

Appendix O. Agency and Public Comments

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Agency and Elected Officials' Comments

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Organizational Overview: Agency and Elected Officials

The North-South Corridor Study Tier 1 Draft Environmental Impact Statement (DEIS) was completed and made available for public review and comment from September 6, 2019, through October 29, 2019.

Formal public hearings were held in October 2019.

During the comment period, more than 400 comments were received from the public, stakeholders, and agencies.

The comments received and responses are presented side-by-side in this document. Comments are organized into the following groups:

- Agencies and Elected Officials
- Public

Comments within each group are organized alphabetically, with agency comments ordered: federal, state, Native American nation, local agency.


The responses are structured to be comprehensive and address the content of the comments.

Comments that expressed either support or opposition for the project were reviewed by the study team and simply received a response stating that the comment was noted and thanking the commenter for the input.

The reader may be referred to other similar responses and/or the text in the Tier 1 DEIS or Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD); this approach was taken to create a more concise response and to help guide the reader to sections where additional information about the content of the comment can be found.

Comments on the Tier 1 DEIS were submitted through a variety of methods, including:

- **Written submittal** – online form through the study website, emails, written comments or letters, comment forms from the public hearings
- **Public hearing transcript** – testimony from the public hearings
- **Voicemail** – recorded telephone messages

| Draft Tier 1 Final Environmental Impact Statement and Record of Decision North-South Corridor Study | Draft Tier 1 Final Environmental Impact Statement and Record of Decision North-South Corridor Study | | | | | | | | | | | | |
|--|--|---|--------------------|---|----------------------|---|---|---|---|---|---|--|---|
| <p>COMMENT</p> <p>Source: Letter attachment Comment No. A-20 Agency: Maricopa Association of Governments (Jennifer Valentine)</p> | <p>COMMENT RESPONSE</p> <p>Comment No. A-20 Page 1 of 2</p> | | | | | | | | | | | | |
| <div style="border: 1px solid black; padding: 10px;">  <p style="font-size: small; margin-top: 10px;">302 North 1st Avenue, Suite 500 • Phoenix, Arizona 85003 Phone: (602) 234-6300 • Fax: (602) 234-6400 E-mail: mag@azmag.gov • Web site: www.azmag.gov</p> <p style="margin-top: 20px;">October 17, 2019</p> <p style="margin-top: 20px;">Asad Karim, PE Project Manager North-South Tier 1 EIS Study Team c/o: ADOT Communications 1655 W. Jackson Street, Mail Drop 126F Phoenix, AZ 85007</p> <p style="margin-top: 20px;">Subject: Review of the Tier 1 Draft Environmental Impact Statement for the North-South Corridor Study</p> <p style="margin-top: 20px;">Dear Mr. Karim:</p> <p style="margin-top: 20px;">On behalf of the Maricopa Association of Governments, I would like to thank you for the opportunity to provide comments on the North-South Corridor Draft Tier 1 EIS. MAG would like to suggest the following revisions:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 10%;">Page</th> <th style="width: 15%;">Section</th> <th style="width: 75%;">Suggested Revision</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">A</td> <td>1-8 1.2.4 Transit</td> <td>"The ongoing Southeast Valley Transit Study, which was initiated by the Maricopa Association of Governments (MAG), will identify identified a series of short-term, mid-term, and long-term recommendations to promote a transit system that connects the communities of the Southeast Valley and provides linkages to the existing and planned regional transit network. Participating communities in the study area included Apache Junction, Queen Creek, Florence, and the surrounding unincorporated parts of Pinal County. The study was completed in July of 2015."</td> </tr> <tr> <td style="vertical-align: top;">B</td> <td>1-13 1.3.2 Transportation Planning in the North-South Corridor</td> <td>"MAG is the designated MPO and regional air quality planning agency for all jurisdictions in Maricopa County, including the Phoenix urbanized area and the contiguous urbanized area in Pinal County, including Florence and the City of Maricopa."</td> </tr> <tr> <td style="vertical-align: top;">C</td> <td>1-16 1.3.3 Previous Transportation Studies in the Study Area</td> <td>"The MPOs in the region have identified the need for a north-south transportation corridor through Pinal County. MAG's 2035 2040 Regional Transportation Plan identifies ROW protection for the North-South Freeway Corridor (including SR 24) occurring between FY 2027 and FY 2040, in the Pinal County area of the</td> </tr> </tbody> </table> </div> | Page | Section | Suggested Revision | A | 1-8 1.2.4 Transit | "The ongoing Southeast Valley Transit Study, which was initiated by the Maricopa Association of Governments (MAG), will identify identified a series of short-term, mid-term, and long-term recommendations to promote a transit system that connects the communities of the Southeast Valley and provides linkages to the existing and planned regional transit network. Participating communities in the study area included Apache Junction, Queen Creek, Florence, and the surrounding unincorporated parts of Pinal County. The study was completed in July of 2015. " | B | 1-13 1.3.2 Transportation Planning in the North-South Corridor | "MAG is the designated MPO and regional air quality planning agency for all jurisdictions in Maricopa County, including the Phoenix urbanized area and the contiguous urbanized area in Pinal County, including Florence and the City of Maricopa. " | C | 1-16 1.3.3 Previous Transportation Studies in the Study Area | "The MPOs in the region have identified the need for a north-south transportation corridor through Pinal County. MAG's 2035 2040 Regional Transportation Plan identifies ROW protection for the North-South Freeway Corridor (including SR 24) occurring between FY 2027 and FY 2040, in the Pinal County area of the | <div style="border: 1px solid black; padding: 10px;"> <p style="margin-top: 10px;">A – Thank you for the clarification. The revision was made.</p> <p style="margin-top: 5px;">B – Thank you for the clarification. The revision was made.</p> <p style="margin-top: 5px;">C – Thank you for the clarification. The revision was made.</p> </div> |
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Responses to Frequently Asked Questions: Agency and Elected Officials

This appendix documents the Arizona Department of Transportation's (ADOT's) responses to comments on the Tier 1 Draft Environmental Impact Statement (DEIS) for the North-South Corridor Study (NSCS). A total of 403 comments were received on the Tier 1 DEIS during the public comment period, which lasted from September 6, 2019, to October 29, 2019. The comments were received during public testimony at the three public hearings (held on October 1, 2019, in Florence; on October 10, 2019, in Eloy; and on October 15, 2019, in San Tan Valley) and through written comment forms, emails, voice messages, and online comment forms.

This appendix begins with responses to frequently asked questions (FAQs), which will be of general interest to many readers. It follows with responses to comments made by agency representatives and elected officials during the public comment period for the Tier 1 DEIS.

FAQ: Segment 1 Alternative Preference

Question/Comment:

Commenters expressed an interest in advancing a Western Alternative in Segment 1 of the study area (in the northern portion of the study area) to provide improved access for current residents in San Tan Valley and Queen Creek, rather than advancing an Eastern Alternative to provide for future development and future residents farther east.

Response:

The NSCS Tier 1 Environmental Impact Statement (EIS) seeks to identify a route for a future transportation facility that would serve the mobility needs of both present and future travelers in the area. Through the National Environmental Policy Act (NEPA) process, several alternatives on either side of the Central Arizona Project (CAP) Canal were identified, screened, and ultimately evaluated in the Tier 1 DEIS. The DEIS considered environmental, social, and transportation impacts and benefits. Through the evaluation process, coordination with jurisdictions in the study area, and consultation with regulatory agencies, an Eastern Alternative (E1b Alternative) was identified as the preferred corridor alternative in Segment 1 of the study area.

Key considerations that led to identifying the E1b Alternative as the preferred corridor alternative in Segment 1 were the high risk of impacts on cultural resources with a Western Alternative, the high risk of impacts on the Rittenhouse Army Heliport (an active military training facility) with a Western Alternative, and the potential for homes and other existing development near the CAP Canal to be acquired with a Western Alternative. ADOT acknowledges the need for improved access for existing residents, and that a Western Alternative would better serve the existing population's immediate transportation needs. However, because of the above-noted impacts, design challenges associated with placing a freeway adjacent to the CAP Canal, and the fact that the *San Tan Valley Special Area Plan* (STVSAP) notes the local roadway network, when completed, would accommodate the area's traffic, an Eastern Alternative (E1b Alternative) was identified as the preferred corridor alternative. See Chapter 6, Section 6.3.1, *Identification of Action Corridor Alternatives in Each Segment*, for further details.

FAQ: Growth and Traffic Congestion

Question/Comment:

Commenters discussed projected population growth and the need for transportation infrastructure in the San Tan Valley and Queen Creek area to reduce traffic congestion in Segment 1 of the study area, with many commenters noting that a Western Alternative would better address traffic congestion than the Preferred Alternative identified in the Tier 1 DEIS.

Response:

The NSCS was prepared to introduce additional roadway capacity to support projected population and employment growth in Pinal County and across the larger region. In the study area, the existing roadway network cannot meet the future demand and capacity challenges of high-volume, long-distance through trips for moving both people and freight. A north-to-south access-controlled facility would alleviate some regional traffic congestion, but travel modeling of future conditions determined that none of the NSCS alternatives evaluated would eliminate all projected traffic congestion. Additional local roadway network improvements are necessary to address the region's growth, especially in the San Tan Valley and Queen Creek area, where growth has been substantial. See Section 2.5.3.2, *Traffic Conditions*, of the Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). Addressing regional traffic congestion would require more than just the North-South Corridor, and Pinal County has made plans for additional transportation infrastructure improvements to address traffic congestion in the region.

Commenters noted the population growth in the San Tan Valley area, as reported in the STVSAP and in other sources (the 2018 American Community Survey, conducted by the U.S. Census Bureau, reported the area's population as 105,922). This growth has resulted in traffic congestion along key routes in the San Tan Valley and in Queen Creek.

The Pinal County *Comprehensive Land Use Plan for the San Tan Valley Area* shows moderately low-density residential land uses for much of the planning area and some areas of employment and general commercial uses, with the largest areas of such uses located east of the CAP Canal. The lack of north-to-south routes through the area is a constraint for the predominant direction of travel, which trends to the northwest to reach destinations in Queen Creek and metropolitan Phoenix and to the southeast to reach destinations in Florence.

The Pinal County *Comprehensive Land Use Plan for the San Tan Valley Area* states that "the large amount of agriculture and undeveloped land represents areas under pressure for future growth and development, however, the low percentages of employment based uses are indicative of the transportation and public facility challenges that are often felt in emerging 'greenfield' development areas that experience rapid growth."

Additionally, the STVSAP states "...the proposed major roadway network can accommodate future growth and development within the planning area. Thus, identification of new roadway alignments is not a primary need. However, in order for the proposed system to work, existing gaps in the arterial network need to be bridged. For example, Germann Road does not exist between Meridian Road and Ironwood Road. Other gaps include Meridian Road from Combs to Pima Road, and Magma Road from Hunt Highway to Gary Road." The STVSAP also notes that, "[A]lthough outside the study area, this plan also recognizes the potential impact the ongoing ADOT SR 24 and North – South Corridor planning, design, and construction efforts will have on the study area" and that development of a corridor may "create a need to reassess the land use composition of the planning area as more detailed plans for these corridors are defined to ensure the impacts of these facilities are appropriately accommodated in a manner that is consistent with the overall vision for the San Tan Valley community."

Pinal County has identified plans to improve the county's major roads, designated as Regionally Significant Routes for Safety and Mobility (RSRSM). North of and including Arizona Farms Road, it identifies Elliot Road, Ray Road, State Route (SR) 24, Germann Road, Ocotillo Road, Riggs-Combs Road, Skyline Drive, and Bella Vista Road connecting with the North-South Corridor. The timing and development of those east-to-west connecting routes depends on development and Pinal County's prioritization of projects. Ironwood Drive is characterized as a principal arterial and, as such, its ultimate build-out configuration is three lanes in each direction. Potential traffic interchange locations on the North-South Corridor with connecting roads are shown in Table 2.3-4 in the Tier 1 FEIS.

FAQ: Existing Development

Question/Comment:

Commenters expressed their concern about existing traffic issues and access to the proposed freeway. Many discussed the need to serve existing development rather than future development, particularly in Segment 1 of the study area. However, some commenters stated their support for serving future development while avoiding impacts on existing neighborhoods.

Response:

Among the various purposes of the North-South Corridor—as described in Chapter 1, *Purpose and Need*, of the Tier 1 DEIS—is for the facility to accommodate existing and future populations and to improve access to future activity centers. These objectives guided the development of the alternatives under study in the Tier 1 DEIS as well as the evaluation of each to identify a preferred corridor alternative. Performance metrics used in the Tier 1 analysis included existing land use impacts, compatibility with general and comprehensive plans, impacts on development plans and conceptual plans, impacts associated with property acquisitions, and future 2040 population, employment, and activity centers within 2 miles of the action corridor alternatives. The analysis that informed the identification of preferred corridor alternatives, as described in the Tier 1 DEIS in Chapter 6, *Evaluation of Alternatives*, was based on all of these factors, with a heavy emphasis on future development, population, and employment.

In Segment 1, the analysis found that the E1b Alternative would be compatible with future land uses because it would cross areas planned for residential or business development, and it would have the least impact on existing development west of the CAP Canal, including the Rittenhouse Army Heliport. Constructing a new freeway facility in an undeveloped area would not displace existing residents, which would be likely with the Western Alternatives. Located closer to existing development in Segment 1, the Western Alternatives would provide better access to enhanced transportation for the greater number of existing residents and improved access to existing activity centers. As part of the analysis, these benefits of the Western Alternatives were considered in concert with the anticipated impacts associated with displacements and impacts on the Rittenhouse Army Heliport. Since the publication of the Tier 1 DEIS, further analysis validated the conclusion that the E1b Alternative is the recommended corridor alternative in Segment 1. This analysis considered public interest in addressing local access in Segment 1 communities.

The Circulation Plan included in the STVSAP identified a number of local arterials to be widened and extended in the communities close to the North-South Corridor's Western Alternatives, based on the Pinal County RSRSM. These roads include Germann Road, Ocotillo Road, Combs Road, Skyline Road, Bella Vista Road, Arizona Farms Road, Meridian Road, Ironwood/Gantzel Road, Schnepf Road, Quail Run Road, and Attaway Road. As a fully developed roadway network, these arterials would provide enhanced mobility and connectivity in the communities adjacent to the Western Alternatives—without the extensive impacts associated with implementation of the Western Alternatives.

In Segment 4, the recommended E4 Alternative would similarly better serve future development because it would be closest to the planned Inland Port Arizona and Pinal Logistics Park. However, the E4 Alternative would be farther away from existing populations and activity centers than the W4 Alternative. The W4 Alternative would result in greater impacts on existing communities. The analysis considered both the benefits and impacts to existing communities, as well as the benefits to future developments, in identifying the recommended E4 Alternative.

FAQ: Property Acquisition

Question/Comment:

Commenters expressed concern regarding the impact a transportation facility may have on their properties, or access to their properties. They also commented on the property acquisition process that ADOT would undertake during the acquisition and relocation of their homes or businesses.

Response:

The Tier 1 DEIS identified a preferred 1,500-foot corridor alternative to allow for further refinement and identification of the final alignment during the Tier 2 study phase. Specific properties that would need to be acquired for the proposed transportation facility have not yet been identified. During the Tier 2 phase, an actual alignment and design would be selected. After the Tier 2 phase, should the project advance to construction, property acquisition and relocation assistance services for the project would be available to all individuals without discrimination, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, which provides uniform, fair, and equitable treatment of people whose property is affected or who are displaced as a result of a project, including those with special needs. Advisory assistance services and compensation practices are described in detail in ADOT's *Right of Way Procedures Manual*: <https://azdot.gov/business/right-way-properties/booklets-and-manuals-right-way-properties>.

Regarding impacts on property values, a review of the literature reveals few detailed and comprehensive analyses of the relationship between transportation infrastructure and residential property values ("Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor," 2010, *Transportation Research Record*: Journal of the Transportation Research Board, No. 2174, pages 138–47, Transportation Research Board of the National Academies, Washington, D.C.). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that the visibility of the freeway may influence the selling price, not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

FAQ: Community Character

Question/Comment:

Commenters expressed an interest in preserving their neighborhoods' community character and concern about the potential impacts of a North-South Corridor transportation facility located closer to their neighborhoods. Many of the commenters spoke in favor of the Eastern Alternatives because they are farther away from existing neighborhoods.

Response:

The Tier 1 DEIS includes sections discussing land use (Section 3.2) and social conditions (Section 3.3), both of which address the character of the communities within and proximate to the action corridor alternatives. The land use discussions in Section 3.2 identify the existing land uses, noting that more development exists along the western side of the study area, within and near the Western Alternatives. The discussion of future land uses shows that as development occurs—with or without the North-South Corridor—the western part of the study area will develop more densely, with more mixed-use land uses. Together with the information from Section 3.3, which identifies population characteristics and community facilities within a half mile of the action corridor alternatives, Chapter 6 (*Evaluation of Alternatives*) considers the effects of the action corridor alternatives on communities and assesses potential impacts balanced against the benefits of a new

transportation facility. Ultimately, this evaluation led to the identification of the Eastern Alternatives as the Preferred Alternative. The Eastern Alternatives provide a transportation benefit, improving connectivity and access to activity centers and supporting anticipated growth in currently undeveloped or sparsely developed areas—while being located farther from existing communities with well-defined neighborhoods and community identity.

It is recognized that the study area is changing, and the rural character that defines much of the study area is transitioning to a more suburban development pattern with each new planned development and residential subdivision. This is especially true in the northern portion of the study area (Segment 1). The proposed action's identified purpose is to accommodate existing and future populations, improve access to future activity centers, improve regional mobility, improve north-to-south connectivity, and integrate the region's transportation network, among others. The study area consists of over 90 percent private and State Trust land (see the Tier 1 DEIS, Section 3.2.3.1, *Land Ownership and Management*) and, as a result, undeveloped land in the area of the alternatives is subject to the development plans of these entities. The Arizona State Land Department (ASLD) manages State Trust land on behalf of the trust's beneficiaries, and this land may transfer to private interests through sale or lease for residential, commercial, or employment development or for agricultural or natural resource extraction uses. It is anticipated that much of the future growth in the study area would result from the sale of ASLD land for development, resulting in changes to the area's character.

ADOT has no control over the timing and development of State Trust land, and the North-South Corridor is being proposed based on the anticipated development of this land, as identified in the general plans of Pinal County and the affected jurisdictions. Waiting for this development to occur before planning transportation infrastructure to serve the existing and future population would result in continued traffic concerns.

FAQ: Transportation Network Connectivity

Question/Comment

Commenters discussed the need for better mobility within the region and their concern with the Preferred Alternative's ability to serve existing populations that would make it easier for people to travel between communities within Pinal County and to reach communities outside the county, such as Phoenix and Tucson. Some commenters expressed concern with the Preferred Alternative, considering that it consists of Eastern Alternatives that are farther away from population centers and provide less convenient access for commuters and other travelers.

Response:

The Tier 1 DEIS documents that the Western Alternatives would attract the most traffic and achieve the greatest reduction in regional traffic congestion; however, all of the action corridor alternatives would provide traffic congestion relief to the region. Additionally, the Eastern Alternatives would minimize other environmental impacts that must be considered in the NEPA process, as discussed in the Tier 1 DEIS in Chapter 3, *Affected Environment and Environmental Consequences*. For additional traffic information, see also the Tier 1 DEIS Appendix B, *Traffic Information*—specifically Sections 4.2 to 4.9 of the *Traffic Report, North-South Corridor Study*.

FAQ: Economic Development

Question/Comment:

Commenters stated that the proposed North-South Corridor would spur economic development, particularly in the San Tan Valley and Queen Creek area and in Florence, and some cited this economic benefit as a rationale for supporting a particular alignment for the proposed freeway.

Response:

Land development and population and employment growth are projected to occur in the study area by 2040, regardless of whether a north south corridor is implemented. In their general plans, study area municipalities have identified how and to what extent land would be converted to support new development. These land use plans, with the exception of Apache Junction and Mesa, reference the North-South Corridor. By acknowledging the proposed freeway in their land use plans, study area municipalities expect the proposed action to support and facilitate this development to some degree and are planning accordingly. The proposed freeway may encourage secondary development that could generate additional employment growth and economic benefits. The traffic interchanges along the North-South Corridor would substantially improve access between the local communities and the larger region, which may spur additional or faster development at these locations. Residential communities near these traffic interchange locations would have better access to jobs, schools, shopping, and services, while commercial developments near the interchanges would have good access to suppliers and customers.

FAQ: Pinal Regional Transportation Authority Alignment

Question/Comment:

Commenters discussed the Pinal Regional Transportation Authority alignment for the North-South Corridor and its relation to the Preferred Alternative discussed in the Tier 1 DEIS. Many commenters stated that the Western Alternatives in Segment 1 of the study area (W1a and W1b) represented the Pinal Regional Transportation Authority alignment, and some identified it as the “original” alignment. They also mentioned the need to consider the corridor preferences of Pinal County and municipalities within Pinal County, and the voter-approved sales tax associated with projects identified in the *Pinal Regional Transportation Plan*.

Response:

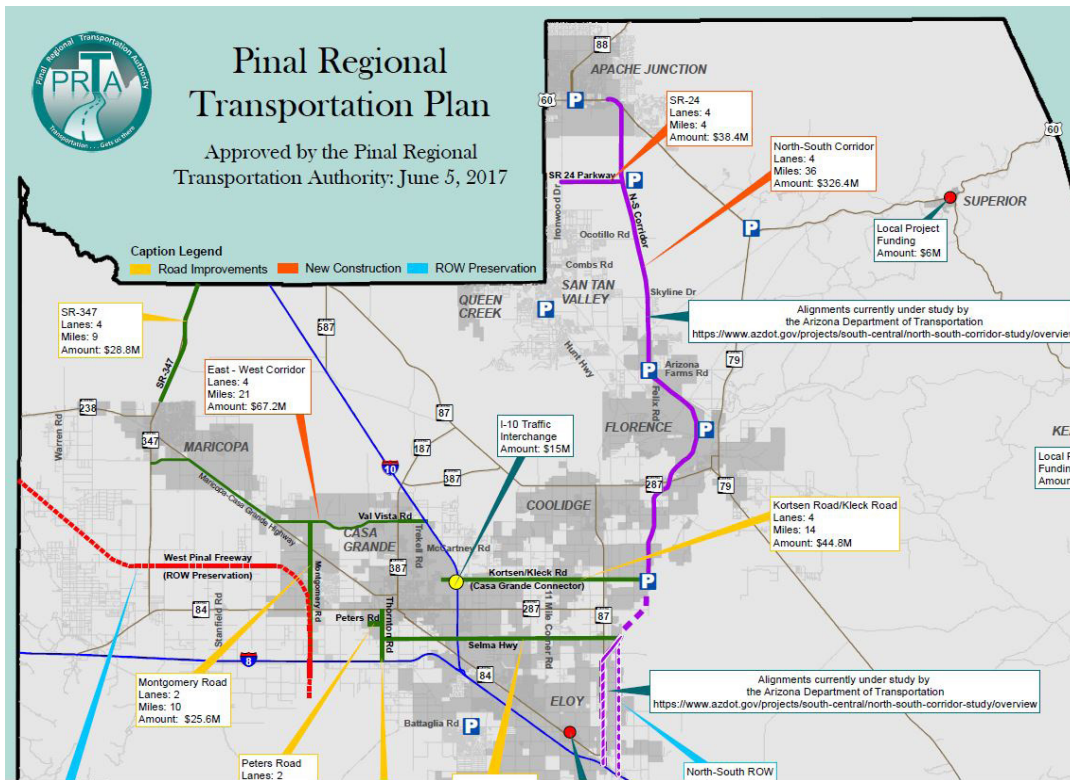
Pinal Regional Transportation Plan

The 2017 *Pinal Regional Transportation Plan*, which was developed by the Pinal Regional Transportation Authority, describes transportation projects in Pinal County that will be implemented over 20 years and that will be supported by a half-cent sales tax approved by Pinal County voters through a 2018 ballot initiative. The Plan identifies the North-South Corridor as a purple alignment on its map of future projects¹ (see Figure O-1) and includes funding for right-of-way acquisition and construction of portions of the corridor. The Pinal Regional Transportation Authority’s depiction of the North-South Corridor alignment is conceptual in nature, noting “Alignments currently under study by the Arizona Department of Transportation”—thus deferring the route definition to ADOT’s ongoing NEPA process.

The *Pinal Regional Transportation Plan* presents a single alignment for the North-South Corridor in Segments 1 through 3 of the study area, and two alignments in Segment 4. The route is represented on the Pinal Regional Transportation Plan map as joining U.S. Route 60 (US 60) at Goldfield Road and following a general north-to-south alignment to its juncture with SR 24, which is represented as a due east-to-west

¹ The *Pinal Regional Transportation Plan* may be found online at: http://www.cagaz.org/RTA/maps/Approved_RTAMapWithCaptions.pdf

Figure O-1. Excerpt from *Pinal Regional Transportation Plan*



Source: http://www.cagaz.org/RTA/maps/Approved_RTAMapWithCaptions.pdf

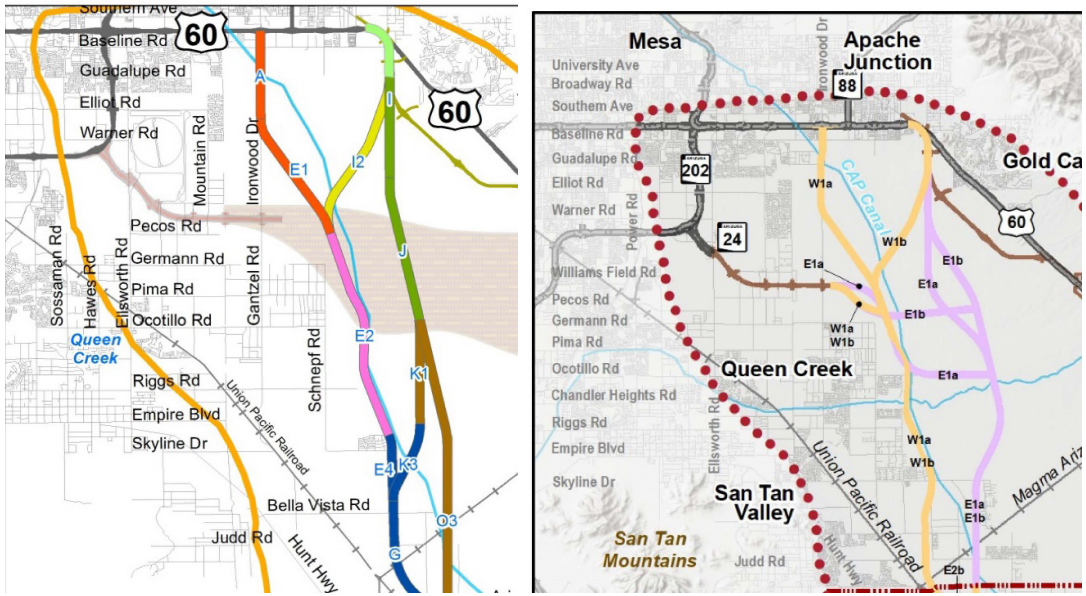
connection to Ironwood Drive (where SR 24 is currently proposed to terminate, until it connects with the North-South Corridor). From SR 24, the alignment continues generally south, with a curve to the east near Florence, then continuing generally south again until reaching two potential connection points with Interstate 10 near Eloy.

Because the *Pinal Regional Transportation Plan* map is deemed conceptual, and because it defers the alignment of the North-South Corridor to ADOT, the Plan was not considered to be dictating the specific alignment of the corridor. If the *Pinal Regional Transportation Plan* map were used literally, it would most closely match ADOT's Preferred Alternative by generally following the Eastern Alternatives, except in the case of Segment 4 in the southern portion of the study area, where it identifies both an Eastern Alternative (supported by the City of Coolidge) and a Western Alternative (supported by the City of Eloy).

The NSCS began in 2010 and has consistently included both eastern and western alternatives in Segment 1 of the study area, going back to the 2014 *Alternatives Selection Report* (ASR). In 2017, refined and renamed versions of the ASR alternatives were presented to stakeholders for comment, and these alternatives were evaluated in the Tier 1 DEIS. Figure O-2 shows excerpts from Figures S4 and S5 in the Tier 1 DEIS, showing the alternatives documented in the ASR and Tier 1 DEIS. As shown in both figure excerpts, since 2014 the NSCS has considered alternatives both east and west of the CAP Canal (shown in blue in both figures) in Segment 1. These alternatives can be considered the "original" alignments, and they date to before the 2017 Pinal Regional Transportation Plan. ADOT did not state a preference for an alternative in Segment 1 until publication of the Tier 1 DEIS in September 2019, when it identified the E1b Alternative as the preferred corridor alternative in Segment 1 of the study area.

Figure O-2. Excerpts from Tier 1 DEIS show alternatives from ASR (on left) and Tier 1 DEIS (on right)

Figure S-4. Recommended route alternatives **Figure S-5.** Tier 1 action corridor alternatives,



Pinal County and Municipality Preferences

Beginning in early 2019, a number of municipalities adopted resolutions that reference the Pinal County preferred alternative for the North-South Corridor. Table O-1 shows the municipalities, the dates of their resolutions, and their alternative preference. The resolutions cite the *Pinal Regional Transportation Plan* and Pinal County’s preferred alternative.

All of the resolutions listed in Table O-1 were adopted after the Tier 1 DEIS was submitted to the cooperating agencies for review and, therefore, were not discussed in the document. The Tier 1 DEIS does report information on alternative preferences from prior resolutions (Coolidge, Eloy, and Florence had adopted resolutions, or multiple resolutions, in prior years identifying their preferred alignments for the corridor). The Tier 1 EIS has been revised to address the recently adopted resolutions.

To identify a Preferred Alternative in the Tier 1 DEIS, ADOT considered the feedback received from Pinal County and municipalities. The input from those stakeholders and others was considered in conjunction with how the alternatives performed in the areas of transportation and traffic operations, land use planning, and potential impacts on the human, natural, and built environments. As required by NEPA law, ADOT identified a Preferred Alternative that would best meet the proposed action’s purpose and need while minimizing potential adverse effects.

Figure O-3 was prepared to show the relationship between the *Pinal Regional Transportation Plan*, the Pinal County and municipality preferences (refer to Table O-1), and the Tier 1 DEIS Preferred Alternative. Figure O-3 shows the Tier 1 DEIS Preferred Alternative (light blue) and the Pinal County and municipality preference (orange) overlaid on the *Pinal Regional Transportation Plan* alignment (purple).

Table O-1. Summary of recent resolutions, with alternative preferences noted

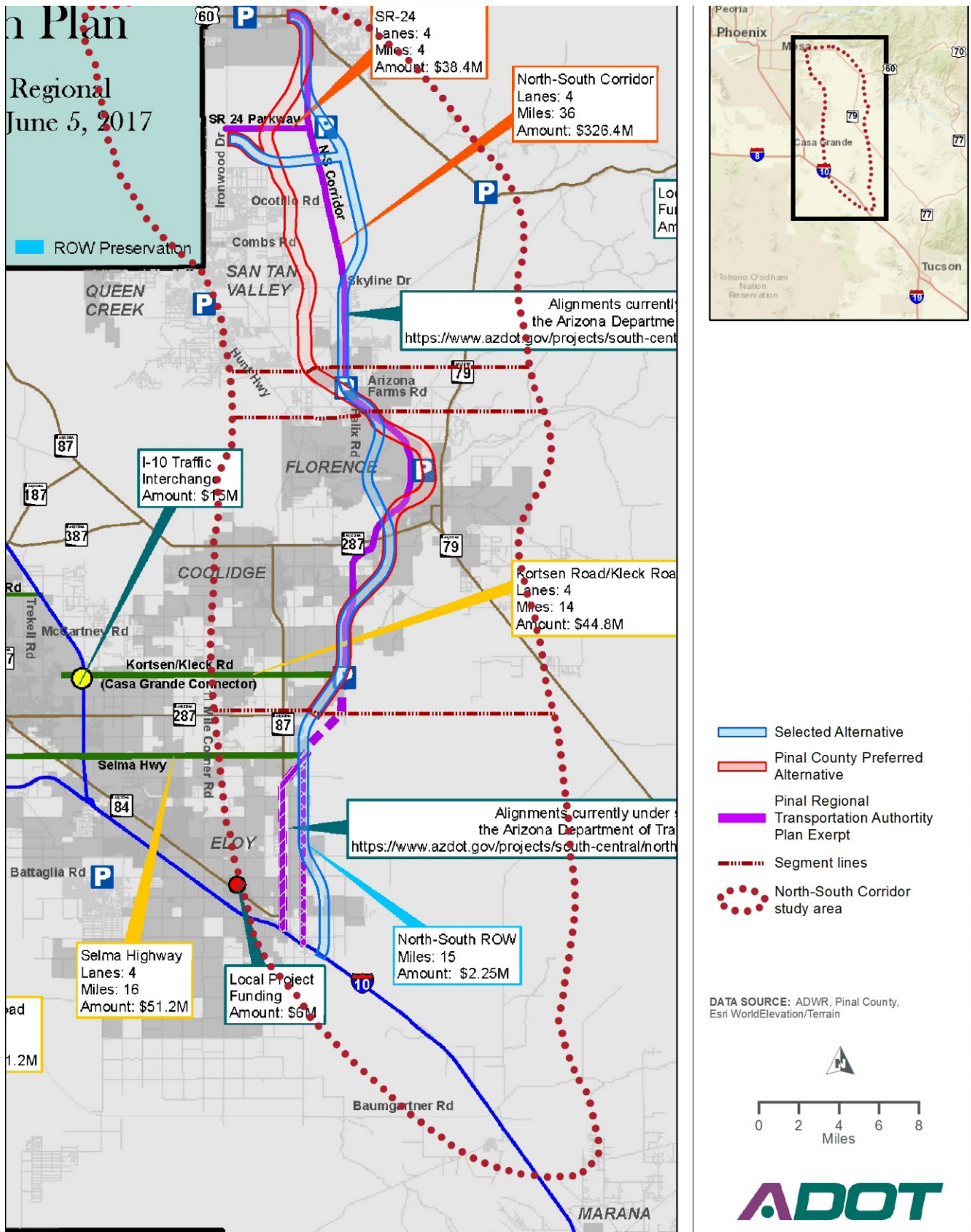
| Municipality or agency | Resolution number and date | Alternative preference | Comment |
|---|------------------------------|---|--|
| Apache Junction | 19-22 7/16/2019 | Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: — | DEIS reports preference as: Segment 1: E1b Segment 2: E2a Segment 3: E3b Segment 4: E4 |
| Eloy | 19-1454 4/8/2019 | Segment 1: — Segment 2: — Segment 3: — Segment 4: E4 | No change from what is reported in DEIS. |
| Coolidge | 19-17 8/12/2019 | Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: E4 | DEIS reports preference as: Segment 1: — Segment 2: — Segment 3: E3a/b Segment 4: E4 |
| Pinal County | 062619-RD18-091 6/26/2019 | Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: — | Associates the resolution with the <i>Pinal Regional Transportation Plan</i> authorizing propositions. DEIS reports preference as: Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: — |
| Queen Creek | 1269-19 6/5/2019 | Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: — | DEIS reports preference as: Segment 1: W1a Segment 2: — Segment 3: — Segment 4: — |
| Sun Corridor Metropolitan Planning Organization | 2019-03 7/9/2019 | Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: — | Associates the resolution with the <i>Pinal Regional Transportation Plan</i> authorizing propositions. No preference identified in the DEIS. |
| Tohono O’odham Nation | 10/20/2016 | NoAction Alternative | Opposed any proposed alignments that disturb or negatively affect traditional cultural properties. DEIS reports that if an action alternative is selected, the preference would be: Segment 1: E1b Segment 2: W2b Segment 3: W3 Segment 4: — |

Note: DEIS = Draft Environmental Impact Statement

Sales Tax Funding

Pinal County voters approved a half-cent sales tax to invest in numerous transportation improvement projects throughout the county, including the North-South Corridor. It is ADOT’s understanding that the Pinal Regional Transportation Authority deferred a final determination of the North-South Corridor alignment to ADOT, allowing ADOT to complete its NEPA process as required to obtain federal approvals and to receive federal funding for the proposed corridor. The approximately \$329 million allocated to the North-South Corridor through the sales tax initiative would account for about one-tenth of the corridor’s overall estimated cost of \$3 billion.

