tailed Deer					1B
Ovis canadensis mexicana	Mexican Desert Bighorn Sheep					1B
Panthera onca	Jaguar	LE				1A
Passerculus sandwichensis	Savannah Sparrow					1B
Perognathus amplus	Arizona Pocket Mouse					1B

Species of Greatest Conservation Need
Predicted within 3 Miles of Project Vicinity based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Perognathus longimembris	Little Pocket Mouse	No Status				1B
Peucaea carpalis	Rufous-winged Sparrow					1B
Phrynosoma goodei	Goode's Horned Lizard					1B
Phrynosoma solare	Regal Horned Lizard					1B
Phyllorhynchus browni	Saddled Leaf-nosed Snake					1B
Progne subis hesperia	Desert Purple Martin			S		1B
Rallus obsoletus yumanensis	Yuma Ridgeway's Rail	LE				1A
Setophaga petechia	Yellow Warbler					1B
Tadarida brasiliensis	Brazilian Free-tailed Bat					1B
Toxostoma lecontei	LeConte's Thrasher			S		1B
Troglodytes pacificus	Pacific Wren					1B
Vireo bellii arizonae	Arizona Bell's Vireo					1B
Vulpes macrotis	Kit Fox	No Status				1B
Xantusia bezyi	Bezy's Night Lizard		S			1B

Species of Economic and Recreation Importance Predicted within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Callipepla gambelii	Gambel's Quail					
Odocoileus hemionus	Mule Deer					
Ovis canadensis mexicana	Mexicana Desert Bighorn Sheep					1B
Pecari tajacu	Javelina					
Puma concolor	Mountain Lion					
Zenaida asiatica	White-winged Dove					
Zenaida macroura	Mourning Dove					

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

Project Type Recommendations:

Bridge Maintenance/Construction

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

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

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

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

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

Minimize potential introduction or spread of exotic invasive species. Invasive species can be plants, animals (exotic snails), and other organisms (e.g., microbes), which may cause alteration to ecological functions or compete with or prey upon native species and can cause social impacts (e.g., livestock forage reduction, increase wildfire risk). The terms noxious weed or invasive plants are often used interchangeably. Precautions should be taken to wash all equipment utilized in the project activities before leaving the site. Arizona has noxious weed regulations (Arizona Revised Statutes, Rules R3-4-244 and R3-4-245). See Arizona Department of Agriculture website for restricted plants, https://agriculture.az.gov/. Additionally, the U.S. Department of Agriculture has information regarding pest and invasive plant control methods including: pesticide, herbicide, biological control agents, and mechanical control, http://www.usda.gov/wps/portal/usdahome. The Department regulates the importation, purchasing, and transportation of wildlife and fish (Restricted Live Wildlife), please refer to the hunting regulations for further information https://www.azgfd.com/hunting/regulations.

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

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

Based on the project type entered, coordination with State Historic Preservation Office may be required (http://azstateparks.com/SHPO/index.html).

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

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

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

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

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

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

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

Project Location and/or Species Recommendations:
Your project site is within one or more defined Areas of Capture Concern. Please follow Department protocols while working within an Area of Capture Concern at U:\Agency Directives\JaguarOcelot Directives 17AUG10.pdf.

HDMS records indicate that one or more listed, proposed, or candidate species or Critical Habitat (Designated or Proposed) have been documented in the vicinity of your project. The Endangered Species Act (ESA) gives the US Fish and Wildlife Service (USFWS) regulatory authority over all federally listed species. Please contact USFWS Ecological Services Offices at http://www.fws.gov/southwest/es/arizona/ or:

Phoenix Main Office
2321 W. Royal Palm Rd, Suite 103
Phoenix, AZ 85021
Phone: 602-242-0210
Fax: 602-242-2513

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

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

HDMS records indicate that Western Burrowing Owls have been documented within the vicinity of your project area. Please review the western burrowing owl resource page at:
https://www.azgfd.com/wildlife/speciesofgreatestconservneed/burrowingowlmanagement/.

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

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:
Gila River Indian Community
PO Box 97
Sacaton, AZ 85247
(520) 562-6000
(520) 562-6010 (fax)

Analysis indicates that your project is located in the vicinity of an identified wildlife habitat linkage corridor. Project planning and implementation efforts should focus on maintaining adequate opportunities for wildlife permeability. For information pertaining to the linkage assessment and wildlife species that may be affected, please refer to: http://www.corridordesign.org/arizona. Please contact your local Arizona Game and Fish Department Regional Office for specific project recommendations: https://www.azgfd.com/Agency/Offices.

From:	Victor Yang
To:	LaBianca, Michael; ADOT NSCS; Katie Rodriguez
Subject:	FW: NSCS H7454 01L/STP 999-A(365)X - Agency Corridor Preference form for City of Apache Junction
Date:	Tuesday, January 2, 2018 11:04:20 AM
Attachments:	2017-12-28_AJ_Preferred_Corridors.pdf

From: Emile Schmid [mailto:eschmid@AJCity.Net]
Sent: Thursday, December 28, 2017 12:12 PM
To: Victor Yang; Aryan Lirange
Subject: NSCS H7454 01L/STP 999-A(365)X - Agency Corridor Preference form for City of Apache Junction

Victor,

Attached please find the Agency Corridor Preference form completed by the City of Apache Junction.

One item I would like to bring to your attention. During the NSCS meeting held 12/14/2017, it was mentioned that the W1a alignment had the worst rating in terms of impact to existing community facilities. A few moments later however, it was mentioned that the E1a alignment and its impacts to Silly Mountain Park are worse than the W1a impacts to the community facilities. City staff disagrees, and the reason is that by moving the 400-foot E1a Alternate Route within the E1a 1500-foot Avoidance Area we can avoid any impacts to the current Silly Mountain Park as well as future plans for park expansions on the south side of US 60. If I misheard or misunderstood these comments during the meeting, please let me know, but I wanted you to be aware of what Apache Junction city staff felt about the W1a and E1a impacts to our city.

Thanks for the opportunity to provide input to corridor preferences. If there are any questions or comments on what I explained above, please let me know.

Thanks-

Emile Schmid

* * * * * * * * * * * * * * *
Emile Schmid, P.E.
City Engineer

City of Apache Junction
Public Works Department
575 E. Baseline Ave.
Apache Junction, Arizona 85119
tel 480.474.8515
fax 480.983.8582
email: eschmid@ajcity.net
Service Over and Above the Rest

Monday – Thursday, 7:00am – 6:00pm

Public Works Opinion Poll

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North-South Corridor Study Cooperating and Participating Agency Corridor Preference

We identify the following action corridor alternative(s) as our preferred alternative. We recognize that the North-South Corridor Study Tier 1 Draft Environmental Impact Statement will identify a recommended preferred action corridor alternative, and this form provides us the opportunity to provide our preference to be considered in that process.

We acknowledge that as more information is provided through the National Environmental Policy Act process, we will continue to provide comments throughout the study, and that input will be considered by the study team.

Preferred Action Corridor Alternative

The map to the right (or the webmap found at https://northsouthtier1deis.hdrgateway.com/Home/Map) identifies all action corridor alternatives by segment under consideration in the Draft Environmental Impact Statement. Our preference for each segment, based on a continuous corridor (for example, the E1a Alternative in Segment 1 connects only with E2a or W2b in Segment 2), is indicated on the form provided on the 2nd page of this form.

Please complete:

Name of agency:

CITY OF APACHE JUNCTION

Agency contact for this study:

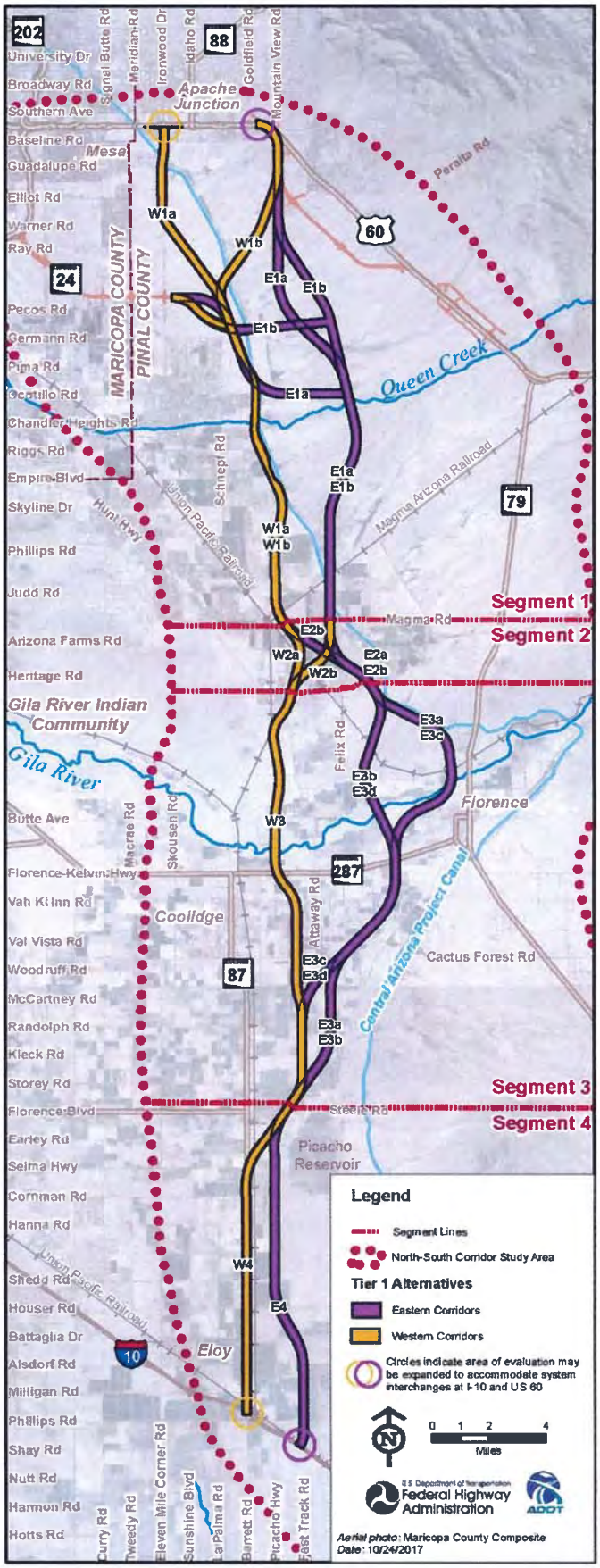
EMILE SCHMID, P.E.

Email address:

eschmid@ajcity.net

Phone number:

480-474-8515



Cooperating and Participating Agency Corridor Preference

Segment	Alternative	Comment
Segment 1	E1a	IMPACTS POTENTIAL PASSIVE USE AREA
	★ E1b	PREFERRED ALTERNATIVE
	W1a	TOO CLOSE TO CAP
	W1b	TOO CLOSE TO CAP
Segment 2	★ E2a	PREFERRED ALTERNATIVE
	E2b	
	W2a	
	W2b	
Segment 3	★ E3a	PREFERRED ALTERNATIVE
	E3b	
	E3c	
	E3d	
	W3	
Segment 4	E4	> NO PREFERENCE
	W4	

Please provide completed forms by December 28, 2017 to:

Aryan Lirange
Senior Urban Engineer
Federal Highway Administration
4000 N. Central Ave., Suite 1500
Phoenix, Arizona 85012
(602) 382-8973
aryan.lirange@dot.gov

or

Victor Yang
Project Manager
Arizona Department of Transportation
205 S.17th Ave, MD605E
Phoenix AZ 85007
(602) 712-8715
VYang@azdot.gov

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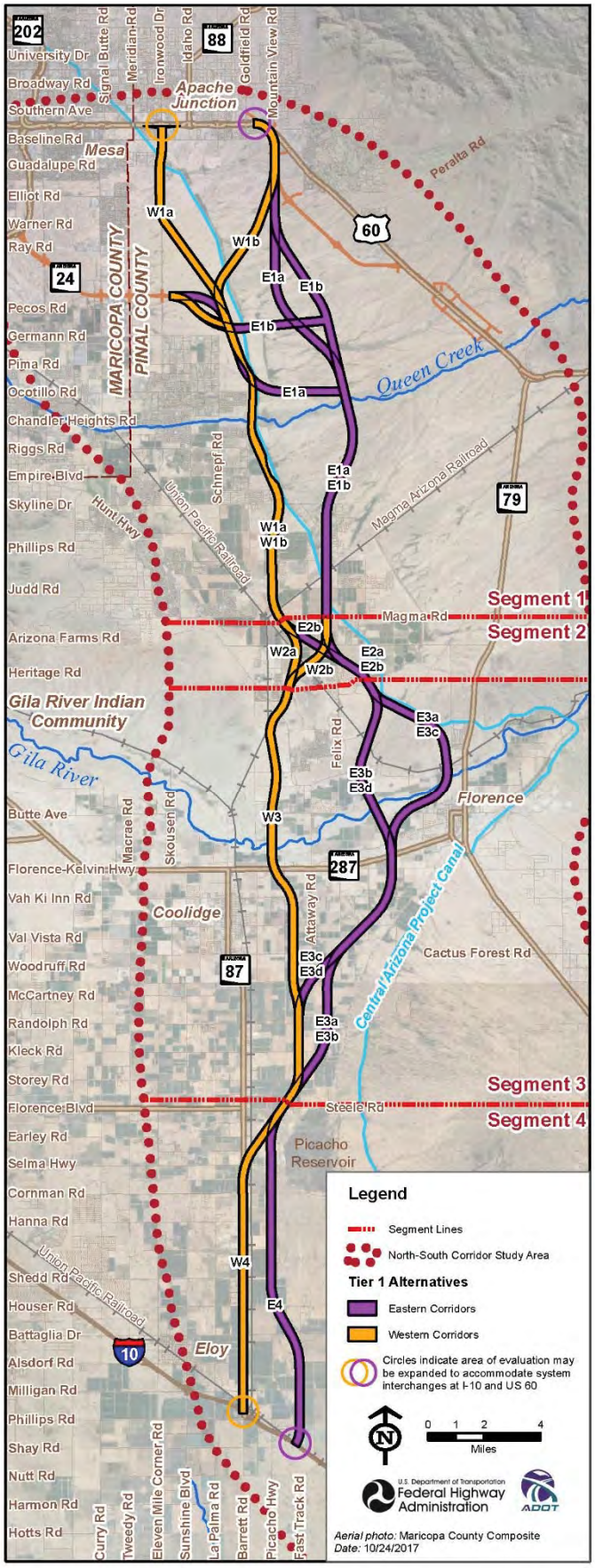
Please complete:

Name of agency: Arizona State Land Department

Agency contact for this study: Michelle Green

Email address: mgreen@azland.gov

Phone number: 602-364-2502



Cooperating and Participating Agency Corridor Preference

Segment	Alternative	Comment
Segment 1	E1a	Not Preferred
	E1b	Preferred, this alternative is most consistent with the Supersition Vistas Conceptual Plan. It also improves mobility by adding a roadway and capacity instead of using the exisiting Ironwood Road alignment. It also provides better access and opportunities for ecomomic development. Other alternatives are challenged by their proximity to the CAP canal.
	W1a	Not Preferred
	W1b	Not Preferred
Segment 2	E2a	
	E2b	
	W2a	
	W2b	
Segment 3	E3a	
	E3b	Preferred
	E3c	
	E3d	
	W3	
Segment 4	E4	Preferred, this alignment provided additional capacity by not useing an existing roadway alignment.
	W4	