Figure O-3. Excerpt from *Pinal Regional Transportation Plan* with overlay of the Pinal County and municipality preference and the Tier 1 Draft Environmental Impact Statement Preferred Alternative



ADOT would need to use federal and state funding sources to realize construction of the corridor. The voter-approved sales tax is currently in litigation, with sales tax revenues being collected but currently held in an escrow account until the courts have ruled on the outcome, which is anticipated in spring 2021.

FAQ: Funding

Question/Comment:

Commenters inquired about the cost of the proposed North-South Corridor and about specific issues, such as property acquisition, that might increase the cost of the facility. They also mentioned the possibility of land developers sharing in the cost of the freeway construction.

Response:

The NSCS began as a project-level EIS, but was converted to a tiered environmental process given the realities of limited funding and the need for the study to facilitate long-term planning. This change allows the timing of the final project-level NEPA approval in Tier 2 to more closely correlate with the actual timing of project construction. The Tier 2 studies can be completed over time as additional funding becomes available. Tier 2 projects may occur in segments, with individual NEPA analyses and decisions advancing different segments of the corridor in response to need and funding availability.

Because the Tier 1 DEIS identified a 1,500-foot-wide corridor, specific issues that would affect the cost of the facility—such as the need for property acquisition and the design of traffic interchanges—are not yet defined. Nevertheless, high-level cost estimates were developed for the alternatives based on standard costs per mile of freeway, per bridge (over canals, railroads, and other features), and per traffic interchange (both service and system traffic interchanges), as documented in the Tier 1 DEIS in Appendix C, *Alternatives Screening*. The estimates showed that the preferred full-length corridor alternative (Alternative 7) would cost between \$3.0 billion and \$3.1 billion. Five other full-length corridor alternatives (Alternatives 1, 4, 5, 6, and 8) would cost less or the same, ranging between \$2.8 billion and \$3.0 billion. Two other full-length corridor alternatives (Alternatives 2 and 3) would cost the same or slightly more, ranging between \$2.9 billion and \$3.1 billion.

At this time, no plans are in place to build the proposed North-South Corridor as a tolled facility or as a public-private partnership. Additionally, no funding has been identified for the Tier 2 studies that will develop more detailed design plans and cost estimates.

In 2018, Pinal County voters approved a half-cent sales tax to invest in numerous transportation improvement projects throughout the county, including the North-South Corridor. The approximately \$329 million allocated to the North-South Corridor through the sales tax initiative accounts for about one-tenth of the corridor's overall estimated cost of \$3 billion. Thus, ADOT would need to use federal and state funding sources to realize construction of the corridor. The voter-approved sales tax is currently in litigation.

FAQ: Consistency with San Tan Valley Special Area Plan

Question/Comment:

Commenters stated that the DEIS did not take the *San Tan Valley Special Area Plan* (STVSAP) into consideration.

Response:

The STVSAP was adopted by the Pinal County Board of Supervisors in late 2018. At that time, the Tier 1 DEIS had been drafted and was under review by the lead agency. The Tier 1 DEIS does not reference the STVSAP, but discussion of the plan has been added to the Tier 1 FEIS and ROD in Section 3.2.3.3, *Planned Land Use*.

The STVSAP is a planning document for the San Tan Valley that focuses on land use, economic development, transportation facilities, utilities, and parks and recreational facilities. It references the same data sources that were used to develop the Tier 1 DEIS. Both documents considered the Maricopa Association of Governments' population and employment projections and relied on the Pinal County RSRSM as a framework for the region's transportation system.

To assess how the adopted RSRSM transportation system will handle the traffic generated by future development upon build out of the San Tan Valley, an analysis of the expected traffic impacts was conducted by the STVSAP authors. This high-level analysis found that the RSRSM primary roadway network, as defined with future widenings and extensions, will provide sufficient capacity to support the estimated trips generated by existing and proposed land uses.

A comparison of the existing roadway network to the STVSAP Figure 6.1, *Circulation Plan*, shows that numerous routes still need to be improved before the RSRSM transportation system will accommodate the traffic generated by development build out (Figure O-4).

Figure O-4. Schematic map showing where the roadway network has gaps in roadway capacity, compared with the STVSAP Circulation Map (Figure 6.1 of the plan)



FAQ: Freeway Design

Question/Comment:

Commenters asked about specific design considerations for the proposed transportation facility, including property access, locations of traffic interchanges, and traffic control, among other design features.

Response:

The Tier 1 DEIS provides a high-level analysis of various corridor alternative options to identify a general location for a future transportation facility. The document considers general design criteria, considering the feasibility of locating a transportation facility amidst existing and planned development, existing infrastructure, and environmental constraints, and it identifies a preferred corridor alternative based on several criteria, as described in Chapter 6, *Evaluation of Alternatives*, of the DEIS. The Tier 1 DEIS does not present a specific alignment within the 1,500-foot-wide corridors under consideration, nor any specific designs for the facility or traffic interchange locations. Future Tier 2 studies will identify the exact footprint of the freeway alignment, including traffic interchange locations and other design features. Moreover, the future Tier 2 studies will address specific impacts on private and public property and will determine the approach for maintaining access for property owners. Impacts on local traffic will also be studied, and any required changes to traffic control to mitigate traffic impacts on nearby local roads will be identified. During the Tier 2 studies, the public's active participation in the alternatives development and evaluation process will be encouraged to capture concerns now and in the future.

FAQ: Timing of Freeway Construction

Question/Comment:

Commenters reported that transportation infrastructure capacity is needed now, and questioned the amount of time needed to bring the proposed project to construction.

Response:

An EIS is required by NEPA for federally funded or regulated projects that would have a significant impact on the environment. An EIS is considered the most thorough type of environmental documentation and considers all possible impacts of a proposed project—positive and negative—for many different resources. As a result, the EIS NEPA process takes time to complete.

A Tier 1 EIS is used when funding has not yet been identified for a project. It involves technical analysis completed on a broad scale and is, therefore, an effective method for identifying existing and future conditions and understanding the comprehensive effects of the project on the region. It provides the groundwork for future project-level environmental and technical studies.

A Tier 1 EIS allows the study process to move forward with no identified funding, which is the case with the North-South Corridor, while establishing a wide corridor where the proposed project would ultimately be located. Project-level, or Tier 2, environmental studies and identified funding sources would be required to advance construction of the project, which could occur in phases as funding is available. During Tier 2 studies, more detailed project elements would be defined and assessed, such as the specific alignment (the identified route) and the location of traffic interchanges.

One of the challenges of serving a fast-growing area is that the transportation system improvements necessary to serve the area are difficult to anticipate where development may be distant from the services, jobs, and amenities that serve such development. Developers typically make roadway improvements adjacent to their

development projects, and most developers also pay development impact fees (pursuant to Arizona Revised Statutes § 11-1102) to address off-site infrastructure improvements (water, sewer, transportation, etc.) that are needed as a result of the development.

In 2016, the NSCS lead agencies, concerned that the project lacked funding to advance to final design and construction, converted the project-level EIS to a Tier 1 EIS, in accordance with Council on Environmental Quality regulations (40 Code of Federal Regulations § 1502.20). This Tier 1 EIS process is expected to be completed in 2021, and will be followed by detailed project-level (Tier 2) environmental reviews by ADOT for specific alternatives, incorporating and referencing the decisions and analyses conducted as part of this Tier 1 review. Construction of the project, or a project segment (since the project may be developed as “segments of independent utility”) would commence only after completion of a Tier 2 study. While Pinal County is collecting a voter-approved sales tax to help fund transportation improvements in the county, including the North-South Corridor, this funding source is currently in litigation. State and federal funding would also be needed to fund construction of the North-South Corridor.

At this time, no funding has been identified to prepare a Tier 2 study that would advance the corridor (or a segment of the corridor) to identify an actual alignment (refer also to FAQ: *Funding*). Once a Tier 2 study is completed, construction could commence.

FAQ: Multimodal Transportation

Question/Comment:

Commenters stated their support for the integration of multimodal transportation, including high-speed rail, into the project. Some supporters would prefer passenger rail and transit either in addition to or in lieu of the proposed freeway project.

Response:

The action corridor alternatives studied in the Tier 1 DEIS are generally 1,500 feet wide to accommodate 400-foot-wide project-level alternatives in Tier 2 studies. The 400-foot width allows for the future consideration of a multimodal transportation facility that includes the freeway corridor, a future passenger rail service, and/or the potential for other uses within the corridor if identified during Tier 2 studies. All action corridor alternatives would be access-controlled freeways with three travel lanes in each direction and would accommodate future passenger rail in the freeway right-of-way.

One of the objectives of the North-South Corridor is to integrate the region’s transportation network, and provide the opportunity to integrate with planned passenger rail is one component of this objective. The Tier 1 DEIS also states that one of the proposed action’s “other desirable outcomes” is the accommodation of right-of-way (where appropriate and feasible) for intercity passenger rail serving the local population and greater region, including the Tucson and Phoenix metropolitan areas. Moreover, the Federal Railroad Administration signed a ROD in 2016 for the Arizona Passenger Rail Corridor Study Tier 1 EIS. The EIS identifies a routing option that would align with the North-South Corridor from its southern terminus with I-10 to approximately the Magma Arizona Railroad, north of the Gila River.

FAQ: Air Quality

Question/Comment:

Commenters stated their concerns about the proximity of the proposed freeway to their homes and the potential for air pollution impacts. Some commenters noted that the freeway may improve air quality by reducing traffic congestion on arterial streets.

Response:

Through the analysis conducted for this Tier 1 EIS, no issues related to air quality have been identified that would preclude construction of the proposed action. Based on available information such as expected traffic volumes in 2040, the level of service for traffic throughout the study area, and guidance from the Federal Highway Administration and U.S. Environmental Protection Agency, implementation of the proposed action would not result in substantial vehicle-related air emissions and, therefore, would not likely cause an exceedance of national standards for transportation-related criteria pollutants. Ongoing programs to control hazardous air pollutants from mobile sources would reduce mobile source air toxic emissions in the future. The vehicle miles traveled with any of the action corridor alternatives would be similar; therefore, no appreciable difference in overall mobile source air toxic emissions among the various alternatives is expected. Further, the proposed action would reduce traffic congestion on the local transportation network and would remove pass-through traffic from key local roadways in the study area, resulting in decreased travel times in the study area.

Future air quality analyses prepared for Tier 2 studies will be required to demonstrate that the proposed project has been modeled with a conforming regional transportation plan and that it is consistent with local air quality conformity requirements. The need for quantitative hot-spot modeling will be determined through interagency consultation for Tier 2 alternatives (that is, a determination of whether the proposed action is a project of air quality concern under ADOT guidelines).

Subsequent analyses related to air quality for the Tier 2 environmental evaluation should involve a review of current air quality attainment status in the study area and a review of the most recently available air quality monitoring data to document existing air quality conditions in the study area. This review should be followed by an updated analysis of the proposed action's contributions to future regional air quality conditions and a review of transportation conformity requirements, if applicable, at the time of the Tier 2 evaluation. Greenhouse gas emissions could be quantitatively assessed during the Tier 2 analysis. During Tier 2 studies, specific measures to avoid or minimize construction-related air quality impacts and greenhouse gas emissions would be identified.

FAQ: Traffic Noise

Question/Comment:

Commenters expressed concern about potential traffic noise impacts with a new freeway constructed near existing homes.

Response:

Because the DEIS is a Tier 1 document, it did not include a quantitative noise analysis typical of project-level EIS documents. The Tier 1 DEIS broadly assessed environmental impacts associated with the action corridor alternatives—it will be followed by detailed project-level (Tier 2) environmental reviews by ADOT for specific alternatives. Typical project-level EIS documents identify locations where noise walls would be necessary to mitigate anticipated traffic noise impacts.

For this Tier 1 study, the alternatives under consideration are 1,500-foot-wide corridors. It is unknown exactly where within the 1,500-foot-wide corridor the transportation facility would be constructed and whether an adverse noise impact would occur, depending on the location of the facility farther east or west within the corridor. Therefore, the Tier 1 DEIS evaluation considered only the risk of noise impacts within each corridor to help inform the identification of a preferred corridor alternative. A full noise analysis will be completed as part of Tier 2 studies conducted during the project-level NEPA environmental review processes. Through the Tier 2 process, noise measurements near sensitive noise receptors, such as homes and schools, would be evaluated to determine whether future traffic volumes would result in adverse noise impacts. As part of that analysis, the need for noise walls would be evaluated and specific locations would be recommended.

FAQ: New Alternative

Question/Comment:

Several commenters expressed an interest in a new alternative not evaluated in the Tier 1 DEIS, particularly in relation to the connection of the North-South Corridor facility with US 60 (the corridor's northern terminus), with Interstate 10 (at the southern terminus), or with another major route.

Response:

The Tier 1 DEIS provides an explanation of how the action corridor alternatives were developed and screened prior to the preparation of the EIS; refer to Section 2.2, *Corridor Alternatives Development and Screening*, for further information and maps illustrating the screening process.

COMMENT

Source: Letter attachment

Comment No. **A-01**

Agency: U.S. Army Corps of Engineers (Michael Langley)



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT
3636 NORTH CENTRAL AVENUE SUITE 900
PHOENIX, AZ 85012-1939

October 22, 2019

SUBJECT: Tier I Draft Environmental Impact Statement for the North-South Corridor Study

Carlos Lopez, PE
Arizona Department of Transportation
1611 West Jackson Street, MD EM02
Phoenix, AZ 85007

Dear Mr. Lopez:

I have received the North-South Corridor Study Tier I Draft Environmental Impact Statement (DEIS), which is being prepared by the Federal Highway Administration and the Arizona Department of Transportation. The DEIS considers the environmental effects related to a new 55-mile freeway that is proposed between U.S. Route 60 in Apache Junction and Interstate 10 near Eloy and Picacho in Pinal County, Arizona. The U.S. Army Corps of Engineers (Corps) is a cooperating agency in the study since the actions proposed in subsequent Tier II analyses will likely require permitting under Section 404 of the Clean Water Act (Corps File Number SPL-2010-00122).

Thank you for the opportunity to review the DEIS. My staff has completed a review of the document and we submit the attached comments for your consideration. If you have any questions, please contact Jesse Rice at (602) 230-6854 or via e-mail at Jesse.M.Rice@usace.army.mil. Help me evaluate and improve the regulatory experience for others by completing the customer survey form at http://corpsmapu.usace.army.mil/cm_apex/?p=regulatory_survey.

Sincerely,

LANGLEY.MICHAEL.
WAYNE.1216496864

Digitally signed by
LANGLEY.MICHAEL.WAYNE.12164
96864
Date: 2019.10.23 10:38:23 -07'00'

Sallie Diebolt
Chief, Arizona Branch
Regulatory Division

Enclosure

COMMENT RESPONSE

Comment No. **A-01** | Page 1 of 2

Comments in this letter have been addressed on following pages.

COMMENT

Source: Letter attachment

Comment No. **A-01**

Agency: U.S. Army Corps of Engineers (Michael Langley)

| | Comment | response |
|---|---|----------|
| Jesse Rice, Regulatory Project Manager, USACE | | |
| A | <p>1. (Section 3.13, Page 3-161) Thank you for revising the definition of Waters of the United States (WUS) in the first paragraph. However, I recommend not describing the 2015 Clean Water Rule in the EIS. The repeal of this Rule was announced in September 2019 and a new WUS definition is expected to be announced in 2020. Implementation of the new rule may be further delayed by litigation, continuing the uncertainty.</p> <p>I recommend referencing the current definition and state that it is subject to change as Tier 2 projects are implemented. I would also carry the Rapanos reference in to the last paragraph of introductory section. Currently, it's not clear why ephemeral systems are called out in the introduction of 3.13.</p> | |
| B | <p>2. Section 3.13.3, Page 3-163). Last line of the 4th paragraph. 'Delineation' should be 'determination'.</p> | |
| C | <p>3. (3.13.6.1, Page 3-168; 6.3.1, Page 6-19 to 6-23). The LEDPA consistency analysis demonstrates that waters of the U.S. were thoroughly considered during the Tier 1 analysis. However, for Segment 1, the justification for Alternative E1b being the preliminary LEDPA isn't conclusive when considering the information provided in Chapter 3.</p> <p>I suggest that additional, clear justification be included in the consistency statement as to why the preferred alternative may be the LEDPA. For Segment 1, the document could discuss that although the western alternatives impact more drainages, these are generally low-quality ephemeral drainages and that the risks associated with the western alternatives may result in adverse environmental impacts which may be significant. It could also be mentioned (in both Chapter 3 and 6) that eastern alternatives would avoid an effluent-fed reach of Siphon Draw near Ironwood Drive, which supports moderate-quality riparian and aquatic habitat. The document could also reference that the final number of washes impacted may vary based on final location and design, which may result in any of the alternatives having the lowest number of crossings.</p> <p>Regarding other segments of the preferred alternative, the Corps does not object with the preliminary LEDPA determinations made for Segments 2, 3, and 4 based on the consistency analysis completed.</p> | |

COMMENT RESPONSE

Comment No. **A-01** | Page 2 of 2

A

Thank you for your comments. The text has been updated as suggested to reflect current and future regulations (see Section 3.13, *Waters of the United States*). The description of ephemeral washes was moved to Section 3.13.3, *Affected Environment*.

B

Thank you for the clarification. The revision was made.

C

The *LEDPA Consistency* section for Segment 1 was revised to more explicitly note the justification of the Selected Alternative for this segment. Because a jurisdictional delineation has not been completed at this stage, it is not possible to accurately determine the level of impacts on Waters of each alternative. Once Waters have been delineated and submitted to the U.S. Army Corps of Engineers for a jurisdictional determination, it will be possible to assess and refine the level of impacts resulting from each alternative. Please note that given the fluctuating definition of Waters between current regulations and the Navigable Waters Protection Rule that has yet to go into effect, it is not possible at this time to accurately determine whether impacts on ephemeral washes in the study area would be considered a loss of Waters during the Tier 2 analysis.

COMMENT

Source: Email

Comment No.

A-02

Agency: U.S. Bureau of Indian Affairs (Beau Golstein)

From: Goldstein, Beau [mailto:beau.goldstein@bia.gov]

Sent: Tuesday, November 12, 2019 10:09 AM

To: LaBianca, Michael <Michael.LaBianca@hdrinc.com>

Subject: Re: [EXTERNAL] ADOT NSCS DEIS Comments

A

Page 3-142: The Ashurst-Hayden Diversion Dam is a SCIP facility and it diverts water into the SCIP system, not SCIDD. And I don;t know what the Phoenix Valley is, but the system distributes water throughout the Middle Gila Valley, including Reservation and non-Reservation lands.

B

Page 3-143: Picacho Reservoir isn't owned by BIA per se; there are various underlying landowners, including BIA/SCIP; in most cases we have an easement or something to store water at that location. It is not managed by SCIDD; it is managed by SCIP.

C

Page 3-145 double-check with SCIDD; but I believe their primary source of water is SCIP.

COMMENT

Source: Email

Comment No.

A-03

Agency: U.S. Bureau of Land Management (Lane Cowger)

From: Cowger, Lane [mailto:lcowger@blm.gov]

Sent: Thursday, October 31, 2019 1:47 PM

To: LaBianca, Michael <Michael.LaBianca@hdrinc.com>

Subject: N/S comments

Michael,

A

To follow up on our brief conversation. BLM Arizona does not have any comments on the DEIS for the North-South Corridor project. We feel the comments we did have on the admin draft version of the document were adequately addressed and incorporated into the public DEIS.

Please ensure BLM remains on your project distribution list. We look forward to our continued cooperation on this project.

Thanks,

Lane Cowger

Project Manager

Bureau of Land Management- Arizona State Office

COMMENT RESPONSE

Comment No. **A-02** | Page 1 of 1

- A** — Thank you for the information. The text revision was made.
- B** — Thank you for the information. The text revision was made.
- C** — The San Carlos Irrigation and Drainage District irrigates primarily with Gila River water and Central Arizona Project Canal supply, supplemented with groundwater wells. See Section 3.12.3.3 of the Final Environmental Impact Statement and Record of Decision.

COMMENT RESPONSE

Comment No. **A-03** | Page 1 of 1

- A** — The Arizona Department of Transportation acknowledges the Bureau of Land Management's role as a cooperating agency on the study and will continue to engage the agency in this role on the study.

COMMENT

Source: Letter attachment

Comment No. **A-04**

Agency: U.S. Department of the Interior (Janet Whitlock)



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
333 Bush Street, Suite 515
San Francisco, California, 94104

In Reply Refer To:
19/0407

Filed electronically

October 24, 2019

Asadul (Asad) Karim, P.E.,
Project Manager Arizona Department of Transportation
205 S. 17th Ave., MD 605E
Phoenix, AZ 85007
northsouth@azdot.gov

Subject: *Tier 1 Draft Environmental Impact Statement North-South Corridor Study U.S. Route 60 to Interstate 10 Pinal County, Arizona, September 2019*

Dear Mr. Karim:

The United States Department of the Interior, through the US Fish and Wildlife Service (FWS) and the Bureau of Reclamation (USBR), has reviewed the *Tier 1 Draft Environmental Impact Statement North-South Corridor Study U.S. Route 60 to Interstate 10 Pinal County, Arizona* (DEIS), dated September 2019 and we provide attached comments.

The FWS would like to ensure that impacts to endangered and special status plant species are adequately addressed. Please see the FWS attachment for specific comments.

The USBR's main concern is route E1a and E1b in Segment 1 that crosses the Central Arizona Project (CAP) canal on a diagonal. Any features constructed over the CAP must avoid impacts to operations and maintenance of the canal. Additionally, this segment would impact mitigation lands and a flood control berm on Reclamation managed property. The CAP canal has numerous wildlife crossings that were part of mitigation for the canal, as well as a siphon and culvert drainages that are wildlife friendly. The DEIS does not discuss wildlife passage above or below this proposed highway as mitigation for wildlife impacts. Please see the USBR attachment for specific comments.

If you have specific questions regarding the FWS comments, please contact Bob Lehman (robert_lehman@fws.gov), FWS Transportation Liaison, at (602) 889-5950, or Greg Beatty (greg_beatty@fws.gov) at (602)-889-5941. If you have questions regarding USBR comments,

COMMENT RESPONSE

Comment No. **A-04** | Page 1 of 11

Comments in this letter have been addressed on the following pages.

COMMENT

Source: Letter attachment

Comment No. **A-04**

Agency: U.S. Department of the Interior (Janet Whitlock)

please contact Sean Heath at sheath@usbr.gov or at (623) 773-6250. For all other questions, please contact me at janet_whitlock@ios.doi.gov or at (415) 420-0524.

Sincerely,



Janet L. Whitlock
Regional Environmental Officer

enclosures

Cc
Shawn Alam, DOI
Greg Beatty, FWS
Catherine Cunningham, USBR
Peter Fasbender, FWS
Sean Heath, USBR
Robert Lehman, FWS
Delfinia Montano, FWS
Theresa Taylor, USBR

COMMENT RESPONSE

Comment No. **A-04** | Page 2 of 2

Comments in this letter have been addressed on the following pages.

COMMENT

Source: Letter attachment

Comment No. **A-04**

Agency: U.S. Department of the Interior (Janet Whitlock)

Comments by the U.S. Fish and Wildlife Service on the North South Corridor Study Route 60 to Interstate 10 Tier 1 DEIS, October 2019

The U.S. Fish and Wildlife Service (FWS) has reviewed the September 2019 *US 60 to I-10 North-South Corridor Study (NSCS) Draft Tier 1 Environmental Impact Statement (DEIS)* (Project # FHWA-AZ-EIS-19-02-D). Our comments conform to policy outlined in the *U.S. Fish and Wildlife Service Manual*, Section 505, FW 3-4, concerning review of environmental documents. Our review includes general and specific comments on the DEIS and conclusions and recommendations. As part of our general comments, we include brief project and study area descriptions for the benefit of FWS reviewers of this document. The DEIS includes a Section 4(f) evaluation (Chapter 3.19); however, Section 4(f) properties within the NSCS study area include no waterfowl or wildlife refuges, thus FWS comments on the 4(f) evaluation are not required or included.

General Comments on the DEIS

A

The FWS finds that the project proponents, Arizona Department of Transportation (ADOT), and Federal Highway Administration (FHWA), for the most part have properly identified affected wildlife and other biological resources within the NSCS study area and have adequately addressed potential impacts of the proposed action on those resources from a Tier 1 perspective. Mitigation measures as described in the Tier 1 DEIS, again for the most part, are also adequate for Tier 1-level-purposes, which is to compare action corridor alternatives and select those that best meet the purpose and need of the proposed action while also minimizing impacts to human and natural environments. However, we are concerned that impacts to endangered and special status plant species have not been adequately addressed in the DEIS

Project Description

ADOT and FHWA propose to construct and operate a 55-mile-long access-controlled 6-lane freeway from U.S. Route 60 at Apache Junction to Interstate 10 near Eloy, in Pinal County, Arizona. The freeway would also branch west to connect with State Route 24 in Queen Creek. The facility will introduce additional roadway capacity to support current and projected population and employment growth in Pinal County and the region.

Study Area Description

The NSCS study area encompasses approximately 900 square miles of native Sonoran desertscrub and lands developed primarily for agriculture (see Figure 3.11-1 in the DEIS). Arizona State Lands Department (ASLD) manages over 50 percent of the study area, which may sell or lease lands under its jurisdiction for municipal, industrial, or commercial development. With the exception of the north and northwestern extremes of the study area, urban development is limited to a few small towns and communities. Outside of these municipalities, and beyond areas developed for agriculture, the study area is primarily open and undeveloped. The study area is bisected from east to west by the Gila River and Queen Creek and from north to south by the Central Arizona Project (CAP) aqueduct. Most development in the study area is west of the CAP and most undeveloped open space is to the east.

Action Corridor Alternatives Considered in the DEIS

COMMENT RESPONSE

Comment No. **A-04** | Page 3 of 11

A

Comment is acknowledged, and concern raised in last sentence has been addressed with subsequent comment responses.

COMMENT

Source: Letter attachment

Comment No. **A-04**

Agency: U.S. Department of the Interior (Janet Whitlock)

During Tier 1, ADOT and FHWA planners evaluated potential impacts of 15 1,500-foot-wide action corridor alternatives within 4 segments of the NSCS study area (4, 4, 5, and 2 alternatives, respectively, were considered in each of Segments 1-4). Planners configured the 15 action alternatives as two complete corridors that run the full length of the study area: the Western Corridor (shown in orange in Figure 3.11-1); an Eastern Corridor (shown in purple); and options in both cases to assure connectivity between the two corridors if needed. The alternatives and their options provided 40 possible corridors through the NSCS study area, eight of which were studied in detail in the DEIS (see Chapter 2).

The Preferred Alternative

ADOT and FHWA planners selected Alternative 7 as the preferred action corridor alternative (Figure S-6 in the DEIS). The preferred corridor consists of 4 action alternatives from the Eastern Corridor (E1b, E2a, E3b, and E4), that according to planners will best meet the NSCS’s purpose and need while also achieving other desired outcomes, including environmental protection and support of local and regional land use plans and preservation goals.

B

Effects of the Proposed Action

Impacts of the 15 action corridor alternatives on wildlife and other biological resources are described for each segment and all action alternatives in Chapter 3.11 of the DEIS and are summarized in Chapter 6 (Table 6.2-1) and the January 2019 Corridor Selection Report (CSR). Chapter 4 summarizes indirect and cumulative impacts. The effects analysis relied on existing geo-spatial data from resource and regulatory agencies, including Arizona Game and Fish (AGFD) and FWS web-based environmental review tools, a preliminary AGFD site-specific evaluation, and AGFD field investigations (see Appendix A, *Agency Coordination, Preliminary Evaluation for the Arizona Department of Transportation’s North-South Corridor Study Analysis*).

Effects Common to All Segments and Corridor Alternatives

The current transportation network offers few opportunities for co-locating a new freeway with existing highways; thus, nearly all of the proposed facility will be new alignment. All action corridor alternatives will result in the permanent loss of native desertscrub habitat and agricultural lands within the construction footprint, both of which are important to wildlife. The new facility will degrade habitats and contribute to habitat fragmentation in a region that is already generally fragmented and degraded with respect to wildlife habitat (Figure 3.11-1). The facility will open undeveloped, undisturbed areas to future municipal, urban, and commercial development and will introduce another semipermeable barrier to wildlife where the CAP canal, railroads, existing state highways and county roads, and irrigation channels already present such barriers. The proposed corridor will increase unauthorized access into currently undisturbed areas and aid the spread of invasive plants. The project will require a new bridge across the Gila River and crossings of other riparian areas and washes that are important to wildlife. Artificial lighting, noise, permanent and constant human activity, impaired water quality, and reduced air quality will alter currently undeveloped areas. Overall, the facility will displace wildlife and reduce the size of wildlife populations, reduce connectivity between wildlife habitats, impede natural movements, increase competition, and increase direct mortality. Ultimately, development of this new linear facility will result in few if any benefits to wildlife.

COMMENT RESPONSE

Comment No. **A-04** | Page 4 of 11

B

This discussion is acknowledged.

COMMENT

Source: Letter attachment

Comment No. **A-04**

Agency: U.S. Department of the Interior (Janet Whitlock)

Differences Among Corridor Alternatives

When impacts to biological resources are considered segment by segment and specifically for each action corridor alternative, with a few exceptions the differences are relatively slight. None of them are clear differentiators among the 15 action corridor alternatives.

The CSR summarized effects to biological resources based on four performance measures—wildlife, wildlife habitat, conservation and wildlife management lands, and protected native plants—and on five risk levels ranging from no risk (resource not present in the corridor alternative) to high risk (resource present and substantial adverse impacts likely or unavoidable). With the exception of native plants in all Segment 1 corridor alternatives, where high levels of adverse impacts are expected, ADOT and FHWA determined the effects across nearly all segments, corridor alternatives, and performance measures to be minimal to moderate.

C

In our view, in most cases risks to wildlife and wildlife habitats are somewhat higher than ADOT and FHWA planners judged them to be; however, we acknowledge that the North-South Corridor as planned avoids vast, undeveloped areas of native desertscrub east of the CAP, thus avoiding higher impact levels than they otherwise would be (Figure 3.11-1). Adverse impacts to wildlife and other biological resources, overall, will be somewhat lower in the western alternatives, as compared to the eastern options, because development increases with increasing distance west of the CAP. Thus, Alternative 1, consisting of four corridor options from the Western Corridor (W1a, W2a, W3, and W4) appears to be the alternative that would have the fewest effects on wildlife. All but one mile of Alternative 1 is west of the CAP, and in Segment 4 the proposed highway would be co-located with SR 87.

Effects of the Preferred Alternative

Segment 1, Alternative E1b:

The CSR indicates a moderate risk of permanent adverse impacts to wildlife and wildlife habitats will occur in the E1b corridor alternative of Segment 1. This risk level is because E1b will eliminate planted mesquite/shrub habitats along the CAP canal and flood control structures created to compensate for expected losses of state-protected rare plants.

Segment 2, Alternative E2a:

Transportation facilities, canals, and agricultural developments along its entire length already fragment alternative E2a, and although the new facility will add to existing development, it will not remove or alter unaffected habitat. We expect impacts from this alternative to be low and the alternative will affect no conservation and wildlife management lands.

Segment 3, Alternative E3b:

Moderate impacts are expected in this alternative because it would remove unaffected desertscrub habitat in the northern part of the segment, cross agricultural lands adjacent to the Gila River, and then cross the river before reentering agricultural lands for the rest of its length within Segment 3.

COMMENT RESPONSE

Comment No. **A-04** | Page 5 of 11

C

Comments regarding the risks to wildlife and wildlife habitat are noted; the agency's alternative preference and rationale have also been noted.

COMMENT

Source: Letter attachment

Comment No.

A-04

Agency: U.S. Department of the Interior (Janet Whitlock)

Segment 4, Alternative E4:

ADOT expects impacts of this alternative will be low because it will affect a very small portion of native desert scrub (Figure 3.11.1).