Please provide completed forms by December 28, 2017 to:

Aryan Lirange
Senior Urban Engineer
Federal Highway Administration
4000 N. Central Ave., Suite 1500
Phoenix, Arizona 85012
(602) 382-8973
aryan.lirange@dot.gov

or

Victor Yang
Project Manager
Arizona Department of Transportation
205 S.17th Ave, MD605E
Phoenix AZ 85007
(602) 712-8715
VYang@azdot.gov

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Please complete:

Name of agency:

City of Mesa

Agency contact for this study:

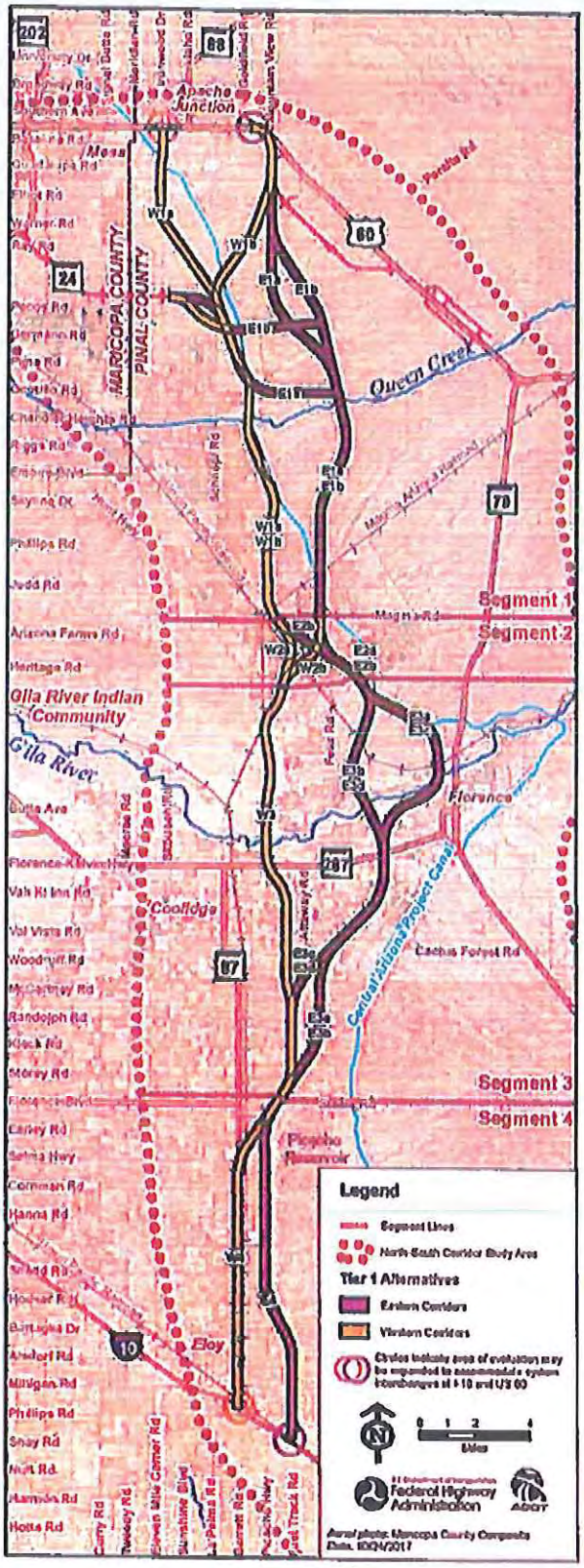
RJ Zeder

Email address:

rj.zeder@mesaaz.gov

Phone number:

480-644-3121



December 14, 2017

Cooperating and Participating Agency Corridor Preference

Segment	Alternative	Comment
Segment 1	E1a	
	E1b	
	W1a	Support this route to provide nearer connection for Mesa residents. Mesa supports the connection to SR 24 at Ironwood.
	W1b	
Segment 2	E2a	
	E2b	
	W2a	
	W2b	
Segment 3	E3a	
	E3b	
	E3c	
	E3d	
	W3	
Segment 4	E4	
	W4	

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Aryan Lirange
Senior Urban Engineer
Federal Highway Administration
4000 N. Central Ave., Suite 1500
Phoenix, Arizona 85012
(602) 382-8973
aryan.lirange@dot.gov

or Victor Yang
Project Manager
Arizona Department of Transportation
205 S.17th Ave, MD605E
Phoenix AZ 85007
(602) 712-8715
VYang@azdot.gov

North-South Corridor Study Cooperating and Participating Agency Corridor Preference

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Please complete:

Name of agency:

SRP

Agency contact for this study:

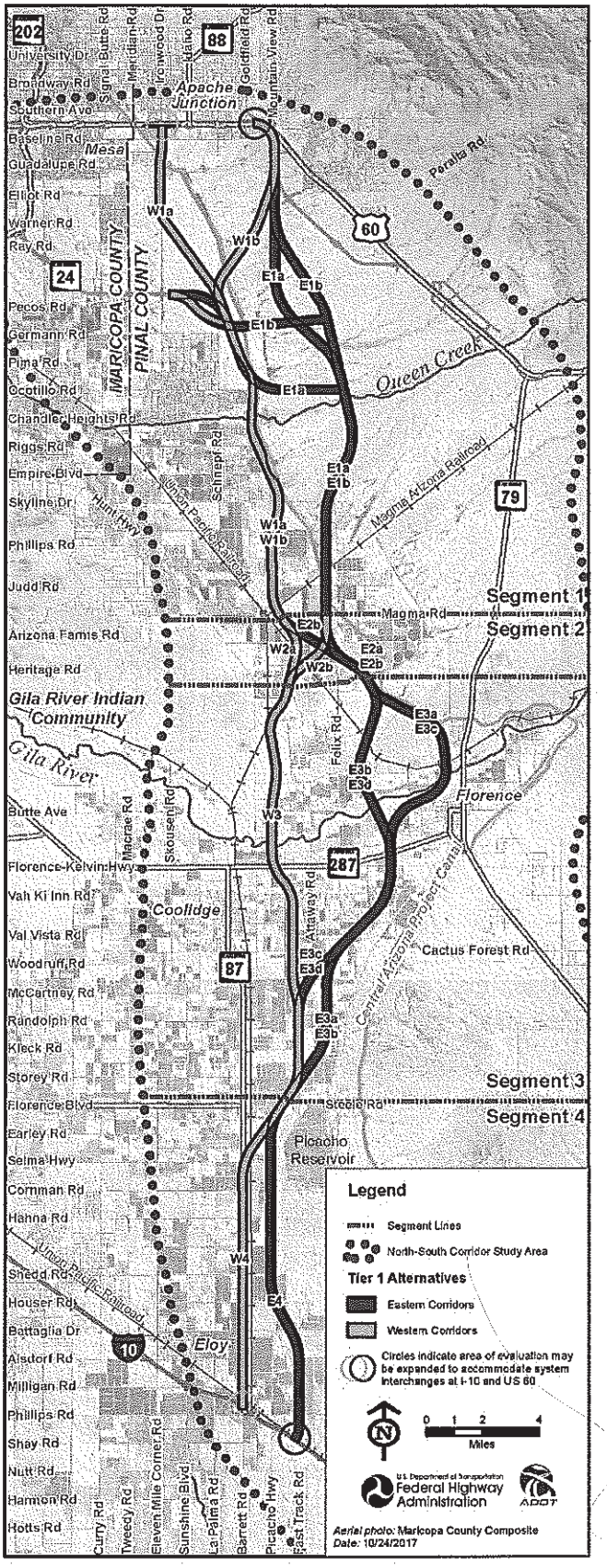
Janeen Rohovit

Email address:

janeen.rohovit@srpnet.com

Phone number:

602-236-2679



December 14, 2017

Cooperating and Participating Agency Corridor Preference

Segment	Alternative	Comment
Segment 1	~~E1a~~ oppose	conflicts with transmission
	E1b support	shift N1s alignment slightly west to avoid 500kV transmission line r-o-w
	~~W1a~~ oppose	multiple conflicts with transmission and substations
	~~W1b~~ support	multiple conflicts with transmission and substations
Segment 2	E2a support	no conflicts + connects with E1b
	~~E2b~~	conflicts w/in segment 1
	~~W2a~~	Conflicts due to issues in segment 1
	W2b neutral	Note: ADOT would facilitate 2 EHV transmission line crossings
Segment 3	E3a support	minimal impact to electric infrastructure
	~~E3b~~ oppose	conflicts in north portion of this segment
	E3c support	minimal impact to electric infrastructure
	~~E3d~~ oppose	conflicts in north portion of this segment
	W3 neutral	
Segment 4	E4 neutral	
	W4 neutral	

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Senior Urban Engineer
Federal Highway Administration
4000 N. Central Ave., Suite 1500
Phoenix, Arizona 85012
(602) 382-8973
aryan.lirange@dot.gov

or Victor Yang
Project Manager
Arizona Department of Transportation
205 S.17th Ave, MD605E
Phoenix AZ 85007
(602) 712-8715
VYang@azdot.gov

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				Overall	Overall	Segment 1				Segment 2				Segment 3					Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
1	Property Impacts	Will ADOT still be the lead and owner of the N- S corridor freeway including maintenance after completion or will this freeway become the responsibility of Pinal County? The reason for this question is that ADOT is now taking input for it's environmental study to finalize the final paths of the freeway. We are opposed to the alignment from AZ Farms Rd South along Felix Rd since it passes too close to our existing homes. We favor moving the freeway many miles to the east to preserve our health and welfare.								N	N				N		N			
2	Property Impacts Environmental	Crestfield Manor (started in 2005) and Wildhorse Estates (started in 2000 and completed in 2006) subdivisions were here first. There is plenty of open space 5 miles east of us to build a freeway. Move the freeway east of Felix Rd at least 5 miles and don't give us the noise and pollution from the freeway. We all moved here to get away from noise and pollution so leave us that way. Your study needs to look at the environmental impacts impacts to actual people who have been living here for years. Stop just worrying about critters that may or may not be impacted. Humans should come first. Humans will definitely be negatively impacted by the proposed freeway proximity to our homes. No to segments P & Q. Yes to segments V & X.								N	N				N		N			
3	Property Impacts Property Impacts	I am submitting an email with concerns for the placement for the North-South Corridor. While the far southeast metro-Phoenix does indeed need more roads for transportation, the location has been altered quite a bit since the story first began. To quote the information: "Since 2014, some of the proposed alternative corridors have been modified to avoid sensitive resources..." The sensitive resources I'm writing about are homes. Laredo Ranch lies extremely close to this proposed road. It has suffered greater than other areas during the housing slump that started in 2006. It has taken years to come back up to par and to gain equity for those who purchased in 2006 and 2007. To add the proposed roadway too close to Laredo Ranch would cause that area's housing market to suffer greatly...again. Please - it needs to be as far West of Laredo Ranch as possible! Thank you for your time.						N	N											
4	General	I believe the best alternative to accommodate future growth in the southeast valley would be as follows: -> W1b to W2a to W3 to W4 Additionally, I am hoping a System Interchange with SR 24 is a part of this project. Thanks for the opportunity to comment.							Y			Y						Y		Y
5	General	Thank you! After reviewing the Maps I would prefer the western route for the north south Corredor when they decide to build it. It appears that it would cost less money as it's a straighter more direct route. [redacted] Robson Ranch						Y	Y			Y	Y					Y		Y
6	Roadway Design	Hello, My preference would be using Ironwood Rd. Expand the exit ramps with more lanes to alleviate the congestion and back up on US 60 that still persists even with the Meridian Rd exit. It makes sense to me to use an existing interchange and improve it. Thank you,	Y			N	N	N	N	N	N	N	N	N	N	N	N	N	N	N

				Overall	Overall	Segment 1						Segment 2				Segment 3					Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
7	Property Impacts Environmental	I DO NOT favor the Western Corridor option of this plan. I am a current resident of the Laredo Ranch community in San Tan Valley, Arizona. I believe the EAST CORRIDOR option is the best one to pursue. As it stands, it is less interruptive to established structures and could provide a means to build around easier than following through with the Western Corridor option. The Western Corridor is not preferred due to the detriment it will cause to the two communities it'll negatively impact. These communities were already established for years prior to the development of this plan. Individuals, such as myself, have moved as far out as we have to escape the busy highways and pollution that comes with it. Please consider the Eastern Corridor option.						N	N			N	N					N		N
8	Property Impacts	To whomever it may concern, I highly suggest putting the new corridor on the Eastern side rather than on the west due to the fact that it would be directly behind the Loredo Ranch community which none of it's members want. Thank you,						N	N			N	N					N		N
9	Property Impacts Property Impacts Traffic Congestion	Looking at the map and Google Maps...the W1a is NOT the right path. There is a retirement community south of the US60 and the High School to the North. Horrible idea to use Ironwood as a route. These retirement centers provide tax money in the winter through Snowbirds. This would not help at all. I would recommend the E1b, to the E2a, then the E3b to the E3a, and then the E4 route with maybe the W4 part as the option. I would also suggest you tie in the State 24 in there somehow. But don't stop there....you need to find a way around Gold Canyon. You need to reroute the US 60 around that town. Those stop lights...horrible. Especially the Renaissance traffic. US 60 needs to be 3 lanes in both directions from Signal Butte all the way out past Peralta Trail road. Or you need to redirect traffice around that section.																		
10	Connectivity	The North- South Corridor is the most important project since the construction of I-10. Connecting Phoenix and the east valley to Tucson will benefit the economy of both regions. A small side benefit may be relieving congestion on I-10 thereby creating capacity for interstate freight. There is no funding identified for this project. Expansion of Arizona's road system will take second place to maintenance and modernization of existing roads. The recent 1/2 cent sales tax in Pinal County designates the majority of funding for the construction of the North South Corridor between 60 and Coolidge. Since there is no State funds designated for this project, the alignment between 60 and Florence should be the priority. Future planning and engineering should focus on the northern segments taking into account the connectivity and future growth between US 60 and AZ24 to Florence. The Superstition Vista Plan approved by Pinal County Supervisors is the foundation for this corridor plan. Therefore, the alignment chosen should minimize costs by using vacant land, adhere to a 30 year growth scenario and connect regional activity center - Gateway, Florence, and NE Mesa. Designing a corridor for existing development would be mistake and use all the funds available for the next 20 years. While the region needs new roads, planning should not be done in a vacuum ignoring other alternatives. Will Tesla change the future of transportation? It already has.	Y																	
11	General	W3 is too far from Florence. It makes no sense for the North-South Corridor in Pinal to ignore the County seat. I prefer E4. It is further south on I-10 so should save on mileage and gas, both good environmental considerations. By contrast W4 uses existing AZ-87 which adds to build complexity and will unnecessarily add lots of delays during construction.				Y	Y	N											Y	N

				Overall	Overall	Segment 1						Segment 2				Segment 3				Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
12	Property Impacts	I am not sure that this matters much, but both of these routes break my heart. One (the one in purple) cuts directly through the home in which my husbands grandmother raised 11 children. It's still owned by the family today. The Kemptons had a prominent AZ dairy and that home has been there for decades and decades. That route also cuts through her sons farm and Morning Star farms across the road...a community staple and cotton farm owned and operated by her daughter, and a major family gathering point. If it were over just a little more east it would not have to destroy places I consider a haven...it would go through fields. The other route (the one in yellow) goes directly through a beloved uncle's property and home. Another cotton farmer and someone also vital to the local community. I understand it has to go somewhere (even if I get down to Coolidge just fine with other routes, i get the entire universe is now impatient to get where they are going), better planning could have kept community members in their home and continuing to help provide this state with his famous 5C's.				N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
13	Traffic Congestion	Sirs or Madams: I'm a resident within the study area. I've only owned here since 2011, so I don't have a long history of difficult access in or out, but I've certainly observed the traffic nightmare during the morning and evening commutes. I'm not an "expert" but I did spend 35 years in police work, including several years in the Traffic Division. As such I'm all for the addition of a limited-access beltway along the east side of this area. If I were to pick an option, it would be 1A because it's further away from the CAP canal. The corridor should be placed so it has a "buffer" from existing occupied property, and in several places, the canal and other choices are rather close by. This will give any future development some space to grow on both sides of the freeway and develop noise abatement as necessary, which IMHO is preferable to trying to "retrofit" existing neighborhoods to cope with the inevitable noise and traffic. Thank you for the opportunity to comment.				Y															
14	Property Impacts	Hello, My name is Aaron Trimmer and I live along the canal just east of Schnepf Rd on Combs. I for one do not want to have to look at or listen to a freeway at my quiet home. It looks as there is a possible route running right past my neighborhood. The map you have posted doesn't even show our neighborhood there. I'm speaking of alt # 2a,2b labeled E1 and E2. Please tell me that will not happen! Thanks						N	N											
15	General	This should be paid for by the developers. This will have NO benefit to the residents. Another pipe dream by those who smoke medical marijuana.	N																	
16	General	Where is the N/S going from Skyline and Felix rd																		
17	General	If this stops some of the fatalities happening on the San Tan Valley roads die the increased irresponsible driving I'm all for it. But we also need have focus on the roads the fatalities are happening.	Y																	
18	General	Regarding the north/south corridor, it seems that it would get the most usage from the western-most routes. The majority of the traffic will be to and from the metro area so I would be in favor of the western routes.	Y		Y															
19	Economic Development	[redacted] would like to see the corridor run north of Florence and west of State Route 79 in order to foster development in the area. (per conversation with L. Douglas)	Y	Y										Y	Y					
20	Connectivity	I would like to see the N-S corridor line up with the rail line going north and south, as it turns to I-10. Thie would make a great transportation hub, combining express ways and railroad transportation. Specifically, in Segment 2 between Arizona Farms Road and Magma Road.																		
21	General	Good afternoon, I recommend the following route below, please confirm you have received my entry. Thank you for your time. W1A; W1A, W1B; E2B; E2A, E2B; E3B, E3D; E3A, E3B; E4.	Y					Y	Y	Y	Y			Y	Y		Y		Y	
22	Connectivity	As so appropriately identified by the Arizona Department of Transportation, it is critical for the North-South Corridor to accommodate anticipated growth in the area and across the region; to improve access to future activity and population centers; and improve regional connectivity. Of the proposed alternative corridor options, the Wester Corridor 1a most effectively meets those needs.	Y					Y												

				Overall	Overall	Segment 1						Segment 2					Segment 3				Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
23	General	Coolidge Chamber of Commerce is in support of the route located closest to Coolidge attached you will find a map and we are in favor of the W3 Alignment consideration. The reasons for our decision as per history the further away from the City a freeway goes the more damage it does (someimes even death) to currnt local businesses. We thank you for this consideration.																		
24	General	Please consider the following routes in setting the North/South Freeway: W1a W1b, E2b, E2a, E2b, E3a, E3c, E3a, E3b, E4						Y	Y	Y	Y			Y	Y	Y			Y	
25	General	Dear Sir/Madam: Thank you for the opportunity to comment on the "North South Corridor Study" ("Study"). While we generally support greater regional connectivity and the need to address transportation needs in Pinal County, we have serious concerns with one of the proposed routes identified in the Study because it could negatively impact our commercial operations both on private land and on State Trust Land. Florence Copper is a fully permitted active mineral extraction facility located northwest of downtown Florence. The facility represents a significant private-sector financial investment in the region and is a critical source of jobs and economic development in a historically economically depressed area. Proposed Study route "E3b/E3d" is especially problematic because it appears to directly cross our primary ore body. Any route that crosses our ore body could prevent a significant portion of our extraction efforts from occurring, thereby substantially reduces the financial value of our property and that of the State Trust Land. Additionally, the Town of Florence has identified this general area for a future planned waste water treatment facility - a route in this area could prevent the construction of a much-needed infrastructure project for the Town's residents. And finally, there are significant known cultural resources in this area, including a sensitive "Criteria A National Historic Preservation Act" site. For each of these reasons, we respectfully request that you remove route "E3b/E3d" from consideration in your Study. I've attached a map that shows the Florence Copper facility location in relation to the proposed route. Please contact me if you have any questions.																		Y	
26	Environmental	Concerned with the Environmental Impact, where are the studies ??																		
27	Environmental	Isn't this area already having problems with the water quality? What are you doing to mitigate dust and potential collapse of the aquifer? What will be done to protect the sagauro cactus along that route? What about all the pollutants from the new route? How will the addition of all those petrochems and runoff from car fluids affect the ability of local water treatment plants to keep water quality at safe levels?																		
28	Property Impacts	This is way too close to the community.				N	N													
29	General	This map is horrible. You cannot see major street names and worst, the current freeway system. What is the matter with you people. Your supposed to be a dept of transportation..wanting input...and you can't even have a GIS map that shows major roadways to use as a reference?																		
30	Property Impacts	This is a much better option than running it through the backyards of people's homes.	Y																	
31	Connectivity	It is best to position the highway half way between Coolidge and Florence. It would serve the needs of both communities better. I am not as keen on the western, 'gold,' alternative as it would add more road noise to the Coolidge community.									Y									
32	General	Why don't you fix the gridlock and failing segments of the freeway system first before spending money on a new segment in the middle of nowhere??? This proposed project must be motivated by a special interest! This 'expansion' would benefit NO ONE expect the few percentage of residents who live in Queen Creek, Florence and Coolidge. It will NOT help alleviate any traffic issues experienced by the majority of drivers in and around downtown or Hwy 51 or I-17 or 101. The majority of folks who pay the taxes that will be used to pay for this remote expansion location will not benefit from this EVER.																		
33	Connectivity	It sure would be forward thinking to have a road between Florence and Kearny that is not dirt. It would open this side of the state for more development.																		
34	Economic Development	Getting close to the airport is a good idea. The Coolidge airport has all kinds of potential. A new road close to the airport will probably spur development in that area for all kinds of industries. The Coolidge airport could be easily expanded as there is lots of desert area there. This area could also be home to a number of light industries and businesses. This area is basically not developed at all.									Y	Y								

				Overall	Overall	Segment 1				Segment 2				Segment 3					Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
35	Connectivity	I favor this location due to traffic not having to travel further east to then travel south out to the san tan area. The vast majority of the citizens live on the west side of both of these routes so the less traveling the better. The further east also puts the freeway further out into State Land (only developable when the state chooses to take the land to market). If the other route is chosen, my opinion would be that the state then needs to bring all that land to market so that the freeway is not being built in and around all vacant land.			Y															
36	General	I think this map is extremely outdated and doesn't reflect the current status of the development in and around this entire quadrant of the valley. Unless you are a developer (I am) I would suspect that most people will not understand what the actual current status is of development. This map is at least 10-12 years old.																		
37	Traffic congestion	Ease the already overloaded Ironwood Drive at US 60 intersection by moving E1a intersection to Idaho Road and US 60. There is an existing exit, and a straight southern route to the proposed merging point with W1a. This relieves Ironwood Drive load and allows E1a traffic to flow past the Ironwood Drive exit. This will eliminate a need to expand US 60 at a later date to 3 lanes to accommodate both Ironwood and E1a traffic. Trust land extends across both areas and south.																		
38	Traffic Congestion	I understand the need to plan for growth, which is sometimes tough to sell today. However, it is hard to support such planning when the main Phoenix highways are so congested and it does not appear that this plan will help prevent those issues. It seems there really needs to be a plan to divert traffic from having to travel past the downtown area, as this is the major issue we all deal with. Is this proposed project motivated by a special interest in some way? Is this really for expansion to help us? The more people who move outwards, the more they continue to congest the roads leading back to the downtown corridor. For support from taxpayers, more focus should be made on providing information on the true nature of this expansion and what it would mean for everyday road travel in areas that are no where near this area. We need to know how this will help us in the future. The majority of folks who will be asked to pay taxes that will be used to pay for this remote expansion location need to know how this is going to benefit them. Thanks for communicating																		
39	Connectivity	I really prefer the route down Ironwood. I like it's connection to Hwy 60 much better than the more easterly route.			Y															
40	General	I do not like this route as it comes off Hwy 60. The turn may be too sharp and you go easy to turn back west. The Ironwood location would be shorter.	N		Y															
41	General	I do not like this segment. You are going back west after traveling east on Hwy 60.				N														
42	General	I like this yellow alignment. The best and shortest route is to come off Hwy 60 at Ironwood and essentially go directly south.			Y															
43	Environmental General Discontent	The noise pollution, vehicle pollution, and light within a mile of my personal home is the exact opposite of why I moved out there in 2002. Also by placing the road on the west side of the CAP canal will reduce flood control costs and I fear if it's on the east side of the CAP canal would cause flooding where I leave.																		
44	General	The purple/blue line is far superior.																		
45	General	You need to look at the long term. Don't be influenced too much by the population in Johnson Ranch/San Tan region. The long term need will be for a corridor more to the east. The blue/purple corridor is far superior to the one closer to the current population! Please plan for the future and not for the existing people! !																		
46	Economic Development	Superstition Vista will be the MOST important region for urban development in all of Arizona. Past planning resulted in Pinal County approval for over 1 million residents, commercial, industrial, transportation corridors and open space. The North- South Corridor must acknowledge this plan and its potential.																		
47	Connectivity	The Pinal County Comprehensive Plan shows a north south parkway from Florence south to I-10. This leg should be considered and evaluated. If ADOT knew 40 years ago about where growth would occur, would our transportation system have been different from what we drive on today? Time to think about the future, not just the present or past.																		

				Overall	Overall	Segment 1					Segment 2				Segment 3				Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
48	Economic Development	I do not favor this alignment. The N/S Corridor should provide access to the future developed area which will include land further east of the Hunt HWY.													N					
49	General	I would support an alignment that is located further east of this segment and align will the segment that crosses the Gila River east of Poston Butte.	N																	
50	Connectivity	I would support the construction of a 4 lane limited access roadway that connects with the planned and funded interchange of I-10 and 87.Since there is no funding for the North South Corridor and there is funding for the I-10 interchange, the focus should be on improvement to 87 from I-10 to Coolidge.															y			
51	Environmental	Not in favor of this alignment. Earth fissures and land subsidence, resulting from dewatering the aquifer will result in additional construction and maintenance costs. Improvements to 87 will provide capacity for new private development east of 87.														N	y			
52	General	I would support this alignment if it were located adjacent to Poston Butte.									Y		y							
53	General	I would support this alignment if it continued on a southeasterly direction to pass east of Poston Butte.		Y							y		y							
54	General	I do not favor this segment.			y						y		y							
55	General	I favor this segment.		Y																
56	General	I do not favor this segment.	N																	
57	General	I do not favor this segment.				N														
58	General	I favor this alignment.	Y	y																
59	General	I do not favor this segment.										N		n						
60	Connectivity	I support an alignment that connects Florence to I-10 at Marana. An alignment east of the Pichaco Mtns. would relieve I-10 and expedite freight between Tucson and the east valley.																		
61	General	Past descriptions of the North South Corridor have included an additional right of way for passenger rail of 300 ft. This is the time to set aside additional right of way for rail, driverless, trucks, driverless buses or hyper loop. Would our infrastructure be different if 40 years ago ADOT knew the impact alternative fuel vehicles would have on revenues?																		
62	General	I would favor this alignment if it were located adjacent to the CAP canal.					Y				y		y							
63	General	I do not favor this alignment.			N	n														
64	General	We prefer the Eastern route. The closer to highway 79 and 60 the better. We use this route to go to the White Mountains. Thank you. [redacted]									Y		y							
65	Connectivity	Ea would give us the closest access to 79 and 60. Thank you.									Y		y							
66	Connectivity	We prefer E1a. If SR 24 connects on to the SR 60, we would like for it to be at the junction of 60 and 79. From the 60 we could access the North South and I 10 through the SR 24. Thank you	Y																	
67	General	I favor rebuilding the Pinal Air Park Interchange crossing UPRR to connect to 287 at Florence.																		
68	General	Does this connect to SR24?																		
69	Connectivity	I choose this route as it is the shortest connection between US60 and I-10			Y															
70	Property Impacts Property Impacts	I moved out here to be away from traffic and nosie that the W1b W1a would have on my house. Move it more to the East away from where we live and want to enjoy the feel of the country.	Y	Y	n	n														
71	Property Impacts Property Impacts	Just bought a new home right in front of this spot (next to the water tank pictured). We thought Long and hard before purchasing because of the NS corridor and did as much research as possible to make sure it the proposed corridor would NOT be near our new home. If the corridor runs this close to all of the custom homes just built on Sierra Vista Drive, we, as homeowners, will lose the value in our home/investment. I support the NS corridor but NOT running through my front yard. It needs to be set back further east from Sierra Vista Drive and Combs.			N	N														
72	General	As a resident of Laredo ranch I would prefer this option.	Y	Y																
73	General	Prefer alternative W1b				y														
74	General	W1b				y														
75	General	W1a/b			Y	y														
76	General	Prefer W1a/b			Y	y														
77	General	Prefer W 1a/b			Y	y														
78	General	Prefer 3 a/c					y				Y		Y							
79	General	Prefer 3 a/c									Y		Y							