Indirect and Cumulative Impacts

We anticipate population and employment growth will occur in the study area regardless of whether ADOT and FHWA implement the proposed action. In their land use plans, municipalities and other local governments have identified how and to what extent they would convert land within the study area to support new development. Most of these plans reference the North-South Freeway, and by acknowledging the proposed action, local governments are expecting it to support and facilitate this development to some degree. In other words, induced growth along the proposed corridor is a matter of record, is expected to occur, and is part of long-range planning efforts within the NSCS study area.

Potential Avoidance, Minimization, and Mitigation Strategies

ADOT and FHWA described mitigation measures for wildlife and other biological resources in the DEIS in very general terms. They did not describe how effects of the proposed action will be addressed for individual segments or action corridor alternatives, nor was a stand-alone mitigation strategy presented for the preferred alternative. The DEIS cites certain mitigation measures as examples that “could be implemented” to avoid and minimize impacts on protected species, comply with state and federal regulations, and reduce habitat fragmentation, wildlife displacement, impediments to movements, and highway collisions. Measures listed in Chapter 3.11.5, page 3-133, and in Appendix D, *Summary of Mitigation*, are essentially the same standard specifications and best management practices that ADOT applies to all road and highway infrastructure projects. These measures include, but are not limited to:

- Coordination with federal and state wildlife agencies, as required, to determine species-specific mitigation measures that may be required;
- Preconstruction surveys, including protocol surveys for species listed under the Endangered Species Act (ESA), during Tier 2 within all segments and corridor alternatives of the selected alternative (the alternative that will advance to Tier 2 after publication of the Record of Decision at the end of Tier 1)—to determine the presence of threatened and endangered species and other special status species within the 400-foot-wide alignment of the new facility (the build corridor);
- Salvaging of individual special status plants—e.g., species listed under the ESA or Arizona Native Plant Act;
- Treatments to control invasive and noxious plant species and prevent their spread during construction and operation of the facility;
- Designation of biological monitors to oversee construction activities to minimize and document take of threatened and endangered species.
- A final alignment and mitigation measures within that alignment developed during Tier 2 studies that allow for continued wildlife movements through the new facility.

In Chapter 4, ADOT and FHWA also addressed mitigation measures for indirect and cumulative impacts of the proposed facility. Like direct impacts, mitigation measures for indirect and

COMMENT RESPONSE

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D

Comment noted; the general nature of the mitigation measures is consistent with the Tier 1 study; with Tier 2 and final design further information about the project will be known, and specific mitigation measures identified.

COMMENT

Source: Letter attachment

Comment No. **A-04**

Agency: U.S. Department of the Interior (Janet Whitlock)

cumulative adverse effects are addressed in the DEIS in general terms. The DEIS indicates that ADOT will collaborate with local jurisdictions, resource agencies, and private stakeholders during Tier 2 to analyze those impacts in more detail and determine if and how the impacts can be controlled and minimized.

SPECIFIC COMMENTS ON THE DEIS

In this section, we address concerns about adverse effects the recommended alternative is likely to have on certain species, species groups, wildlife conservation lands, and other specific resources involving FWS authorities, and the adequacy of mitigation measures outlined in the DEIS for those resources.

Threatened and Endangered Species

The DEIS evaluated potential impacts to threatened and endangered species based on an official species list, dated November 15, 2017, generated by FWS’s Information for Planning and Consultation (IPAC) on-line tool. The list contained 7 species: an experimental, non-essential population of the Sonoran pronghorn (*Antilocapra americana sonoriensis*), the endangered California least tern (*Sterna antillarum browni*), the endangered southwestern willow flycatcher (*Empidonax traillii extimus*), threatened western yellow-billed cuckoo (*Coccyzus americanus*), endangered Yuma Ridgway’s rail (*Rallus obsoletus yumanensis*), threatened northern Mexican gartersnake (*Thamnophis eques megalops*), and proposed threatened roundtail chub (*Gila robusta*). Proposed critical habitat is present in the NSCS study area for one species—the yellow-billed cuckoo. There is no designated critical habitat in the study area for any listed species.

E

During Tier 1 analyses, ADOT determined, and we concur, that suitable habitat does not occur in the study area, or if suitable habitat does occur, it is not currently occupied, in the case of the pronghorn, tern, gartersnake, and chub. Three species—the flycatcher, cuckoo, and rail—are likely or known to occur in the study area, as acknowledged in the DEIS. Effects to these species will be addressed during Tier 2 when ADOT plans to undergo section 7 consultation with FWS under the ESA.

F

Southwestern Willow Flycatcher

In the past, flycatchers bred near Whitlow Ranch Dam near Florence Junction, just outside the NSCS study area; however, the flycatcher’s status at this location is currently unknown. The dam is >5 miles east of the preferred alternative; thus, we would not anticipate direct or indirect effects of the proposed action if flycatchers are present at this location when the proposed corridor is built and operated. Flycatchers may be present at the proposed crossing of the Gila River, and because it is a migratory species, rarely or temporarily occur along the corridor.

G

Western Yellow-billed Cuckoo

The DEIS indicates correctly that the cuckoo may occur at Picacho Reservoir near the southeastern edge of the E4 alternative, and that cuckoo critical habitat has been proposed at the reservoir. The reservoir is approximately 0.3 miles west of the preferred alternative. Because

COMMENT RESPONSE

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- E** — [Comment acknowledged and noted.
- F** — [Comment acknowledged, and concerns regarding the Southwestern willow flycatcher are noted.
- G** — [Comment is acknowledged. Since the time of the release of the Draft Environmental Impact Statement, the proposed habitat has been revised, and this change is reflected in the Final Environmental Impact Statement in Section 3.11.3.2, *Protected Species*, under *Threatened and Endangered Species*, *Yellow-billed Cuckoo*.

COMMENT

Source: Letter attachment

Comment No. **A-04**

Agency: U.S. Department of the Interior (Janet Whitlock)

western yellow-billed cuckoos are a migratory species, could rarely or temporarily occur along the corridor.

Yuma Ridgway's Rail

H

The DEIS correctly indicates that the Yuma Ridgway's rail may occur at Picacho Reservoir; however, the volume of water that is currently being directed into the reservoir is inadequate to create suitable rail marsh habitat, and no other suitable habitat is known to occur in the NSCS study area.

Other Special Status Species

Sonoran Desert Tortoise

In 2015, FWS removed the Sonoran Desert tortoise from the threatened and endangered species candidate list (80 FR 60321); however, ADOT is a signatory to a Candidate Conservation Agreement (CCA) for the tortoise, issued in May 2015. Pursuant to that agreement, in Chapter 3.11.4 of the DEIS, ADOT indicates it will honor its commitments under the CCA.

I

We acknowledge ADOT's commitment to tortoise conservation, but take issue with its evaluation of impacts to the tortoise resulting from the proposed action. In Chapter 3.11.4, page 3-134, the DEIS indicates that suitable tortoise habitat would be removed by all Segment 3 action corridor alternatives, and argues that construction of any alternative would not affect tortoise populations or viability because the area where suitable habitat occurs is highly fragmented and isolated. On the contrary, the new highway will further fortify existing barriers to tortoise movements and genetic exchange among regional tortoise populations and increase vehicle strikes and illegal collection.

Rare Plants

J

The DEIS discussion of rare or special status plant species is limited. Table 3.11.3, which lists special status species, other than those listed under the ESA, lists just two rare plants that are likely to occur in the study area. Yet, we know of up to eight rare plants that occur in or near the study area (that list is available upon request), including the endangered Acuña cactus (*Echinomastus erectocentrus* var. *acunensis*), which occurs near Florence Junction (we are not sure why this species did not appear on the IPAC report provided to ADOT in 2017). In the DEIS, ADOT discusses mitigation strategies for rare plants in general terms, including the statement provided above to the effect that rare plants will be salvaged within the build corridor. How these plants will be salvaged and their disposition after salvaging are not discussed. FWS cautions ADOT that transplanting is not typically supported as a mitigation measure for threatened and endangered and special status plants because transplanting often results in the death of individual plants.

Bald and Golden Eagles

The DEIS indicates that suitable breeding habitat for bald eagles (*Haliaeetus leucocephalus*) and golden eagles (*Aquila chrysaetos*) does not occur in the study area. In general, we agree with those determinations. In Arizona, golden eagles typically nest in mountainous areas; however bald eagles may nest in areas that were once considered marginal for this bird. Recent nesting

COMMENT RESPONSE

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H — [Comment is acknowledged.

I — [Comment is acknowledged; with regard to the Sonoran desert tortoise, refer to comment Response A-07 (D). As suggested, the text has been updated to include additional information on the Sonoran desert tortoise (including a brief description, with background information on the current status of the species), which may be found in the Final Environmental Impact Statement in Section 3.11.3.2, *Protected Species*, under *Threatened and Endangered Species, Sonoran Desert Tortoise*.

J — [Added text to 3.11.3.2 on the acuna cactus, and added the two additional special status plants to Table 3.11-3.

COMMENT

Source: Letter attachment

Comment No. **A-04**

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attempts by bald eagles in a lone tree next to a golf course in Phoenix is a case in point. Both bald and golden eagles migrate and winter across vast areas within Arizona and are known to be attracted to and scavenge road killed carcasses, increasing their risk to be hit by vehicles.

ANALYSIS OF TIER 1-LEVEL DETERMINATIONS

One risk of a tiered NEPA process is that a recommended or preferred corridor alternative will advance to Tier 2 based on inadequate data. We conclude that this is not the case with the NSCS, with one exception—rare plants. Overall, we are satisfied that ADOT and FHWA have adequately addressed the questions of what wildlife and other biological resources occur within the NSCS study area, and in general how adverse effects to those resources can be mitigated and reduced to acceptable levels. We acknowledge that in most cases specific mitigation strategies must await the preconstruction surveys, including protocol surveys for listed species that will occur during Tier 2.

Rare plants, on the other hand, may be widespread within the study area and may occur in any of the action corridor alternatives. Without pre-Tier 2 surveys, it is impossible to predict how up to eight rare plant species are distributed across the study area and to what extent those species will be affected. Accordingly, any selected alternative identified in the ROD that advances to Tier 2 presents serious challenges to whether ADOT and FHWA can adequately mitigate adverse species impacts. In the case of rare plants, including an endangered cactus, ADOT and FHWA’s Tier 1-level analysis has likely not provided the level of detail needed to fully inform decision making on expected impacts of the proposed action.

CONCLUSIONS AND RECOMMENDATIONS

- From a wildlife perspective, Alternative 1, which includes action corridor alternatives W1a, W2a, W3, and W4, is the alternative preferred by FWS. This corridor, overall, will have the fewest adverse impacts to wildlife and other biological resources.
- At the least, we recommend that action corridor W4 replace E4 in the selected alternative, as this alternative would be co-located with SR 87. This would reduce the loss of agricultural lands important to wildlife from the proposed action.
- We recommend that ADOT and FHWA conduct pre-Tier 2 studies/survey of threatened, endangered, and special status plant species in all or most action corridor alternatives in Alternative 1 and Alternative 7 to determine the occurrence and distribution of rare plants and to assess likely impacts.

COMMENT RESPONSE

Comment No. **A-04** | Page 9 of 11

K

Your alternative preference has been noted; for the reasons outlined in Chapter 6, *Evaluation of Alternatives*, the Preferred Alternative was determined to be the Selected Alternative.

L

An inquiry regarding special-status plant species known to occur in the study area was made through the Arizona Game and Fish Department online review tool. The data provided from that review were included in Section 3.11, *Biological Resources*, of the Draft Environmental Impact Statement. Plants that are thought to be located within the study area but are not discussed were not included in the species inquiry provided by the review tool because they are not Species of Greatest Conservation Need. The additional information on rare or special-status species thought to occur in the area was reviewed, and the two species listed as salvage restricted in Arizona were added. The additional species provided were either not listed as a special-status species or were not known to occur in the study area.

COMMENT

Source: Letter attachment

Comment No. **A-04**

Agency: U.S. Department of the Interior (Janet Whitlock)

| Cmt # | Chapter | Page | Comment |
|-------|------------------|-------------|---|
| 1. | Chapter 2 | | It appears that any alternative that considers E1a or E1b in segment (1) was not ground truthed. This route diagonally crosses the CAP and the Magma Arizona Rail Road bridge just above segment (2). On the east side of the CAP, just north of the tracks is a tall, earthen flood control berm known as Sonoqui Dike that is approximately 20 feet tall (per plan and profile drawings). This is also mitigation lands for the construction of the CAP, as well as additional storage capacity for drainage within the impoundment area. The Crossing would need to maintain 14-foot 6-inch clearance over the dike O&M Rd. Need to maintain same clearance over the canal O&M roads no matter where they cross the canal. Need minimum of 12-foot clearance over the CAP trail on canal right. Crossing of the canal needs to be between 70 and 90 degrees to the canal. Crossing cannot impact storage capacity. The W1b connection to the 60 is also surrounded by Reclamation property. W1a/b in Segment 1 also parallels the CAP for many miles as well as E3a/c in Segment 3. Having a major highway route so close to the water supply for southern Arizona, as well as proposed trails for the citizens may harm the water quality and future CAP trail experience for the public. |
| 2. | Chapter 3 part 1 | Table 3.2-6 | There is no mention of impacts to the CAP or Reclamation mitigation properties from this route in segment (1) E1a or E1b. The CAP trail is also part of the Pinal County Open Space and Trails Master Plan. The CAP trail is a potential 4f property. |
| 3. | Chapter 3 part 2 | Page 113 | States the following: 3.10.4.2 Action Corridor Alternatives. In Segment 1, the Eastern Alternatives would cross Queen Creek upstream of the CAP Canal, with no noticeable distinction between the E1a and E1b Alternatives when considering the anticipated ground conditions that would be encountered. (No mention of the berm.) |
| 4. | Chapter 3 part 2 | Page 119 | Missing from the mammalian species list is the mountain lion (<i>Puma concolor</i>), and Desert bighorn sheep (<i>Ovis canadensis nelsoni</i>). We have photos showing that they use the CAP wildlife crossings in segment 4. |
| 5. | Chapter 3 part 2 | Page 119 | Agricultural Lands: SCIDD is not the only irrigation district that may be impacted by this project. The eastern segments will impact HIDD and CAIDD. The western segments may impact NMIDD and QCID irrigation districts under Reclamation jurisdiction. Another one impacted on the eastern segments is the Sun Valley Farm units that are not affiliated with Reclamation. These lateral water lines would have to be piped and/or relocated. |
| 6. | Chapter 3 part 2 | Page 120 | Wildlife connectivity: There are numerous wildlife crossings across the CAP. There are 5 crossings between interstate 10 and the pumping plant to the north skirting around the Picacho Mountains. There is another wildlife crossing adjacent to the Picacho reservoir and another just south of the Coolidge Airport. There are 2 more above Florence and also at the siphon. |
| 7. | Chapter 3 part 2 | Page 130 | 3.11.4.2 The CAP canal is not entirely an existing constraint to wildlife movement. |

M

N

O

P

Q

R

S

COMMENT RESPONSE

Comment No. **A-04** | Page 10 of 11

- M** — The 1,500-foot Preferred Corridor Alternative is wider than an actual freeway alignment. An alignment, defined in the Tier 2 phase, would potentially minimize the skew of crossings of the Central Arizona Project Canal and railroad. Impacts on trails at crossings would need to be mitigated in all instances.
- N** — The Central Arizona Project Canal and mitigation lands would either be spanned and avoided, or the Tier 2 phase would identify other mitigation measures for any impacts as part of the facility design. Trails and historic linear features (such as canals) would be spanned, and efforts would be made to avoid and or mitigate impacts with the construction of a facility.
- O** — We appreciate the comment. The Sonoqui Dike is mentioned in Section 3.12.3, *Affected Environment*. There is no difference because the E1a and E1b Alternatives are concurrent at this location, but the commenter is right to point this out. Reference to the dike was added to the Environmental Consequences discussion. The Preferred Alternative would need to be designed in the Tier 2 phase, such that impacts on this structure would be mitigated.
- P** — Thank you for bringing this to our attention. The suggested changes have been applied to the text.
- Q** — The text was revised to add “and other irrigation districts” after “San Carlos Irrigation Project.” This section focuses on discussing biological resources, rather than providing a detailed discussion of the irrigation districts.
- R** — We updated the text to reflect that the Central Arizona Project Canal is not entirely a constraint to wildlife movement, and we included the locations of the crossings provided.
- S** — We changed the text from “CAP Canal is an existing constraint ...” to “CAP Canal poses some existing constraints ...”

COMMENT

Source: Letter attachment

Comment No. **A-04**

Agency: U.S. Department of the Interior (Janet Whitlock)

T []
U []
V []
W []

| Cmt # | Chapter | Page | Comment |
|--------------|-----------------------|------------------------------------|---|
| 8. | Chapter 3 part 2 | Page 131 | The CAP has many wildlife crossings as well as road crossings. No new crossings would be possible across the CAP canal. Linking future wildlife crossings, road crossings and trail crossings across the canal and the freeway need to be addressed where they propose to parallel the CAP canal. |
| 9. | Chapter 4, Appendix D | Page 12-13 Biological resources | For wildlife connectivity, underpasses or overpasses need to be considered for wildlife. The highway would have to be fenced to funnel wildlife onto these locations. |
| 10. | Appendix D | | Missing from the list is mitigation for the loss of irrigation canals, pipes and facilities. Many would have to be relocated. |
| 11. | Appendix L | Table L-1 | 115 Kv Overhead running along Hanna Rd alignment crossing Hwy 87 is a BOR line and part of the CAP ED2 to Saguaro system. |
| 12. | | | |

COMMENT RESPONSE

Comment No. **A-04** | Page 11 of 11

- T** — We modified the text to indicate crossings “could potentially be linked at locations that parallel suitable crossings occurring along the CAP Canal and other locations, such as trails and other crossings.”
- U** — Thank you for your comment. Wildlife connectivity would be further evaluated during the Tier 2 process when wildlife crossings and fencing can be considered in connection with the preferred alternative. At this early stage, it is not possible to determine the feasibility of potential crossings or fencing since the proposed project has not been designed.
- V** — The Tier 1 study does not include design and, therefore, cannot assess the impact to these facilities (which are documented in Appendix L, *Utility Information*). The Tier 2 phase would develop the specific design of the facility, at which time the impact to canals, pipes, facilities, and other infrastructure would be avoided, minimized, and or mitigated.
- W** — Appendix L, *Utility Information*, will be updated to address this comment.

COMMENT

Source: Letter attachment

Comment No. **A-05**

Agency: U.S. Environmental Protection Agency (Clifton Meek)



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 9**

75 Hawthorne Street
San Francisco, CA 94105-3901

October 28, 2019

Paul O'Brien
Administrator, Environmental Planning
Arizona Department of Transportation
206 South 17th Avenue, MD 100A
Phoenix, AZ 85007

Subject: Draft Tier 1 Environmental Impact Statement for the North-South Corridor Study, Pinal County, AZ (CEQ# 20190214)

Dear Mr O'Brien:

Thank you for the opportunity to review the Draft Tier 1 Environmental Impact Statement (DEIS) for the North-South Corridor Study. Our review was completed pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and Section 404 of the Clean Water Act. EPA's comments are directed to ADOT per assumption of National Environmental Policy Act responsibilities from Federal Highway Administration. We note that effective October 22, 2018, EPA no longer includes ratings in our comment letters. Information about this change and EPA's continued roles and responsibilities in the review of federal actions can be found on our website at: <https://www.epa.gov/nepa/epa-review-process-under-section-309-clean-air-act>.

The DEIS identifies a new 55-mile freeway corridor between US 60 in Apache Junction and Interstate 10 near Eloy in Pinal County, Arizona. The freeway would also connect with State Route 24 in Queen Creek. The purpose of the proposed action is to enhance the area's transportation network to accommodate existing and future populations, improve access to future activity centers, improve regional mobility, provide an alternative to avoid traffic congestion on Interstate 10, improve north-to south connectivity, and integrate the region's transportation network.

Throughout programmatic analysis for the North-South Corridor Study, EPA has provided written and verbal feedback to the Arizona Department of Transportation (ADOT) during monthly Cooperating Agency meetings and at multiple coordination points, including comments provided on the project Purpose & Need (July 7, 2017), Tier 1 EIS Evaluation Criteria (September 7, 2017), and Administrative DEIS (April 1, 2019). The extensive early coordination on the development of this DEIS has resulted in the early identification and resolution of many concerns raised by EPA, as well as the addition of valuable information to the environmental document. We are particularly encouraged by the additional discussion provided in Chapter 3.12 regarding the significance of ephemeral and intermittent streams in the study area, and a commitment at the Tier 2 phase to avoid impacts through the use of spanned crossings. Further, we appreciate ADOT's commitment to facilitate implementation of wildlife

COMMENT RESPONSE

Comment No. **A-05** | Page 1 of 3

Comments in this letter have been addressed on the following pages.

COMMENT

Source: Letter attachment


Comment No. **A-05**

Agency: U.S. Environmental Protection Agency (Clifton Meek)

connectivity studies prior to initiation of Tier 2 projects. This is crucial given the 2-4-year timeline required to collect and analyze sufficient data before draft project design begins to limit options for mitigation.

We thank ADOT for working so closely with our agency throughout development of the DEIS, and look forward to continued coordination as we strive to further avoid and minimize impacts to environmental resources. We provide the attached detailed comments for consideration as you begin to prepare the Final Tier 1 EIS (FEIS). When the FEIS for this project is available for review, please provide a copy to Clifton Meek, the lead reviewer for this project, at the same time the FEIS is formally filed online. Mr. Meek can be reached by phone at 415-972-3370 or by email at meek.clifton@epa.gov.

Sincerely,



Connell Dunning, Acting Manager
Environmental Review Branch
Tribal, Intergovernmental & Policy Division

Enclosures: EPA's Detailed Comments

Cc via email:

Jay van Echo, Arizona Department of Transportation
Asadul Karim, Arizona Department of Transportation
Katie Rodriguez, Arizona Department of Transportation
Jesse Rice, U.S. Army Corps of Engineers
Cheri Boucher, Arizona Game & Fish Department
Bob Lehman, U.S. Fish and Wildlife Service

COMMENT RESPONSE

Comment No. **A-05** | Page 2 of 3

Comments in this letter have been addressed on the following pages.

COMMENT

Source: Letter attachment

Comment No. **A-05**

Agency: U.S. Environmental Protection Agency (Clifton Meek)

EPA DETAILED COMMENTS ON THE NORTH SOUTH CORRIDOR STUDY DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT, PINAL COUNTY, ARIZONA – OCTOBER 28, 2019

Indirect Impacts of the North-South Corridor

EPA is concerned about the extensive indirect impacts to environmental resources that are likely to result from construction of a future North-South Corridor given that the identified preferred alternative directly fragments large blocks of intact habitat. EPA appreciates the commitments made throughout the EIS to collaborate with local jurisdictions, resource agencies and private stakeholders to ensure indirect impacts are avoided and minimized through context-sensitive design and preservation of habitat and wildlife connectivity. However, it is important at the Tier 1 phase to provide a more concrete vision for how indirect impacts can be addressed, both to shape discussions with stakeholders as well as to ensure options for mitigating indirect impacts remain viable at the Tier 2 stage. While ADOT may not be the responsible party for mitigating all indirect impacts, NEPA requires that all relevant, reasonable mitigation measures be identified, even if they are outside the jurisdiction of the lead agency (See *40 Most asked Questions Concerning CEQ's National Environmental Policy Act Regulations*).

Recommendations for the FEIS:

- Outline a clear vision for how indirect impacts to environmental resources can be mitigated in the project study area. We recommend referencing the history of the Arroyo Grande Wildlife Linkage and Oracle Road (SR-77) Wildlife Crossings and identifying how similar large-scale efforts could be viable within the North-South Corridor study area.
- Include additional detail on the long-term planning efforts that exist within the project area (e.g. Superstition Vistas Steering Committee) that could provide a venue for discussions regarding funding and implementation of large-scale mitigation strategies for indirect impacts to environmental resources. Identify the specific state and local jurisdictions, resource agencies, and landowners that must be engaged to cooperatively plan development and ensure that indirect impacts are avoided and minimized throughout the study area.

Access Management on Existing Highways

EPA continues to recommend that improved access management and other operational improvements on existing highway facilities be considered in tandem with this study in order to address current and future mobility needs in the project area. EPA is not suggesting these actions as an alternative to the proposed action, but rather as actions that should be addressed concurrently with the proposed action in order to meet the project purpose. Future development plans detailed in the EIS identify residential and other development extending north beyond US 60, west beyond SR 79 and south beyond Interstate 10. As the purpose of this study is to improve regional mobility and enhance the area's transportation network to accommodate future populations, it is important that protections be put in place to avoid degradation of the area's existing transportation network. This degradation has already occurred on US 60 in the northeast portion of the study area, where a lack of access management continues to be a challenge and led to the need for studies of a US 60 Bypass.

Recommendations for the FEIS:

- Identify how access management and/or operational improvements will be addressed on existing highway facilities (SR 79, US 60, SR 87, and SR 287) in the project area in order to avoid further transportation system degradation.
- Identify whether any existing highway facilities can be converted to high capacity freeway facilities in order to accommodate future populations and reduce the need for additional new freeway construction.

COMMENT RESPONSE

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A

Referenced documents were reviewed; however, it is not believed that at the Tier 1 level, for the study area, that similar efforts are warranted. At the Tier 2 level, should more detailed environmental studies be conducted, the Arizona Department of Transportation will consider them.

B

The Arizona State Land Department owns the majority of land in the study area (52 percent). The Arizona Department of Transportation's intent to stay engaged with the Superstition Vistas Steering Committee is noted in Section 3.2.5, *Potential Avoidance, Minimization, and Mitigation Strategies*, of the Draft Environmental Impact Statement. Pinal County and local jurisdictions are currently engaged in the planning process as participating agencies, and will continue to be important participants as the study advances to the Tier 2 phase.

C

None of the routes noted by the commenter are fully access-controlled facilities. In rural areas of Arizona, state highways provide through routes for travel and commerce while also accommodating local trips and access. For many rural residents, primary property access is provided by these rural highways. During the Eloy public hearing, a resident stated that farm tractors and trailers routinely use State Route 87, and locating an access-controlled highway on this route would severely hinder the ability to access farmland in the area.

Urbanization occurs in these areas typically through large master-planned communities. These developments are permitted through local jurisdictions or Pinal County (for unincorporated areas). Each of these jurisdictions requires impact studies to assess and mitigate the impacts resulting from development, including detailed traffic impact assessments.

Permits are required for driveways accessing the state right-of-way. Encroachment permits are issued by the Arizona Department of Transportation district offices where the encroachment would occur; for most of the state highways in the study area, this would be the Southcentral District (<https://azdot.gov/business/permits/encroachment-permits>).

In addition, construction and access must comply with the Arizona Department of Transportation's traffic control standards through an approved traffic control plan. The level of review (such as a traffic impact assessment) is determined by the district office, and increases with the level of activity planned.

The North-South Corridor is intended to be a fully access-controlled facility, unlike the existing state highways that would continue to provide local access.

D

Existing highway facilities were considered in the development of alternatives. The only north-to-south aligned state highway in the study area is State Route 79, which is on the far eastern edge of the northern portion of the study area. South of Florence, it is aligned northwest-to-southeast, and exits the study area to the east at about the Randolph Road alignment. In Florence, where the route is closest to the alternatives evaluated, it operates as a local road, with numerous driveways accessing the route. Converting State Route 79 to an access-controlled facility would require collector-distributor roads through Florence, substantially affecting the businesses that operate along the route today.

COMMENT

Source: Email

Comment No. **A-06**

Agency: Arizona Department of Emergency and Military Affairs
(Dorena Coleman)

From: **Dorenda Coleman** <colemamd@emo.azdema.gov>
Date: Fri, Sep 20, 2019 at 12:29 PM
Subject: Arizona Army National Guard North/South Corridor Study Comments
To: northsouth@azdot.gov <northsouth@azdot.gov>

A

Thank you for allowing us the opportunity to makes comments on ADOT’s preferred segment for the North/South Corridor. While most of the segments work with our installations we are concerned about segment E3 b/d. Using your distance application it shows it only being 4.00 miles from Florence Military Reservation. We are concerned about the “what follows”. Buffers, exits, new development around that area that would creep closer and potentially impact our mission on the west side of highway 79.

B

Our preferred segment for that area only would be the western route, W2b and W3. We are agreeable to the other choices; E1b, E1 a/b, E2a/b, E3 a/b and E4.

Please let me know if you have any questions. Thank you for your time.

Respectfully,

Dorenda Coleman

Planning, Outreach & Encroachment Manager

Arizona Army National Guard (AZARNG)

5636 East McDowell Road, Phoenix, AZ 85008

(w) (602) 629-4261 | (c) (602) 540-6606

[Colemand@emo.azdema.gov](mailto:colemamd@emo.azdema.gov)

COMMENT RESPONSE

Comment No. **A-06** | Page 1 of 1

A

The agency's concerns regarding growth in vicinity of the Florence Military installation is acknowledged. The North-South Corridor Study is meant to respond to existing and planned development in Pinal County. Much of the area is currently planned for development. Refer to Figure 3.2-6 in the Final Environmental Impact Statement and Record of Decision, which shows future land use in 2040 under the action corridor alternatives.

B

Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Letter attachment

Comment No. **A-07**

Agency: Arizona Game and Fish Department (Cheri Boucher)



October 22, 2019

Carlos D. Lopez, PE
Arizona Department of Transportation
Multimodal Planning Division
206 S. 17th Avenue
Mail Drop 310B
Phoenix, AZ 85007

Re: **AGFD Comments on the FHWA-AZ-EIS-19-02-D, Tier 1 Draft Environmental Impact Statement for the North-South Corridor Study, U.S. Route 60 to Interstate 10, Pinal County, Arizona project (Federal Highway Administration and ADOT; September 2019)**

Dear Mr. Lopez:

The Arizona Game and Fish Department (Department) has a key role in the conservation of wildlife populations and the habitats upon which these species rely in trust for the use and enjoyment of Arizona's citizens. The Department also views and supports projects such as the North-South Corridor Study as an important component of this state's economic development. These two positions are compatible with each other so long as planning avoids, to the extent practical, adverse impact to environmental components and where impacts are unavoidable, effective mitigation is in place to offset impacts.

The Department has reviewed the Federal Highway Administration (FHWA)/Arizona Department of Transportation's (ADOT's) Public Draft Tier I Environmental Impact Statement (DEIS) for the North-South Corridor Study. The Department offers the following comments and recommendations on the DEIS:

- A**
1. **Section 3.4:** Outdoor recreation accounts for a significant contribution to Arizona's economy, which should be reflected in Section 3.4 of this DEIS. There is no analysis of the economic impacts to tourism and recreation, specifically the outdoor and wildlife-related recreation that occurs in almost all of the Segments, including those running through agricultural crop lands (wildlife viewing and small game hunting) and native desert (hiking, wildlife viewing, OHV riding, hunting, etc.). Outdoor and wildlife-related recreation should be included in the economic analysis, including data from the following sources:

- *The Economic Benefits of Open Space and Trails in Pinal County, Arizona*
http://www.pinalcountyyaz.gov/OpenSpaceTrails/Documents/PinalCountyReport_final_lo_June%202014.pdf

COMMENT RESPONSE

Comment No. **A-07** | Page 1 of 4

A

Section 3.4, *Economics*, of the Draft Environmental Impact Statement references ecotourism; however, the impacts are not estimated because they represent a relatively small portion of total revenues for the communities affected. Improving transportation in the region may benefit ecotourism through better access; however, the economic analysis focused on land use conversions, since these impacts would occur with any of the action corridor alternatives, or with the No-Action Alternative.

COMMENT

Source: Letter attachment

Comment No. **A-07**

Agency: Arizona Game and Fish Department (Cheri Boucher)

Mr. Carlos D. Lopez, PE

AGFD Comments on the North South Corridor Tier 1 Public Draft EIS

Page 2

A

- *Economic Contributions to Wildlife Viewing to the Arizona Economy: A County-Level Analysis*
https://wrrc.arizona.edu/sites/wrrc.arizona.edu/files/TAS_Economic%20Contributions%20of%20Wildlife%20Viewing%20to%20the%20Arizona%20Economy.pdf
- *2016 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation*
https://wsfrprograms.fws.gov/subpages/nationalsurvey/nat_survey2016.pdf

B

2. **Section 3.4.4.2:** Wildlife-based recreation is considered part of the tax base and should be added to this section.
3. **Section 3.5:** Although not limited to a specific facility, outdoor/wildlife-related recreation should be acknowledged within the DEIS, as it accounts for a significant contribution to Arizona’s economy, which should be reflected in Section 3.4 of this DEIS. Outdoor and wildlife-related recreation that occurs in almost all of the Segments, including those running through agricultural crop lands (wildlife viewing and small game hunting) and native desert (hiking, wildlife viewing, OHV riding, hunting, etc.).

C

4. **Section 3.11.3.1 Wildlife Connectivity:** The statement in the second paragraph that “The Ironwood-Picacho wildlife linkage corridor constitutes the only mapped AGFD wildlife corridor in the study area” is incorrect. Much of the project area has also been identified as a “Landscape Movement Area” by *The Pinal County Wildlife Connectivity Assessment: Report on Stakeholder Input (2013)*. Please incorporate information from this report into the maps and the narrative.

D

5. **Section 3.11.3.2 Protected Species:** Although the Sonoran desert tortoise is not listed under the Endangered Species Act (ESA), it receives a higher level of protection than most of the SCGN species, due to the Sonoran desert tortoise Candidate Conservation Agreement, of which ADOT is a signatory. The Sonoran desert tortoise should be discussed in greater detail, similar to the species discussions for the ESA listed species.

E

6. **Section 3.11.4.2:** The second sentence suggests that habitat fragmentation, even east of the CAP canal within a large tract of undeveloped land, would be limited; however, significant habitat fragmentation of habitat east of the canal would occur from the eastern alternatives. Revise the second sentence to read, “The overall effect of increased fragmentation would be lessened west of the canal, because existing agricultural fields, urban and rural development, roadways, railroads, and engineered hydrologic networks already bisect and cover widespread portions of the Corridor and vicinity (Figure 3.11-1).”

F

7. **Section 3.11.4.2, Page 3-131, Paragraph 4:** Wildlife and their habitat would also be affected by artificial lighting and water runoff associated with general operation of the highway. Revise the second sentence to read “Following construction, habitat quality adjacent to the roadway may be reduced because of increased disturbance from human activity, noise, lighting, runoff of roadway pollutants, and reduced air quality attributable to vehicular emissions.”

COMMENT RESPONSE

Comment No. **A-07** | Page 2 of 4

- A** — [See previous page for Comment response to comment A.
- B** — [Your comment is noted. It is difficult to quantify the price premium of impacts on such recreation within the study area, which makes it challenging to reach conclusions about the expected tax contributions. Land used for wildlife-based recreation is public and, like park land and open space, is not taxable. This section did not attempt to quantify all tax revenue; land that is taxable is the focus.
- C** — [The text and Figure 3.11-1, *Biological resources*, were updated to include the areas mapped as landscape movement areas in the Pinal County Wildlife Connectivity Assessment report.
- D** — [As suggested, the text has been updated to include additional information on the Sonoran desert tortoise. This includes a brief description, with background information on the current status of the species.
- E** — [Thank you for your comment. The text was revised in accordance with this recommendation.
- F** — [Thank you for your comment. The text was revised in accordance with this recommendation.

COMMENT

Source: Letter attachment

Comment No. **A-07**

Agency: Arizona Game and Fish Department (Cheri Boucher)

Mr. Carlos D. Lopez, PE

AGFD Comments on the North South Corridor Tier 1 Public Draft EIS

Page 3

8. Section 3.11.5 and Appendix D: While many species- and site-specific analyses are appropriate under a Tier 2 level analysis process, the decision to identify a single 1,500-foot wide and 56 to 60-miles long corridor (combined SR24, Eb1, E2a, E3b, E4) has landscape-level implications for habitat fragmentation, habitat loss, wildlife movement, and wildlife related recreation may not meet the intent of NEPA. The Tier 2 analysis will refine the 1,500-foot corridor down to a 400-foot right-of-way which could result in direct impacts to over 1,450 acres of native habitats (400-foot width by approximately 30 miles of new infrastructure). Impact avoidance and minimization measures alone will not be adequate to mitigate the landscape-scale cumulative loss and degradation of habitat. Therefore, a clear acknowledgment is needed that mitigation for habitat loss throughout the corridor, through a combination of habitat preservation and acquisition, is an appropriate mitigation strategy (*See 23 CFR 777.5* - FHWA policy permits the expenditure of federal funds by FHWA and State DOTs for habitat mitigation, including establishment of wetlands and acquisition of lands).

G

Arizona Game and Fish Commission Policy A1.9 and Department Policy 12.3 states the Department shall seek compensation at a 100% level, when feasible, for actual or potential habitat losses resulting from land and water projects. FHWA's policy authorizing the expenditure of federal Title 23 funds for compensatory mitigation is consistent with the Commission's Policy for compensating for project-related loss of wildlife habitat. A *Preliminary Mitigation Plan* should be developed in consultation with the Department that identifies key corridor areas and strategies to focus habitat mitigation efforts prior to and during Tier 2 implementation. This Plan can focus on maintaining or enhancing key wildlife linkages and movement areas; vegetation restoration/habitat preservation for special status species; invasive, non-native vegetation control/abatement; runoff and erosion prevention, limiting introduction of nutrients and pollutants and fire abatement strategies for areas identified as high occurrence and/or risk. In addition, key elements of the *Preliminary Mitigation Plan* should be included within the Tier 1 Record of Decision (ROD).

9. Section 3.11.5: Temporary construction impacts and indirect impacts should be included with the other impacts discussions in Section 3.11, instead of being pulled out as a separate analysis. The only way to adequately understand the full scope of impacts to any one resource is to evaluate these impacts as a whole; pulling temporary construction and indirect impacts into separate sections isolates the discussion and does not allow the full impacts to be evaluated in their entirety.

H

10. Appendix I: The Arizona Online Environmental Review Tool report (ERT report) presented in Appendix I is outdated. The Department provided an updated ERT report in April of 2019; this update report, or one created more recently by ADOT or HDR, should replace the outdated report in Appendix I.

I

COMMENT RESPONSE

Comment No. **A-07** | Page 3 of 4

G

Comment noted. According to the discussing during a meeting with the Arizona Department of Transportation, Federal Highway Administration, and Arizona Game and Fish Department, we updated the language here to reflect ongoing coordination to develop mitigation strategies, specifically once funding has been initiated for a Tier 2 analysis.

H

Comment noted; additional mitigation measures were added to various sections, as well as Chapter 4, *Indirect and Cumulative Impacts* (refer also to comment Ref# 40 and 43). Additionally, all of the proposed avoidance, minimization, and mitigation strategies have been summarized and are included in Appendix D, *Summary of Avoidance, Minimization, and Mitigation Strategies*. Please note, the approach to address indirect and cumulative impacts in a separate chapter is following Arizona Department of Transportation and Federal Highway Administration guidance on this topic. Temporary construction impacts (addressed in Section 3.18) can be more descriptively addressed at Tier 2, when specific alignment(s) are being evaluated.

I

Thank you, the Arizona Online Environmental Review Tool report was accessed and run during the final preparation of the document, and an updated report is included in Appendix I, *Biological Resources Information*.

COMMENT

Source: Letter attachment

Comment No. **A-07**

Agency: Arizona Game and Fish Department (Cheri Boucher)

Mr. Carlos D. Lopez, PE
AGFD Comments on the North South Corridor Tier 1 Public Draft EIS
Page 4

The Department looks forward to continuing collaboration with FHWA and ADOT on this important transportation project. If you have any questions or wish to further discuss our comments and concerns, please contact Cheri Bouch er at cboucher@azgfd.gov or 623-236-7615.

Sincerely,



Clayton Crowder
Branch Chief, Habitat, Evaluation, and Lands Branch

cc: Michael LaBianca, HDR Project Manager
Clifton Meek, US EPA
Robert Lehman, USFWS

AGFD #M19-09094143

COMMENT RESPONSE

Comment No. **A-07** | Page 4 of 4

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Online

Comment No. **A-08** Agency: Arizona House of Representatives (David Cook)

From: [ADOT](#)
To: [ADOT NSCS](#)
Subject: Form submission from: North-South Corridor Study Comments
Date: Tuesday, October 1, 2019 2:16:14 PM

NORTH-SOUTH CORRIDOR STUDY

DEIS COMMENTS

Comments: **North-South Corridor Team c/o ADOT
Communications
1655 W. Jackson St., Mail Drop 126F
Phoenix, AZ 85007**

Re: Draft Tier 1 Environmental Impact Statement

Thank you for the opportunity to comment on the Draft Tier 1 Environmental Impact Statement for the North-South Corridor Study released on September 6, 2019. Improving regional connectivity, addressing the lack of capacity, and improving access to future activity centers in the growing area of the Sun Corridor is of the utmost importance to me and the constituents I represent.

However, selection of the E1b Alternative as the preferred action corridor alternative in Segment 1 does not serve the economic or transportation interests of my constituents but rather is a road through undeveloped State Trust Lands. I urge the Arizona Department of Transportation to reexamine the selected preferred corridor for Segment 1 to ensure the route determined considers the extensive work the Town of Queen Creek has already undertaken with land developers, future land use patterns, and would service unincorporated San Tan Valley to alleviate congestion.

On November 7, 2017, the voters of Pinal County approved Proposition 416, establishing the Pinal Regional Transportation Plan that includes

A

B

C

COMMENT RESPONSE

Comment No. **A-08** | Page 1 of 3

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [These factors were taken into consideration when selecting the Preferred Alternative for Segment 1 of the study area. See Chapter 6, *Evaluation of Alternatives*, of the Draft Environmental Impact Statement.
- C** — [Refer to FAQ: Pinal Regional Transportation Authority Alignment.

COMMENT

Source: Online

Comment No. **A-08** Agency: Arizona House of Representatives (David Cook)

C

various projects of key importance to the future growth and economic development of Pinal County and local municipalities. One of the key projects within the Plan is the North-South Freeway Corridor.

However, the selected E1b Alternative as the preferred action for Segment 1 differs from the alignment integrated into the map of the Pinal Regional Transportation Plan as approved by the voters.

In tandem, the voters approved Proposition 417, agreeing to a funding mechanism for the North-South Freeway Corridor and other projects within the Pinal Regional Transportation Plan. However, the proposed preferred action corridor may not provide a reasonable benefit to the voters who approved the funding mechanism. An analysis of the intended transportation impacts over the course of the next 20 years would show a significantly greater return of investment for the W1a Alternative south of the State Route 24.

D

The W1a Alternative performed better in modeling due to its proximity to population and employment centers. Additionally, in terms of economic development impact, selection of the W1a Alternative would be considerably more substantial with the population growth and anticipated projections for the 2020 Census. For example, the Maricopa Association of Governments predicts that the population projections for 2030 and 2050 to double over the next 34 years, making the population in San Tan Valley at 119,186 and 157,860 respectively. It appears that studies, such as the San Tan Valley Special Area Plan approved in 2018, have not been taken into consideration.

E

F

In closing, I am supportive of the North-South Freeway Corridor, a major route of economic development for Pinal County, but urge reevaluation of the preferred corridor for Segment 1.

Name: **David Cook, State Representative**

COMMENT RESPONSE

Comment No. **A-08** | Page 2 of 3

C — Refer to FAQ: Pinal Regional Transportation Authority Alignment.

D — The San Tan Valley Special Area Plan was not taken into consideration because it was not adopted at the time of the drafting of the Draft Environmental Impact Statement. The plan, now approved by Pinal County, covers the area west of the Central Arizona Project Canal, and does not show an alignment for North-South Corridor. North of Skyline Road, it generally shows the North-South Corridor study area as east of the Central Arizona Project Canal. In the text, it references the North-South Corridor Study 2014 *Alternatives Selection Report* map, which does not show the most current action corridor alternatives developed after the study transitioned to a Tier 1 Draft Environmental Impact Statement in 2016. The North-South Corridor Study also relied on growth projections from the Maricopa Association of Governments and from Pinal County, as documented in its Regionally Significant Routes for Safety and Mobility plan. As further clarification, the Draft Environmental Impact Statement uses a 2040 planning horizon, not 2050.

E — Refer to FAQ: Growth and Traffic Congestion.

F — Refer to FAQ: Consistency with San Tan Valley Special Area Plan.

COMMENT

Source: Online

Comment No. **A-08**

Agency: Arizona House of Representatives (David Cook)

Email: dcook@azleg.gov

This submission came from the ADOT internet website.

Submitted: Tuesday, 1 October, 2019 - 14:16

COMMENT RESPONSE

Comment No. **A-08** | Page 3 of 3

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Public hearing - verbal | Comment No. **A-09** | Agency: Arizona House of Representatives (David Cook)

3 DAVID COOK: Thank you verymuch.
4 I 'm David Cook. I 'm the state representative
5 for this district, District 8, and I appreciate ADOT being
6 here and having these town halls out here. And I
7 appreciated the one in Florence. I was very pleased with
8 the turnout that happened in Florence, but I think that's
9 probably due to the large population near San Tan Valley
10 and Anthem.

11 So when -- I want to just make a few comments
12 here that Frank made. Number one is at your proposed exit
13 over here on I-10 -- and I want to thank the Mayor and Town
14 Councilmen that are in this room, that even here tonight
15 I've heard the same thing; that, you know, the exchange
16 down there that's been built, the new one, it could save
17 probably -- you know, we all know that it's \$28 million for
18 an overpass over the highway. Probably the exchange that
19 you would save would be about \$60 million. I talked to the
20 director today about a lot of the infrastructure that is
21 happening and thanked him for all of that work in District
22 8.

23 But I think you should listen to the local
24 elected officials here. And I'll say it again. You should
25 follow more closely what the plan the voters of Pinal

A

B

COMMENT RESPONSE

Comment No. **A-09** | Page 1 of 3

A

The new State Route 87 interchange with Interstate 10 is a service traffic interchange; a free-flow, system-to-system traffic interchange is necessary for linking fully access-controlled high-capacity roadways. While the State Route 87 service traffic interchange may work as an interim facility, ultimately it would have to be reconstructed and access would need to be configured to allow continued access to existing development.

B

Refer to FAQ: Pinal Regional Transportation Authority Alignment.

COMMENT

Source: Public hearing - verbal | Comment No. **A-09** | Agency: Arizona House of Representatives (David Cook)

B

1 County passed on the tax that they put on themselves to
2 improve this North-South Corridor. And when we talk about
3 it, I said it and I'm going to clarify it, that the highway
4 goes to the Cardinals Stadium over there. We have a
5 football game every day in this county. And the difference
6 in the freeway that goes to the Cardinals Stadium when
7 relevant to there's 2,000 employees that work at the local
8 prisons here in Eloy, we think about the thousands of
9 employees that travel to Florence, and we think about the
10 tens of thousands of people in Queen Creek and San Tan
11 Valley that only have two routes and exits that travel in
12 the North-South Corridor over there.

13 Now, I ran the bill my first year in office
14 to get the Meridian Road opened up over that State land to
15 try to relieve some of that pressure which passed, and I
16 appreciate ADOT's work on that. And I think that there's
17 an East Valley Transit meeting coming up that Senator David
18 Farnsworth and I and Congressman Biggs attend, and I
19 appreciate that senator's work for putting that together,
20 and I think that you should go to those meetings also in
21 the East Valley.

22 The East Valley in this area, in rural
23 Arizona, has been long forgotten. Most of the developments
24 like the I-17 corridor is needed, but only to the fact that
25 in Pinal County we have been hamstrung, and we have not

Griffin Group International

COMMENT RESPONSE

Comment No. **A-09** | Page 2 of 3

B — [Refer to FAQ: Pinal Regional Transportation Authority Alignment.

COMMENT

Source: Public hearing - verbal | Comment No. **A-09** | Agency: Arizona House of Representatives (David Cook)

1 been put on a level playing field, and we have not had the
2 representation probably over the past few years as we've
3 gone through the downturn to bring those highlights here.

4 But I want to tell you what I told the
5 director today. I appreciate you bringing government out
6 to the people. If they choose not to show up and make
7 their voices heard, that's their business, but the fact
8 that you have given them the opportunity and the people in
9 this room that live here to come out and learn about what's
10 happening in their community, that's what we need to do
11 more of.

12 So I appreciate that, and I thank you for
13 your time, and I thank everybody for being here.

COMMENT RESPONSE

Comment No. **A-09** | Page 3 of 3

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Public hearing - verbal | Comment No. **A-10** | Agency: Arizona House of Representatives (David Cook)

1 DAVID COOK: David Cook.
2 I'm Representative David Cook. I was elected
3 to this district over three years ago to represent the
4 people, and I think a lot of times the people get confused
5 that the representative is part of the agency of ADOT or
6 other ones, but it's not. It's to represent them.

7 So first of all, I'd like to apologize to
8 everyone here that when you saw the slide that they had,
9 they started this 19 years ago. And this is the problem
10 with government is that the wheel sometimes just doesn't
11 turn fast enough for us.

12 Now, the voters of this county, they elected
13 to have an election to raise their taxes for North-South
14 Corridor to raise money in this county for a much needed
15 transportation project that the State government was not
16 delivering to them. So then because of a lawsuit from The
17 Goldwater Institute, they were unable to touch the
18 \$24 million dollars sitting in a bank account so they can
19 improve their transportation needs while the State
20 government still continues to build freeways and access to
21 Maricopa County, especially on the west side near Buckeye
22 where the Cardinals Stadium is at.

23 The Florence Prison has been located here
24 since probably statehood. I worked for the Department of
25 Corrections for over 12 years. Great career. We have

COMMENT RESPONSE

Comment No. **A-10** | Page 1 of 3

Comments in this letter have been addressed on the following pages.

COMMENT

Source: Public hearing - verbal | Comment No. **A-10** | Agency: Arizona House of Representatives (David Cook)

A

1 thousands of employees over here. Tens of thousands of
2 inmates over here, and we continue to build and house these
3 inmates over here. But we have got to get people to work.

B

4 San Tan Valley and Queen Creek and Florence
5 and Anthem are getting choked down because we don't have
6 the North-South Corridor to move these people to their
7 jobs. And people leave this area, and it's hard for the
8 prison to get people to work here because of the commute
9 and the time that it takes. And I challenge anyone to go
10 to Ironwood Road and try to head south on San Tan Valley at
11 5:00 o'clock in the afternoon as the traffic is being
12 backed up on 60. And it's dangerous.

13 So I appreciate you coming out here and
14 listening to these people. Something needs to be done.

15 Now, when you talk about your figure, I
16 submitted my formal comments from my elected office today
17 via the Internet by email, but part of that is, is that you
18 don't take into account of the investment and the will of
19 the voters and working with the county government -- and I
20 want to give Pete Rios a shout-out for being here tonight
21 for the same reason I am. We want to represent the
22 constituents that elected us. And out of everything that
23 I've heard here tonight, this person you worked with who
24 worked for the feds. My kids went through their entire K
25 through 12 education while going through NEPA on our

COMMENT RESPONSE

Comment No. **A-10** | Page 2 of 3

A

The commenter is correct in bringing up the substantial number of corrections and County employees in the Florence and Eloy areas. The Preferred Alternative would provide these employees with a fully access-controlled route connecting with State Route 24 and U.S. Route 60 in the north and with Interstate 10 in the south. The additional travel time resulting from the Preferred Alternative (compared with the Western Alternative) is relatively small, and the Eastern Alternative would still provide substantial travel time savings compared with the No-Action Alternative.

B

Refer to FAQ: Existing Development.

COMMENT

Source: Public hearing - verbal | Comment No. **A-10** | Agency: Arizona House of Representatives (David Cook)

1 federal land ranch.

2 Now, that is the problem with government.

3 The one thing I didn't hear is that you were working with
4 the local officials of the Pinal County government or their
5 Regional Transportation Authority. I never heard those

6 buzzwords from you, so what I'm asking of you is to
7 continue to reach out to the public, but also remember the
8 public elects us to do our job for them so they can be at
9 home with their families, and they shouldn't have to be out
10 here doing this. We're grownups. We can solve these
11 problems.

12 And, once again, thanks for being here
13 tonight.

C

COMMENT RESPONSE

Comment No. **A-10** | Page 3 of 3

C — [Refer to FAQ: Pinal Regional Transportation Authority Alignment.

COMMENT

Source: Letter attachment

Comment No. **A-11**

Agency: Arizona House of Representatives (Warren Petersen)

WARREN PETERSEN
MAJORITY LEADER
1700 WEST WASHINGTON SUITE H
PHOENIX, ARIZONA 85007-2844
CAPITOL PHONE (602) 926-4136
TOLL FREE 1-800-352-8404
wpetersen@azleg.gov



COMMITTEES:
RULES
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LEGISLATIVE COUNCIL
JOINT LEGISLATIVE BUDGET
JOINT COMMITTEE ON CAPITOL REVIEW

DISTRICT 12

Arizona House of Representatives
Phoenix, Arizona 85007

October 25, 2019

Director John Halikowski
Arizona Department of Transportation
206 S. Jefferson
Phoenix, Arizona 85007

Re: Concerns with the selection of the proposed North-South Freeway Corridor in the Draft Tier 1 Environmental Impact Statement

Director Halikowski,

A

I wanted to express my concerns with the selection of the most Eastern alternative of the North-South Freeway in Segment 1 in which my constituents of Legislative District 12 reside. The North-South Freeway Corridor is intended to provide much needed North-South connections in this area to mitigate traffic congestion, divert from arterials, service population and generate economic development. For these reasons, this area would have been best served by the Western alternative selection of route W1a/b.

B

The Town of Queen Creek has a population of approximately 52,000 people and the San Tan Valley area has over 100,000 residents. In the next 20 years, the San Tan Valley area will have 129,000 residents. This figure far surpasses that projected by the Superstition Vistas trust lands (served by the Eastern alignment) of 27,000 residents. Additionally, the development of the Superstition Vistas area isn't anticipated to occur for the next several decades. The Phoenix-Mesa Gateway Airport authority and surrounding area is rapidly becoming a major economic corridor and is primed for additional development today.

C

D

Lastly, freeways in the Valley are traditionally planned within 10 miles of directionally situated freeways of the same nature. ADOT's selection of the Eastern Corridor is over 30 miles away from the 101. While it may be needed in 50+ years, it certainly should not replace the Western W1a/b alternative, preferred by Pinal County and approved by the voters through the Pinal Regional Transportation Authority for anticipated construction in the next 20 years.

E

COMMENT RESPONSE

Comment No. **A-11** | Page 1 of 2

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [Refer to FAQ: Growth and Traffic Congestion.
- C** — [Refer to FAQ: Economic Development.
- D** — [The ring roads the commenter references are distinct from the North-South Corridor, in that the corridor is intended to, “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.” As such, there is no rule of thumb relationship to other routes.
- E** — [Refer to FAQ: Pinal Regional Transportation Authority Alignment.

COMMENT

Source: Letter attachment

Comment No. **A-11**

Agency: Arizona House of Representatives (Warren Petersen)

(Director John Halikowski)

October 25, 2019

Page 2

I would strongly urge ADOT's reconsideration of the proposed alternative selected in Segment 1, in favor of the Western alignment, W1a/b. Please feel free to contact my office with any questions.

Sincerely,



Representative Warren Petersen
House Majority Leader
Legislative District 12

cc: Eric Gudino, Special Assistant to the Director
Carlos Lopez, Corridor Planning Group Manager

COMMENT RESPONSE

Comment No. **A-11** | Page 2 of 2

Comments in this letter have been addressed on the previous page.

COMMENT

Source: Email

Comment No. **A-12**

Agency: Arizona Senate (Verl Farnsworth)

On Thu, Oct 24, 2019 at 9:48 AM Verl Farnsworth <VFarnsworth@azleg.gov> wrote:

A

I am writing these comments to strongly encourage ADOT to reexamine the proposed location of Segment 1 of the North-South Freeway and reconsider the placement of Segment 1 on the Western alternative.

B

The San Tan Valley continues to grow, outpacing the existing infrastructure. Due to the lack of highways and public transit options, the people who live in the San Tan Valley spend an inordinate amount of time each week sitting in traffic on existing surface roads.

C

For a number of years, I have regularly met with a group I formed, the East Valley Transportation Infrastructure group. This group, which consists of staff from cities and towns in the region, has often discussed the construction of the North-South freeway and, more recently, the preferred alignment of Segment 1 on the Western alternative.

It is with this in mind that I urge ADOT to reexamine its proposed placement of Segment 1. Not only is the Western alternative the preferred route by those communities directly affected, the Town of Queen Creek and Pinal County, but the Western alternative will result in a more substantial economic development impact than the current proposed selection. Additionally, the Western alternative is nearer to population centers, which are expected to grow significantly over the next decade, and the Western alternative will result in more employment opportunities for this growing population.

Thank you for the opportunity to comment.

Sincerely,

David Farnsworth

Arizona State Senator, LD-16

COMMENT RESPONSE

Comment No. **A-12** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [Refer to FAQ: Growth and Traffic Congestion.
- C** — [Your comment regarding local stakeholders is noted. Continued local engagement will be important for a project of this magnitude to advance, and for implementation of the facility—which will likely be developed in phases; see also the FAQ: Economic Development.

COMMENT

Source: Letter attachment

Comment No. **A-13**

Agency: Arizona State Land Department (Karen Dada)

Douglas A. Ducey
Governor



Lisa A. Atkins
Commissioner

Arizona State Land Department

1616 West Adams, Phoenix, Arizona 85007
(602) 542-4631

October 28, 2019

Mr. Asadul Karim, P.E., Project Manager
Arizona Department of Transportation
205 South 17th Avenue, MD 605E
Phoenix, AZ 85007

RE: North-South Corridor Study Draft Environmental Impact Statement

Dear Mr. Karim,

Thank you for the opportunity to comment on the Tier 1 Draft Environmental Impact Statement (DEIS) for the North-South Corridor Study (NSCS). The study team deserves credit for the hard work put into this complex and lengthy process. The DEIS presents a thorough evaluation of the NSCS alignment alternatives and clearly substantiates the preferred alignment (Alternative 7, sections E1b, E2a, E3b and E4).

With more than 52% of the land within the study area, the Arizona State Land Department (ASLD) strongly supports the preferred alignment presented in the DEIS. The alignment best supports ASLD's mission and will assist in our efforts to provide positive outcomes for the Trust beneficiaries, including K-12 education. Furthermore, the preferred alignment meets the defined purposes of the study, specifically it addresses transportation needs associated with Pinal County's future growth and development potential.

A

ASLD has worked closely with Pinal County and the City of Apache Junction to support their long-range development goals, including the respective planned developments of Superstition Vistas and Lost Dutchman Heights. The DEIS's preferred alternative acknowledges the collaborative interagency planning initiatives and will help promote smart growth in Pinal County.

Again, ASLD strongly supports the preferred alternative corridor presented in the DEIS. ASLD requests continued updates and involvement in completion of the final EIS. Deviation from the preferred alignments in sections 1, 2 and 4 could impose detrimental impacts to ASLD's management of Trust resources by constraining future development opportunities on State Trust lands. Therefore, ASLD requests advanced notification if the preferred alignment may be altered. Please continue to work with our Planning and Engineering division, with the primary contacts being Mark Edelman (medelman@azland.gov) and Karen Dada (kdada@azland.gov).

Sincerely,

Lisa A. Atkins
Commissioner

COMMENT RESPONSE

Comment No. **A-13** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **A-14**

Agency: City of Coolidge (Richard Miller)

10/29/2019 4:59:05 PM

A

The City of Coolidge Mayor and City Council have been very actively involved throughout the planning process for identifying the preferred alignment for the N/S Freeway connecting the U.S. 60 in Apache Junction with I-10 near Picacho. Our comments have been made at public hearings and in writing and we wish to again express our support for the E4 alignment on the stretch of highway extending between Coolidge and Eloy. We have read and support the findings of the NEPA Tier 1 study that recommends the E4 alignment which is consistent with the City of Coolidge General Plan 2020 and its accompanying Circulation Element.

B

Our alignment is contrary to the alignment that the City of Eloy is advocating for a number of reasons including those identified in the NEPA Tier 1 study. Following my testimony during the public hearing on the Tier 1 Study in Eloy I was approached by a concerned farming family that brought to my attention an issue that has not been addressed. Her concern is that the current HWY 87 is used extensively for agricultural operations and farming equipment routing.

C

Removing this route for a freeway system will significantly impact local farming operations in the area. In addition, the proposed W4 alignment is in close proximity to the Union Pacific Railroad which will make future grade separated intersection very expensive and impractical.

D

I worked as Planning and Development Director in Eloy for approximately two years at which time the City of Eloy had approved development Agreements with major Property Owners in the area that supported the Eastern alignment. I would recommend that someone evaluate these development agreements.

E

On behalf of the mayor Jon Thompson and the City Council we encourage ADOT to follow the recommendations of the NEPA Study as written.

Thank you.

rmiller@coolidgeaz.com

COMMENT RESPONSE

Comment No. **A-14** | Page 1 of 1

- A** — Your alternative preference has been noted. Thank you for your comment.
- B** — Your comment has been noted. The Final Environmental Impact Statement and Record of Decision documents the preferences of the City of Coolidge (E4 Alternative) and the City of Eloy (W4 Alternative); see Section 6.2.2.4.
- C** — Your comment has been noted. The use of local roads for routing of agricultural operations and farming equipment is a consideration so long as there are active agricultural operations in the area. At the time of Tier 2 studies, when an actual alignment is defined, local access including the routing of agricultural operations and farming equipment will need to be addressed.
- D** — Design considerations are made at the Tier 2 phase; therefore, grade separations were not evaluated during this Tier 1 phase, except in the instance of the corridor crossing railroads, trails, and other infrastructure. Grade separations of arterial roads across the railroad and proximity to freeway interchanges would be considered at the Tier 2 phase, and may be phased in as a function of traffic.
- E** — Your comment has been noted. The study team worked with each of the respective jurisdictions to identify planned developments and their status, and this information was considered in the evaluation of alternatives.

COMMENT

Source: Email

Comment No.

A-15

Agency: City of Coolidge (Ben Navarro)

On Sat, Nov 2, 2019 at 9:56 AM Benjamin Navarro <bnavarro@coolidgeaz.com> wrote:

Good morning,

A

I am reaching out to you today to support the current route segment 4 of the North/South corridor. As a sitting council member of the City of Coolidge, myself and the City support this route and find it desirable for our citizens. If there is anything that the City of Coolidge can do to help please let myself, Mayor Thompson, or or city manager Rick Miller know.

Thank you, Ben Navarro

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COMMENT RESPONSE

Comment No. **A-15** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Public hearing - verbal | Comment No. **A-16** | Agency: City of Eloy (Joe Belloc)

14 JOEL BELLOC: Thank you. My name is Joe
15 Belloc, and I'm presently the Mayor from Eloy.

16 I'd like to welcome all of you and each and
17 every one of you that are here tonight. I think this is a
18 very important process. As the representative said, I
19 strongly support the idea that you folks come out to our
20 communities and listen and take note and feel our feelings,
21 our thoughts, what we're saying.

22 Just wanted to get up and say that because I
23 want to also relate that our City Council have submitted to
24 you a position on this route. And I don't know if it was
25 received or not received. I know that we have not received
1 anything back, or heard anything, but we'd appreciate if
2 you guys look at it.

3 So I just wanted to get up and make that
4 statement. And so I could go on the record.

5 Thank you very much, and I wish you all well
6 traveling back home. Be safe. Thank you.

A

COMMENT RESPONSE

Comment No. **A-16** | Page 1 of 1

A — [Your comment has been noted and is appreciated.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)



CITY OF ELOY

ARIZONA

October 29, 2019

Mr. Carlos Lopez
c/o ADOT Communications
1655 W. Jackson Street, Mail Drop 126F
Phoenix, Arizona 85007

Re: City of Eloy Comments in Response to the Draft Tier 1 Environmental Impact Statement
North-South Corridor Study

Dear Mr. Lopez:

On behalf of the City of Eloy City Council, I would like to formally respond to the selection of the E4 alignment for Segment 4 of the North-South Corridor Study Draft Tier 1 Environmental Impact Statement. As you are well aware, over the past five years, we have been in constant support for corridors AA/Z, which are synonymous with the W4 Alternative for Segment 4 of the proposed North South Freeway.

Our comments on the D/EIS are focused on selected text and table excerpted from the Summary Chapter of the D/EIS on pages S-21 to S-28 as presented below:

Transportation and Traffic Operations

As modeled, average weekday traffic volumes on the Segment 4 alternatives are greatest with the W4 Alternative, the difference being a function of whether the Corridor is east or west in Segment 1 (the W1a Alternative would generate the most traffic in Segment 4, while the E1a and E1b Alternatives would generate the least traffic in Segment 4). The W4 Alternative is 11.7 miles long, while the E4 Alternative is 12.8 miles long. Where the W4 Alternative is coincident with SR 87, access would need to be provided to properties along the route.

Comments/Questions:

- With the selection of the E1b Alternative above, it would appear to make the statement moot for either the W4 or E4 Alternative.
- As the W4 Alternative is shorter, it would appear reasonable that it would be less expensive to build.
- Using the W4 Alternative, the termination of the North South Corridor is the newly constructed systems interchange at Interstate 10. It would appear reasonable that a reduction in the cost of

A

COMMENT RESPONSE

Comment No. **A-17** | Page 1 of 16

A — [Refer to FAQ: Funding.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)

the overall facility would take place as well as removing the future merging conflicts that would exist with two systems interchanges located approximately two miles apart on Interstate 10.

Land Use Planning

The City of Coolidge has identified a preferred alternative in its 2025 *General Plan* that is similar to the E4 Alternative. The Eloy 2010 *General Plan Update Circulation Element* map shows the City's preferred alternative as the W4 Alternative.

In Segment 4, both alternatives are within 2 miles of moderate population and employment; however, the W4 Alternative is near more activity centers because it is closer to the developed parts of Eloy. The City of Coolidge anticipates the development of the Inland Port Arizona and Pinal Logistics Park east of SR 87 in its incorporated area.

Comments/Questions:

B

- At the intersection of the proposed North South freeway and Alsdorf Road (the first interchange north of Interstate 10), the W4 Alternative is located approximately 1.5 miles east of Downtown Eloy. The E4 Alternative is located approximately 3.5 miles east of Downtown Eloy. A distance of 1.5 miles provides more than enough land buffer, with future development to integrate the new freeway into the future land use fabric successfully. The City of Eloy anticipates future employment development along both sides of SR-87 in the future.

C

- It should be noted that both the E4 and W4 Alternatives are located between 1.5 and 3.5 miles to the east of Downtown Eloy, not the City of Coolidge. Through aggressive and creative annexation, the affected E4 corridor is located more than 14 miles south of Downtown Coolidge, and appears to benefit a very limited number of property owners. The W4 Alternative will positively affect a larger number of individual landowners and benefit a greater number of Pinal County residents. As such, it will generate a much greater positive impact to the Arizona economy at far less initial construction cost and reduced ongoing operations and maintenance costs.

COMMENT RESPONSE

Comment No. **A-17** | Page 2 of 16

B

Proximity to existing and planned activity centers was considered in the selection of the E4 Alternative (Preferred Alternative). For the Western Alternative, approximately one-quarter of the western frontage is developed as residential or civic use (that is, prison), and the eastern frontage is within a quarter mile of the railroad. Access to land between the Western Alternative and railroad would require frontage roads. State Route 87 would appear to provide better local access for employment uses (following the Pinal County Access Management Guidelines).

C

Socioeconomic considerations were taken into account in the identification of the E4 Alternative (Preferred Alternative), and the risk of impacts on existing land development was determined greater with the W4 Alternative. Construction costs, although considered, were not an evaluation criterion. The reconstructed State Route 87 traffic interchange with Interstate 10 is not configured as a system traffic interchange and would ultimately need to be reconstructed to accommodate a freeway-to-freeway connection.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)

Human Environment

Both Segment 4 alternatives would potentially adversely affect community facilities, but the W4 Alternative would also potentially adversely affect minority and low-income populations. The W4 Alternative would have a moderate risk of both residential and business displacements. The E4 Alternative would have a low risk of residential and business displacements. Both alternatives have a high risk of farmland impacts.