				Overall	Overall	Segment 1					Segment 2			Segment 3					Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
80	General	Prefer 3 a/b									Y	Y								
81	General	Prefer 3 a/b									Y	Y								
82	General	Prefer E4														Y				
83	General	Thank you for the opportunity to provide input in this critical corridor for the Pinal County cities, towns, residents and other stakeholders.																		
84	General	Why aren't these proposals using more of the existing roads. This would cut down on environmental impacts, reduce the cost and time of acquiring the additional ROW that will be needed, reduce the cost of engineering and construction, and ultimately reduce the amount of time that it will take to actually construct this project.																		
85	Connectivity	I prefer the west route because it it more accessible for San tan valley. it should also be a shorter and more direct route to and from the 60 to the 10. it makes no sense to run through Florence directly considering how few live there compared to San tan valley. the eastern route is largely useless to most STV residents																		
86	General	If we have input, we would like to see the E1a plan in affect. Thank you, [redacted]	Y																	
87	Property Impacts	W1a appears to go right through my kitchen so I hope that is not the alternative selected.			N															
88	General	would like to see the West freeway. Being closer to San Tan Valley and having a more direct route to Phoenix would greatly help us down here!																		
89	Property Impacts	Please use the Eastern option, to avoid as many current homes as possible. We live on the eastern edge of Laredo Ranch, and the western option will run pretty much directly behind our home. This will destroy our night skies, our peace and quiet, our cattle / farmland views, and our property values.																		
90	Environmental	The West Bound Corridor needs to be moved East. When moving here we wanted to be away from the light, noices and air polution that a road like this brings. We perfer the night sky and be able to see the stars. With a corridor like the West Bound Corridor all that goes away. Move it more to the east away from those that are already here.																		
91	Property Impacts	This is directly behind our house we just purchased and are fixing up. We bought this house in hopes of growing our family but if this highway goes in in this location we'll be forced to move due to noise pollution and probably lose a chunk of our equity. Please please please do not choose this route, there is plenty of land east of the canal.			N	N														
92	Property Impacts	I live in Laredo Ranch and I do NOT want the west but prefer the east proposed plan. It is calm and peaceful out here now. I like sitting in my backyard and seeing the stars and moon rise. A freeway would kill our neighborhood ! Please consider the request of the residents who live here. I invite you to come visit our community and see how it will affect us, Thank you.																		
93	Property Impacts	I prefer the eastern option. My wife and I moved to the eastern side of the Laredo Ranch subdivision in 2013. We purchased a home there with the intention of living out our retirement years in the peacefulness, quiteness, and darkness of this subdivision. The western option brings the proposed roadway very close to our subdivision which would significantly adversely alter the noise and light level for those residents living on the eastern side of our subdivision. Therefore I prefer the western option. Thank you.																		
94	Property Impacts	This W1B W1a is right in our backyard at Laredo Ranch. If it's the major thoroughfare you are envisioning, we will be subject to much noise and traffic. Obviously my vote is for 1A and 1B.	Y	Y	N	N														
95	Property Impacts	Please choose the EAST option as you come down through behind Castlegate and Laredo Ranch. It is a much better option and leaves the communities alone.																		
96	Property Impacts	I live in Laredo Ranch, the subdivision that one of the highlighted routes would run directly behind. I would object to that route and would much prefer the route that pushes it farther east. We moved to San Tan Valley for the dark night skies and rural atmosphere and general tranquility. Having an interstate behind us negates all of those things, and additionally will likely have a negative impact on our home's value. I appreciate being able to give my input on this matter. [redacted]																		
97	Property Impacts	We live within this community and do not want all the hustle and bustle. We moved here for peace and quiet .. KEEP the FREEWAY FAR away!			N	N														

				Overall	Overall	Segment 1				Segment 2				Segment 3					Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
98	General	I am a resident of San Tan Valley and would like to request to that you use the Eastern Corridor in the 202 expansion project.	Y	Y																
99	General	I am a resident of San Tan Valley and would like to request to that you use the Eastern Corridor in the 202 expansion project.	Y	Y																
100	General	I am a resident of San Tan Valley and would like to request to that you use the Eastern Corridor in the 202 expansion project.	Y	Y																
101	General	I am a resident of San Tan Valley and would like to request to that you use the Eastern Corridor in the 202 expansion project.	Y	Y																
102	General	Use ALL EASTBOUND routes and NO NO NO West bound routes!!!	Y	Y	N	N				N					N		N			
103	General	Use existing interchange for connection to I-10															Y			
104	Connectivity	Prefer yellow alignment overall as it is more of a direct line to US 60. Less curves.															Y			
105	General	Prefer this alignment											Y	Y						
106	Connectivity	Prefer this alignment. Better access to Anthem neighborhood and better access to San Tan													Y					
107	General	Prefer yellow alignment. The purple alignment gets too close to the Florence highway.			Y	Y			y						y					
108	General	Prefer w1b alignment. Less right of way take along US60 and closer to Gold Canyon.				Y														
109	Property Impacts	Please consider the east corridor. We moved out here for the peace and quite and do not like the thoughts of having a freeway in our backyard!!																		
110	Property Impacts	this is too close to residential neighborhoods. it needs to be the purple in order to keep the noise further away from neighborhoods like Castlegate and Laredo Ranch. to be honest the eastern option is still to close. I should be moved further east at least a mile.		y	N	N														
111	Property Impacts	too close too castlegate subdivision. needs to be further east by 3 miles or more		y			y													
112	Property Impacts	I live in Laredo Ranch and I am appalled that this would be considered as an appropriate location. the primary focus should be on expanding Ironwood rd and opening Germann as a 4 lane expressway with turning lanes between Ellsworth and Ironwood rd			N	N														
113	Property Impacts	I don't not favor the west corridor option because it would butt right up and behind our neighborhood in Laredo Ranch. We moved out here to get away from all the noise and cars. By using the western option it defeats that. Please use the eastern option.		y																
114	Property Impacts	I am in favor of the eastern option as the western one butts right up and behind our homes. The noise and traffic would defeat the purpose of being rural. Please consider all the homeowners who bought rural and want rural and use the eastern corridor option.		y																
115	Traffic congestion Connectivity	I favor the west option/alignment because it would relieve a tremendous amount of congestion on Hunt Highway which is still a disaster despite the improvements. Lots of people who travel each day from down here connect at Sossaman or Rittenhouse going to/from work and the West alternative is by far the better choice and is supported by the areas of current/future growth the west alternate traverses.			Y	Y														
116	Traffic Congestion	The east alternates are all too far from developed communities to relieve any daily commuter traffic which is a problem right now. The east alternate is too long, ie miles, thus an eastern plan increases travel time and basically misses the areas that need relief. @ 40 Mil a mile for construction, it doesn't seem cost effective either.									N	N	N	N						
117	Economic Development	I favor the west route because looking at the large map, it just seems to make more sense. It appears to be more direct, goes through or closer to areas of population that you would want a road of this type to serve, and would bring traffic i.e. business and growth to those areas. It would foster growth in a more compact manner rather than encouraging 'urban sprawl' communities far to the east with vast expanses of land in between. People do not want to have to drive east to get on to a new road to drive north and then come back west again to drive into the valley. We already have Highway 79 for that from my area.																		
118	General	I prefer the East corridor over the West.																		
119	Property Impacts	I do NOT favor this plan that you want to put behind my neighborhood. Eastern corridor needs to be picked. You all need to really consider families and livestock etc. EASTERN CORRIDOR.																		
120	Traffic Congestion	As a resident of STV living in the Schepft and Ocotillo roads. this freeway would alleviate the horrible traffic situation we currently have and it would also benefit from future growth. i think the reason not many businesses are coming to stv is due to the road issues.																		

				Overall	Overall	Segment 1				Segment 2				Segment 3					Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
121	General	Utilize the new TI Connection being constructed next year instead of creating a new TI futher south on I-10.															y			
122	General	Utilize the new TI Connection being constructed next year instead of creating a new TI a few miles south on I-10.															y			
123	General	Utilize the new TI Connection being constructed next year instead of creating a new TI a few miles south on I-10.															y			
124	Property Impacts	This whole area on either side of Pima road is a very rural, agricultural residential area and is unlikely to change. That means there are lots of livestock and dogs in the area that get loose frequently. If Pima is connected to the freeway here, it will likely be widened into a larger roadway, drawing more traffic. This will increase the likelihood of serious accidents involving livestock and dogs. For that reason, I advocate for the E1b route, since that is the only one presented here that moves the freeway further to the east where it will be less likely to create traffic in this area.		Y																
125	Property Impacts	This proposal will come too close to many developments/subdivisions/housing for hundreds of full time residents. The more western route would be more desirable.	N	N																
126	Property Impacts	This route would be less impactful to the overall Superstition Mountain area and all of the existing residents, both full and part time, than the other proposed route.			Y															
127	Connectivity	I love the idea of having a freeway that will take traffic away from Ironwood Drive. I live in the Castlegate Community and think that a freeway entrance would be amazing to the east of us. It will definitely bring more people to the area and raise home values if it takes less time to get to us.			Y															
128	Connectivity	Im not sure if this is in the plans to connect to the 24, however I am in favor of this area connecting to the 24 which would allow access to the Chandler area and take traffic off of Ellsworth Rd to weave around to get to the housing developments over in this area. Connecting San Tan Valley to the 24 is something I believe needs to happen.																		
129	Connectivity	As a driver using I10 and using the SR 60 the easterly E3C E3A and the E1A and E1B would be the most advantageous. thank you	Y	Y			y				Y		Y							
130	Roadway Design	I favor this option because it keeps traffic more in a straight line.														Y				
131	Roadway Design	I like this because it is more of a straight line to the 60													Y					
132	Roadway Design	I like this route because it is more of a straight line			y															
133	Traffic congestion	I like this route to stay away from the Renaissance fair traffic.			Y															
134	Roadway Design	I would like this option if it were improved to ensure that there is adequate on/off ramps to be convenient for STV (Johnson Ranch/Copper Basin area specifically)																		
135	Roadway Design	I am all for keeping the road in as straight a line as possible. I used to live in Mesa and during the extension of the 202 Red Mountain Freeway across north Mesa the planners for some reason put in back to back "s" curves just east of Country Club Drive. All these do is cause considerable back ups on the freeway as drivers insist on slowing down 10 - 15 MPH in order to navigate these curves. Had they gone straight across and placed adequate connections to the 101 the traffic would flow much smoother through the area.															Y			
136	Roadway Design	This is a much better place to have the interchange with the US-60. Allows for better access (more lanes of on/off ramp) due to openness around the interchange site.	Y	y		y														
137	Connectivity	Why not continue this out farther east toward Florence Junction and then turn south and run the freeway to the east of Florence and the mountains to the south connecting with the 10 around Red Rock (almost following the red dotted line marking the survey site)? Seems like a more open path with less developed land to acquire meaning less costly. Also can potentially have wider initial Right of Way for future expansion.																		
138	Connectivity Traffic congestion	This seems like a silly detour just to come closer to Florence. As I stated elsewhere, keep the road as straight as possible in order to minimize traffic slowing and the associated congestion.									n		N							
139	General	If having to choose between the 2 options presented I would certainly favor the West option as it seems the more direct N-S route while choosing to intersect with the 60 farther East. One thing that would really be beneficial would be to include the proposed interchanges along the way. This would make a great difference in how the pathways are viewed.																		

				Overall	Overall	Segment 1				Segment 2				Segment 3					Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
140	Environmental Property Impacts	This is WAY too close to Laredo Ranch! It would bring too much noise & light pollution! It's a totally unreasonable location. The road should be farther away from existing homes!			N	N														
141	Economic Development Connectivity	I prefer EB1 alternative to provide a better connection to the EW future developments in the northern parts of the community		Y																
142	General	The outline of purple seems to be on the state lands pieces more than anything and is enough distance from any residential areas. The orange lines seem in close proximity to the existing loop 202																		
143	Property Impacts	This is too close to homes. Please do not put the freeway here, so many brand new homes just built and it would cause a lot of noise, destruction and decrease home values. Please use the Eastern route instead. Give people a chance to choose if they live next to a freeway or not.			N	N														
144	Property Impacts	Too close to homes. Please use the purple route and keep property values in tact.			N	N														
145	Connectivity	It would be nice to have access from STV to Gold Canyon.	Y	Y																
146	General	I prefer this route - western segment 4															y			
147	General	At one time, ADOT had plans to relocate Hyw 60 farther south of Gold Canyon to handle the renaissance festival traffic. I even remember seeing some engineered plans from some past environmental studies. It seems to me that this North South DEIS should include that work in some fashion so they both are at least coordinated. Thank you.																		
148	Connectivity Economic Development	I favor this option because it would give us all another way to head towards the PHX area. currently, we are dealing with two outlets. Ironwood and other side roads. This could also bring more businesses to STV.			y	y														
149	Connectivity	I favor this option because it will connect with the SR24 to the 202. we just need more ways to leave STV for our commutes to Mesa, Gilbert, PHX, Chandler.																		
150	General	Connect e Bella Vista to orange highway. San Tan Valley is growing very fast and closet highway is the 60. This would make it faster to get in/out of town, attract more businesses and residents to up and coming towns.	Y																	
151	General	Why not just convert hwy 79 into the corridor, and have 24 meet somewhere north of the communities. Keep that Fwy far away from my house! E1b if you have to.		Y																
152	Property Impacts	As a resident of the Castlegate Community near Ocotillo and Schnepf Rd, I would prefer NOT to have a freeway, parkway, or any other giant road, right on top of my neighbors' back yards. I do not want to smell, hear or see it every time I walk outside. Noise and light pollution are things I do NOT miss about living closer to Phoenix. Please go with the purple route, NOT the yellow.																		
153	Connectivity Traffic congestion	I would like to recommend a connecting road going east from this point to connect with HWY 60 at Peralta Trail. The road would improve traffic flow through Gold Canyon allowing for an alternative route to HWY60. Traffic on HWY 60 has become increasingly congested. This has been especially important for medical emergencies. Especially now with the additional traffic from the new Peralta Trail communities in development and the annual special event, there will be more frequent bottlenecks due to HWY 60 being the only east/ west bound access.	y	y		y														
154	Economic Development Traffic Congestion Connectivity	I'm concerned with how far east both of these options are. The vast majority of San Tan Valley lives between Ellsworth and the Johnson Ranch area just south of Ganzels end point. A freeway 5 miles east won't help the majority of people, yea it helps to develop the further south area that hasn't been developed because of that, but it doesn't relieve the traffic issues that current residents have. A freeway down Ironwood/Ganzel then tailing out towards the Anthem area would be helpful to everyone.			Y															
155	Environmental Property Impacts	Please keep this away from our homes, we are in Crestfield Manor and would like to think that the committee that decides the route will take in to consideration that we do not need to be breathing fumes and experience more dirt and dust from this corridor. Environmental studies should include quality of life for humans.									Y		Y							
156	General	W1a to W2a to W3 to E4 Gold Canyon is too far out of the way. Make sure Hwy 24 comes all of the way east from the 202.			Y				Y						Y		Y			

				Overall	Overall	Segment 1					Segment 2						Segment 3			Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
157	Property Impacts	The west corridor as it moves south from this point runs adjacent to existing rural properties. This is bound to cause issues for folks with livestock. I think it's generally a far better move to keep the corridor in state trust land where there hasn't been development yet to minimize its impact on existing property owners. Keep this corridor as far east as feasible. If the intent is to connect to 24, the most northerly "purple" path (E1b?) would be the one with the least impact.		Y																	
158	Property Impacts	Route W1a and W1b displace several existing homes. There are also new homes being built in this neighborhood. E1a and E1b would be a better choice for this reason.	Y	Y	N	N															
159	Property Impacts Economic development	I feel that this route impacts the least amount of residences and farmland. It also provides the opportunity for commercial property around the freeways and hopefully to help keep too much additional traffic from entering private non county maintained residential roads.									Y	Y	Y	Y							
160	General	going with e1b,E1a and then E2a,E3d3b on down through E3dE3band E3aE3c is the best route for the flow of traffic and the least damaging to property owners.	Y	Y			y				Y	Y	Y	Y							
161	Property Impacts	This is going to take away already existing homes and be to close to the homes in this area. I moved to this area to get away from the city and freeways I do not want this in my backyard. I'm all for helping with traffic but keep it away from homes. We are in the country for a reason. I truly don't understand this freeway at this time there are other areas of concern such as ironwood and we need more east west bound streets off of ironwood drive. Please take into consideration the reason we bought homes with acreage away from the city don't bring the city to me with freeways come population and unwanted traffic and crime.																			
162	Property Impacts	The W proposed route appears to encroach upon existing homes and housing. We made the choice to move to a rural area away from the traffic and issues of freeways and similar thoroughfares. This route brings these exact issues into or back yard. There are options that should be explored without encroaching on existing homes and living areas. Please consider other options of traffic control. I am not in favor of either of these routes as currently presented																			
163	General	For starters...I'd like to see the proposed new roads on a CURRENT MAP. You say this proposed map is from 2014...Eastmark and all the other new communities are not showing current. That might help us with our comments.																			
164	Property Impacts	It would be ingenious to move this part about a mile east so that the value of the 3 houses of which I live in one and others are income don't loose value. The home I am in is still upside down from the rest of the world of greedy idiots and downfall of economy. The part I talk of is Ocitillo and Schnepfs area showing west of CAP next to the Castlegate homes. There is room east of CAP and more intellegant to do that. Thank you so much. Your participating TAX paying house owner who gives a damn that people think and use their brains and abilities to do right, sure engineers can figure it out they are smart too. Please use your intellegance to do same all through project to keep a mile or more from established houses that people work so hard for. The big walls help but not that well. Used to live in Scottsdale when 101 went in uggggh. Thanks again TAX paying house owner. [redacted]			N	N															
165	Property Impacts	The proximity of this option will damage property values and the rural setting of neighboring homes. Locating the highway East of the CAP canal would allow the surrounding land to develop with the knowledge ore existence of a highway vs dropping it on existing homes. Will it is of benefit to the region i think that this option comes at the expense of those forced to be extremely close to the highway.			N	N															
166	Property Impacts	This is the areas preferred route by the people in this area. There is no need to place it by houses when it can be here. Building on quail run is to close to existing homes. Build in the vacant area!	Y	Y																	
167	General	My preference would be the most westerly route as it comes closest to the most geographically populated areas and also it stays away from the mountains and the foothills.																			
168	Traffic congestion	New to San Tan Valley this year and I love the grow and the area, but the biggest downer has been the traffic in and out. We are in need of highways and more roads. It makes our friends and family not want to deal with it as well, please build more roads:)																			
169	General	I like this route it seems the most direct and impact on existing residences and businesses seems acceptable.													Y						
170	General	I don't favor this route because it cuts through planned future growth of the Town of Florence.									N		N								

				Overall	Overall	Segment 1						Segment 2				Segment 3				Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
171	Connectivity	I favor this route because it is the least invasive to planned future growth of Florence yet still gives good access to residents of both the downtown area and Anthem areas of Florence. It is also the most direct route to US 60.										Y		Y						
172	General	It would be really nice to see an extension off of W1a/b into STV. Might alleviate much of the commute traffic thru QC.			Y	Y														
173	Connectivity	I want us to establish a major transportation HUB Just north of Arizona Farms road where the rail takes a turn south to Tucson or north to Phoenix. Linking the North-South with the rail line from Tucson to Phoenix, would show great vision to all the people needs. Once in our life we can make a great move forward.			Y	Y														
174	General	I like w1a & w1b. Keep the road close to the canal and the future city of San Tan Valley			Y	Y														
175	Property Impacts	Many of these houses are new builds, we moved out here for the rural feel PLEASE DO NOT build the freeway here. Please put it on the other side of the CAP canal where there are no houses.			N	N														
176	Property Impacts	Many of these homes are new builds and we moved out here to enjoy the rural feel and peaceful surroundings. PLEASE DO NOT build the freeway here removing all these homes. Please put it on the other side of the CAP canal where it won't affects homes and families.			N	N														
177	Property Impacts	In looking at your map I find that the Yellow track is not an appropriate place for a freeway. The purple track although not perfect and could probably be improved would have less impact on homes and communities. Even the connections into Apache Junction are less intrusive on the purple one. I think community support will be much higher with the purple placement. The Yellow route will cause unnecessary expense to fight the communities that will oppose this.			N	N														
178	Property Impacts	I feel that the yellow route doesn't make sense for the benefit of the San Tan Valley community. It negatively affects many communities and will displace families. The purple route makes more sense and doesn't remove as many houses.			N	N														
179	Property Impacts	I don't understand why you need to put the freeway so close to neighborhoods and houses when there is so much empty desert land near by. Please consider placing the freeway in the empty desert areas so that there will be room for commercial property and proper city amenities.																		
180	Traffic congestion	don't see what the lines mean--ie--dotted red line--purple line etc--my main concern will the route impact Gold Canyon--will it help relieve the congestion that exists now and will get worse with the 700 new homes in Peralta Canyon--does the plan include a bypass around Gold Canyon--thanks [redacted]																		
181	General	I select the PURPLE route. I don't live in DanTan yet but my fiancé does and we will both be affected by this.																		
182	Traffic congestion	I prefer this route because of Ironwood Rd. is already there and a high traffic artery for the Queen Creek/San Tan Valley area.			Y															
183	Traffic congestion Connectivity	the E1a route for SR24 would make the biggest impact on reducing traffic and give more access to the freeway for those in the Queen Creek/San Tan Valley area.	Y																	
184	General	The W1a & W1b route here makes the bigger positive impact for accessibility to those who would use it.			Y	Y														
185	General	W2a will be the better route to continue on from W1a & W1b			Y	Y			Y											
186	General	W3 is a more direct route to the I-10, therefore the preferrable route.													Y					
187	General	W4 should be the route because of the existing highway that should be easily converted to allow for more traffic.															Y			
188	General	I am glad that there will be a North South Corridor but I would prefer it to be more east of our area. Can you please send more information.	Y	Y	N	N														
189	General	better route not too close to home	Y																	
190	Property Impacts	right on my back yard ,way to close would take the rural setting away			N	N														

				Overall	Overall	Segment 1				Segment 2					Segment 3					Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
191	Connectivity	I prefer the W1/W1a, W2a, W3, W4 route. It seems like the quickest and most convenient route for connecting the east valley to the I10. Sidetracking to Florence and Gold Canyon is too far out of the way for most people trying to get to the I10 from QC, S.T.V, East Mesa, Etc and vice versa.			Y				Y						Y		Y			
192	General	Please explain the red dotted line running through San Tan Valley. This is the only N/S corridor that I see that will benefit residence in the 85142-85143 zips.																		
193	Property Impacts Environmental	Please consider using the E1a/b route. Many of us moved out to East San Tan Valley to avoid light pollution and traffic noise. Both will increase if the W1a/b route is chosen. Many of the residents in the area also have livestock which will be negatively impacted by the auto emissions. The E1a/b route will alleviate this problem and utilize the undeveloped land. Thank you for your consideration!	Y	Y		N	N														
194	Property Impacts	Please don't build the freeway along the "yellow" route. It veers so close to established neighborhoods. The "purple" route provides the crucial north/south route without less encroaching on the existing community.																		
195	Property Impacts	I am not in favor of option W1b,w1a. I live right where this would go through. I don't want to be forced to look at or listen to a freeway from my home. I don't want my property value to suffer. Please don't ruin my quiet neighborhood. [redacted]				N	N														
196	Property Impacts	I oppose the W1b and W1a location as this would turn my silent, relaxing country home into a polluted and noisy house. I enjoy coming home to silence and hearing the relaxing sound of frogs and crickets summer nights as I stargaze. This freeway would destroy my lifestyle. Please reconsider moving this freeway further east.				N	N														
197	Property Impacts	I favor the purple route. I think it would benefit the meat by communities and not decrease property values. I dont like the yellow route, it is way too close to homes which would decrease property values and displace families.																		
198	Property Impacts	I would like it if at this juncture the proposed roadway be as far to the east as possible. The west most proposed route is far too close to my back door for my liking.	Y	Y	N	N														
199	Property Impacts	I'm concerned with the proximity this has to the neighborhood here and to the north. I believe the option that is a bit to the east would still benefit everyone and give the existing neighborhoods the space they are asking for .	N			N	N													
200	Environmental	The noise and light pollution will be terrible if it is this close to my house. Honestly, having the highway on the otherside of the canal, or really just going with the option in purple, would make a world if difference for my property value, my peace of mind with traffic and safety, and all the pollution. Everyone bought houses out here to be away from living next door to a highway. Yes it is needed, not not on the west side of the canal! Build the eastern route that is purple!				N	N													
201	Property Impacts	I do not favor this option due to its proximity to my home. Our home value will decrease and the noise, sound and air pollution is detrimental to our neighborhood and our children.				N	N													
202	Property Impacts	I would not like the freeway here. I would like it better if it was on the east side of the CAP. I moved out this far in order to get away from traffic. I know things change but there are a lot less hous s on the east side				N	N													
203	Connectivity	I feel that this route will be able to connect to the 202. I would prefer this route over the other																		
204	General	I do not prefer this route as it seems more indirect with the southern heading nature and goal of the project.		N																
205	General	I didnt vote cuz couldnt read the map,but i think you should do the further east proposal,for it would be further from my residence,thanks do not use sierra vista,i ride my horse that way.																		
206	General	I favor this because we don't have to go east and south to Florence			Y	Y			Y											
207	General	Please consider moving farther east of san tan valley with the project to bring a freeway closer to florence/coolidge																		
208	Property Impacts	YES! This where you are not disturbing current communities from the day to day life.		Y																
209	Property Impacts	I am not in favor of proposed route W1 a or W2b. It is way too close to existing housing develpments. I would rather see E1 as an option. Still close enough to access, but far enough so noise, pollution and excess traffic near a family oriented neighborhood can be lessened	Y		N	N														

				Overall	Overall	Segment 1					Segment 2				Segment 3				Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
210	Property Impacts	I am all in for more highways and freeways in the area. I am just hoping that they don't get built anywhere near houses. We don't want freeways/highways in our backyards a mile or two away is just fine																		
211	Property Impacts	I would like to see any freeway go to the East side of the CAP out into empty desert as far as possible so that there is not freeway right in our backyards. Thank you!																		
212	Traffic Congestion	there needs to be some kind of freeway connection over to this area to be able to safely get around and not have to deal with the crazy traffic in this area caused by the mass amount of homes built with no major connections to any freeway. currently your only options are ironwood or Ellsworth rd. which both are a ways away from each other.																		
213	Property Impacts	Please as Far East as we can. I moved away from the freeway 12 yrs ago for a reason.																		
214	General	use corridor e1a	Y																	
215	General	Preferred Route-W1A, (W1A,W1B), E2B, (E2A, E2B), (E3A, E3C), (E3A, E3B), E4			Y	Y	Y	Y			Y	Y	Y			Y				
216	Property Impacts Environmental	I, along with many community members, disapprove of the yellow map displayed on the map (w1a and w1b). I am very disheartened to see that there is a potential highway planned so close to an equestrian lifestyle neighborhood. 1. Most of us live out here because we want to stay out of the hustle and bustle of the city. 2. We like our peace and quiet. 3. This highway will significantly upset our equestrian lifestyle we live. 4. The noise and traffic will disrupt and stress our animals. 5. We want to keep the neighborhood with a rural lifestyle feel to it. The community is outraged with seeing the audacity of even considering a highway so close to our equestrian neighborhoods. Please DO NOT even consider it!!!			N	N														
217	Property Impacts	I 100% disapprove this highway route!!!!! It is significantly close to neighborhoods and homes that value their peace and quiet. We also value our lifestyle that we live with animals. This area is inhabited by individuals that not happy about having a highway so close to our farms. We want to be left out of the chaos of the masses and wish to maintain our farm and equestrian lifestyles.			N	N														
218	Property Impacts	I think the option of the E (more Eastern route) is crucial. It keeps the road away from the homes that have already been built in what has been a more rural area. There is nothing but desert for the eastern route but puts it right behind neighborhoods, including our own. We already have Ironwood running north and south close enough in that area. Move the traffic to the east and it will flow much better!																		
219	General	The yellow line looks like the best route to me.																		
220	General	To be honest, I'll be incredibly happy with any of the alignments in section 1. I live off of Ocotillo in San Tan Valley, and we are in serious need of alternate North/South commuter routes. I think the easternmost option might create the least amount of criticism, but I think that further west would be better for the growth and development of the community overall due to the increase of commercial and business development that a corridor would bring.	Y	Y	Y	Y														
221	General	Great idea! It cuts down on the commute time by getting you to the freeway earlier.			Y															
222	Connectivity	I think that this Western option is the most direct and ultimately best for the community as a whole. I lived in copper basin subdivision for 10 years before moving up to Ocotillo, and this would be good for commutes and for the local economy.			Y	Y														
223	Property Impacts	This proposed route will have a negative impact on the adjacent properties of Laredo Ranch and Castlegate committees. The "E" route would be better as it is in undeveloped b desert.			N	N														
224	General	From north to south I propose the route should follow the following path: W1A; W1A, W1B; E2B; E2A, E2B; E3A, E3C; E3A, E3B; E4			Y	Y	Y	Y			Y	Y	Y			Y				
225	General	my choices would be: W1A; W1A, WAB; E2B; E2A, E2B; E3A, E3C; E3A, E3B; E4 TO MY PERSONAL OPINION THIS CONFIGURATION WOULD CREATE THE BEST FLOW OF TRAFFIC, WHILE KEEPING CURRENT INFRASTRUCTURE USABLE AND HAVE THE WIDEST "FEED" INTO THIS FREEWAY.			Y	Y		Y			Y	Y	Y			Y				
226	Traffic Congestion Connectivity	This placement would benefit the traffic laden community of San Tan Valley. The population of over 100,000 has not benefited from any major road improvements for decades. There are working people that need quicker access to multi-lane highways and freeways. Please listen to the voice of the people that need their voice heard.	Y	Y																

				Overall	Overall	Segment 1						Segment 2					Segment 3				Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
227	General	Preferred Placement			Y	Y														
228	General	Route W1a would help this area far more than E1a. The tie in to the 24 would allow easier access to the valley.			Y															
229	General	Staying with W1a here will probably take a huge burden off of Ironwood travelers that clog that street every day.			Y	Y														
230	Environmental Property Impacts	With my home right here, how will The the noise from the traffic be handled?																		
231	Property Impacts	I am absolutely against the West corridor. There are many new homes and various communities (Laredo Ranch and Castlegate) that will be negatively affected by going with the West option. Please go with the East corridor option!			N	N			N	N					N		N			
232	General	Segment 1 completely bypasses San Tan Valley which has sever traffic problems and has the largest population of any part of the study area. It renders this freeway useless to over 100,000 people that it could have helped if a more western alignment had been chosen from the original options. The people of San Tan Valley are being under served for the sole benefit of Florence a town of roughly 30,000 people. It is taxation without representation! You can do better than let corrupt politicians guide your decisions for their personal gain and not help improve the lives of the most tax payers as possible; which, AZDOT is supposed to serve.																		
233	Connectivity	This route is best at this location. It will become the corridor that connects the state through the east valley, but does not create a traffic issue by going over the top of Ironwood Rd. and will allow for freeway on and off ramps that connect to the blossoming community of San Tan Valley. The other route does not allow for that option at this time, because the CAP canal is a natural barrier to the wonderful corridor.				Y														
234	General	The proposed N/S Corridor should then follow this route, as to not break up the communities of Anthem, Magic Ranch, Wildhorse Estates and Crestfield Manor any further.										Y		Y						
235	Property Impacts	Too close to homes!!! Property values may drop dramatically from having the freeway right in the back yard of most of these homes! Not far enough away!			N	N														
236	Property Impacts	Please do not consider placing your north/south corridor so close to Laredo Ranch! There is empty land further east that would serve the same purpose without the disruption of noise, light, and pollution directly next to our homes.			N	N														
237	Property Impacts	My husband and I prefer the option to the far right. It is away from present housing developments and would lessen the noise that will surely be generated by the freeway.																		
238	General	I prefer the west route because it is more direct and will have less interchanges. The east route seems to gerrymander to create unnecessary interchanges, incentivize speculative rezoning, leading to increased arterial road (local) traffic congestion.																		
239	General	Would like to see an easy exit/access for county employees working at the old county courthouse complex (off Butte, between Pinal & Florence roads).									Y		Y							
240	General	Would like to see an easy exit/access for those of us living in these developments (i.e. Castlegate) and often traveling through Florence & Coolidge.			Y	Y														
241	General	Pulling the corridor out this far East seems unnecessary.		N																
242	General	Pulling the corridor out this far East seems unnecessary.		N																
243	General	sorry - comment placed off roadway in error.																		
244	General	This path is useless. A lot of commuters would benefit more from the other path that goes closer into Florence.										N		N						
245	General	This path makes more sense.			Y															
246	General	This path makes good sense for Coolidge traffic only.													Y					
247	General	This path makes good sense for Florence traffic only.																		
248	General	Can 2 paths be made? One goes to Florence and the other to Coolidge?																		
249	General	Is this the connection to the 24?																		