Comments/Questions:

D

- How would the W4 Alternative affect low-income populations? The only residential area within Segment 4 (Villa Grande Rancheros) has housing that is valued between \$150,000 and \$250,000 (Zillow at 75% of published values). With housing values between two and three times higher than the City median (\$80,000) it would be reasonable to assume the household income is not identified as low.

E

- It would appear that the E4 Alternative would have a higher risk of farmland impacts. Its placement would cut off existing irrigated acreage as opposed to the W4 Alternative being located within a portion of the existing right of way of SR-87 and farmland that functions along its perimeter.

Built Environment

In Segment 4, both alternatives would have a moderate risk of impacts on existing and planned parks and recreational facilities. The W4 Alternative would have a moderate risk of noise impacts, whereas the E4 Alternative would have a minimal risk of noise impacts. Both alternatives would have a moderate risk of impacts on archaeological resources. However, the W4 Alternative would have a moderate risk of impacts on known historic districts, buildings, or structures, while the E4 Alternative would have no risk. The Southern Pacific Railroad Main Line Sunset Route intersects the E4 and W4 Alternatives. The Southern Pacific Railroad Wellton-Phoenix-Eloy Line intersects the W4 Alternative. The Casa Grande Canal intersects the E4 and W4 Alternatives. The Florence-Casa Grande Canal Extension intersects the E4 and W4 Alternatives. The El Paso Natural Gas Pipeline No. 1007 intersects the E4 and W4 Alternatives.

Comments/Questions:

F

- How would the W4 Alternative have a moderate impact to either existing or planned parks and recreational facilities when it is primarily located along the SR-87 Corridor?

G

- How would the W4 Alternative have a moderate risk on archaeological resources if the majority of the corridor has been environmentally cleared prior to the construction of SR-87?

COMMENT RESPONSE

Comment No. **A-17** | Page 3 of 16

D

Because the W4 Alternative is located along an existing arterial road, there is a high risk of impacts on adjacent properties and neighborhood circulation, which involves the potential to affect minority and low-income populations in the area. The E4 Alternative would not directly affect those properties and roadways.

E

While it would seem true that construction of the proposed project in an undeveloped area would have greater impacts on farmlands, the impact assessment under the National Environmental Policy Act is based on the locations of "prime farmlands" and "farmlands of unique importance." This analysis indicated that slightly more land with these designations is located within the W4 Alternative, as seen in Table 3.6-1 in the Draft Environmental Impact Statement.

F

The assessment of risks to parks and recreational resources was based on the locations of existing features as well as known planned future parks or recreational facilities. Both the W4 and E4 Alternatives would have a risk of impacts to these resources, specifically existing or planned trails, as shown in Table 3.5-2 in the Draft Environmental Impact Statement. Therefore, the risk with both alternatives is moderate.

G

Based on a review of previously documented resources in the study area, seven sites were identified within the W4 Alternative and five sites were identified within the E4 Alternative. It is predeterminational to identify a specific footprint for a north-south facility within the W4 Alternative; therefore, it is unknown to what extent, if any, it would be located within the disturbed area of State Route 87. The potential effects of previous projects on any of these resources would be further evaluated in Tier 2 studies; at this time, the risk of impacts on any of these resources still exists and was identified to be moderate.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)

H

- What is the status of the National Register of Historic Places (NRHP) designated area located at approximately Fast Track/Interstate 10? (Please see attached map).

Natural Environment

Both alternatives in Segment 4 would have a high risk of land subsidence or earth fissure impacts. The biological conditions are about the same, with both alternatives having a low risk of impacts on wildlife, wildlife habitat, conservation and wildlife management land, and protected plant species. Also, both Segment 4 alternatives would have a minimal number of ephemeral drainage crossings. The E4 Alternative would have a moderate risk of floodplain encroachment, while the W4 Alternative would have no risk of floodplain encroachment.

Comments/Questions:

I

- How would the W4 Alternative have a high risk of land subsidence or earth fissures? It would appear reasonable that the higher amount of impacts would accrue to E4 as it is located closer to the margin of the valley floor and Picacho Mountains, as evidenced on the capture of the mapping provided by the Arizona Geological Society (attached).

J

- How would the biological conditions be the same when the W4 Alternative is located within a portion of the existing roadway corridor and the E4 Alternative is located closer to large tracts of native topography and vegetation?

K

- How would the W4 Corridor have the same amount of ephemeral drainage crossings for both alternatives when it is already developed with drainage improvements to protect SR-87?

L

- How would the E4 Alternative only have moderate risk, relative to floodplain encroachment, when it is intersecting the flows from the Picacho Mountains, requiring substantial improvements? (see attached map)

Stakeholder Input

Of the five agencies that provided preferences in Segment 4, the E4 Alternative was preferred by three agencies and the W4 Alternative was preferred by two agencies. The Four Southern Tribes did not identify a preferred alternative in Segment 4. In Segment 4, the greatest public preference and opposition was registered for the W4 Alternative (12 positive comments and 2 negative comments), compared with the E4 Alternative, which received 7 positive comments and 1 negative comment.

Comments/Questions:

M

- Of the agencies listed on Page S-3, the E4 Alternative and W4 Alternative were each preferred by three agencies, as shown below.

COMMENT RESPONSE

Comment No. **A-17** | Page 4 of 16

H

The site noted is the McClellan Wash Archaeological District, which is located farther southeast, on the eastern side of the Picacho Mountains. The town of Picacho, parts of which were removed to accommodate Interstate 10 improvements, is near the location referenced by the commenter.

I

Both the E4 and W4 Alternatives were identified as having a high risk of land subsidence or earth fissure issues because both cross an identified subsidence zone (Picacho-Eloy zone) and because both cross at least one earth fissure. The Draft Environmental Impact Statement stated that the Eastern Alternatives in Segments 3 and 4 are closer to known fissures and shallower bedrock and may have a higher potential for fissures (see Section 3.10.6.1), which is supported by the provided map from the Arizona Geological Survey.

J

The biological conditions for the Segment 4 alternatives would be similar, but not identical, because all of the alternatives would result in the removal of degraded desertscrub, agricultural lands, and developed areas. While the E4 Alternative would cross degraded desertscrub, there would be minimal impacts on habitat because the existing habitat is of low quality, is already fragmented, and is located on or on the periphery of disturbed agricultural land. The impacts from the W4 Alternative would include expansion of an existing roadway corridor through degraded desertscrub and agricultural land; therefore, the impacts on native habitat would be similar.

K

The encroachment in the W4 Alternative may be underestimated because the McClellan Wash Federal Emergency Management Agency mapping ends short of the W4 Alternative and is, therefore, not included in Table 3.12-2 in the Draft Environmental Impact Statement. Anecdotally, it was noted by another commenter that the Eloy prison complex (west of State Route 87 in Eloy) experiences flooding from the McClellan Wash.

L

The encroachment in the W4 Alternative may be underestimated because the McClellan Wash Federal Emergency Management Agency mapping ends short of the W4 Alternative and is, therefore, not included in Table 3.12-2 in the Draft Environmental Impact Statement. Anecdotally, it was noted by another commenter that the Eloy prison complex (west of State Route 87 in Eloy) experiences flooding from the McClellan Wash.

M

According to the Floodplain Management Plan 2019 Annual Progress Report, the Pinal County Flood Control District is currently working on a Watercourse Master Plan for the McClellan Wash Watershed. This plan is proposed to include hydrologic and hydraulic analysis of the watershed as well as a determination of regional and local projects designed to mitigate flooding in the area. The plan is intended to be adopted by the Pinal County Flood Control Board of Directors and the City of Eloy, with the intent that projects will be jointly funded in the future. In addition, the plan will form a consistent standard that future development will need to adhere to.

These alternative preferences have been noted. Thank you for your comment.

COMMENT

Source: Letter attachment Comment No. **A-17** Agency: City of Eloy (Jon Powell)

- It would appear that the public comment input showed more support for the W4 Alternative than the E4 Alternative.

Table S-6. Cooperating and participating agency preferences for an action corridor alternative

| Agency | Full-length action corridor alternative | | | | | | | | Stated preferences |
|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| Arizona Game and Fish Department | X | | | | | | | | W1a, W2a, W3, W4 |
| Arizona State Land Department | | | | | | | X | | E1b, E2a, E3b, E4 |
| City of Apache Junction | | | | | | X | X | | E1b, E2a, E3a; no preference in Segment 4 |
| City of Coolidge | | | X | | | | X | | No preference in Segments 1 and 2; E3a or E3b; E4 |
| City of Eloy | X | X | | | X | X | | | No preference in Segments 1, 2, and 3; W4 |
| City of Mesa | X | X | X | X | | | | | W1a; no preference in Segments 2, 3, and 4 |
| Flood Control District of Maricopa County | | | | | | | | | — |
| Phoenix-Mesa Gateway Airport Authority | X | X | X | X | | | | | W1a or W1b; no preference in Segments 2, 3, and 4 |
| Pinal County | | X | X | | | | | | W1b, E2b, E3a or E3c; no preference in Segment 4 |
| Salt River Project | | | | | | X | X | | E1b, E2a, E3a or E3c; no preference in Segment 4 |
| Town of Queen Creek | X | X | X | X | | | | | W1a; no preference in Segments 2, 3, and 4 |
| Four Southern Tribes | | | | | X | | | X | E1b, W2b, W3; no preference in Segment 4 ^a |
| U.S. Army Corps of Engineers | | | | | | | | | — |
| U.S. Bureau of Land Management | | | | | | | | | — |
| U.S. Bureau of Reclamation | | | X | | | | | | W1a or W1b; E2a, E2b, or W2a; E3b, E3d, or W3; E4 |
| U.S. Environmental Protection Agency | X | | | | | | | | W1a, W2a, W3, W4 |

On Page S-22, the identification of the key objectives for the Preferred Alternative identified the following six primary and four environmentally related objectives, as listed below. We provide our thoughts, following each objective, on how the W4 alternative satisfies these qualitative aspirations for the North South Corridor.

N

Enhance the transportation network and accommodate existing and future populations. The identification of the W4 Alternative would allow for the opportunity to balance future private and state

COMMENT RESPONSE

Comment No. **A-17** | Page 5 of 16

N

It is important to note that the purpose of the North-South Corridor is not to balance State land and private development (refer to the project purpose and need); but it does recognize local land use planning. The Eastern Alternative attempts to balance the adopted land use plans with the stated purpose and need, found in Chapter 1, Purpose and Need.

It is true that the North-South Corridor would attract more traffic along the Western Alternative, but E4 does not change the operation of local streets over W4. Refer to Appendix B, Traffic Information, Sections 4.2 to 4.9.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)

N

land development on both sides of the corridor, maximizing its function to capture and disperse a larger share of vehicle trips generated in the region. The W4 Alternative also creates a more functional geographical balance than the E4 Alternative, capturing trips within the five-mile wide area to the west of SR 87 and the six-mile wide capture area to the east of SR 87. I-10 would capture the trips five miles further to the east.

O

Improve access to future activity centers. Due to the multi-modal capabilities intended for the North South corridor, having its proximity to Eloy's downtown area is very important for its future rehabilitation and vitality. If the W4 Alternative were selected, then the approximate 1.5-mile distance from the freeway and passenger rail corridor would be adequately buffered. A shorter east-west connection to our downtown would also result with the opportunity to locate a future interchange/transit circulator stop/park and ride facility adjacent to the corridors' intersection with the freeways' proposed interchange at Alsdorf Road.

P

Improve regional mobility. The W4 Alternative would position the north-south corridor further to the west, creating a more functional position for it to extend directly south. In this manner, the North South Freeway could potentially connect with a future I-11 corridor, with minimal disruption to existing military operations or proposed expansion of the Arizona Army Reserve National Guard (AZARNG) Picacho Stagefield, located south of I-10.

Q

Provide an alternative to avoid congestion on I-10. The selection of the W4 Corridor would provide a ready to implement, interim segment of the North South Freeway with immediate connection to Interstate 10, without having to access the local roadway network.

R

Improve north-to-south connectivity. The W4 Segment improves north south connectivity immediately with its ability to serve as an interim roadway to connect the East Valley and Tucson through Central Pinal County with a systems interchange now in place.

S

Integrate the region's transportation network. The City of Eloy envisioned the direct connection of the North South Freeway with the future Interstate 11 corridor as communicated through the Circulation Element of its General Plan. In this manner, the substantial investment in the interchange at SR-87 and Interstate 10 can be leveraged to foster additional and redundant regional interstate mobility from the Phoenix to Tucson Metropolitan areas. In addition, the southerly extension of SR-87 will not negatively affect the AZARNG Picacho Stagefield operations or intended expansion in the future. (If the direct southerly extension of Fast Track Road (E4) were to take place).

T

Protect and enhance the natural environment along the Corridor. The W4 Alternative would be located where the incidence of earth fissuring is not as prevalent as the east. The W4 Alternative is not located

COMMENT RESPONSE

Comment No. **A-17** | Page 6 of 16

N

It is important to note that the purpose of the North-South Corridor is not to balance State land and private development (refer to the project purpose and need), but it does recognize local land use planning. The Eastern Alternative attempts to balance the adopted land use plans with the stated purpose and need, found in Chapter 1, Purpose and Need.

It is true that the North-South Corridor would attract more traffic along the Western Alternative but E4 does not change the operation of local streets over W4. Refer to Appendix B, Traffic Information, Sections 4.2 to 4.9.

O

The commenter's point is noted. There are future activity centers anticipated east and west of the corridor. For reasons noted in Chapter 6, *Evaluation of Alternatives*, the E4 Alternative was selected. East-west routes in the area, such as Alsdorf Road, will provide connectivity to the E4 Alternative, without the other environmental impacts associated with the W4 Alternative.

P

Since there is no current design or funding for Interstate 11, connectivity with Interstate 11 was not a consideration in the development of alternatives (although it is recognized that either the E4 or W4 Alternatives would be able to connect with a future interstate). The Arizona Air National Guard Picacho Stagefield operation is more than 2 miles south of the E4 Alternative connection with Interstate 10. Continuation of the North-South Corridor route to the south is possible without affecting the Arizona Air National Guard facility, should this be the selected alternative.

Q

The new State Route 87 interchange with Interstate 10 is a service traffic interchange; a free-flow, system-to-system traffic interchange would be necessary to link fully access-controlled high-capacity roadways. While the State Route 87 service traffic interchange may work as an interim facility, ultimately it would have to be reconstructed and access would need to be configured to allow continued access to existing development.

R

An Eastern Alternative allows State Route 87 to continue operating with local access directly to and from it, and will provide redundancy for roadway incident management on Interstate 10 and the new facility.

S

Since there is no current design or funding for Interstate 11, connectivity with Interstate 11 was not a consideration in the development of alternatives (although it is recognized that either the E4 or W4 Alternatives would be able to connect with a future interstate). The Arizona Air National Guard Picacho Stagefield operation is more than 2 miles south of the E4 Alternative connection with Interstate 10. Continuation of the North-South Corridor route to the south is possible without affecting the Arizona Air National Guard facility, should this be the selected alternative.

T

Both the E4 and W4 Alternatives were identified as having a high risk of land subsidence or earth fissure issues because both cross an identified subsidence zone (Picacho-Eloy zone) and because both cross at least one earth fissure.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)

T

within a high-risk flood zone as identified by the Federal Emergency Management Agency (FEMA). In addition, it appears that cultural resources located further to the east, within proximity of the E4 Corridor-see attached map- would be subject to far greater disruption. The W4 Alternative provides far less disruption from geotechnical, flood hazards and cultural resources perspectives, reducing capital costs of the facility, more predictable operation and lower maintenance costs, post construction.

U

Support local and regional land use plans and preservation goals. If the W4 Alternative were selected, it would comply with the City of Eloy General Plan Circulation element and the City Councils' long-standing support for the W4 Alternative.

V

Support equitable economic opportunities. The ability to utilize and effectively channel the projected amount of future north-south vehicular traffic utilizing the SR-87 route will allow the City of Eloy to benefit from future job creation and higher density residential potential. We believe that one major multi-modal corridor would enhance the goals of attracting jobs and housing, allowing for a more efficient transition of agriculture and under-utilized land, while saving existing and valuable views, landforms and native vegetation.

W

Complement other planned transportation improvements along new and established corridors in the study area. The City of Eloy General Plan-Circulation Element identifies the southern extension of the North South Freeway from Interstate 10 to ultimately connect with the future Interstate 11 Corridor. In this manner, regional mobility can be maintained to ensure that economic commerce throughout the State is adequately served through a connected Interstate system.

In conclusion, I trust that the discussion provided above clearly communicates our desire to see Segment 4 of the North-South Corridor located on the W4 alignment. We should also make it known, that we are in support of the North South Corridor, wherever its segments are located.

Thank you for the opportunity to submit our comments and communicate our intentions. If you have any questions, or require additional information, please do not hesitate to contact me at jbelloc@eloyaz.gov or at 520.466.9201.

Sincerely,



Micah Powell, Vice Mayor
City of Eloy

COMMENT RESPONSE

Comment No. **A-17** | Page 7 of 16

T

Both the E4 and W4 Alternatives were identified as having a high risk of land subsidence or earth fissure issues because both cross an identified subsidence zone (Picacho-Eloy zone) and because both cross at least one earth fissure.

U

It is recognized that the City of Eloy General Plan Circulation element and the Eloy City Council identifies the Western Alternative as the preferred. For the reasons noted in Chapter 6, Evaluation of Alternatives, the E4 Alternative was identified as the Selected Alternative in the Final Environmental Impact Statement.

V

Your comment has been noted. The Draft Environmental Impact Statement did not reveal inequitable opportunities in the analysis of alternatives. The project purpose and need (see Chapter 1, *Purpose and Need*) states that the project should enhance the transportation network to accommodate existing and future populations. With the anticipated development along State Route 87 and the Pinal Inland Port, eliminating an existing RTA Parkway (as classified in Pinal County's Regionally Significant Routes for Safety and Mobility [2017]) that would serve local and regional traffic accessing the Eastern Alternative (which would add capacity to accommodate the significant employment, industrial development, and housing noted by the commenter) better meets the existing and future needs.

W

The Tier 1 Final Environmental Impact Statement for the Interstate 11 project was published on July 16, 2021; however, a Tier 2 project (not yet planned) will define the actual alignment. While acknowledging that the concept of linking the routes makes sense, this was not identified as a purpose for the North-South Corridor.

Early in the study, the E4 and W4 Alternatives were assessed for continuation south of Interstate 10, and both were deemed (at a high level) to be viable for extension.

COMMENT

Source: Letter attachment

Comment No.

A-17

Agency: City of Eloy (Jon Powell)

Cc:

Joel G. Belloc, Mayor
JW Tidwell, Council Member
Dan Snyder, Council Member
Andrew Rodriguez, Council Member
Georges Reuter, Council Member
Jose Garcia, Council Member
Harvey Krauss, City Manager

Frank Pratt, Arizona Senator, District 8
David Cook, Arizona Representative, District 8
T. J. Shope, Arizona Representative, District 8

Pete Rios, Pinal County Supervisor
Mike Goodman, Pinal County Supervisor
Stephen Q. Miller, Pinal County Supervisor
Anthony Smith, Pinal County Supervisor
Todd House, Pinal County Supervisor
Louis Anderson, Pinal County Manager

Irene Higgs, Executive Director, Sun Corridor Metropolitan Planning Organization (SCMPO)

Rick Miller, City Manager, City of Coolidge

Enclosures: Fissure Mapping
Flood Mapping
Cultural Resources Mapping
Eloy General Plan-Circulation Element Map
Resolution 19-1454
Resolution 15-1343

COMMENT RESPONSE

Comment No. **A-17** | Page 8 of 16

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No.

A-17

Agency: City of Eloy (Jon Powell)

RESOLUTION NO. 19-1454

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY IN SUPPORT OF SEGMENT 4, EXTENDING FROM HIGHWAY 287 (FLORENCE BOULEVARD) TO INTERSTATE 10 (I-10), ADVOCATING FOR THE SELECTION OF THE “W4” CORRIDOR OF THE PROPOSED NORTH-SOUTH FREEWAY IN THE TIER ONE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS).

WHEREAS, the Arizona Department of Transportation (“ADOT”) is in the process of completing a Tier 1 Environmental Impact Statement, for a proposed freeway connecting Interstate 10 with US Highway 60 (“North-South Freeway”) within the central portion of Pinal County;

WHEREAS, ADOT has identified two potential corridors within Segment 4 in which to locate the North-South Freeway identified as “W4” and “E4” that will integrate the North-South Freeway into the City’s transportation network and land use pattern, benefitting city-wide and regional mobility, economic growth and diversification and compatible land use relationships;

WHEREAS, the City of Eloy is reaffirming its prior determination in 2015 (of the Z/AA Segment) that is synonymous with their support of Corridor “W4” at this time.

WHEREAS, the selection of Corridor “W4” utilizes the existing right of way of State Route 87, requiring the acquisition of only a portion of new right of way for the ultimate freeway right of way, allowing for the interim use of SR-87 and making the W4 Corridor the more cost effective solution than the easterly corridor;

WHEREAS, the selection of Corridor “W4” significantly diminishes the presence of environmental (i.e. fissures, drainage, etc.) hazards and cultural resources that exist further to the east, expediting the timeframe and reducing the cost of environmental approvals/clearances necessary for the North-South Freeway;

WHEREAS, the location of Corridor “W4” allows for the future freeway to “balance” its capture of vehicle trips to the east and west of SR 87, rather than pushing future freeway access to the east, further from the future development of the City and surrounding area.

COMMENT RESPONSE

Comment No. **A-17** | Page 9 of 16

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)

WHEREAS, the utilization of Corridor “W4” 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.

WHEREAS, the utilization of Corridor “W4” allows for the potential southerly extension of the freeway to serve the southern portion of the City and its planning area, and connecting with the future Interstate 11.

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

1. The City advocates for the selection of the “W4 Corridor” of the proposed North-South Freeway in the Tier One Draft Environmental Impact Statement (DEIS) as their preferred alignment.

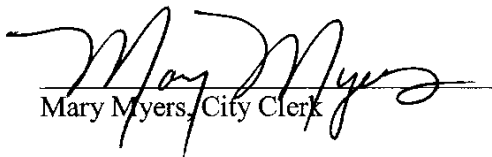
APPROVED this 8th day of April, 2019.



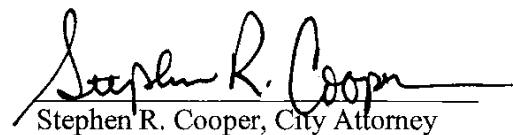
Joel G. Belloc, Mayor

ATTEST:

APPROVED AS TO FORM:



Mary Myers, City Clerk



Stephen R. Cooper, City Attorney

COMMENT RESPONSE

Comment No. **A-17** | Page 10 of 16

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)

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,

COMMENT RESPONSE

Comment No. **A-17** | Page 11 of 16

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)

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:

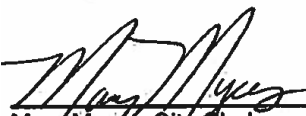
That the City of Eloy supports and endorses Segment Z/AA as the preferred route alternative for the North-South Corridor Freeway in the Environmental Impact Study being prepared by the Arizona Department of Transportation.

APPROVED this 23rd day of March, 2015.



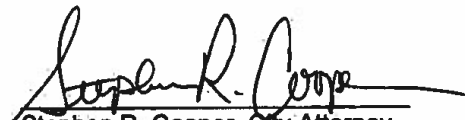
Joel G. Belloc, Mayor

ATTEST:



Mary Myers, City Clerk

APPROVED AS TO FORM:



Stephen R. Cooper, City Attorney

COMMENT RESPONSE

Comment No. **A-17** | Page 12 of 16

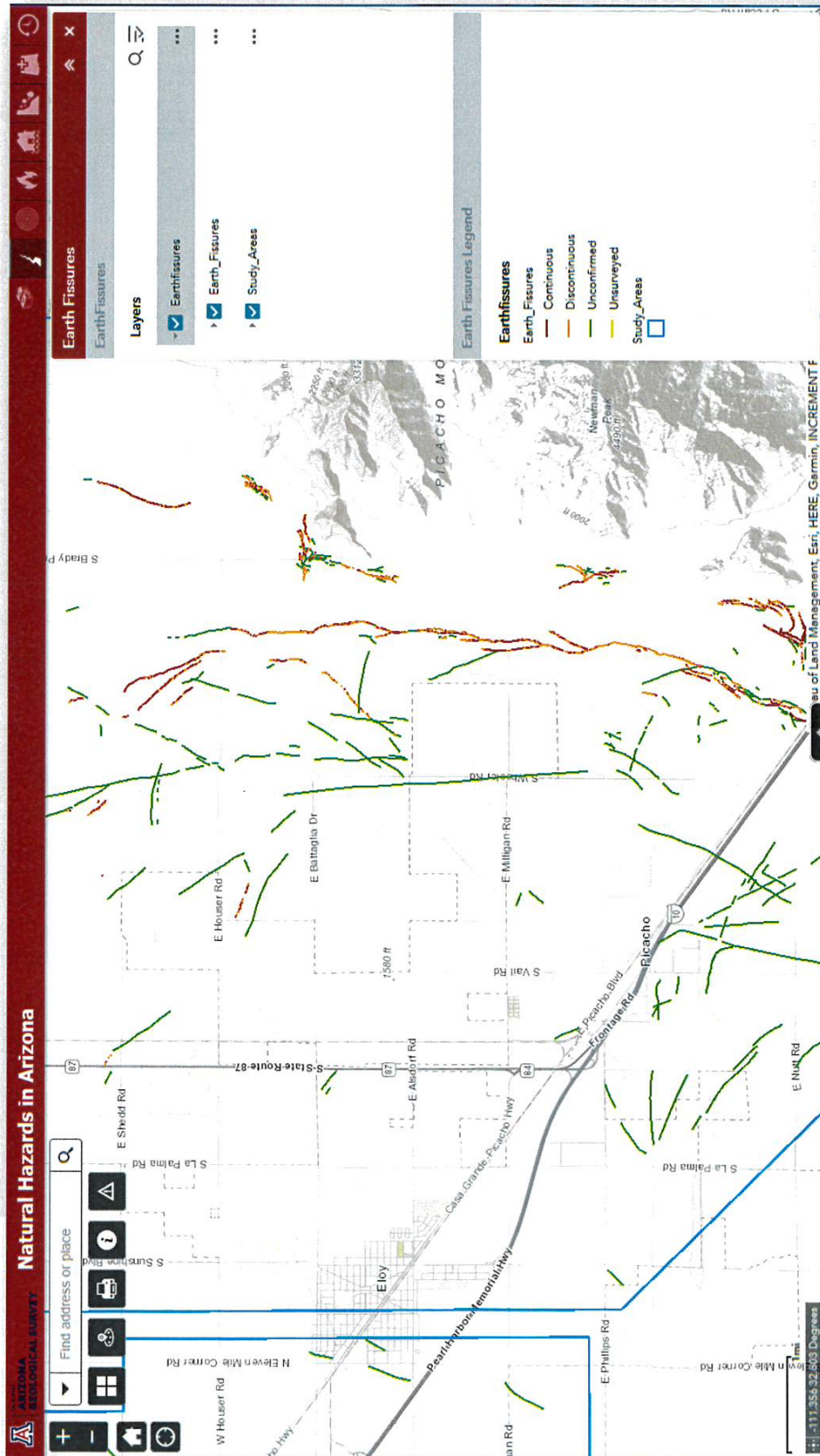
Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)



COMMENT RESPONSE

Comment No. **A-17** | Page 13 of 16

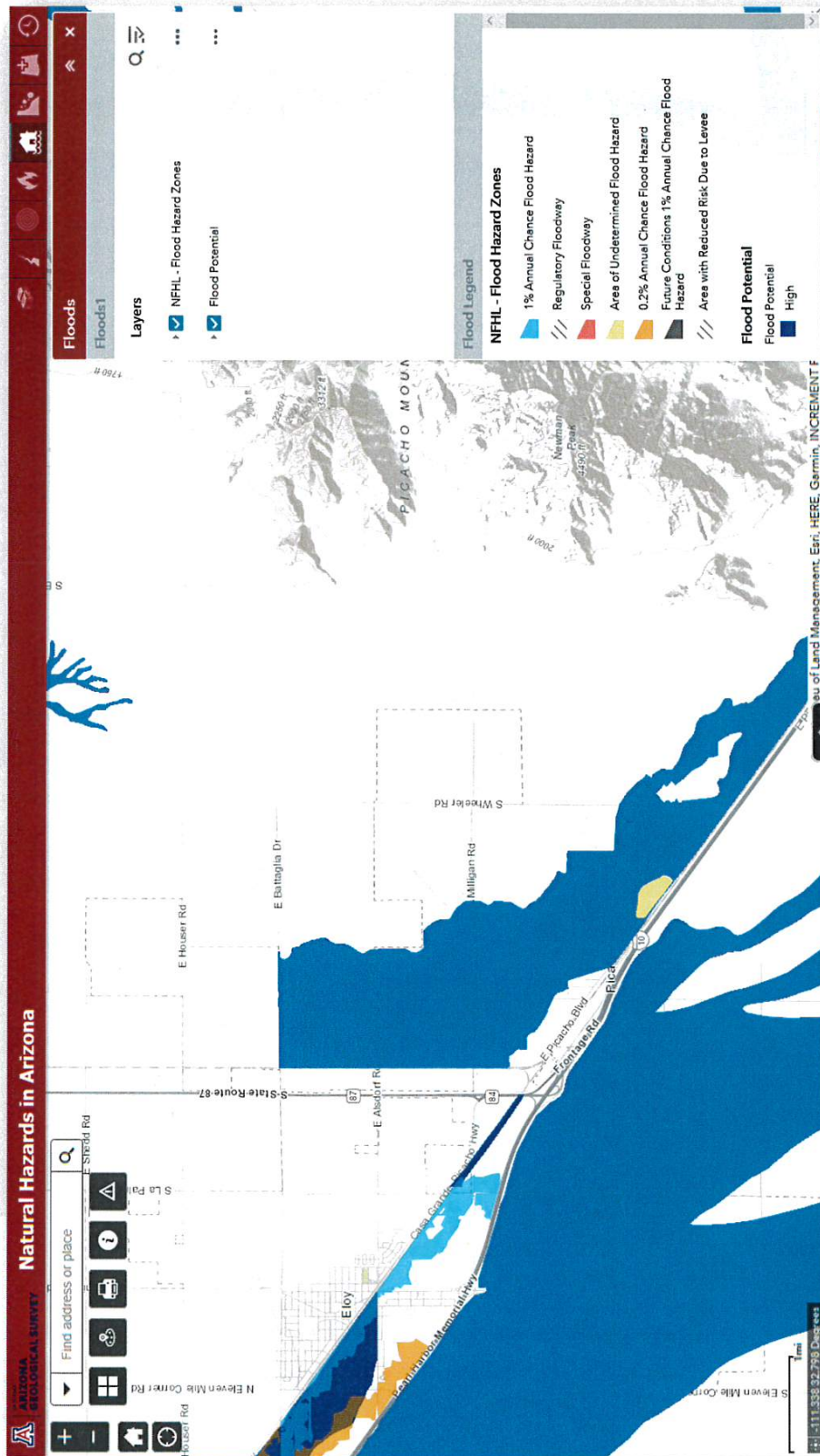
Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)



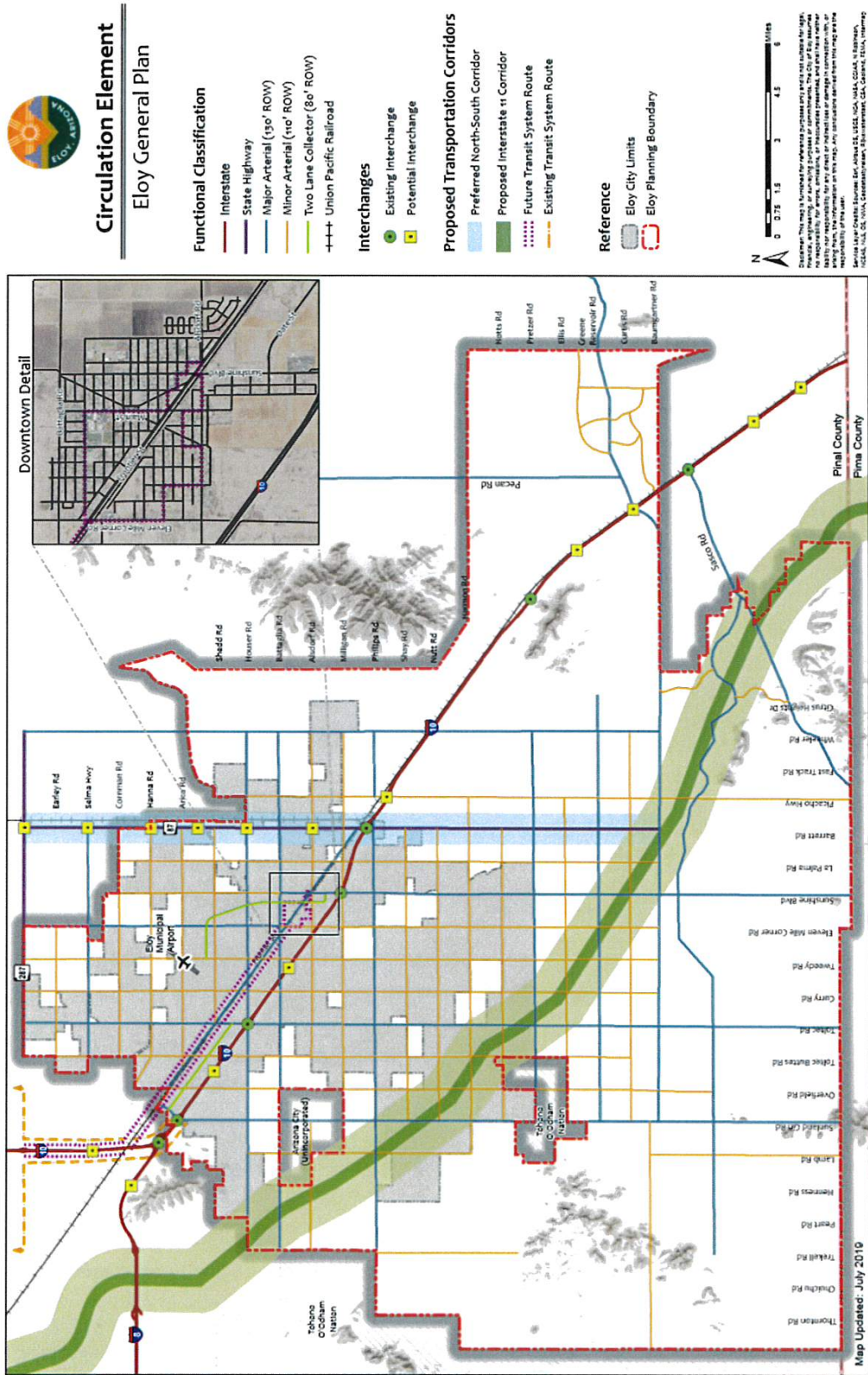
COMMENT RESPONSE

Comment No. **A-17** | Page 14 of 16

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment Comment No. **A-17** Agency: City of Eloy (Jon Powell)