				Overall	Overall	Segment 1				Segment 2				Segment 3					Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
250	Traffic Congestion	the intersection of Ironwood and I-60 is already a nightmare. There are three lanes exiting heading east. When traveling south on Ironwood, the two right lanes should be designated RIGHT TURN ONLY since 90% of exiting traffic is heading south. Only one lane is needed to head north. MANY times the south bound traffic is backed up on the 60 and is dangerous. If you are using Ironwood as a connection for the southbound freeway to the I-10 south of Coolidge, the present lanes are too few to handle the already existing traffic trying to get on the 60 to head westbound. I've seen traffic backed up to Guadalupe with traffic trying to get in the turning lane (a single lane) to head west on the 60. A new bridge was built to head to the 60 on Ironwood but is already not wide enough and a minimum of two lanes turning left is needed. This is 90% of the traffic. It might be better if this new freeway crossed on a 45 degree NW angle before it gets to the 60 and make a connection. The intersection should be on ramp going westbound and off ramp going east bound only.																			
251	Traffic Congestion	I favor this starting location near Goldfield Road because it helps alleviate the flow around Gold Canyon to avoid the traffic lights and other slow downs that were installed in this area	Y	Y		y														
252	Property Impacts	I do not favor this location because it is right next to my house.			N	N														
253	Connectivity	I like this alignment because it sets up connection US60 and AZ79 junction nicely.		Y																
254	Roadway Design	The interchange here would be best. Then it should follow the E3b & d route.					Y					Y		Y						
255	General	The freeway should go through San Tan Valley. That way people can get on and off of it at different points on their journey. If it is out in the desert, then it won't be the the desired thoroughfare to Tucson through the east valley that you desire.				y														
256	Environmental Property Impacts	The more eastern route is better. I prefer the one that loops away from the rural areas as iy will leave more room on each side for business etc as a buffer for noise.	Y																	
257	Economic Development	Prefer this route cause need to route to the other side of the canal out there. The farther east of the canal also allows for growth on both sides of the freeway.		y																
258	General	Staying easy is best.	y	y																
259	Property Impacts	You need to run this north/south bullshit as far away from community homes/farms as possible. This is SUCH a travesty! Shame on you Pinal!																		
260	Environmental Property Impacts	I'd prefer to have the roadway as far as possible from the housing developments. It's a selling point that things are quiet here, let's not ruin it with road noise and pollution. Living closer to major roadways increases health risks.		Y																
261	Property Impacts	I favor E1b over W1b and W1a because it keeps the road farther away from neighborhoods. Nobody wants to live next to a highway. It's not clear if the orange and purple routes are alternatives to each other.		Y	N	N														
262	Property Impacts	Option W1a is preferable as it stays further east of the housing areas.			Y															
263	Connectivity	The Easterly routes are also preferable because they would allow access from Ironwood, which would better serve the area.																		
264	Property Impacts	I favor this option because it will not go directly behind the back yard of my home!	Y	Y																
265	Property Impacts	I prefer the Eastern route for the North-South corridor because it will not depreciate the value of many homes directly next to the path of the proposed Western route of the Corridor. There is no need to build this roadway directly next to established neighborhoods and homes that have been there years before this roadway. The proposed Eastern route will increase the value of many homes, whereas the proposed western route will depreciate the value of many homes. That in turn will hurt the economy of the area of San Tan Valley.																		
266	Property Impacts	I do NOT favor this option because it is way too close to homes.			N	N														
267	Property Impacts	I do NOT favor this option because there is no need to build the roadway right over a neighborhood and gold club.			N															
268	Property Impacts	I prefer this option because it is a much better route since it is not built over a neighborhood and gold club.	Y	Y		Y														
269	General	I recommend route: W1A; W1A, W1B; E2B; 2A, E2B; E3B, E3D; E3A, E3B; E4; Thanks!			Y	Y	Y	Y			Y	Y		Y		Y				

				Overall	Overall	Segment 1					Segment 2				Segment 3				Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
270	General	The route that my family and I would like to see is: W1A; W1A,W1B; E2B; E2A,E2B; E3B,E3D; E3A,E3B; E4			Y	Y	Y	Y			Y	Y		Y		Y				
271	General	This will be an amazing addition to our community, can't wait for the this road to built. I think the best route for our community will be. w1a; w1a,w1b; e2b; e2a,e2b; e3b,e3d; e3a,e3b; e4. I hope this information makes since.... thanks!			Y	Y	Y	Y			Y	Y		Y						
272	General	All i have heard about this area is complaining from these people, who would prefer to annexed into Queen Creek. Instead of being part of STV if they want that let them don't seem to care about anything or anybody else.																		
273	General	It seems that there is a lot of back stabbing or pushing of one type to not get this on the ballot for next year. Like trying to throw a wrench into the works by saying thing that haven't been proven true in any shape or form. Some it seems was trying to stop both groups working towards the final end of incorporation.																		
274																				
275	General	This way					Y	Y												
276	General	My family and I would like to see the route as follows W1A / W1A, W1B / E2B / E2A, E2B / E3B, E3D / E3A, E3B / E4 Thank you.			Y	Y	Y	Y				Y		Y		Y				
277	Economic Development Connectivity	As so appropriately identified by the Arizona Department of Transportation, it is critical for the North-South Corridor to accommodate anticipated growth in the area and across the region; to improve access to future activity and population centers; and improve regional connectivity. Of the proposed alternative corridor options, the Western Corridor 1a most effectively meets those goals.			Y	y														
278	Property Impacts Traffic Congestion	I understand the need for a better flow of traffic in these areas, hopefully with something in place it will lessen some of the traffic that I have to fight today for Johnson ranch, magic ranch. My concern is the impact to my property value, and the impact to my quality of life which includes horses and the ability to ride my horses. My hope is that all of that is taken into consideration so that we are not impacted as there really is no place for us to go and move to....																		
279	General	Below please find my preferred route for the North-South Corridor: W1A; W1A, W1B; E2B; E2A, E2B; E3A, E3C; E3A, E3B; E4 Thank you for your consideration. Josh Bagley			Y	Y	Y	Y			Y	Y	Y			Y				
280	General	From North to South I recommend this route: W1A; W1A, W1B; E2B; E2A, E2B; E3B, E3D; E3A, E3B; E4 The sooner the better! It is much needed!			Y	Y	Y	Y			Y	Y		Y		Y				
281	propery impacts	Adamantly Opposed ------ I moved my family to this area in 1999 for the sole purpose of getting away from the traffic, housing, and commotion. We have spent a great deal of time, money, and resources to overcome the added commutes for work, school, and play. It is infuriating that a roadway of this scale is now proposed to be placed literally in my back yard. I get that nobody wants something like this near them, but to the east of my property is wide open state land, better yet improve 79, this proposal is not wanted, not necessary, and poorly planned, please redirect and at the very least keep the neighborhood informed on any movement well in advance so we have the opportunity to weigh in and be involved.	N	N																
282	Property Impacts	Farther east is better. I don't want a freeway in the backyard of my rural community.	Y	Y																
283	Property Impacts	We do not want this with it being this close to our rural community.	N	N	N	N														
284	General	I would like to recommend the following route for the new North-South Corridor: W1A; W1A, W1B; E2B; E2A, E2B; E3B, E3D; E3A, E3B; E4 Thank you!! - [redacted]			Y	Y	Y	Y			Y	Y		Y		Y				
285	General	Here's my route input for the North-South Corridor Study. I recommend route: W1A; W1A, W1B; E1A; E1B, E1A; E3B, E3D; E3A, E3B; E4.	Y	Y	Y	Y					Y	Y		Y		Y				
286	General	I'd prefer the W3 route as it is closer to the larger populated areas of STV and Coolidge.													Y					

				Overall	Overall	Segment 1					Segment 2					Segment 3			Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
287	Property Impacts Economic development	I favor a route as far east as possible. Over time development could fill in and the eastern route could be part of a circular traffic plan around the eventual community .Furthermore, if further east you would not unnecessarily disrupt the life style of current residents with property closer to Ironwood.									Y		Y							
288	Environmental	Segment W1a is situated west of the CAP canal, which is an existing constraint to east-west wildlife movement in the area. When compared to Segments W1b, E1a, and E1b, which are situated east of the CAP canal, the segment to the west would result in fewer impacts to terrestrial wildlife movement through the area, and less overall habitat fragmentation.			Y															
289	Environmental	The western segment, W4, is expected to have fewer overall impacts to wildlife and wildlife resources. Much of Segment W4 would expand the existing State Route 87, whereas agricultural lands with small dirt farm roads comprise the eastern route E4. The eastern segment is closer to the native habitats and open spaces to the east of the corridor, including the Picacho Reservoir; there is a higher likelihood that the eastern route would indirectly affect the adjacent open space through noise, lighting, and air quality, etc., as well as limiting opportunities for recreationists to access the open space															Y			
290	Environmental	The Arizona Game and Fish Department owns and manages a portion of the Picacho Reservoir lands along with the Bureau of Land Management (BLM), and the Arizona State Land Department (ASLD). Historically, this reservoir has provided excellent habitat for wildlife, including waterfowl. It has been a popular destination for birding, fishing, and hunting. This should be considered a 4(f) property, and indirect effects to wildlife within the Reservoir must be considered.																		
291	Traffic Congestion	Would like to see the exit off the 60 more to the East to avoid adding more traffic to Ironwood which is already congested																		
292	Economic Development	Moving traffic to the East would allow accessibility to growth in the area and usability by the growing community																		
293	Economic Development	Moving traffic to the East would allow accessibility to growth in the area and usability by the growing community																		
294	General	Map is difficult to read and understand relationship to the existing roads, but I would like to see it moved to the East as this would be a better route.																		
295	General	Growth is moving into the area. Traffic is already heavy. I would like to see traffic Planning that takes into account for future traffic needs.																		
296	Environmental	I am against any North-South Corridor that will be routed through "high value habitat" as identified by AZGFD. As long as they won't impact any "high value habitat" as defined by AZGFD, I am for: Segment 1: W1b Segment 2: W2a Segment 3: W3 Segment 4: E4 as they create the most direct route.				y			y						y	y				
297	Connectivity Roadway Design	I favor the eastern route because it provides a new roadway, with existing state hwy 87 carrying local traffic and acting as an alternative in the event of accidents on the North South Corridor. It also saves money by not requiring a grade separation over the existing railroad.														y				
298	Economic Development	I prefer this location because of the planned Westcor Mall project that includes a $30 million development agreement to fund the connecting overpasses and related public infrastructure.									y	y								
299	Economic Development	I prefer this route because the local property owners have been planning for the freeway and will provide resources to help develop this portion of the corridor.									y	y	y	y						
300	Property Impacts	This route will not impact the existing single family home that are adjacent to the western route.														y				
301	Economic Development	I prefer this eastern route because it will provide many jobs through the planned inland port, and not negatively impact the existing prisons located on the western route, and their access to existing AZ hwy 87.														y				
302	Property Impacts	I prefer the easternmost route because it provides the most benefit to Coolidge and has the least negative impact to existing houses and planned subdivisions.																		

				Overall	Overall	Segment 1					Segment 2				Segment 3					Segment 4	
No.	Topic	CommentText	General Support	Overall East	Overall West	E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4
303	General	I am in support of the furthest west route closest to Coolidge. It is the most direct route.																		
304	General	I would support the route closest to Coolidge.																		
305	General	Go as close to Coolidge as possible																		

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Appendix B. Evaluation Matrix

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Performance measures	Evaluation scale		Segment 1				Segment 2				Segment 3					Segment 4		Comments
			E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4	
Transportation and traffic operations																		
System mobility																		
Average weekday traffic volumes on each action corridor alternative in 2040	●	>50,000 vehicles per day	◓	◓	●	●	◓	◓	◓	◓	◓	◓	◓	◓	◓	◒	○	Average weekday traffic varies in each segment depending on the alternative. The maximum values for each segment were used to evaluate average weekday traffic by segment. Given their proximity to existing development and activity centers, in all instances the Western Alternatives would attract the most traffic throughout the Corridor.
	◓	25,000 to 50,000 vehicles per day																
	○	10,000 to 25,000 vehicles per day																
	◒	5,000 to 10,000 vehicles per day																
	●	<5,000 vehicles per day																
LOS on each action corridor alternative in 2040	●	LOS C or better	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	Traffic modeling of the alternatives shows that the full facility would operate at LOS C or better over its entire length.
	◓	no suitable value defined																
	○	LOS D																
	◒	no suitable value defined																
	●	LOS E or worse																
Service traffic interchange access to regionally significant routes in 2040 regional and local transportation plans	●	highest number of interchanges	●	●	●	●	●	●	●	●	○	○	○	○	●	●	●	Determined based on the planned and committed (funded) projects in the study area. Assumption made that where potential interchange was within 1 mile of the existing paved route, connection would be made.
	◓	no suitable value defined																
	○	one less than highest number																
	◒	no suitable value defined																
	●	two or more less than highest number																
Congestion relief																		
Reduced travel time through Corridor compared with No-Action	●	largest reduction in travel time	●	●	●	●	●	◒	●	○	◒	○	◒	○	●	●	●	Travel times are relative to the alternatives in each segment. Scale is based on the difference from minimum travel time for each segment; largest reduction is minimuim time; moderate reduction is additional 10 percent travel time; increase in travel time is greater than 20 percent increase (relative to fastest). North-to-south travel time in Segment 1 is comparable; however the east-to-west connection with SR 24 varies, with E1a (8 miles) the shortest; E1b (5.9 miles) the second longest; and W1a and W1b the shortest (2.4 miles).
	◓	no suitable value defined																
	○	moderate reduction in travel time																
	◒	no suitable value defined																
	●	increase in travel time																
Arterial street congestion relief, measured by congested vehicle hours of travel in the region compared with No Action	●	largest reduction in vehicle hours of travel	○	○	●	●	◒	○	●	●	◒	○	◒	○	●	●	●	Arterial street congestion relief varies in each segment depending on the alternative selected. For each segment, the lowest congested vehicle hours of travel was used to evaluate arterial street congestion relief by segment; the greater the congestion, the lower the rating.
	◓	no suitable value defined																
	○	moderate reduction in vehicle hours of travel																
	◒	no suitable value defined																
	●	smallest reduction in vehicle hours of travel																