COMMENT RESPONSE

Comment No. **A-17** | Page 15 of 16

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-17**

Agency: City of Eloy (Jon Powell)

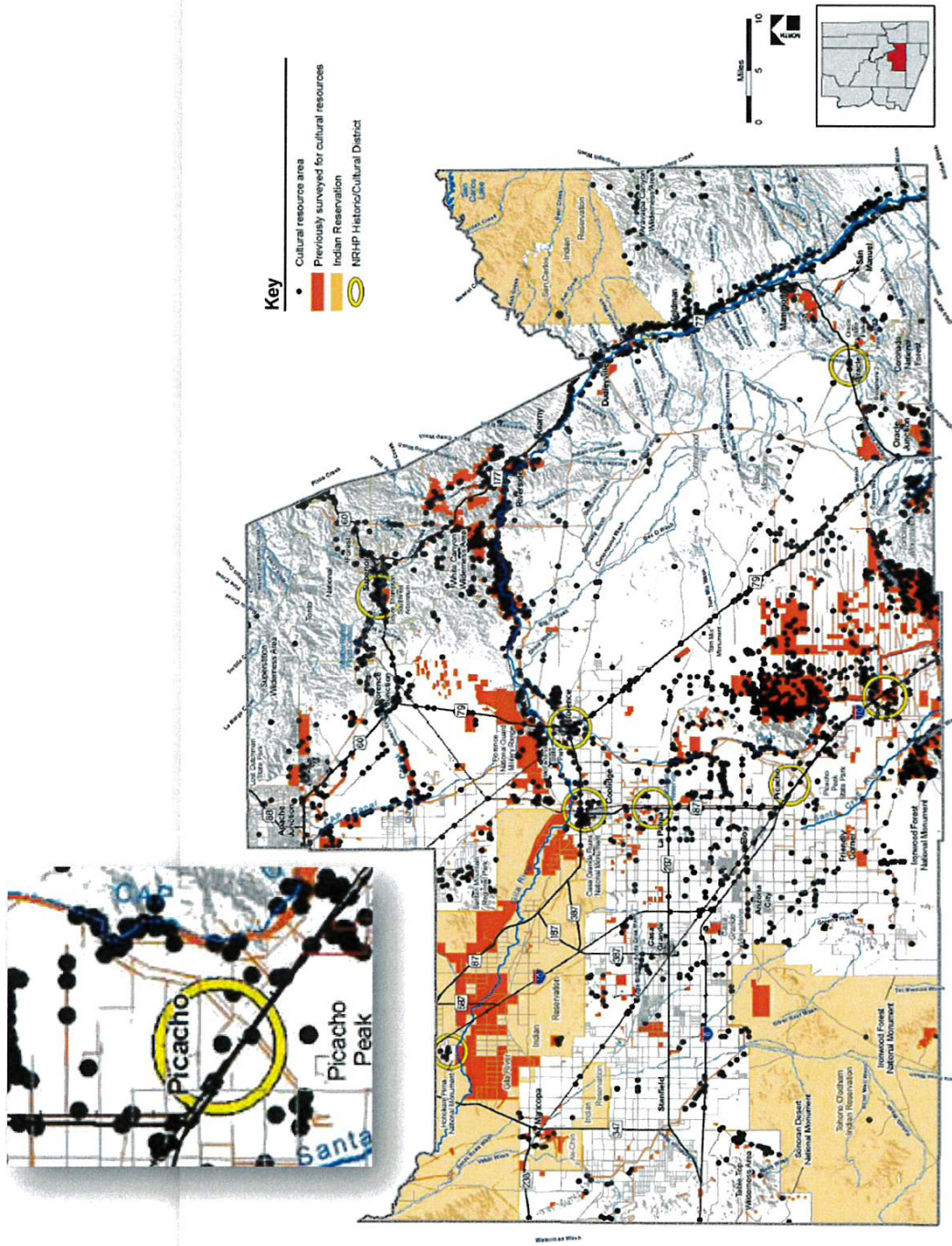


Figure 4. Cultural Resources
 Master Plan Report
 Page 14

Final County Open Space and Trails Master Plan
 Logan Simpson Design Inc.

COMMENT RESPONSE

Comment No. **A-17** | Page 16 of 16

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Public hearing - verbal | Comment No. **A-18** | Agency: City of Eloy (Dan Snyder)

15 DAN SNYDER: Dan Snyder. I live here in Eloy
16 and I'm currently a member of the City Council.

17 In looking over the plans, one of the things
18 that I guess concerned me in talking tonight, I wasn't
19 really sure whether those plans were a parkway, expressway,
20 or whatever. I thought that maybe that it's more of a
21 potential six lane with light rail in the middle.

22 That led me to think a little bit about the
23 intersection with 10. And one of the things that bothers
24 me, just traveling around the country and traveling around
25 Phoenix, is the distance between interchanges and the
1 access roads. Just, I keep thinking in going to the
2 airport and coming up 10 and you have 10 -- or 60 coming in
3 and trying to get over a couple lanes to get off 143 to go
4 to the airport, how a mess that can be.

5 And even here in Casa Grande with coming down
6 10 and where 8 merges in, there is an exit within a mile
7 where that merge is. And if you're coming down 10, have to
8 cross over that merging traffic coming off 8, it's very
9 tough. And so I would suggest that if the east route is
10 taken, you take a look at where that intersection might be
11 and maybe even put more distance than two mile between the
12 existing 87 to give -- because it will be a lot of traffic
13 on that road and will give people time to get over to get
14 in to the exit ramp, so forth. So I think that's one of
15 the things we have to look at going forward on road design
16 is just ease of getting into these ramps because three-lane
17 highways are tough to cross two lanes to go over exit ramps
18 and people forget where the exit ramps is sometimes to cut
19 across.

20 So thank you.

A

COMMENT RESPONSE

Comment No. **A- 18** | Page 1 of 1

A — [Refer to FAQ: Existing Development.

COMMENT

Source: Online

Comment No.

A-19

Agency: Flood Control District of Maricopa County (Tom Renckly)

10/29/2019 1:05:28 PM

The following comments are provided by the Flood Control District of Maricopa County (FCDMC)
On the North-South Corridor study: "Preferred N-S Corridor"

Comments Submitted by:

Tom Renckly P.E.

Dam Safety Branch Manager

PPM Division

Flood Control District of Maricopa County

Office Phone 602-506-8610

FCDMC comments as follows:

- 1. The alignment currently identified as the "Preferred Corridor, Segment E1b" would cross over an existing operational flood control dam named Rittenhouse Flood Retarding Structure (Rittenhouse FRS) constructed by the Natural Resources Conservation Service and operated and maintained by the Flood Control District of Maricopa County.
- 2. ADOT should expect that technical requirements for the freeway crossing of this existing flood control dam will be; extensive, costly and will take a considerable amount of time to be approved/permitted with a need to meet all requirements of; the Flood Control District of Maricopa County, Natural Resources Conservation Service and Arizona Department of Water Resources (state jurisdictional agency for the dam).
- 3. The Flood Control District has determined that for dam safety purposes Rittenhouse FRS will be raised and fully rehabilitated at some time in the future, schedule unknown due to funding issues. ADOT should be aware that if the freeway is to be constructed before the raise and rehab of Rittenhouse FRS, then the future dam raise must be accommodated for by the freeway crossing.
- 4. ADOT is notified that that the Flood Control District of Maricopa County has prior easements rights from the Arizona State Land Department for the PVR Projects (and future rehab) inclusive of significant land easements at Rittenhouse FRS, downstream of Rittenhouse FRS and upstream of Rittenhouse FRS.
- 5. ADOT is reminded of the earlier FCDMC comment that alignment Segment E1a if selected would have avoided these significant future freeway issues with the existing flood control dams.

tom.renckly@maricopa.gov

COMMENT RESPONSE

Comment No. **A-19** | Page 1 of 1

A

Your comments regarding the E1b Alternative’s potential impacts on water resources infrastructure have been noted. Thank you for your comments.

B

These comments regarding the impacts of the E1b Alternative (Preferred Alternative) on the Rittenhouse Flood Retarding Structure are noted. The Flood Control District of Maricopa County is a participating agency for the North-South Corridor Study, and has provided input to the Arizona Department of Transportation on its plans for the Powerline, Vineyard, and Rittenhouse Flood Retarding Structures. These plans would be considered during Tier 2 studies.

COMMENT

Source: Letter attachment

Comment No. **A-20**

Agency: Maricopa Association of Governments (Jennifer Valentine)



302 North 1st Avenue, Suite 300 ▲ Phoenix, Arizona 85003
 Phone (602) 254-6300 ▲ FAX (602) 254-6490
 E-mail: mag@azmag.gov ▲ Web site: www.azmag.gov

October 17, 2019

Asad Karim, PE
 Project Manager
 North-South Tier 1 EIS Study Team
 c/o: ADOT Communications
 1655 W. Jackson Street, Mail Drop 126F
 Phoenix, AZ 85007

Subject: Review of the Tier 1 Draft Environmental Impact Statement for the North-South Corridor Study

Dear Mr. Karim:

On behalf of the Maricopa Association of Governments, I would like to thank you for the opportunity to provide comments on the North-South Corridor Draft Tier 1 EIS. MAG would like to suggest the following revisions:

| Page | Section | Suggested Revision |
|------|---|---|
| 1-8 | 1.2.4 Transit | "The ongoing Southeast Valley Transit Study, which was initiated by the Maricopa Association of Governments (MAG), will identify identified a series of short-term, mid-term, and long-term recommendations to promote a transit system that connects the communities of the Southeast Valley and provides linkages to the existing and planned regional transit network. Participating communities in the study area included Apache Junction, Queen Creek, Florence, and the surrounding unincorporated parts of Pinal County. The study was completed in July of 2015. " |
| 1-13 | 1.3.2 Transportation Planning in the North-South Corridor | "MAG is the designated MPO and regional air quality planning agency for all jurisdictions in Maricopa County, including the Phoenix urbanized area and the contiguous urbanized area in Pinal County, including Florence and the City of Maricopa. " |
| 1-16 | 1.3.3 Previous Transportation Studies in the Study Area | "The MPOs in the region have identified the need for a north-to-south transportation corridor through Pinal County. MAG's 2035 2040 Regional Transportation Plan identifies ROW protection for the North-South Freeway Corridor (including SR 24) occurring between FY 2027 and FY 2040. in the Pinal County area of the |

A

B

C

COMMENT RESPONSE

Comment No. **A-20** | Page 1 of 2

- A** — Thank you for the clarification. The revision was made.
- B** — Thank you for the clarification. The revision was made.
- C** — Thank you for the clarification. The revision was made.

COMMENT

Source: Letter attachment | Comment No. **A-20** | Agency: Maricopa Association of Governments (Jennifer Valentine)

| | | |
|----------|--|--|
| | | MAG metropolitan planning area as a currently unfunded project." |
| D | 2-16 2.2.3.1 Incorporation of the SR 24 Extension into the Action Alternatives | "Given the need for a more comprehensive approach to developing the arterial street system, MAG has proposed a framework study for the southeastern portion of the Phoenix metropolitan area (as of August 2019, this study had not begun). This framework study would evaluate the roadway network needed to support the proposed North-South Freeway. As a result, ADOT recommended that the SR 24 study be incorporated into the NSCS, and that the route be evaluated up to the North-South Freeway, but not all the way to US 60 or SR 79—that need would be evaluated by MAG's proposed framework study." (NOTE: this study has been cancelled) |
| E | 2-16 2.2.3.1 Incorporation of the SR 24 Extension into the Action Alternatives | "The NEPA study and design for the SR 24 extension to Ironwood Drive, completed in 2011, identified three phases of construction. The initial phase of construction (SR 202L to Ellsworth Road) was completed in 2014. The second phase would have continued the route 3 miles east to Meridian Road, and the third phase would have extended it an additional mile east to Ironwood Drive. However, in 2015, with development in the area outpacing what was projected in the final 2011 environmental assessment, MAG prepared the SR-24 Williams Gateway Freeway, Ellsworth Road – Ironwood Road Interim Phase II Feasibility Study. This study triggered a reevaluation of the final 2011 environmental assessment, and an interim second phase of construction between Ellsworth Road and Ironwood Drive (see Figure 2.2-3) was approved by FHWA in January 2018. Construction of this segment is planned to commence in 2019 FY 2020. " |
| F | 4-9 4.4.4 Planned and Programmed Transportation Projects | Please update MAG projects and associated descriptions according to the FY 2018-2022 TIP as amended on September 25, 2019 (under View Project Changes and Listings): https://www.azmag.gov/Programs/Transportation/Programming-and-Finance/Transportation-Improvement-Program-TIP |

Thank you for the opportunity to comment, and please do not hesitate to contact us if you have any questions.

Sincerely,



Audra Koester Thomas
Planning Program Manager

COMMENT RESPONSE

Comment No. **A-20** | Page 2 of 2

- D** — Thank you for the clarification. The revision was made.
- E** — Thank you for the clarification. The revision was made.
- F** — Thank you for the clarification. The revision was made.

COMMENT

Source: Letter attachment

Comment No. **A-21**

Agency: Maricopa County Department of Transportation (Reed Kempton)



Maricopa County
Department of Transportation

Transportation Systems
Management Division
2901 W. Durango Street
Phoenix, AZ 85009
Phone: 602-506-8676
Fax: 602-506-8758
www.mcdot.maricopa.gov

October 24, 2019

North-South Corridor Team
ADOT Communications
1655 W. Jackson Street
Phoenix, AZ 85007

RE: North-South Corridor Study

Thank you for the opportunity to review the North-South Corridor Study and the Draft Tier 1 Environmental Impact Statement. Maricopa County Department of Transportation (MCDOT) has reviewed the documents and has no comments at this time.

Even though none of the proposed alternatives are in Maricopa County, their development will have a positive impact on the transportation network in both Maricopa and Pinal counties. MCDOT supports ADOT in the development of a comprehensive and interconnected transportation network for all users and appreciates the invitation to be a partner in this effort.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Reed Kempton'.

Reed Kempton
Senior Transportation Planner

A

COMMENT RESPONSE

Comment No. **A-21** | Page 1 of 1

A — [Refer to FAQ: Transportation Network Connectivity.

COMMENT

Source: Letter attachment

Comment No. **A-22**

Agency: Town of Florence (Brent Billingsley)

Town of Florence
P.O. Box 2670
775 North Main Street
Florence, Arizona 85132

Phone (520) 868-7500
Fax (520) 868-7501
TDD (520) 868-7502

www.florenceaz.gov

TOWN SERVICES

Building Safety
868-7573

Community Development
868-7575

Finance
868-7624

Fire
868-7609

Grants
868-7513

Human Resources
868-7545

Library
868-8311

Municipal Court
868-7514

Parks & Recreation
868-7589

Police
868-7681

Public Works
868-7620

Senior Center
868-7622

Town Attorney
868-7557

Utility Billing
868-7680

Water/Wastewater
868-7677

October 22, 2019

c/o ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

RE: Draft Tier 1 Environmental Impact Statement (Draft Tier 1 EIS) for the North-South Corridor Study.

To whom this may concern:

The Town of Florence appreciates the ability to comment on the Draft Tier 1 Environmental Impact Statement (Draft Tier 1 EIS) for the North-South Corridor Study. The Town has been participating in the North-South Corridor project for several years and has been in frequent contact with the project team throughout the EIS process.

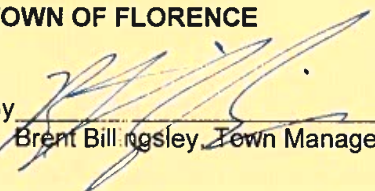
Attached to this letter the Project Team will find the Town of Florence's "technical comments" on the DEIS. This memo is separate from, but supplements, the Mayor and Councilmembers' comment letter.

Of particular interest to the Town of Florence is the location of the proposed Preferred Alternative. The Town and our regional partners have always supported the eastern alternatives through the Florence Town Limits. The Town is in strong opposition to the western alignment. In addition, the Town of Florence has advocated for an interchange in proximity to the Town core. Although not included in the Preferred Alternative, the Town requests that potential "future interchange" be included in the FEIS.

The appreciates your consideration of these technical comments and looks forward to future communications with the Project Team.

Respectfully Submitted

TOWN OF FLORENCE

By 
Brent Billingsley, Town Manager

A

COMMENT RESPONSE

Comment No. **A-22** | Page 1 of 5

A

Your alternative preference has been noted. With regard to the potential future interchange, please refer to Response “M” below.

COMMENT

Source: Letter attachment

Comment No. **A-22**

Agency: Town of Florence (Brent Billingsley)

North/South Corridor Tier 1 Draft Environmental Impact Statement

Staff Review October 2019

General comments / exclusions that need to be addressed:

- B** 1. The Florence Anthem Hospital is now open and should be acknowledged.
- C** 2. The potential Casa Grande Ruins National Monument expansion should be included and addressed.
- D** 3. The Central Arizona Regional Transit (CART) system should be addressed in more detail.
- E** 4. The Town of Florence and Pinal County worked with the regional development community to identify an alignment that would support and enhance potentially impacted properties. That preferred alignment became the Transportation District (public approved excise tax) alignment. Were the developers' concessions/plans considered in alternative development?
- F** 5. Pinal County's Excise Tax should be addressed in more detail including the proposed alignment and plans to locally fund the initial phases of the North/South Corridor project.
- G** 6. The alignment specified in the Pinal County ½ cent excise tax election and the resolutions described above were not included as one of the 8 alternatives studied in the DEIS. Why was the alignment not included in the analysis?
- H** 7. The 2019 North/South Corridor Resolutions from Florence, Eloy, Coolidge, Queen Creek, Apache Junction, Central Arizona Governments, and Pinal County should be acknowledged and discussed.
- I** 8. Florence should be included as a "Participating Agency" we have contributed and commented throughout.
- J** 9. The MAG Commuter Rail Study should be included and considered. Florence is the planned "End of Line" station.
- K** 10. The Town has updated traffic counts in the area that may be useful to the study team and has recently completed updated modeling with MAG for our Regional Transportation Plan.
- L** 11. The study team should contact Pinal County for the most recent Regionally Significant Routes Study. I believe that the information provided is outdated.
- M** 12. The Town would like the study to include a "future" interchange consideration that would have the potential to provide access to Historic Florence. The Butte Road alignment or future "River Road" alignment would be potential alignments.
- N** 13. After discussing the intersection locations included as part of the Preferred Alternative with local landowners, there is support for moving the proposed Hunt Highway Intersection north to the Merrill Ranch Parkway alignment. The landowners feel that the MRP location would improve access and stimulate economic development better than the Hunt Highway location. Moving the intersection north would also eliminate impacts to the Copper Basin Railroad, an adjacent solar plant, and Florence Copper's operations.
- O** 14. The Town of Florence has a permitted Underground Storage Facility that was not included in the report. The USF is located at the South Wastewater Treatment Plant.

COMMENT RESPONSE

Comment No. **A-22** | Page 2 of 5

- B** — The hospital is shown on Figure 3.3-2 of the Draft Environmental Impact Statement as a red cross symbol along Hunt Highway. It is not listed in Table 3.3-12 because it is not within 0.5 mile of any action corridor alternative.
- C** — Your comment has been noted. This summer, local representatives of the Gila River Indian Community and others testified about the bill at the House Natural Resources Subcommittee, chaired by Representative Raul Grijalva. The bill has bipartisan support; however, it has not yet been acted upon. The farthest east of the areas being considered for possible inclusion in the Casa Grande Ruins National Monument are Arizona State Trust lands, approximately 1 mile from the closest edge of the Preferred Alternative.
- D** — The Central Arizona Regional Transit system is mentioned in Chapter 1, *Purpose and Need* (see Section 1.2.4). However, it was determined early in the study that rural transit services would not meet the project’s stated purpose and need. As such, additional information on the regional transit system is not provided.
- E** — The study team is aware of the efforts that jurisdictions have made with affected property owners, and of the Pinal Regional Transportation Plan and excise tax for transportation projects. The Pinal Regional Transportation Plan calls out a conceptual alignment that notes, “Alignments currently under study by the Arizona Department of Transportation <https://www.azdot.gov/projects/south-central/north-south-corridor-study/overview>.” While development plans were considered in the identification of the Preferred Alternative, other environmental factors and the facility’s impact on them were also considered. At the Tier 2 phase, a specific alignment would be defined and property owners would have an opportunity to comment on that process.
- F** — Refer to FAQ: Pinal Regional Transportation Authority Alignment.
- G** — The Pinal Regional Transportation Plan was approved during the preparation of the Draft Environmental Impact Statement, and the action corridor alternatives were presented to each of the affected jurisdictions. The Pinal Regional Transportation Plan specifically notes that, “Alignments currently under study by the Arizona Department of Transportation <https://www.azdot.gov/projects/south-central/north-south-corridor-study/overview>.”
- H** — The resolutions of Queen Creek, Apache Junction, Pinal County, Sun Corridor Metropolitan Planning Organization, Florence, and Coolidge were all adopted in 2019, after the administrative Draft Environmental Impact Statement had been drafted and reviewed by the cooperating agencies (these resolutions were acknowledged and considered during the preparation of the Final Environmental Impact Statement and Record of Decision).
- I** — The Town of Florence is a participating agency on the study and has participated in that capacity throughout the study (refer to the Draft Environmental Impact Statement, Table 1.1-1).
- J** — It was determined early in the study that transit services would not meet the proposed action’s stated purpose and need. Discussion of the other desired outcomes of the proposed action note: “accommodation of right-of-way (where appropriate and feasible) for intercity passenger rail serving the local population and greater region, including the Tucson and Phoenix metropolitan areas.” This is addressed by the corridor potentially accommodating intercity passenger rail within the facility’s right-of-way. However, the reference to Florence being an end-of-line station is part of the Southeast Extension, which is referred to in the Long Term Extensions portion of that study, and is beyond the planning horizon of the Commuter Study and this North-South Corridor Study.
- K** — Your comment has been noted and is appreciated. Additional modeling for the study is not being considered at this time. Additional information on modeling for the study is found in the Draft Environmental Impact Statement, Appendix B, *Traffic Information*.

Comment responses for L through O can be found on next page.

COMMENT

Source: Letter attachment

Comment No. **A-22**

Agency: Town of Florence (Brent Billingsley)

P

15. A discussion should be included regarding the SR79/Gila River Bridge Replacement Project.

Q

16. Multiple times in the report it is stated that the Four Southern Arizona Tribes (Ak-Chin Indian Community, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, and Tohono O’odham Nation) support the West Alternative. Since none of the four tribes would be directly affected by any of the North/South Corridor alignments, the Town assumes that this preference relates to potential for cultural/archeological resource impacts. This statement is made almost exclusively in the land use and transportation planning sections of the report, which falls in the Towns’ of Florence and Coolidge’s jurisdiction.

R

17. The Town of Florence and our regional partners have always supported, and advocated for, the eastern alignments through the Town’s municipal boundaries. The Town is in strong opposition to the western alignment.

COMMENT RESPONSE

Comment No. **A-22** | Page 3 of 5

- L** — The statement is correct; it appears that the Regionally Significant Routes for Safety and Mobility has been revised, relative to the 2017 version shown in Figure 2.1-1 of the Draft Environmental Impact Statement. This most recent version has primarily modified some of the north-to-south routes in the northern area (Segment 1) and east-to-west routes in the central area (Segment 3). The most recent information was requested from Pinal County, and the figure was revised to reflect these changes.
- M** — This option has been discussed with Town of Florence staff. The Tier 1 Draft Environmental Impact Statement identifies potential traffic interchange locations (refer to Table 2.3-4) based on what Pinal County has identified as routes of regional significance (see Figure 2.1-1). The County’s vision for these routes is to (1) provide continuity across Pinal County and through urban areas and (2) connect to adjacent counties and state highways. Based on this information, guidance for the spacing of interchanges provided by the Federal Highway Administration, and coordination with affected jurisdictions, since Butte Road is not an arterial road, it was not considered as a potential traffic interchange location. When a Tier 2 study advances a project alignment and design, interchange locations and their impact on the environment would be further evaluated.
- N** — Your comment has been noted. This option has been discussed with Town of Florence staff. The Tier 1 Draft Environmental Impact Statement identifies potential traffic interchange locations (refer to Table 2.3-4) based on what Pinal County has identified as routes of regional significance (see Figure 2.1-1). The County’s vision for these routes is to (1) provide continuity across Pinal County and through urban areas and (2) connect to adjacent counties and state highways. The potential interchanges were based on this information, guidance for the spacing of interchanges provided by the Federal Highway Administration, and coordination with affected jurisdictions. When a Tier 2 study advances a project alignment and design, interchange locations and their impact on the environment would be further evaluated.
- O** — Thank you for the information. The underground storage facility received its permit from the Arizona Department of Water Resources after issuance of the Draft Environmental Impact Statement. It would not be affected by the Preferred Alternative.
- P** — Your comment has been noted. While this is an important improvement, and will add sidewalk and additional shoulders, the bridge’s Project Assessment indicates that the bridge will continue as a two-lane structure. As such, it will not substantially change traffic patterns in the area; therefore, only minor changes to reflect the project will be made.
- Q** — Reference to the Four Southern Tribes occurs throughout the Draft Environmental Impact Statement (with one reference in Section 3.2, *Land Use*). While the commenter is correct that the action corridor alternatives would not directly affect tribal land, the Gila River Indian Community and Tohono O’odham Nation have land within the study area, have historic and prehistoric aboriginal claims to the region, and are stakeholders in the process.
- R** — Your alternative preference has been noted.

COMMENT

Source: Letter attachment

Comment No. **A-22**

Agency: Town of Florence (Brent Billingsley)

Specific comments:

- S** 1. (Page S-6) It would be useful to discuss the Pinal County ½ cent Excise Tax and the intent of the County and local government to leverage local funds to fund the initial phases of the North/South Corridor project.
- T** 2. (Page S-11) The Western Alternative, as defined, is not included in any local government plan and furthermore is not supported by any the local governments’ participating in this effort.
- U** 3. (Page 2-18) The 2019 North/South Corridor Resolutions from Florence, Eloy, Coolidge, Queen Creek, Apache Junction, Central Arizona Governments, and Pinal County should be acknowledged and discussed.
- V** 4. (Page S-19) The Town of Florence would like further clarification on the “Stakeholder Input” section. Multiple Resolutions have been provided to the project team from the local governments in the project area.
- W** 5. (Page S-28) The Town of Florence should be added to Table S-6.
- X** 6. (Page 1-6) The Town of Florence should be added to Table 1.1-1.
- Y** 7. (Page 1-8) The Central Arizona Regional Transit (CART) should be discussed in more detail.
- Z** 8. (Page 1-10) The MAG Commuter Rail Study should be discussed, including the End-of Line Station in Florence.
- AA** 9. (Page 1-8) Figure 1.4-1 is a representation of Pinal County’s Planned Growth Area within the 2008 County Comprehensive Plan. This graphic is dated and isn’t a great representation of where growth has occurred in the last 8 years.
- AB** 10. (Page 2-2) What isn’t the Pinal Regional Transportation Authority’s alignment, that was approved by the voters, shown in the document?
- AC** 11. (Page 2-3) Please get with Pinal County to verify that the Regionally Significant Routes information is current (Figure 2.1-1).
- AD** 12. (Page 2-7) The Town of Florence conducts an annual traffic count program. We would be glad to provide updated counts in our area.
- AE** 13. (Page 2-7) The Town of Florence is currently completing our 2019 Regional Transportation Plan. This plan, conducted by Michael Baker, is working with MAG to update the transportation modeling in the region. That information can be shared with the Phase 1 DEIS team.
- AF** 14. (Page 2-8) More detailed information should be provided on the CART system.
- AG** 15. (Page 2-12) ADOT has funded and is currently designing a new bridge across the Gila River on State Route 79. This project should probably be discussed.
- AH** 16. (Page 2-35) The Town supports the interchange locations proposed by the study team but is concerned with lack of access to Historic Florence. The Town requests that a future interchange location be identified in the DEIS that would be in closer proximity to downtown. The Butte Road Alignment or future River Road alignment would be potential locations. The Town understands the 2-mile spacing that is desired in a rural area. This spacing should be able to be accommodated.
- AI** 17. (Page 2-36) It is known that the “Preferred Alternative”, once identified, will likely change land use assumptions that existed previously. This should be discussed.

COMMENT RESPONSE

Comment No. **A-22** | Page 4 of 5

- S** — Comment noted. At the time of writing, there is still a pending court challenge to the Pinal County transportation excise tax. The Pinal Regional Transportation Authority is discussed in the FAQs (refer to FAQ: Pinal Regional Transportation Authority Alignment).
- T** — Comment noted; the reasoning behind the inclusion of the Western Alternative (W3) is discussed in Section 2.2.4.2, *Modifications to Support a Western Alternative*. The Western Alternative was not selected as the Preferred Alternative.
- U** — The resolutions of Queen Creek, Apache Junction, Pinal County, Sun Corridor Metropolitan Planning Organization, Florence, and Coolidge were all adopted in 2019, after the administrative Draft Environmental Impact Statement had been drafted and reviewed by the cooperating agencies (these resolutions were acknowledged and considered during the preparation of the Final Environmental Impact Statement).
- V** — The stakeholder input cited on page S-19 is referring to the specific input received on the alternatives when outreach was conducted in 2017; this information is described in the *Corridor Selection Report*, which is included in the Draft Environmental Impact Statement as Appendix C, *Alternatives Screening*.
- W** — While the Town of Florence has identified a preferred alternative, through general planning, Town Council resolutions, and through comments provided to the study team, the reference in Table S-6 is specifically referencing the input solicited in May 2017. The Town did not respond with comments during this public process, and therefore is not included in the table.
- X** — Please note that the Town of Florence is noted in Table 1.1-1 as a participating agency in the second column.
- Y** — The Central Arizona Regional Transit system is mentioned in Chapter 1, *Purpose and Need* (see Section 1.2.4). However, it was determined early in the study that rural transit services would not meet the project’s stated purpose and need. As such, additional information on the regional transit system is not provided.
- Z** — Please refer to Comment Response A-22 (J).
- AA** — Comment noted; no change made. The graphic is referring to the West Pinal Growth Area, which was included in the most recently adopted (2019) Plan. A “growth area” in the context of the Comprehensive Plan is an area where the jurisdiction has identified areas suitable for planning multimodal transportation, infrastructure expansion, and improvements designed to support a variety of land uses.
- AB** — The Pinal Regional Transportation Authority’s depiction of the North-South Corridor alignment is conceptual in nature, noting “Alignments currently under study by the Arizona Department of Transportation”—thus deferring the route definition to the Arizona Department of Transportation’s ongoing National Environmental Policy Act process.
- AC** — Figure 2.1-1 has been revised; please refer to Comment Response A-22 (L).
- AD** — Comment noted; please refer to Comment Response A-22 (K).
- AE** — Your comment has been noted and is appreciated. Additional modeling for the study is not being considered at this time. The study team may follow-up at a future time if it is determined additional modeling input is required.
- AF** — Comment noted; please refer to Comment Response A-22 (Y).
- AG** — Comment noted; please refer to Comment Response A-22 (P).
- AH** — Comment noted; please refer to Comment Response A-24 (C).
- AI** — Comment noted; no change made. The commenter is correct in noting that once a Selected Alternative has been identified in the Final Environmental Impact Statement and Record of Decision, land use changes will likely be implemented by the affected jurisdictions. Since a decision on a Selected Alternative is not final until the Record of Decision is signed, such changes are unknown at this time. The strategy of changing land use in response to a Selected Alternative is noted in Section 3.2.5.1, *Local Agency Mitigation Strategies*.

COMMENT

Source: Letter attachment

Comment No. **A-22**

Agency: Town of Florence (Brent Billingsley)

AJ

18. (Page 2-48) As stated previously, it is highly likely that the local governments participating in this study will invest in the future North/South Corridor in advance of the state or federal government. That investment will be in land use planning, zoning, utilities, right-of-way purchases, and even phased corridor construction. The ½ cent Excise Tax will be a primary funder of these improvements. The study should probably address how this phasing may occur, as well as, how access control should be addressed.

AK

19. (Page 3-14) The Town of Florence is currently updating our 2010 “voter approved” General Plan.

AL

20. (Page 3-28) The Town of Florence is currently updating our 2010 “voter approved” General Plan.

AM

21. (Page 3-142) ADOT has funded and is currently designing a new bridge across the Gila River on State Route 79. This project should probably be discussed.

AN

22. (Page 3-145) The Town of Florence has a permitted Underground Storage Facility that was not included in the report. The USF is located at the South Wastewater Treatment Plant.

AO

23. (Page 3-147) The Town of Florence has a permitted Underground Storage Facility that was not included in the report. The USF is located at the South Wastewater Treatment Plant.

AP

24. (Page 3-172) Congressman O’Halloran has proposed a potential Casa Grande Ruins expansion. The City of Coolidge has supported the legislation to expand the Casa Grande Ruins to protect these properties and their native American cultural resources and significance. This effort should be addressed.