Performance measures	Evaluation scale	Segment 1				Segment 2				Segment 3					Segment 4		Comments
		E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4	
Land use planning																	
Access to and from activity centers																	
2040 population within 2 miles of action corridor alternative	● highest population ◓ no suitable value defined ○ moderate population ◒ no suitable value defined ● lowest population	○	●	●	○	●	○	○	○	○	○	○	○	●	○	○	For each segment, the projected 2040 population within 2 miles of the alternative was calculated in GIS and then characterized in terms of the difference from the average for all alternatives in that segment; highest population represents the greatest difference above the mean, moderate represents values close to the mean, and low represents values with greatest difference below the mean.
2040 employment within 2 miles of action corridor alternative	● highest employment ◓ no suitable value defined ○ moderate employment ◒ no suitable value defined ● lowest employment	○	○	●	○	○	●	○	○	○	●	●	○	○	○	○	For each segment, the projected 2040 employment within 2 miles of the alternative was calculated in GIS and then characterized in terms of the difference from the average for all alternatives in that segment; highest employment represents the greatest difference above the mean, moderate represents values close to the mean, and low represents values with greatest difference below the mean.
Activity centers within 2 miles of action corridor alternative, existing or planned (shopping, medical, recreation, etc.)	● substantially high number of activity centers ◓ high number of activity centers ○ moderate number of activity centers ◒ low number of activity centers ● no activity centers	○	○	●	●	◒	◒	○	○	●	○	●	○	◓	○	◒	Evaluation considered access to community facilities (hospitals, schools, civic centers, etc.), parks and recreational areas, large shopping centers, and other major destinations. All Segment 1 alternative corridors provide access to US 60; however, W1a and W1b provide better access to San Tan Valley and Queen Creek activity centers. Western Alternatives in Segment 2 provide slightly better access to activity centers. In Segment 3, E3a and E3c provide excellent access to a large variety of activity centers in Florence and good access ot those in Coolidge, whereas W3 provides better access to activity centers in Coolidge but no access to Florence. In Segment 4, W4 is closer to more activity centers in Eloy than E4.
Human environment																	
Social conditions and low-income and minority populations																	
Impact on community facilities	● substantially enhances access and use ◓ somewhat enhances access and use ○ no effect on community facilities ◒ somewhat reduces access and use ● substantially reduces access and use	●	◒	◒	○	○	○	○	○	◓	○	◓	○	◒	◒	◒	Evaluation considered how the action corridor alternatives could enhance or reduce access to community facilities, which include those organizations, both public and private, that fulfill a social function or provide services to the community, including schools, colleges, and libraries; hospitals, health care, and nursing homes; police, fire, and emergency medical services; municipal services and other civic institutions; religious institutions; and parks and recreational facilities. In Segment 1, W1a would reduce access to existing schools; and E1a, W1a, and W1b would reduce access to an existing airfield. In Segment 2, no community facilities would be affected by or benefit from E2a, E2b, W2a, or W2b. In Segment 3, E3a and E3c would enhance access to various community facilities in Florence for areas to the north and for other neighboring communities; however, most community facility use would be coming from within Florence. Also in Segment 3, W3 would reduce access to an existing church; and no community facilities would be affected by or benefit from E3b or E3d. In Segment 4, various community facilities are located within the likely footprint of a system interchange with I-10 for either action corridor alternative.

Performance measures	Evaluation scale		Segment 1				Segment 2				Segment 3					Segment 4		Comments
			E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4	
Low-income and minority populations	●	substantially benefits low-income, minority populations	○	○	◒	◒	○	○	○	○	◒	◒	○	◓	●	○	◒	Minority and low-income (EJ) populations reside throughout the study area and would benefit from the improved mobility, circulation, and access that the proposed action would provide. Adverse impacts on EJ populations would include the potential for: property acquisitions and displacements with the W1a, W1b, W3, E3a, E3b, E3c, and W4 Alternatives; impacts on community facilities, parks, and recreational facilities with the W3 Alternative; and noise impacts with the W1a, W1b, E3a, E3b, and W4 Alternatives. These impacts were balanced against the benefits to develop the appropriate evaluation.
	◓	somewhat benefits low-income, minority populations																
	○	no effect on low-income, minority populations																
	◒	adversely affects low-income, minority populations																
	●	disproportionately high and adverse effects on low-income, minority populations																
Property acquisitions and displacements																		
Residential displacements	●	no risk of residential displacements	◒	◒	●	◒	●	●	●	●	○	○	◓	◓	◓	◓	◒	In Segment 1, there is more concentrated residential development near or along the US 60 corridor than elsewhere in the Corridor; therefore, there is a higher potential of property acquisitions resulting in the displacement of residents. It is unlikely that displacements could be completely avoided with the W1a Alternative. In Segments 3 and 4, very few isolated residential displacements are anticipated, except between Shedd Road and Houser Road with the W4 Alternative, where several residential displacements may result.
	◓	minimal risk of residential displacements																
	○	low risk of residential displacements																
	◒	moderate risk of residential displacements																
	●	high risk of residential displacements																
Business and other displacements	●	no risk of business displacements	●	●	○	●	●	●	●	●	○	○	○	○	○	○	◒	In Segment 1, there is more commercial development along the US 60 corridor than elsewhere in the North-Sotuh Corridor; however, most businesses can be avoided with Alternatives W1b, E1a, and E1b. In Segment 3, very few displacements are anticipated; however, impacts to the the Windmill Winery may result. In Segment 4, commercial properties along SR 87 south of Alsdorf Road may be impacted resulting in displacements.
	◓	minimal risk of business displacements																
	○	low risk of business displacements																
	◒	moderate risk of business displacements																
	●	high risk of business displacements																
Visual resources																		
Change in visual setting	●	no risk of visual impacts	◒	◒	●	◒	◒	◒	◒	◒	◒	◒	◒	◒	●	◒	◒	All action corridor alternatives have the potential to affect the visual environment through the introduction of new visual elements in the study area, including system traffic interchanges, cross street overpasses, freeway main line, cut and fill areas, retaining walls, noise barriers, screening walls, and lights. The differences among the action corridor alternatives would be minor and would be typical of impacts experienced throughout the Phoenix metropolitan region when new segments are introduced to the freeway system. The proposed action would degrade or slightly degrade the overall “moderate” visual quality of views toward the facility. However, viewer sensitivity and the resulting visual impacts may be higher in areas that are generally recognized as sensitive, such as residential areas. Sensitive areas may also include areas with recreational, historic, or culturally important resources.
	◓	minimal risk of visual impacts																
	○	low risk of visual impacts																
	◒	moderate risk of visual impacts																
	●	high risk of visual impacts																

Performance measures	Evaluation scale	Segment 1				Segment 2				Segment 3					Segment 4		Comments
		E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4	
Prime and unique farmland																	
Conversion of prime or unique farmland to transportation use	● no risk of prime or unique farmland conversion ◓ minimal risk of prime or unique farmland conversion ○ low risk of prime or unique farmland conversion ◒ moderate risk of prime or unique farmland conversion ● high risk of prime or unique farmland conversion	◒	◒	●	●	◒	◒	◒	◒	●	●	●	●	●	●	●	All action corridor alternatives contain prime and unique farmland, with the acreage impacts generally increasing from north to south through the study area. Although the exact acreage of prime and unique farmland that would be affected would vary by action corridor alternative, impacts would generally be direct conversion of prime and unique farmland to a nonagricultural use. Percentages of total acreage in an action corridor alternative that are considered prime and/or unique farmland range from 2–6% in Segment 1, 2–3% in Segment 2, 10–11% in Segment 3, and 8–9% in Segment 4.
Built environment																	
Parkland and recreational resources																	
Effects on existing and planned parks and recreation facilities, including trails	● no risk of impacts and/or substantially enhances parks, recreation facilities ◓ minimal risk of impacts on parks, recreation facilities ○ low risk of impacts on parks, recreation facilities ◒ moderate risk of impacts on parks, recreation facilities ● high risk of impacts on parks, recreation facilities	●	●	●	●	○	○	◒	◒	◒	◒	◒	◒	●	◒	◒	All action corridor alternatives have the potential to directly or indirectly affect existing and planned parks and recreational facilities. All action corridor alterantives, with the exception of the E2a and E2b Alternatives, would intersect with existing or planned trails, for which impacts could potentially be minimized or avoided. Directly affected facilities could include one private facility (the Apache Creek Golf Course in W1a), and public facilities (the Silly Mountain Park and Trails in W1b, E1a, and E1b).
Noise																	
Effects on noise-sensitive receptors	● no risk of impacts on noise-sensitive receptors ◓ minimal risk of impacts on noise-sensitive receptors ○ low risk of impacts on noise-sensitive receptors ◒ moderate risk of impacts on noise-sensitive receptors ● high risk of impacts on noise-sensitive receptors	○	○	●	○	●	●	●	●	◒	◒	○	○	○	◓	●	Residential communities in the northern part of the W1a Alternative would likely experience noise impacts with a freeway alignment requiring property acquisiton and located adjacent to homes not acquired. Residential communities in the northern part of the W1b, E1a, and E1b Alternatives are less likely to experience noise impacts because a Tier 2 alignment may be developed to avoid proximity to them. In the less-developed areas, across all segments, any potential alignment located more than 300 feet from sensitive receptors would not result in noise impacts. In some locations where the 1,500-foot-wide corridor overlays developed residential property, there is a risk that the Tier 2 alignment may be located within 300 feet of the receptors, resulting in potential noise impacts. This risk is higher with the E3a, E3b, and W4 Alternatives.
Hazardous materials																	
Environmental listings of concern from the regulatory database	● no risk of impacts on or from listings of concern ◓ minimal risk of impacts on or from listings of concern ○ low risk of impacts on or from listings of concern ◒ moderate risk of impacts on or from listings of concern ● high risk of impacts on or from listings of concern	◓	◓	◒	◓	◓	○	◓	◓	◒	◒	◒	◒	◓	◓	◓	All action corridor alternatives have the potential for contamination issues from point-source locations and nonpoint-source areas; a minimal number of sites of concern was 0 to 1, a low number was 2 to 4, a moderate number was 4 to 6, and a high risk was greater than 6 sites of concern. The difference between the action corridor alternatives is not significant regarding the potential for encountering hazardous materials, and the types of materials expected are typical of highway construction projects (no large or fatal-flaw type sites have been identified).

Performance measures	Evaluation scale		Segment 1				Segment 2				Segment 3					Segment 4		Comments
			E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4	
Cultural resources																		
Archaeological sites	●	no risk; no known NRHP-eligible archaeological sites present	◓	◓	●	●	●	●	●	●	◒	◒	◒	◒	◒	◒	◒	All action corridor alternatives have the potential to affect archaeological resources. The level of risk assigned to each alternative is based on potential to adversely affect cultural reosurces eligible for listing on the NRHP. Corridors listed as having no NRHP-eligible archaeological sites present have not been surveyed in full and could have undiscovered archaeological sites. The W1a and W1b Alternatives are designated high risk because of impacts on an NRHP-eligible site that is also eligible as a TCP.
	◓	minimal risk; NRHP-eligible archaeological sites are present but could likely be avoided																
	○	low risk; NRHP-eligible archaeological sites are present but would not be adversely affected																
	◒	moderate risk; NRHP-eligible archaeological sites are present and would be adversely affected																
	●	high risk; NRHP-eligible archaeological sites are present and are also NRHP-eligible as traditional cultural properties (TCPs) (or have other elevated aspects of cultural significance) and would be adversely affected																
Historic districts, buildings, structures	●	no risk; no NRHP-eligible historic districts, buildings, or structures are present	●	●	●	●	●	●	●	●	●	●	●	●	○	●	◒	All action corridor alternatives have the potential to affect historic resources (buildings, structures, and districts). The level of risk assigned to each alternative is based on potential to adversely affect cultural resources that maybe eligible for listing on the NRHP and that may also qualify for consideration as historic Section 4(f) resources.
	◓	minimal risk; NRHP-eligible historic districts, buildings, or structures are present but can be avioded																
	○	low risk; minor impacts on NRHP-eligible historic districts, buildings, or structures that would not result in an adverse effect																
	◒	moderate risk; adverse impacts on NRHP-eligible historic districts, buildings, or structures with treatment required, but the property would remain intact																
	●	high risk; NRHP-eligible historic districts, buildings, or structures adversely affected that would require a complete take, with the property destroyed																
Utilities																		
Existing linear utilities (canals, electric transmission lines, pipelines[a] and railroads) potentially affected	●	no risk of impacts on linear utilities	◓	◓	○	○	◓	◓	◓	◓	●	●	●	●	◒	○	◒	A minimal risk was defined as up to 10 potential utility conflicts, a low risk was 11 to 20 utility conflicts, a moderate risk was 21 to 30 utility conflicts, and a high risk was 31 or more utility conflicts.
	◓	minimal risk of impacts on linear utilities																
	○	low risk of impacts on linear utilities																
	◒	moderate risk of impacts on linear utilities																
	●	high risk of impacts on linear utilities																
Natural environment																		
Air quality																		
Air quality	●	no risk of air quality impact	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	All action corridor alternatives have the potential to increase vehicle-related air emissions, but are not anticipated to result in significant emissions such that an exceedance of the applicable transportation-related criteria pollutants for which NAAQS have been established would result. Given EPA's ongoing programs to control hazardous air pollutants from mobile sources, MSATS emissions are also expected to decrease in the future.
	◓	minimal risk of air quality impact																
	○	low risk of air quality impact																
	◒	moderate risk of air quality impact																
	●	high risk of air quality impact																

Performance measures	Evaluation scale	Segment 1				Segment 2				Segment 3					Segment 4		Comments
		E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4	
Topography, geology, and soils																	
Land subsidence and earth fissures within action corridor alternative	no risk of land subsidence, earth fissure impacts																Action corridor alternatives ranked as having a high risk of land subsidence or earth fissures were located in a subsidence zone and crossed identified earth fissures. Those ranked with a moderate risk were located in a subsidence zone but did not cross earth fissures. Those ranked with minimal risk were outside of the subsidence zones and did not cross any known earth fissures. Two subsidence zones are in the study area: Hawk Rock in Segment 1 and Picacho-Eloy in Segments 3 and 4.
	minimal risk of land subsidence, earth fissure impacts																
	low risk of land subsidence, earth fissure impacts																
	moderate risk of land subsidence, earth fissure impacts																
	high risk of land subsidence, earth fissure impacts																
Biological resources																	
Wildlife	no risk of permanent adverse impacts on wildlife																The risk of impacts on wildlife was based on the consideration of anticipated species populations and species diversity, emphasizing conditions without human modifications.
	minimal risk of permanent adverse impacts on wildlife																
	low risk of permanent adverse impacts on wildlife																
	moderate risk of permanent adverse impacts on wildlife																
	high risk of permanent adverse impacts on wildlife																
Wildlife habitat	no risk of permanent adverse impacts on habitat																The risk of impacts on wildlife habitat was based on the consideration of the general quality of the habitat and its relative importance in relation to surrounding habitat.
	minimal risk of permanent adverse impacts on habitat																
	low risk of permanent adverse impacts on habitat																
	moderate risk of permanent adverse impacts on habitat																
	high risk of permanent adverse impacts on habitat																
Conservation and wildlife management lands	no risk of temporary or permanent adverse impacts on conservation and wildlife management land																A moderate risk was identified for the E1b and W1b Alternatives because these action corridor alternatives would cross flood control structures that have been revegetated for habitat purposes. E4 and W4 were also ranked as a moderate risk because of their proximity to the only known conservation or wildlife management lands in the study area, at Picacho Reservoir. The reservoir is approximately 1,800 feet from E4.
	minimal risk of temporary or permanent adverse impacts on conservation and wildlife management land																
	low risk of temporary or permanent adverse impacts on conservation and wildlife management land																
	moderate risk of temporary or permanent adverse impacts on conservation and wildlife management land																
	high risk of temporary or permanent adverse impacts on conservation and wildlife management land																
Protected native plants	no risk of impacts on protected native plants																The level of impacts on protected native plants was based on the relative loss of undeveloped land area likely to posess protected native plants, compared with the other action alternatives.
	minimal impacts on protected native plants																
	low level of impacts on protected native plants																
	moderate level of impacts on protected native plants																
	high level of impacts on protected native plants																