AQ

25. (Page 6-3) The 2019 North/South Corridor Resolutions from Florence, Eloy, Coolidge, Queen Creek, Apache Junction, Central Arizona Governments, and Pinal County should be acknowledged and discussed.

COMMENT RESPONSE

Comment No. **A-22** | Page 5 of 5

- AJ** — [An Implementation Plan, outlining potential segments of independent utility, phasing, and funding, will be included in the Final Environmental Impact Statement and Record of Decision. The Implementation Plan will address the Selected Alternative, is non-binding, and will provide guidance on the topics and issues noted by the commentor.
- AK** — [Comment noted. For the Draft Environmental Impact Statement, only adopted plans are used for reference. If substantial changes in the Town's General Plan are anticipated, it would be appreciated if those were communicated to the study team.
- AL** — [Please refer to Comment Response A-22 (AK).
- AM** — [Comment noted; please refer to Comment Response A-22 (P).
- AN** — [Comment noted; please refer to Comment Response A-22 (O).
- AO** — [Comment noted; please refer to Comment Response A-22 (O).
- AP** — [Comment noted; please refer to Comment Response A-22 (C).
- AQ** — [Comment noted; please refer to Comment Response A-22 (U).

COMMENT

Source: Public hearing - verbal | Comment No. **A-23** | Agency: Pinal County (Mike Goodman)

12 MIKE GOODMAN: Good evening. Mike Goodman,
13 G-o-o-d-m-a-n. I live at -- I'm a resident here in San Tan
14 Valley area. I'm also a Pinal County supervisor on the board of
15 supervisors.

A [16 One of things that I found interesting on your
17 slide presentation, and particularly out here in the hallway in
18 regards to the communities that are affected economically by
19 this North-South Corridor, one area that has not had any kind of
20 recognition is the San Tan Valley area. As Mayor Barney stated
21 earlier, there's over 100,000 people, residents right here in
22 this community. That's a huge impact, and with the lack of
23 infrastructure that we already currently have, it's already
24 stressed the community. It's overtaxed our community
25 substantially.

B [1 I've lived -- I'm a native Arizonan. I grew up
2 in east Mesa, and I remember when 60 came through, and we were
3 still able to ride our horses as kids. And by the time I was an
4 adult, it was still at Alma School Road. And then as we looked
5 at the 202, and it's been planned for over 40 years, and we're
6 just starting to get to the level where we are right now. With
7 you taking -- and that -- the preferred alignment that you're
8 suggesting, the further east of us, that -- all that benefits is
9 state land when it comes up into this area right here. You talk
10 about economic growth. You talk about being able to assist
11 those of us that are citizens in these areas. We already have a
C [12 traffic issue, and by pushing it further out is even going to
13 create more of an issue for us.

14 I appreciate this opportunity to come and speak
15 before you, and as we go forward with this, I hope that you
16 really consider some of the things, because as a county, we --
17 we -- this is not the alignment that we spoke up with, as many
18 other communities here, with Apache Junction, as well as the
19 town of Queen Creek, Florence. There's other issues that we've
20 been talking about. So thank you.

COMMENT RESPONSE

Comment No. **A-23** | Page 1 of 1

A — [Refer to FAQ: Existing Development.

B — [Refer to FAQ: Economic Development.

C — [Your comment has been noted and is appreciated. Traffic impacts are a major consideration for the North-South Corridor Study; however, the National Environmental Policy Act process requires that we consider a range of environmental impacts in selecting a Preferred Alternative. In light of this information, the Eastern Alternative was selected. The rationale for the Preferred Alternative is presented in Chapter 6, *Evaluation of Alternatives*, of the Draft Environmental Impact Statement.

COMMENT

Source: Letter attachment

Comment No. **A-24**

Agency: Town of Florence (Tara Walter)

Town of Florence
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Senior Center
 868-7622

Town Attorney
 868-7557

Utility Billing
 868-7680

Water/Wastewater
 868-7677

23 October 2019

North-South Corridor Study Team
 c/o ADOT Communications
 1655 W. Jackson St., Mail Drop 126F
 Phoenix, AZ 85007

North-South Corridor Study Team,

On behalf of the Florence Town Council, we want to extend our sincerest appreciation for the extensive work that has gone into the Draft Environmental Impact Statement for the North-South Corridor Project. Your team has had the difficult task of balancing competing ideas and agendas, while also ensuring the route is suitable for development without harming the valuable natural and cultural resources in the area. Surely this is no easy task.

The Town Council would like to reiterate its support for the eastern alignment in Florence (Segment 3). We believe this alignment most closely aligns with the purpose and need for the future freeway. We also believe the Preferred Alternative is an acceptable corridor. The Town cannot give *any* support to any western alignment in Segment 3. As we have stated previously, we concur with the Pinal County preferred route (which includes taking a hybrid approach to the corridors by following W1b in Segment 1, before connecting to E2b in Segment 2, E3a/c in Segment 3, and either W4 or E4 in the fourth segment). Nonetheless, a fully Western route alternative does not seem to meet the purpose and needs of the study, and a strict Eastern route alignment seems to similarly overlook the underlying need for the study.

We are attaching our general comments about the Study to this letter and attaching technical comments under separate cover from our Town Manager. The Council would like to recommend that the Team analyze and address the possibility of an additional interchange within Segment 3. On the attached map, you will see the three currently proposed interchanges (as presented in the DEIS). These are in red circles, with the numbers 1 (Arizona Farms Rd.), 2 (Hunt Highway), and 3 (Arizona State Route 287). The Town would like the team to assess the possibility of moving interchange #2 to the north to the Merrill Ranch Parkway alignment (which is shown on the map with the teal #4). The Town would also like to see an additional future interchange located at the Butte Avenue alignment (designated by the teal #5). This would provide better access for employees commuting to their downtown employment and would also allow for greater economic benefit within Historic Downtown Florence. This would

A

B

C

COMMENT RESPONSE

Comment No. **A-24** | Page 1 of 3

A — Your alternative preference has been noted. Thank you for your comment.

B — This option has been discussed with Town of Florence staff. The Tier 1 Draft Environmental Impact Statement identifies potential traffic interchange locations (refer to Table 2.3-4), based on what Pinal County has identified as routes of regional significance (see Figure 2.1-1). The County’s vision for these routes is to (1) provide continuity across Pinal County and through urban areas and (2) connect to adjacent counties and state highways. The potential interchange locations were based on this information, guidance for the spacing of interchanges provided by the Federal Highway Administration, and coordination with affected jurisdictions. When a Tier 2 study advances a project alignment and design, interchange locations and their impact on the environment would be further evaluated.

C — This option has been discussed with Town of Florence staff. The Tier 1 Draft Environmental Impact Statement identifies potential traffic interchange locations (refer to Table 2.3-4) based on what Pinal County has identified as routes of regional significance (see Figure 2.1-1). The County’s vision for these routes is to (1) provide continuity across Pinal County and through urban areas and (2) connect to adjacent counties and state highways. Based on this information, guidance for the spacing of interchanges provided by the Federal Highway Administration, and coordination with affected jurisdictions, since Butte Road is not an arterial road, it was not considered as a potential traffic interchange location. When a Tier 2 study advances a project alignment and design, interchange locations and their impact on the environment would be further evaluated.

COMMENT

Source: Letter attachment

Comment No. **A-24**

Agency: Town of Florence (Tara Walter)

D

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result in a total of four designated interchanges within the 8.25 miles of the corridor between State Route 287 and Arizona Farms Rd.

Finally, the Town is concerned that it is not listed as a Participating Agency within the document. Obviously, the Town has participated in numerous drafts, iterations, and hearings as they relate to the Study, and would like to ensure that this participation is reflected throughout the document.

Again, we wish to convey our appreciation to the Team for your thoughtful approach to this Study. We look forward to our continued association as we continue to prepare for our exciting future!

Regards,



Tara Walter
Mayor

COMMENT RESPONSE

Comment No. **A-24** | Page 2 of 3

D

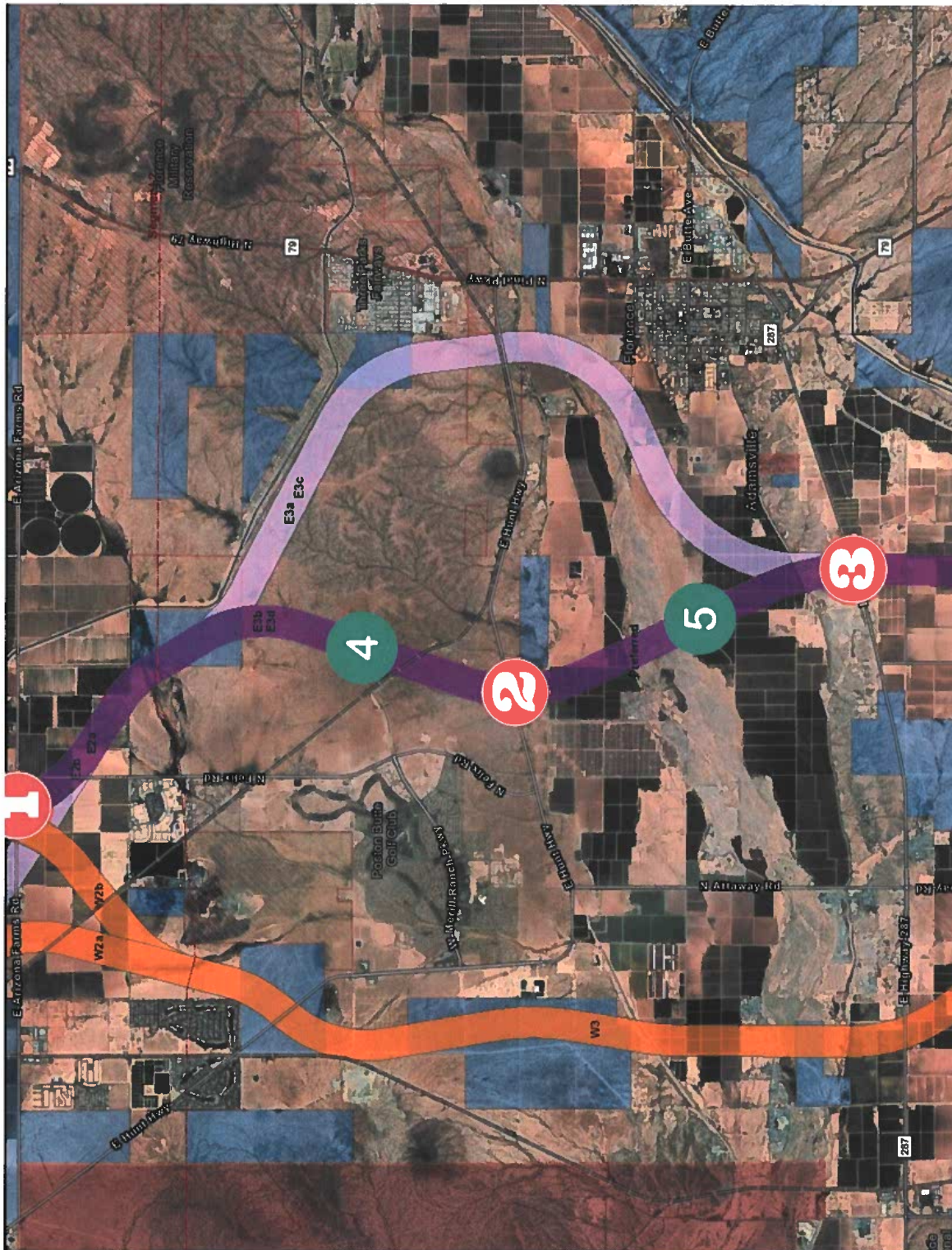
Florence has always been recognized as such (see the Draft Environmental Impact Statement, Table 1.1-1). Note that Florence is not noted in the table summarizing input on alternatives in 2017 because we did not receive input at that time. The Town's involvement in the study is recognized from 2010, when the Town accepted an invitation to become a participating agency, and again after the study transitioned to a Tier 1 Environmental Impact Statement effort in 2016.

COMMENT

Source: Letter attachment

Comment No. **A-24**

Agency: Town of Florence (Tara Walter)



COMMENT RESPONSE

Comment No. **A-24** | Page 3 of 3

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-25**

Agency: Town of Queen Creek (Gail Barney)



October 29, 2019

Mr. Paul O'Brien
Administrator, Environmental Planning
Arizona Department of Transportation
c/o ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007
Via e-mail: northsouth@azdot.gov

Dear Mr. O'Brien:

Subject: Town of Queen Creek Comments for the Tier 1 Draft Environmental Impact Statement – North-South Corridor Study

The Town of Queen Creek, as a participating agency since the project's inception in 2010, would like to thank ADOT for recognizing the transportation challenges in the east valley and for conducting the study. The Town of Queen Creek along with Florence and Pinal County passed resolutions that coincide with the selected alternative with the exception of Segment 1 (see map below). Also, as noted in the DEIS, the City of Mesa prefers the most western alignment within Segment 1.

A



B

The Town believes that the preferred alternative for Segment 1 is in sharp contrast to FHWA policy (23 CFR § 109) and the ADOT developed Purpose and Needs Statement based on the following:

C

D

E

1. Misses the economic opportunity for the area surrounding Queen Creek and San Tan Valley.
2. Does not integrate the region's multimodal transportation network.
3. Is not consistent with municipal planning initiatives.
4. Does not accommodate existing population nor the existing transportation challenges.

22358 S. Ellsworth Road, Queen Creek, AZ 85142 | 480-358-3000 | Fax: 480-358-3001 | www.queencreek.org

COMMENT RESPONSE

Comment No. **A-25** | Page 1 of 7

- A** — [These alternative preferences have been noted. Thank you for your comment.
- B** — [Refer to FAQ: Economic Development.
- C** — [Refer to FAQ: Multimodal Transportation
- D** — [Refer to FAQ: Pinal Regional Transportation Authority Alignment.
- E** — [Refer to FAQ: Existing Development.

COMMENT

Source: Letter attachment

Comment No. **A-25**

Agency: Town of Queen Creek (Gail Barney)

F

5. Ignores the will of the voters that passed Propositions 416 and 417 to create a dedicated funding source for the North-South Freeway.
6. Other environmental and technical considerations as noted below.

Based on the information provided in this letter, the Town believes that the alignment of segment 1 in ADOT's preferred alternative warrants reconsideration.

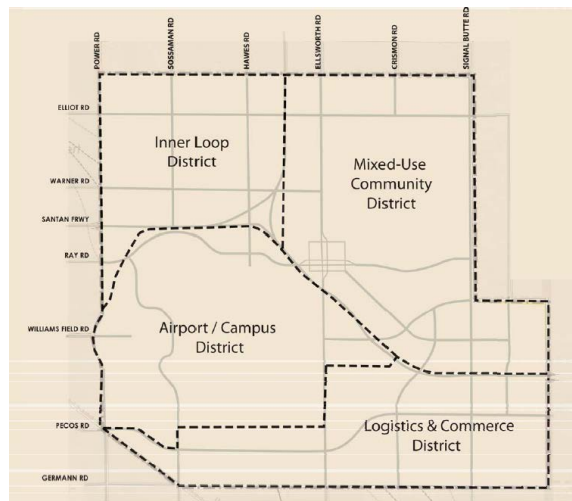
1. Economic Impact

The proposed Segment 1 E1b route does not serve current and future activity centers such as the developing areas of San Tan Valley, the Town of Queen Creek, the City of Mesa and the future employment center that surrounds the Phoenix-Mesa Gateway Airport.

The area surrounding the Phoenix-Mesa Gateway Airport is forecasted for significant population and employment growth over the next 35 years. On the privately-owned land surrounding the Airport within the Gateway area, it has the capacity to accommodate nearly 220,000 jobs. In addition, publicly-owned land within the Airport boundaries is planned for significant employment growth including:

- SkyBridge – an **international** air freight complex that will have four million square feet of building space and 10,000 to 12,000 jobs.
- ASU Polytechnic Research Park, a 300-acre campus that will specialize in aviation, alternate energy and on-demand digital manufacturing. Ultimately, the Park is expected to generate 12,000 to 15,000 jobs within 3.1 million square feet of building space.

Mesa Gateway Area and Its Sub-Districts



G

While the Phoenix-Mesa Gateway Area has the capacity to accommodate a significant employment base, MAG forecasts the area will grow from its current employment of 8,700 jobs to 79,300 jobs by 2050. The MAG forecast accounts for the competitive real estate market that the Gateway Area is operating within.

In addition, 30-40 years into the future, some of the older employment areas will likely be redeveloping into more intensive uses, providing even more competition for business parks and industrial areas in the East Valley. The conclusion is that the eastern freeway alternatives, particularly Alternative E1b, are so far out on the periphery of the metro area that any positive impact of the freeway on job growth and economic development will be substantially muted.

COMMENT RESPONSE

Comment No. **A-25** | Page 2 of 7

F — [Refer to FAQ: Pinal Regional Transportation Authority Alignment.

The commenter is correct in noting that the San Tan Valley, the town of Queen Creek, the city of Mesa, and the future employment center that surrounds the Phoenix-Mesa Gateway Airport are actively growing. Accommodating existing and future populations and improving access to future activity centers are stated purposes of the project; however, these objectives must be balanced with other environmental and land use concerns. The Mesa Gateway Area and its sub-districts (which, as noted in the comments, are currently bisected by SR 202L and SR 24) is currently well served by access-controlled facilities—the extension of SR 24 (currently programmed for construction to Ironwood Drive). The San Tan Valley Special Area Plan (Pinal County, 2018) notes that the arterial roadway network, when completed, will provide adequate roadway capacity for the planned development.

G — [

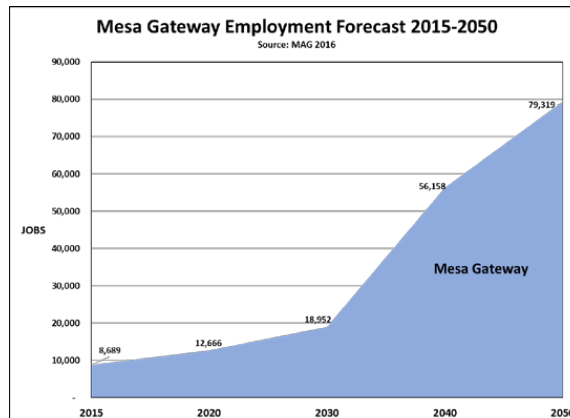
The North-South Corridor is intended to improve regional mobility and provide additional roadway capacity ahead of full development build-out to avoid congestion associated with this anticipated growth, while accommodating existing land uses and constraints that preclude placement of the corridor west of the Central Arizona Project Canal.

COMMENT

Source: Letter attachment

Comment No. **A-25**

Agency: Town of Queen Creek (Gail Barney)



Generally, Greater Phoenix grows like a balloon on its edge. By comparison, the eastern North-South Freeway alternatives will encourage sprawl development, bypassing areas that already have utility services and making for inefficient, illogical and costly growth patterns. Overall, Superstition Vistas is a long-term planning concept that will likely not be auctioned by the Arizona State Land Department (ASLD) or developed over the next 30 years.

Surveys of site selection consultants and corporate real estate executives have consistently shown that highway access and access to labor are the two most important site selection criteria. Over the past three years, these two criteria have dominated the surveys along with labor costs. The following chart outlines the 2018 and 2017 survey results.

G

| Combined Ratings* CORPORATE SURVEY | | |
|---|------|-----------|
| Site Selection Factors | 2018 | 2017 |
| Ranking | | |
| 1. Availability of skilled labor | 79.8 | 88.8 (2) |
| 2. Labor costs | 89.1 | 91.1 (2) |
| 3. Highway accessibility | 87.0 | 91.5 (1) |
| 4. Corporate tax rate | 84.7 | 83.2 (8) |
| 5. Tax abatements | 83.0 | 86.1 (5) |
| 6. Quality of life | 82.8 | 87.2 (4) |
| 7. State and local incentives | 82.8 | 81.3 (7) |
| 8. Energy availability and costs | 77.8 | 74.0 (12) |
| 9. Available buildings | 76.7 | 78.9 (4) |
| 10. Occupancy or construction costs | 76.1 | 85.9 (5) |
| 11. Available land | 75.4 | 74.9 (10) |
| 12. Low union profile | 74.4 | 71.4 (18) |
| 13. Proximity to suppliers | 72.8 | 74.4 (12) |
| 14. Proximity to major markets | 71.8 | 84.4 (7) |
| 15. Right-to-work state | 70.2 | 74.7 (15) |
| 16. Training programs/technical colleges | 69.9 | 72.8 (16) |
| 17. Environmental regulations | 69.1 | 70.2 (19) |
| 18. Inbound/outbound shipping costs | 69.2 | 71.8 (17) |
| 19. Expedited or "fast-track" permitting | 64.9 | 74.7 (11) |
| 20. Accessibility to major airport | 62.7 | 84.4 (21) |
| 21. Availability of long-term financing | 60.8 | 64.4 (20) |
| 22. Availability of unskilled labor | 59.4 | 82.0 (24) |
| 23. Raw materials availability | 58.4 | 64.0 (22) |
| 24. Water availability | 51.6 | 58.3 (23) |
| 25. Availability of advanced ICT services | 50.0 | 42.7 (26) |
| 26. Railroad service | 46.4 | 28.9 (28) |
| 27. Proximity to innovation commercialization/R&D centers | 41.6 | 44.7 (25) |
| 28. Waterway or oceanport accessibility | 34.1 | 31.2 (27) |

*All figures are percentages and are the total of the "very important" and "important" ratings of the Area Development Corporate Survey and are rounded to the nearest tenth of a percent.
** 2017 ranking

COMMENT RESPONSE

Comment No. **A-25** | Page 3 of 7

Comments in this letter have been addressed on the previous and following pages.

COMMENT

Source: Letter attachment

Comment No. **A-25**

Agency: Town of Queen Creek (Gail Barney)

G

The impact of freeways and major highways on economic development activity can be substantially verified by observation of the employment and industrial activity along the Loop 202 in Chandler and Gilbert. Goodyear is seeing substantial economic development activity along the newly completed Loop 303 as well. The W1a alternative will strengthen the opportunity for economic development activity near existing population centers (particularly for the San Tan area that needs jobs) and would also supplement the future development activity that is occurring in and surrounding the Phoenix-Mesa Gateway Airport.

The economic impact section of the DEIS is inadequate and primarily speaks to the loss of agricultural revenue and the conversion of land from its current use to transportation use. Within Segment 1 of the Corridor, there is little farming activity. The economic impact section of the DEIS does not address the potential catalytic impacts of the freeway and the development opportunities that would evolve particularly for those freeway alternatives west of the CAP that are closest to existing population and employment centers.

2. Multimodal Approach

The 2018 Town of Queen Creek General Plan also focuses on fostering economic development through an integrated multimodal transportation system. (p. 57 Strategy 1F: Promote multi-jurisdictional transportation planning involving the Town, adjacent municipalities and counties that share a common transportation system and face common transportation issues). The DEIS discussion on Passenger Rail and Transit is very brief. Based on the ROD for the Arizona Passenger Rail Corridor study, one of the three alternatives for Commuter Rail is the "Yellow" alternative which uses the Union Pacific Railroad (UPRR) right of way through Queen Creek and includes one station in the vicinity of Rittenhouse and Ellsworth Loop roads. Of the three remaining alternatives, the "Yellow" alternative was identified as the preferred alternative.

H

The potential for a commuter rail station in the Town Center, with the possibility of additional stations in Queen Creek, provides a unique opportunity for transit-oriented development. Freeway access and transit service to future passenger rail is a critical component of an effective multimodal solution. Evidence supporting a multimodal solution is exhibited in the North-South Corridor Study Alternatives Selection Report (October 2014) (Figure 26 – Modal alternatives selection). This supports a multimodal, multidimensional solution to address transportation demand in the study area. With multiple modes, TDM/TSM, transit and arterial improvements and a major transportation facility in the study area, approximately 90% of transportation needs can be met. As written, the DEIS is lacking this multimodal approach. We would encourage ADOT to consider how Commuter Rail and Transit systems could connect to the final North-South Corridor Freeway alignment.

3. Municipal Transportation Planning Initiatives

Queen Creek has led numerous planning efforts including the Queen Creek North Specific Area Plan and the Town of Queen Creek General Plan which is currently being updated. In both plans, the North-South Corridor Extension and SR 24 connections are seen as strengths and the lack of direct freeway access as a weakness. A key transportation goal in the North Area Specific Plan is to minimize cut-through traffic through Queen Creek, solved with a western W1a or W1b alignment.

I

In the DEIS, there was no reference to the San Tan Valley Special Area Plan which was finalized October 31, 2018. It discusses many of the challenges faced with transportation and economic growth in the area. The importance of a North-South Freeway Corridor is important to the area and consideration to moving the alignment closer to the existing population center (W1a and W1b alternatives) would be beneficial and would help to better integrate San Tan Valley within the region (meeting items, 1,2,3,4 and 6 of the Purpose and Need).

According to the plan, "San Tan Valley now represents over 25% of the County's population today. It is expected to increase by 54% over the next 34 years. San Tan Valley will most likely continue to attract the two largest generations, Baby Boomers and Millennials. According to studies completed by the American Planning Association, these two groups demand similar things. They want walkable neighborhoods, smaller homes, places that create unique experiences and multiple transportation choices" (p. 9). In the Town's North Specific Area Plan, there is a focus on re-examining the long-range plan, the investment in infrastructure, and regional cooperation to ensure the best use of resources and improve quality of life for all.

COMMENT RESPONSE

Comment No. **A-25** | Page 4 of 7

H — [Please see response to A-25 (C).

I — [Please see response to A-25 (D).

COMMENT

Source: Letter attachment

Comment No. **A-25**

Agency: Town of Queen Creek (Gail Barney)

I

The San Tan Valley region desperately needs an improved regional transportation system and having the North-South Freeway through the populated areas would greatly help this massive problem. Additionally, a new freeway in proximity to San Tan Valley would provide numerous additional opportunities for commercial and employment land uses which will have the potential to bolster the economy in this area, especially if San Tan Valley becomes incorporated in the future.

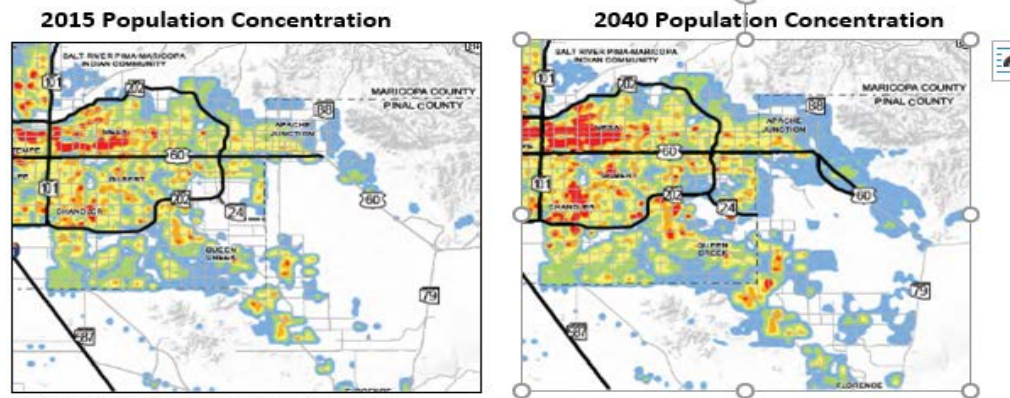
4. Existing Population and Transportation Challenges

In the DEIS, future population areas including Superstition Vistas and Lost Dutchman Heights (formerly known as Portalis) are mentioned multiple times. These developments likely influenced the proposed eastern alignment, but population projections for the term of the study do not support this. Although projections for Superstition Vistas may be significant, they are not reflected in the 2040 planning horizon as documented in the State Demographer’s projections (p. S-17). Table 4.4-1 also says construction of the project is anticipated to take place over several decades. There are approximately 3,200 people currently living east of the CAP canal where the alignment is proposed. That figure is only expected to increase to 27,000 people by 2040 despite plans for the development of the Superstition Vistas on State Trust lands.

In the corridor study area, existing LOS conditions are shown in figure 1.4-7. As can be seen, the LOS for key routes such as Ironwood Drive is failing (LOS F). San Tan Valley currently has the largest unincorporated population area in Pinal County with a population base of approximately 100,000 residents. This creates challenges for Queen Creek because many of those commuters, plus those living in the Town are traveling through Queen Creek’s arterials to reach the 202 or the 24, creating congestion. Maricopa Association of Governments (MAG) now has new forecasts that encompass most of Pinal County. This data shows the San Tan Valley area is forecasted to grow to 129,000 by 2040. The Town of Queen Creek is the largest incorporated community in the area with 52,000 residents and is expected to grow to 109,000 people by 2040. As is noted with the no-action alternative (figure 2.5-1), the LOS is significantly worse in 2040 showing failing LOS grades through much of the area in table 2.5-1.

The following maps illustrate the 2015 and forecasted 2040 concentration of population in the East Valley as compiled by MAG. Alternative E1b would serve little population east of the CAP Canal compared to the growth expected to occur west of the Canal.

J



Source: MAG 2040 Regional Transportation Plan

In segments 3 and 4, it appears that the proposed route runs within close proximity to major residential areas (Coolidge, Florence); however, in segment 1, the preferred layout is far from residential areas in Queen Creek. Queen Creek has a higher population than Florence and Coolidge combined according to 2017 numbers so the proposed route underserves the current most populous municipality.

Regarding the ability to improve north to south connectivity (item 5 of the purpose and need), the new corridor would connect eastern portions of the Phoenix metropolitan area with Pinal County and destinations to the south, including

COMMENT RESPONSE

Comment No. **A-25** | Page 5 of 7

J — [Please see response to A-25 (E).

| COMMENT | | |
|---------------------------|-------------------------|---|
| Source: Letter attachment | Comment No. A-25 | Agency: Town of Queen Creek (Gail Barney) |

J Tucson. However, the proposed location is far from existing highly populated residential areas in both Queen Creek and Pinal County (i.e. "San Tan Valley" area). The freeway should be located within closer proximity to the already existing residential areas as they are the users currently creating the need. With a long timeline, the preferred layout is making current property owners bear the cost for a project that will not benefit them.

K **5. Will of the Voters - Pinal Regional Transportation Authority & Funding**
 In 2017, Pinal County voters passed Propositions 416 and 417 to create a dedicated funding source for freeways. The large voter base located in San Tan Valley along the Western W1a alternative needs a solution now. An eastern alignment, as was proposed, ignores the will of the voters and does not provide any tangible benefit to the majority of taxpayers funding the construction (approximately \$326 million was allocated to the North-South Freeway in the plan). Logistically for commuters traveling to Phoenix from San Tan Valley or Queen Creek, it does not make sense for them to travel 3-8 miles east, then north, then west to Phoenix. As a result, significant congestion would continue to occur throughout the area.

L **6. Environment and Technical Considerations**
 There are many unknowns including impacts to wildlife in the area east of the CAP canal, the number of potential archaeological sites (only 20% of the eastern alternative area has been surveyed; p. 3-172), floodplains and water resources that may in fact result in greater impacts. The proposed route would run through undisturbed native vegetation that is in its natural state. Options W1a/b run parallel and through areas that are no longer in their natural and vegetative state, but rather have been farmed in some cases for decades.

Cultural Resources (p. 3-172)

- Only 40% of the western alternatives have not been surveyed, compared to 80% of the eastern alignments. There is potential for there to be significantly more sites in the eastern alignments. One location AZ U:14:73 (ASM) would need to be evaluated as a potential TCP.

M **Environmental Justice and Title VI (p. 3-201)**
 In Segment 1, none of the alternatives would result in disproportionately high and adverse effects on minority and low-income populations. One gap in the analysis was the lack of discussion on transit or commuter rail and its impacts. Low income populations typically have to rely on public transit instead.

The following observations are made, showing the strengths for a western alignment selection of W1a or W1b which the Town supports:

N **Transportation and Traffic Operations (S-16)**

- Average weekday traffic volumes would be greatest with the W1a Alternative and less with the eastern connections with US 60 (E1a & E1b).
- All alternatives would have a positive effect by reducing regional congestion, the W1a alternative would result in the greatest reduction in regional congestion, followed by W1b.
- All alternatives are similar in length (19 (E1a), 18.7 (E1b), 18.8 (W1a) and 19.1(W1b) miles.
- The W1a and W1b connections to SR 24 would be the shortest at 2.35 and 2.36 miles versus 5.93 for E1b and 8 miles for E1a. Shorter roads generate less air pollution and improve travel times for motorists.

O **Regional Planning**

- Regional freeways running North-South are spaced approximately nine miles apart, such as the 101 to the 303 and the 101 to the I-17 or 51. The proposed North-South alignment would be over 30 miles away. This is not consistent with regional planning processes surrounding the building of future freeways.

COMMENT RESPONSE

Comment No. **A-25** | Page 6 of 7

K — [PRT1

The commenter is correct in noting that there is much unknown regarding the alternatives in terms of archaeological sites; there have been limited Class III surveys conducted for the action corridor alternatives. The requirement for a Tier 1 study is to address environmental evaluation from a programmatic standpoint based on available data, and no detailed surveys are completed at this corridor level. As a result, there is a risk of impacts on archaeological sites should subsequent Tier 2 studies identify a specific alignment for construction. At the design phase, mitigation methods (including avoidance, minimization, and mitigation strategies) would be identified to reduce impacts. It should be noted that, while the Preferred Alternative may be modified to avoid or minimize impacts on sites, the Western Alternatives are constrained by existing development and the Central Arizona Project Canal, limiting the ability to make modifications to avoid any sites that may be discovered during Tier 2 studies. In addition, an inventory of traditional cultural properties was carried out for the entire study area, and it was determined that the action corridor alternatives would avoid all National Register of Historic Places-eligible traditional cultural properties (refer to Section 3.14, *Cultural Resources*).

L — [

Regarding the comment on potential disproportionately high and adverse effects on minority and low-income populations in Segment 1, the Draft Environmental Impact Statement actually notes that, “The E1a and E1b Alternatives would have little effect on identified low-income and minority populations. The W1a and W1b Alternatives both would result in potential disproportionately high and adverse effects on minority and low-income populations.”