Performance measures	Evaluation scale	Segment 1				Segment 2				Segment 3					Segment 4		Comments
		E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4	
Wetlands and waters of the United States																	
Drainage crossings	no ephemeral drainage crossings																A minimal number of ephemeral drainage crossings was 1 to 5, a low number was 6 to 10, a moderate number was 11 to 15, and a high number was 16 or more. In Segment 3, the E3b, E3d, and W3 Alternatives would affect National Wetland Inventory ponds at the Gila River.
	minimal number of ephemeral drainage crossings																
	low number of ephemeral drainage crossings																
	moderate number of ephemeral drainage crossings																
	high number of ephemeral drainage crossings																
Hydrology, floodplains, and water resources																	
Floodplain encroachment	no risk of floodplain encroachment																A minimal risk of floodplain encroachment was 0 to 100 acres, a low risk was 101 to 250 acres, a moderate risk was 251 to 400 acres, and a high risk was 401 or more acres. The impact of floodplain encroachment could be minimized by locating the freeway in the 1,500-foot-wide corridor in such a way to avoid floodplains to the extent practicable and through the use of bridges or culverts.
	minimal risk of floodplain encroachment																
	low risk of floodplain encroachment																
	moderate risk of floodplain encroachment																
	high risk of floodplain encroachment																
Groundwater wells	no risk of groundwater well relocation																A minimal risk of groundwater well relocation was 1 to 5 wells, a low risk was 6 to 10 wells, a moderate risk was 11 to 15 wells, and a high risk was 16 or more wells.
	minimal risk of groundwater well relocation																
	low risk of groundwater well relocation																
	moderate risk of groundwater well relocation																
	high risk of groundwater well relocation																
Section 4(f) resources																	
Public parks and recreation lands																	
Potential use of Section 4(f) parks and recreational facilities, including trails	no risk of use of Section 4(f) parks and recreational resources																As noted above for effects on existing and planned parks and recreation facilities, including trails, all action corridor alternatives have the potential to directly or indirectly affect Section 4(f) public parks and recreational facilties. All action corridor alternatives, with the exception of the E2a and E2b Alternatives, would intersect with existing or planned trails, for which impacts could potentially be minimized or avoided. Additionally, directly affected Section 4(f) facilities could include the Silly Mountain Park and Trails in W1b, E1a, and E1b. It is possible that impacts on Silly Mountain Park could be avoided or minimized.
	minimal risk of use of Section 4(f) parks and recreational resources																
	low risk of use of Section 4(f) parks and recreational resources																
	moderate risk of use of Section 4(f) parks and recreational resources																
	high risk of use of Section 4(f) parks and recreational resources																

Performance measures	Evaluation scale		Segment 1				Segment 2				Segment 3					Segment 4		Comments
			E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4	
Wildlife and waterfowl refuges																		
Potential use of Section 4(f) wildlife and waterfowl refuges	●	not applicable	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	No waterfowl or wildlife refuges were identified in the study area; therefore, Section 4(f) considerations related to such refuges do not apply.
Historic sites																		
Potential use of Section 4(f) historical properties, including archaeological sites	●	no risk of use of Section 4(f) historic sites	◓	◓	●	●	●	●	●	●	◒	◒	◒	◒	◒	◒	◒	These criteria are a compilation of the information presented in Section 4.5.4, *Cultural Resources*, and represents the highest risk in each segment as a function of the archaeological sites and historic resources (buildings, structures, and districts). Refer to Section 4.5.4 for additional information.
	◓	minimal risk of use of Section 4(f) historic sites																
	○	low risk of use of Section 4(f) historic sites																
	◒	moderate risk of use of Section 4(f) historic sites																
	●	high risk of use of Section 4(f) historic sites																
Stakeholder input																		
Local stakeholder agency preferences[b]																		
Apache Junction	●	largely consistent with adopted general plan	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Generally consistent with the *General Plan*; however, the Plan makes no determination as to a preferred corridor alignment.
	◓	somewhat consistent with adopted general plan																
	○	no reference to Corridor in adopted general plan																
	◒	somewhat inconsistent with adopted general plan																
	●	largely inconsistent with adopted general plan																
Coolidge	●	largely consistent with adopted general plan	—	—	—	—	—	—	—	—	●	●	◓	◓	●	●	●	The Coolidge *General Plan's* future land use map identifies the City's preferred alternative for the proposed action. The City's identified corridor follows the ASR "AB" Segment (no longer a viable option), and then generally follows the E3a/E3b and E4 Alternatives.
	◓	somewhat consistent with adopted general plan																
	○	no reference to Corridor in adopted general plan																
	◒	somewhat inconsistent with adopted general plan																
	●	largely inconsistent with adopted general plan																
Eloy	●	largely consistent with adopted general plan	—	—	—	—	—	—	—	—	—	—	—	—	—	●	●	The City of Eloy's *General Plan* identifies the City's preferred alternative for the proposed action. In a letter from December 2014, the City of Eloy expressed support for the W4 Alternative; this was later reaffirmed in the City of Eloy Resolution 15-1343 (March 2015).
	◓	somewhat consistent with adopted general plan																
	○	no reference to Corridor in adopted general plan																
	◒	somewhat inconsistent with adopted general plan																
	●	largely inconsistent with adopted general plan																

Performance measures	Evaluation scale	Segment 1				Segment 2				Segment 3					Segment 4		Comments
		E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4	
Florence	largely consistent with adopted general plan	—	—	—	—	●	●	●	●	●	◒	●	◒	●	—	—	The *General Plan's* future land use map identifies the Town's preferred action corridor alternative for the proposed action. This was later reaffirmed in the Town of Florence Resolution 1490-14 (December 2014). The resolution supports E1a/E1b, E2a, and E3a/E3c and does not support E3b/E3d.
	somewhat consistent with adopted general plan																
	no reference to Corridor in adopted general plan																
	somewhat inconsistent with adopted general plan																
	largely inconsistent with adopted general plan																
Pinal County	largely consistent with adopted comprehensive plan	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Pinal County *Comprehensive Plan* recognizes the need for the Corridor, but makes no determination as to a preferred corridor alignment.
	somewhat consistent with adopted comprehensive plan																
	no reference to Corridor in adopted comprehensive plan																
	somewhat inconsistent with adopted comprehensive plan																
	largely inconsistent with adopted comprehensive plan																
Queen Creek	largely consistent with adopted general plan	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	The Queen Creek *General Plan* recognizes the need for the Corridor, but makes no determination as to a preferred corridor alignment.
	somewhat consistent with adopted general plan																
	no reference to Corridor in adopted general plan																
	somewhat inconsistent with adopted general plan																
	largely inconsistent with adopted general plan																
Tribal nations preferences																	
Four Southern Tribes	strong preference	◒	◓	●	●	◒	●	●	◓	◒	◒	◒	◒	◓	—	—	The Four Southern Tribes are not supportive of the Corridor; however, if an action corridor alternative is selected, their preference among the alternatives was identified during a series of meetings in May 2017.
	mild preference																
	no opinion																
	mild opposition																
	strong opposition																
Regional, state, and federal agency preferences																	
Cooperating agencies	strong preference	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	Views of the cooperating agencies varied with regard to the alternatives. Refer to Section 4.8.3.1, *Cooperating and Participating Agency Comment Summary*, for a summary and to Appendix A for the full comments.
	mild preference																
	mixed opinion																
	mild opposition																
	strong opposition																

Performance measures	Evaluation scale		Segment 1				Segment 2				Segment 3					Segment 4		Comments
			E1a	E1b	W1a	W1b	E2a	E2b	W2a	W2b	E3a	E3b	E3c	E3d	W3	E4	W4	
Participating agencies (not listed as local)	●	strong preference	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	Views of the particpating agencies varied with regard to the alternatives. Refer to Section 4.8.3.1, *Cooperating and Participating Agency Comment Summary*, for a summary and to Appendix A for the full comments.
	◒	mild preference																
	○	mixed opinion																
	◒	mild opposition																
	●	strong opposition																
Public input and preferences																		
Input obtained through website and other outreach methods	●	strong preference	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	Views of the public varied with regard to the alternatives. Refer to Section 4.8.4, *Public Comment Summary*, for a summary and to Appendix A for the full comments.
	◒	mild preference																
	○	mixed opinion																
	◒	mild opposition																
	●	strong opposition																

Notes: ASR = *Alternatives Selection Report*, Corridor = North-South Corridor, EJ = environmental justice, EPA = U.S. Environmental Protection Agency, GIS = geographic information system, LOS = level of service, MSAT = mobile source air toxic, NAAQS = National Ambient Air Quality Standards, NRHP = National Register of Historic Places, Section 4(f) = Section 4(f) of the Department of Transportation Act of 1966, SR = State Route, TCP = traditional cultural property, US 60 = U.S. Route 60

[a] For electric and pipeline utilities, only major facilities that were visible above ground, and where information was provided by utility company, were considered. The Tier 2 process will evaluate these facilities in greater detail.

[b] Strong preference indicates that segment is largely consistent with the adopted plan of the jurisdiction; mild preference indicates segment is somewhat consistent with the plan; where the plan is silent on the Corridor, noted as no opinion; mild opposition indicates the segment is somewhat inconsistent with the plan; and strong opposition indicates the segment is largely inconsistent with the plan.

Appendix C. Cost Estimate Information

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Table 1 - Cost Summary

Segment	Length (Miles)	Lanes	Lane-Miles	Freeway Unit Cost ($M/lane-mile)	Freeway Cost ($ million)	Bridge Cost ($ million)	System TI Cost ($ million)
E1a	27.01	6	162.06	5	810.3	41.2	200
E1b	24.63	6	147.78	5	738.9	44.6	200
W1a	21.15	6	126.9	5	634.5	70.1	450
W1b	21.46	6	128.76	5	643.8	70.1	200
E2a	2.82	6	16.92	5	84.6	14.7	0
E2b	3.67	6	22.02	5	110.1	6.5	0
W2a	2.63	6	15.78	5	78.9	25.3	0
W2b	3.09	6	18.54	5	92.7	25.3	0
E3a	18.31	6	109.86	5	549.3	106.2	0
E3b	16.38	6	98.28	5	491.4	117.2	0
E3c	18.42	6	110.52	5	552.6	106.2	0
E3d	16.48	6	98.88	5	494.4	117.2	0
W3	14.95	6	89.7	5	448.5	108.1	0
E4	12.78	6	76.68	5	383.4	17.3	250
W4	11.72	6	70.32	5	351.6	45.8	250

Segment	Crossroad TI Cost ($ million)	Crossroad Extensions (miles)	Roadway Unit Cost ($M/mile)	Crossroad Extensions ($ million)	Other Costs (FRS, CAP, RR) ($ million)	Construction Cost ($ millions)
E1a	125	8.5	13	110.5	20	1307
E1b	125	10.5	13	136.5	40	1285
W1a	140	2	13	26	20	1340.6
W1b	140	5	13	65	20	1138.9
	0	0	0	0	0	0
E2a	25	0	13	0	0	124.3
E2b	25	0	13	0	0	141.6
W2a	30	0	13	0	10	144.2
W2b	30	0	13	0	10	158
	0	0	0	0	0	0
E3a	110	2	13	26	10	801.5
E3b	110	2	13	26	10	754.6
E3c	110	0	13	0	10	778.8
E3d	110	0	13	0	10	731.6
W3	105	0	13	0	0	661.6
	0	0	0	0	0	0
E4	105	2	13	26	0	781.7
W4	115	0	13	0	10	772.4

Table 2 - Interchange Costs

Segment	Crossroad Traffic Interchanges						
	#	Unit Cost ($ millions)	#	Unit Cost ($ millions)	#	Unit Cost ($ millions)	Total
E1a	5	25	0	30	0	35	125
E1b	5	25	0	30	0	35	125
W1a	2	25	3	30	0	35	140
W1b	2	25	3	30	0	35	140
E2a	1	25	0	30	0	35	25
E2b	1	25	0	30	0	35	25
W2a	0	25	1	30	0	35	30
W2b	0	25	1	30	0	35	30
E3a	2	25	2	30	0	35	110
E3b	2	25	2	30	0	35	110
E3c	2	25	2	30	0	35	110
E3d	2	25	2	30	0	35	110
W3	3	25	1	30	0	35	105
E4	3	25	1	30	0	35	105
W4	2	25	1	30	1	35	115

	Cost Category	
Crossroad	W	E
Elliot	1	1
Ocotillo	2	1
Riggs/Combs	2	1
Skyline	2	1
Bella Vista	1	1
Az Farms	2	1
Hunt Hwy	2	2
SR 287	1	1
Martin	1	1
Kleck	1	2
Steele	1	1
Selma Hwy	3	1
Hanna	1	1
Houser	2	2

Segment 1

	W	E
1 ($25 million)	2	5
2 ($30 million)	3	0
3 ($35 million)	0	0

Segment 2

	W	E
1 ($25 million)	0	1
2 ($30 million)	1	0
3 ($35 million)	0	0

Segment 3

	W	E
1 ($25 million)	3	2
2 ($30 million)	1	2
3 ($35 million)	0	0

Segment 4

	W	E
1 ($25 million)	2	3
2 ($30 million)	1	1
3 ($35 million)	1	0

Table 3 - Other costs

	Other Costs						
Segment	# FRS	Unit Cost	# CAP	Unit Cost	# RR	Unit Cost	Total
E1a	0	20	1	10	1	10	20
E1b	1	20	1	10	1	10	40
W1a	0	20	1	10	1	10	20
W1b	0	20	1	10	1	10	20
E2a	0	20	0	10	0	10	0
E2b	0	20	0	10	0	10	0
W2a	0	20	0	10	1	10	10
W2b	0	20	0	10	1	10	10
E3a	0	20	0	10	1	10	10
E3b	0	20	0	10	1	10	10
E3c	0	20	0	10	1	10	10
E3d	0	20	0	10	1	10	10
W3	0	20	0	10	0	10	0
E4	0	20	0	10	0	10	0
W4	0	20	0	10	1	10	10

Table 4 - Crossroad Extensions

	Length (miles)							
Segment	Elliot	Ocotillo	Riggs/Combs	Bella Vista	Martin	Selma Hwy	Hanna	Total Miles
E1a	4	0	3.75	0.75	0	0	0	8.5
E1b	4	2	3.75	0.75	0	0	0	10.5
W1a	1	0.5	0.5	0	0	0	0	2
W1b	4	0.5	0.5	0	0	0	0	5
E2a	0	0	0	0	0	0	0	0
E2b	0	0	0	0	0	0	0	0
W2a	0	0	0	0	0	0	0	0
W2b	0	0	0	0	0	0	0	0
E3a	0	0	0	0	2	0	0	2
E3b	0	0	0	0	2	0	0	2
E3c	0	0	0	0	0	0	0	0
E3d	0	0	0	0	0	0	0	0
W3	0	0	0	0	0	0	0	0
E4	0	0	0	0	0	1	1	2
W4	0	0	0	0	0	0	0	0

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