M — [

The commenter also notes that there is a lack of discussion of transit or commuter rail and its impacts. It should be noted that there are currently no transit or commuter rail options in Segment 1 and, regardless of the alternative selected, it does not appear that the decision to identify a Preferred Alternative in Segment 1 would affect the future provision of such service.

N — [

The comment is noted; this comment identifies traffic information from the Draft Environmental Impact Statement that supports the Western Alternative. It is in recognition of this information and all of the other environmental considerations that the E1b Alternative was selected as the Preferred Alternative. The justification for this decision is summarized in Chapter 6, *Evaluation of Alternatives*.

O — [

The ring roads the commenter references are distinct from the North-South Corridor, in that the corridor is intended to, “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.” As such, there is no rule of thumb relationship to other routes. See also the FAQ: Pinal Regional Transportation Authority Alignment.

COMMENT

Source: Letter attachment

Comment No. **A-25**

Agency: Town of Queen Creek (Gail Barney)

P

Land Use Planning (S-17)

- General plans are supportive of a North-South Freeway facility.
- W1a provides access to the largest existing and anticipated population, employment and activity centers.

Q

Built Environment (S-17)

- W1a and W1b would have no risk of impacts on historical districts, buildings or structures.

R

Natural Environment (S-18)

- W1a and W1b would have a low risk of affecting wildlife (versus E1a and E1b which would have a moderate risk).
- W1a has no risk to conservation and wildlife management land.
- W1b has a low risk of floodplain encroachment.

S

T

Summary Statement

U

It is noted in the DEIS that it was qualitative in nature vs. quantitative (S-14). There is a concern that without quantitative information, such as accurate population projections and current population counts (particularly those areas directly east and south of Queen Creek), the decision for the proposed alignment should be re-reviewed.

In conclusion, the Town of Queen Creek appreciates the opportunity to comment on the DEIS. We do disagree with the alignment proposed by ADOT and recommend that ADOT reconsider a western alignment including either W1a or W1b connecting to SR 24 in Segment 1. We do not believe the arguments made by ADOT articulate and meet all components of the purpose and need of the study. We do, however, believe that the statewide and regional economic benefits and population base in both the Queen Creek and San Tan Valley area would be better served if a western alignment was selected for segment 1 (W1a and W1b), solving transportation congestion needs existing today. We also encourage incorporating passenger rail and transit reviews into the selection of the proposed alignment.

V

W

The proposed alignment should be further evaluated and examined in sections to determine what portions may be best on a segment-by-segment/partial basis, with a preferred selection alternative of W1a, W1b or a combination of the two in line with the Pinal County Preferred Alternative.

X

We are also requesting a meeting with you and ADOT Director John Halikowski to discuss this in further detail.

Sincerely,



Gail Barney
Mayor

Cc: Governor Doug Ducey
John Halikowski, ADOT
Karla Petty, FHWA
Arizona State Transportation Board

COMMENT RESPONSE

Comment No. **A-25** | Page 7 of 7

- P** — [Refer to FAQ: Transportation Network Connectivity.
- Q** — [The commenter is correct; however, it should be noted that none of the Segment 1 action corridor alternatives pose a risk to historical districts, buildings, or structures.
- R** — [We understand that each alternative would have unique impacts on the natural environment. The impacts of the proposed alternatives on wildlife would continue to be evaluated during the Tier 2 process. In addition, the Arizona Department of Transportation would evaluate ways to minimize or mitigate the effects of constructing the Preferred Alternative throughout the next phase of this tiered study.
- S** — [This was not a factor in the decision because none of the alternatives would affect conservation and wildlife management land.
- T** — [All action corridor alternatives would affect floodplains. The floodplain risks would be minimized for all the action corridor alternatives by minimizing or mitigating the floodplain impacts during the Tier 2 design phase.
- U** — [The Draft Environmental Impact Statement did consider quantitative information with regard to population. For population estimates and projections, it relied on the Arizona State Demographer’s population projections, which are reflected in the Arizona Department of Transportation’s Arizona Travel Demand Model. The Arizona Travel Demand Model was used for the study’s traffic projections.
- V** — [Refer to FAQ: Multimodal Transportation.
- W** — [Comment noted.
- X** — [Comment noted.

COMMENT

Source: Public hearing - verbal | Comment No. **A-26** | Agency: Town of Queen Creek (Gail Barney)

14 GAIL BARNEY: I am Gail Barney. I am the Mayor
15 of Queen Creek. It is G-a-i-l B-a-r-n-e-y, 85142.

16 Queen Creek has been an engaged stakeholder
17 throughout the process and has vested interest in seeing a route
18 that will service the transportation needs of our 52,000 plus
19 residents, reduce traffic congestion due to the extensive
20 population growth in the area, including San Tan Valley, and for
21 the economic development benefit to the region. Unfortunately,
22 the proposed eastern alignment in Segment 1 would not ultimately
23 supply any of these benefits, nor provide much needed
24 transportation options and solutions for northern Pinal County.

25 In the valley, regional freeways running north
1 and south have been spaced approximately nine miles apart, such
2 as the 101, the 303, the 101 to the I-17 or the 51. The
3 proposed north-south alignment would be over 30 miles away.
4 This is not consistent with the regional planning process
5 surrounding the building of the future freeways.

6 Furthermore, there are approximately 100,000
7 people living in San Tan Valley, which is forecasted to grow to
8 over 129,000 people by 2040. These commuters, plus those living
9 in the town of Queen Creek, travel through Queen Creek arterials
10 to reach the 202 or 24, creating congestion. East of the
11 Central Arizona Project canal today -- excuse me -- today where
12 the alignment is proposed, there are 2,300 people. That figure
13 is only expected to increase to 27,000 by 2040, despite plans
14 for development of the Superstition Vista Trust lands. These
15 population projections will be further confirmed upon completion
16 of the 2020 U.S. Census. When building freeway corridors of
17 this nature, we should be servicing the maximum population
18 within the study area. The town of Queen Creek has the highest
19 incorporated population. When contrasted to these figures, the
20 selection of the western alignment fares better than the eastern
21 alternative.

22 With population, follows economic development.
23 Surveys of the site selection consultants and corporate real
24 estate executives have shown consistently that highway access
25 and access to labor are the two most important site selection

COMMENT RESPONSE

Comment No. **A-26** | Page 1 of 2

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [The ring roads the commenter references are distinct from the North-South Corridor, in that the corridor is intended to, “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.” As such, there is no rule of thumb relationship to other routes. See also the FAQ: Pinal Regional Transportation Authority Alignment.
- C** — [Refer to FAQ: Existing Development.
- D** — [Refer to FAQ: Economic Development.

COMMENT

Source: Public hearing - verbal | Comment No. **A-26** | Agency: Town of Queen Creek (Gail Barney)

1 factors. A prime example of this is along 202 in
2 Chandler/Gilbert. The W1a alternative would bring economic
3 opportunities close to the population centers and would also
4 supplement the future development activity that is occurring in
5 and around Mesa Gateway Airport. The draft EIS should be
6 amended to account for potential impacts of the freeway
7 development opportunities, not just agricultural revenue and the
8 conservation [sic] of land for transportation purposes.

9 While Superstition Vista has likely had an impact
10 on the proposed alignment, utilizing Desert Ridge as a benchmark
11 for future development, it is unlikely the state trust lands
12 would be developed over the next few decades. In the meanwhile,
13 a larger voter base located at the W1a alternative, mainly San
14 Tan Valley, is needing solutions now.

15 Just another paragraph. I will turn this in to
16 the staff. Thank you very much.

D

E

F

COMMENT RESPONSE

Comment No. **A-26** | Page 2 of 2

E

The commenter is correct that the Superstition Vistas planning area was considered, in as much as it is a feature of the Pinal County Comprehensive Plan, and the projections for relatively low future growth in this area through the 2040 planning horizon (as reflected in the Arizona Department of Transportation Travel Demand Model).

The Superstition Vistas planning area covers approximately 275 miles of Arizona State Trust Land in northeastern Pinal County, and encompasses much of the northern portion of the study area. Without commenting on the comparison to Desert Ridge, the projection for development timing is consistent with population projections for the area.

F

Periods of peak hour traffic congestion, lack of network completeness, and travel time reliability issues in Pinal County are recognized; however, the North-South Corridor, which is in the Tier 1 phase, would not provide immediate relief; see also FAQ: Timing of Freeway Construction.

COMMENT

Source: Public hearing - verbal | Comment No. **A-27** | Agency: Town of Queen Creek (Gail Barney)

24 GAIL BARNEY: Thank you.

25 Just a brief comment. I hold a lot of these
1 hearings in town, and I cut people off. So I don't feel bad
2 about being cut off. So I appreciate the opportunity.

3 All I was going to finish saying was the western
4 route needs a dedicated funding source, and well, San Tan Valley
5 needs a dedicated funding source. The western route, the
6 passage of Proposition 416 and 417 in 2017 did provide some of
7 that funding source. The proposed alignment ignores the rule of
8 the voters and does not provide any tangible benefit to the
9 majority of the taxpayers funding the construction. Okay?

10 To conclude, I want to thank the board for being
11 here and giving us the opportunity to speak, and that was my
12 statement. So thank you very much, you guys.

A

B

COMMENT RESPONSE

Comment No. **A-27** | Page 1 of 1

A — See the FAQ: Funding.

B — The commenter is suggesting that the Preferred Alternative is not consistent with the Pinal Regional Transportation Authority Plan. A comparison of the Preferred Alternative and the Plan (which is characterized as conceptual) shows that the Preferred Alternative is the most consistent with the Plan; however, it should be noted that the Pinal Regional Transportation Authority’s depiction of the North-South Corridor alignment is conceptual in nature, noting “Alignments currently under study by the Arizona Department of Transportation”—thus deferring the route definition to the Arizona Department of Transportation’s ongoing National Environmental Policy Act process.

See also the FAQ: Pinal Regional Transportation Authority Alignment.

COMMENT

Source: Email

Comment No. **A-28**

Agency: Town of Queen Creek (Heather Wilkey)

From: **Heather Wilkey** <heather.wilkey@queencreek.org>
Date: Wed, Sep 25, 2019 at 5:17 PM
Subject: Re: N-S Corridor Participating Agencies
To: Eric Gudino <egudino@azdot.gov>, <clopez@azdot.gov>

Eric & Carlos,

A

Thank you for the additional information and we will get the proper documentation completed to be a "participating agency" moving forward. Eric, as discussed, the Town had endorsed and submitted the attached resolution previously to ADOT regarding the Pinal County "Preferred Corridor" for the North-South Freeway alignment in June. While we are working on our technical analysis to the entire EIS, on a high level we have the following concerns with the proposed corridor:

B

C

- The proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan as approved by the voters on November 7, 2017.

D

- The proposed corridor may not provide a reasonable benefit to the voters who approved the funding mechanism (PRTA tax). We believe an analysis of the intended transportation impacts over the course of the next 20 years, would show a significantly greater return of investment for the western "preferred" alternative.

- The economic development impact would be much more substantial with the selection of the western alignment due to population growth and anticipated projections for the 2020 Census.

- Studies, such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration. Maricopa Association of Governments predicts the following for the population projections of San Tan Valley:

E

| Year | 2030 | 2050 |
|------------|---------|---------|
| Population | 119,186 | 157,860 |

*54% population increase over the next 34 years.

F

I would like to learn more about ADOT's reasoning and perspective behind choosing the proposed corridor and appreciate any additional information you can supply.

Thanks as always for your assistance,

Heather Wilkey, Intergovernmental Relations Manager | Town of Queen Creek | 22358 S. Ellsworth Road, Queen Creek, AZ 85142 | Phone: 480.358.3913
| Cell: 602.290.1212 | www.queencreek.org

COMMENT RESPONSE

Comment No. **A-28** | Page 1 of 3

- A** — The Town’s involvement in the study is recognized from 2010, when the Town accepted an invitation to become a participating agency. After the study transitioned to a Tier 1 Environmental Impact Statement effort in 2016, a second request to become a participating agency was sent to the Town by the study team. While no response was received, the study team continued to engage the Town in its outreach to participating agencies, and the Town continued to participate in meetings. A formal notice of interest was received on September 27, 2019.
- B** — Your alternative preference has been noted. Thank you for your comment.
The Town of Queen Creek Resolution was adopted in 2019, after the administrative Draft Environmental Impact Statement had been drafted and reviewed by the cooperating agencies (these resolutions were acknowledged and considered during the preparation of the Final Environmental Impact Statement and Record of Decision).
- C** — See the FAQ: Pinal Regional Transportation Authority Alignment.
- D** — While increased economic development is a potential outcome of a North-South Corridor, it is not identified as a primary element of the project’s purpose and need. Additionally, while it is recognized that the Town of Queen Creek has identified the Western Alternative as its preferred alignment (refer to Queen Creek Resolution, 1269-19), there is no reference in the Town’s general plan linking economic development planning to a specific alignment.
- E** — See the FAQ: Consistency with San Tan Valley Special Area Plan.
- F** — The study team reached out to and coordinated a follow-up meeting with the Mayor of Queen Creek and John Halikowski, Arizona Department of Transportation Director.

COMMENT

Source: Email

Comment No.

A-28

Agency: Town of Queen Creek (Heather Wilkey)

RESOLUTION 1269-19

A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF QUEEN CREEK, ARIZONA FURTHER CLARIFYING AND AFFIRMING THE TOWN'S SUPPORT FOR THE PREFERRED ROUTING OF THE NORTH-SOUTH FREEWAY CORRIDOR AS DETAILED IN THE PINAL REGIONAL TRANSPORTATION PLAN APPROVED BY THE VOTERS OF PINAL COUNTY, ARIZONA.

WHEREAS, on November 7, 2017, the voters of Pinal County, Arizona, including residents of the Town of Queen Creek, approved Proposition 416; and,

WHEREAS, Proposition 416 established the Pinal Regional Transportation Plan, laying out various projects of key importance to the future growth and economic development of Pinal County and municipalities; and,

WHEREAS, one of the key projects within the plan is the North-South Freeway Corridor; and,

WHEREAS, on November 7, 2017, Pinal County voters approved Proposition 417, agreeing to a funding mechanism for the North-South Freeway Corridor and other projects within the plan; and

WHEREAS, the North-South Freeway Corridor is planned to serve as a major commercial highway, relieving commercial traffic from frequent delays on Interstate 10, providing a more direct route from U.S. 60 to the East Valley and Phoenix-Mesa Gateway Airport; and,

WHEREAS, the North-South Freeway Corridor will serve as a major route for the future economic development of Pinal County and Queen Creek; and,

WHEREAS, ensuring the route is determined in a way that considers the extensive work the Town has already undertaken with land developers and future land use patterns;

NOW THEREFORE, BE IT RESOLVED by the Mayor and Town Council of the Town of Queen Creek, Arizona as follows:

- Section 1: Reaffirms its support for the North-South Freeway Corridor;
- Section 1: Supports the routing of the North-South Freeway Corridor detailed in the plan that was approved by the voters of Pinal County attached in Exhibit A identified as the "Preferred Corridor".

FURTHER, BE IT RESOLVED that a copy of this resolution be filed with each member of the State Transportation Board, the Director of the Arizona Department of Transportation, the Governor's Office, the Commissioner of the State Land Department, members of the State Legislature and any other bodies that may impact the routing of the North-South Freeway Corridor.

COMMENT RESPONSE

Comment No. **A-28** | Page 2 of 3

Comments in this letter have been addressed on the previous page.

COMMENT

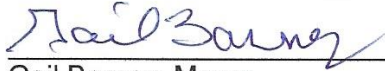
Source: Email

Comment No. **A-28**

Agency: Town of Queen Creek (Heather Wilkey)

PASSED AND ADOPTED by the Mayor and Common Council of the Town of Queen Creek, Arizona, this 5th day of June 2019.

FOR THE TOWN OF QUEEN CREEK:



Gail Barney, Mayor

ATTESTED TO:



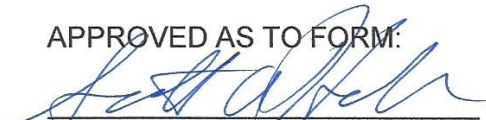
Jennifer F. Robinson, Town Clerk

REVIEWED BY:



John Kross, Town Manager

APPROVED AS TO FORM:



Dickinson Wright, PLLC
Attorneys for the Town

COMMENT RESPONSE

Comment No. **A-28** | Page 3 of 3

Comments in this letter have been addressed on the previous page.

COMMENT

Source: Letter attachment

Comment No.

A-29

Agency: Salt River Project (Rohovit Janeen)

From: **Rohovit Janeen C** <Janeen.Rohovit@srpnet.com>

Date: Tue, Oct 29, 2019 at 5:55 PM

Subject: From: Salt River Project -- comments on the North-South Freeway Corridor Study

To: northsouth@azdot.gov <northsouth@azdot.gov>

Cc: akarim@azdot.gov <akarim@azdot.gov>, LaBianca, Michael

<Michael.LaBianca@hdrinc.com>, Hardin Floyd E <Floyd.Hardin@srpnet.com>, Heim

Zackary J (Zack) <Zack.Heim@srpnet.com>, LeCheminant Jeffrey G

<Jeffrey.LeCheminant@srpnet.com>, Hays Donald T (Don) <Don.Hays@srpnet.com>

To Whom it May Concern;

RE: the North-South Freeway Corridor Study, attached are written comments as well as reference maps from an SRP field survey that clarify locations of SRP infrastructure described in the comment letter. Per federal guidelines the maps accompanying this submittal are to be considered confidential and not to be shared with the public.

SRP appreciates the opportunity to comment on this important corridor study. Please contact the SRP agency representatives below with any questions.

Sincerely,

Janeen Rohovit; SRP SR Government Relations Representative

Floyd Hardin; SRP Transmission Line Design Project Consultant

COMMENT RESPONSE

Comment No. **A-29** | Page 1 of 10

Comments in this letter have been addressed on the following pages.

COMMENT

Source: Letter attachment

Comment No. **A-29**

Agency: Salt River Project (Rohovit Janeen)



Delivering water and power™

Zack Heim, Director
Transmission Line Design Construction and Maintenance
EVS111 | P.O. Box 52025
Phoenix, AZ 85072-2025
Phone: 602-236-0589
zack.heim@srpnet.com

October 29, 2019

North-South Corridor Team
C/O ADOT Communications
1655 W. Jackson Street Mail Drop 126F
Phoenix AZ 85007

Dear Mr. Karim,

The Salt River Valley Water Users' Association and the Salt River Project Agricultural Improvement and Power District, (collectively "SRP") appreciate the opportunity to provide comments on Arizona Department of Transportation's ("ADOT") Draft Tier 1 Environmental Impact Statement ("DEIS") for the North-South Corridor Study.

SRP is a municipal power utility and water provider located in Phoenix, Arizona. SRP operates seven dams and reservoirs on the Salt and Verde rivers and East Clear Creek and approximately 131 miles of canals that deliver water to the Phoenix metropolitan area. As a political subdivision of the State of Arizona, SRP provides retail electric services to more than one million residential, commercial, industrial, agricultural and mining customers. As a vertically integrated utility, SRP provides generation, transmission and distribution services. In addition, SRP owns, operates and maintains a number of high voltage transmission lines, distribution lines (less than 69kV), substations and associated infrastructure in Arizona. These power lines are essential in serving the Phoenix Metropolitan Area, northern Pinal County, mining and other industrial customers in east-central Arizona.

SRP has taken a sincere interest in the study of the North-South Freeway Corridor ("freeway") and has regularly attended agency stakeholder meetings. SRP finds the eastern alignment to be the least impactful to SRP and therefore supports the ADOT preferred alignment. SRP conducted a field review to identify potential conflicts between the proposed freeway route and existing transmission line infrastructure (69kV and above). There may be additional conflicts with SRP's distribution (12kV and below), telecommunication, and water infrastructure.

A

B

COMMENT RESPONSE

Comment No. **A-29** | Page 2 of 10

A — [Your alternative preference has been noted. Thank you for your comment.

B — [Your comments are appreciated. At the Tier 1 phase, utility conflicts were inventoried (refer to the Draft Environmental Impact Statement, Appendix L, *Utility Information*). At the Tier 2 phase, during the preparation of an alignment and design, coordination would occur with affected utilities so that avoidance, minimization, and mitigation actions could be taken to lessen impacts on utilities.

COMMENT

Source: Letter attachment

Comment No. **A-29**

Agency: Salt River Project (Rohovit Janeen)

SRP submits the following comments based on review of the DEIS:

Areas of highest concern:

SRP sheet 3 of 12: SRP's 500kV line makes a 90 degree turn, and parallels the freeway corridor.

SRP sheet 4 of 12: SRP's 500kV line turns in a southeasterly direction, the north-south portion of the freeway will parallel SRP's power line.

SRP sheet 6 of 12: The freeway will likely require reconstruction of SRP's 69kV line with taller structures.

SRP sheet 8 of 12: The freeway will cross SRP's 230/500kV line as well as the railroad. SRP suggests avoiding this area if possible and will require additional coordination if the conflict is unavoidable.

SRP sheet 9 of 12: The freeway will cross three lines, SRP's 500kV, 230kV, 115kV lines. SRP suggests avoiding this area if possible and will require additional coordination if the conflict is unavoidable.

SRP sheet 10 of 12: The freeway will cross SRP's 230/500kV line at the Gila River. SRP suggests avoiding this area if possible and will require additional coordination if the conflict is unavoidable.

Areas requiring further investigation by ADOT and SRP:

SRP sheet 2 of 12: If the freeway is located south and west of the US60 at this location it will likely avoid conflicts with SRP facilities.

SRP sheet 5 of 12: The proposed route at this location will likely avoid conflicts with SRP facilities. However significant conflicts will occur if alternative W1b is selected in this area (see SRP sheet 5 of 12).

SRP sheet 7 of 12: The proposed route at this location will likely avoid conflicts with SRP facilities.

SRP sheet 11 of 12: The freeway will cross SRP's 230/500kV line.

SRP sheet 12 of 12: The freeway will cross SRP's 230/500kV line.

C

At all crossing locations, SRP prefers the freeway cross at an elevation that provides sufficient clearance to overhead conductors in accordance with the National Electrical Safety Code (NESC) to limit modifications to SRP facilities. SRP prefers that ADOT route the freeway to limit the impact on SRP facilities where crossings do occur.

D

SRP has communicated with HDR and is submitting comments within the public comment period timeframe. SRP understands there will be future opportunities to meet with the project team once it has reviewed the comments received on the DEIS. HDR offered to follow-up and set a meeting, SRP appreciates this essential collaboration.

COMMENT RESPONSE

Comment No. **A-29** | Page 3 of 10

C

Your comments are appreciated. At the Tier 1 phase, utility conflicts were inventoried (refer to the Draft Environmental Impact Statement, Appendix L, Utility Information). At the Tier 2 phase, during the preparation of an alignment and design, coordination would occur with affected utilities so that avoidance, minimization, and mitigation actions could be taken to lessen impacts on utilities.

D

The study team has offered to meet with *Salt River Project* to understand specific concerns regarding utility conflicts. Coordination will be important at the Tier 2 phase to identify opportunities to avoid, minimize, and mitigate impacts to the area's essential infrastructure.

COMMENT

Source: Letter attachment

Comment No. **A-29**

Agency: Salt River Project (Rohovit Janeen)

Throughout the study process SRP has worked very hard to communicate the costly nature of changes to transmission line infrastructure. Any relocation of SRP facilities will be at ADOT's expense. In addition, modification to 100kV and higher facilities may require a Certificate of Environmental Compatibility (CEC) issued by the Arizona Corporation Commission. The CEC process may impose additional cost and schedule impacts on this project.

SRP will work collaboratively with ADOT to support the project needs while preserving the safe operation and maintenance of transmission facilities in the area.

Sincerely,



Zack Heim, Director
Transmission Line Design, Construction, and Maintenance

Cc:

Jeff LeCheminant
Don Hays
Janeen Rohovit

COMMENT RESPONSE

Comment No. **A-29** | Page 4 of 10

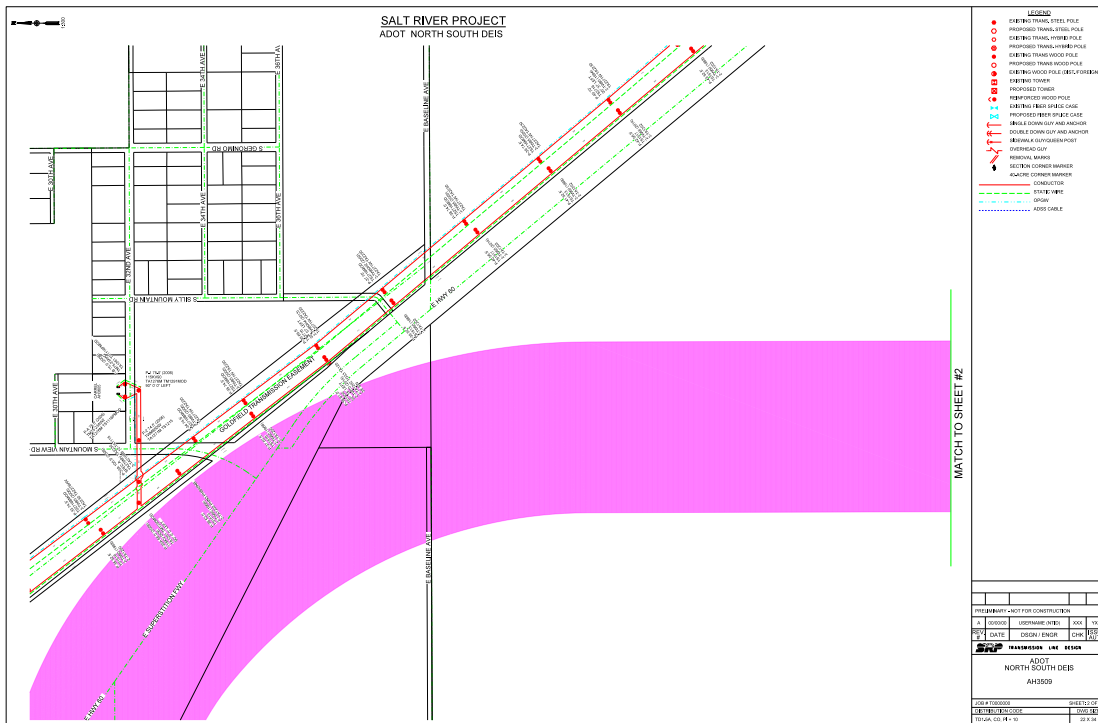
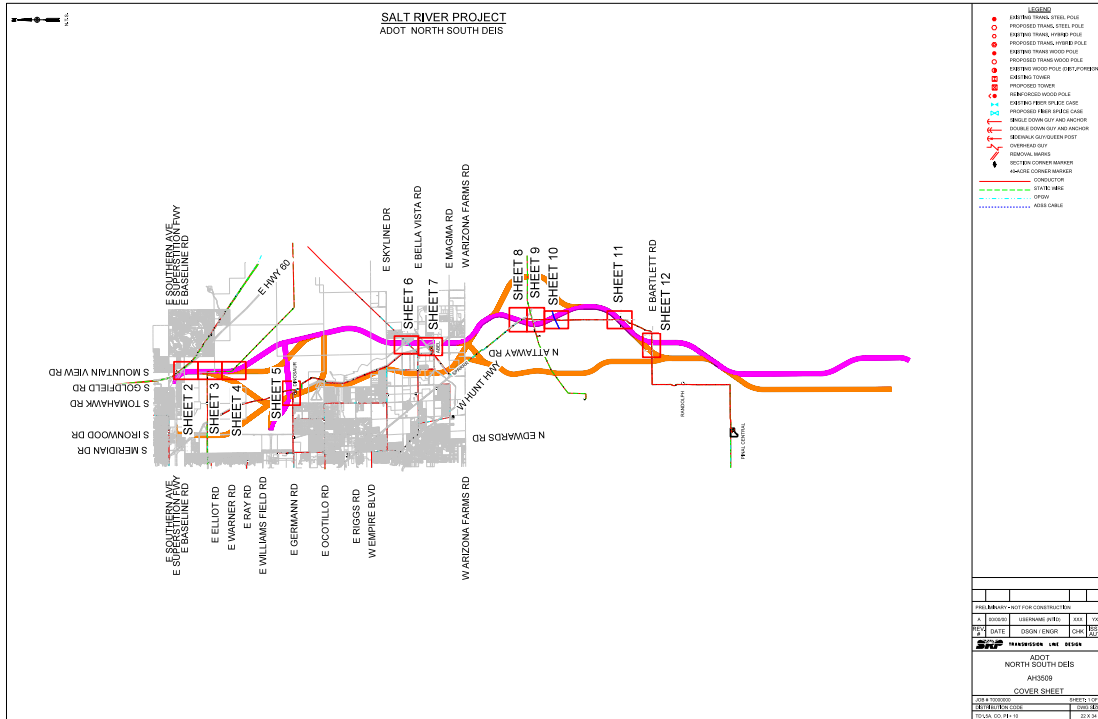
Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-29**

Agency: Salt River Project (Rohovit Janeen)



COMMENT RESPONSE

Comment No. **A-29** | Page 5 of 10

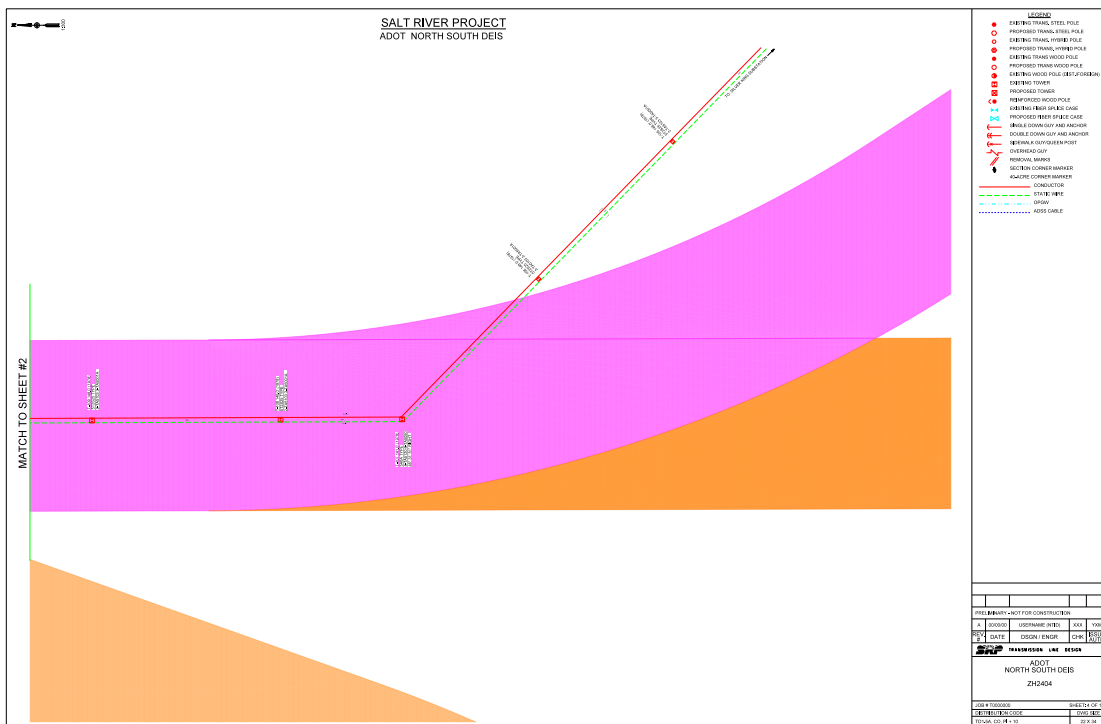
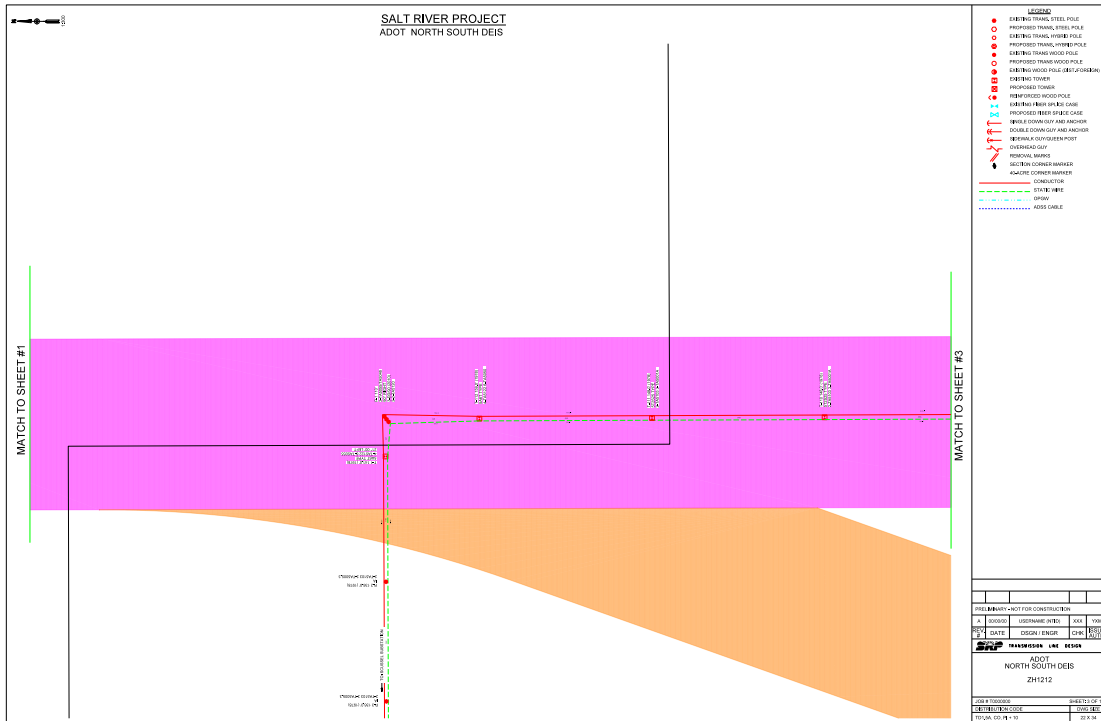
Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-29**

Agency: Salt River Project (Rohovit Janeen)



COMMENT RESPONSE

Comment No. **A-29** | Page 6 of 10

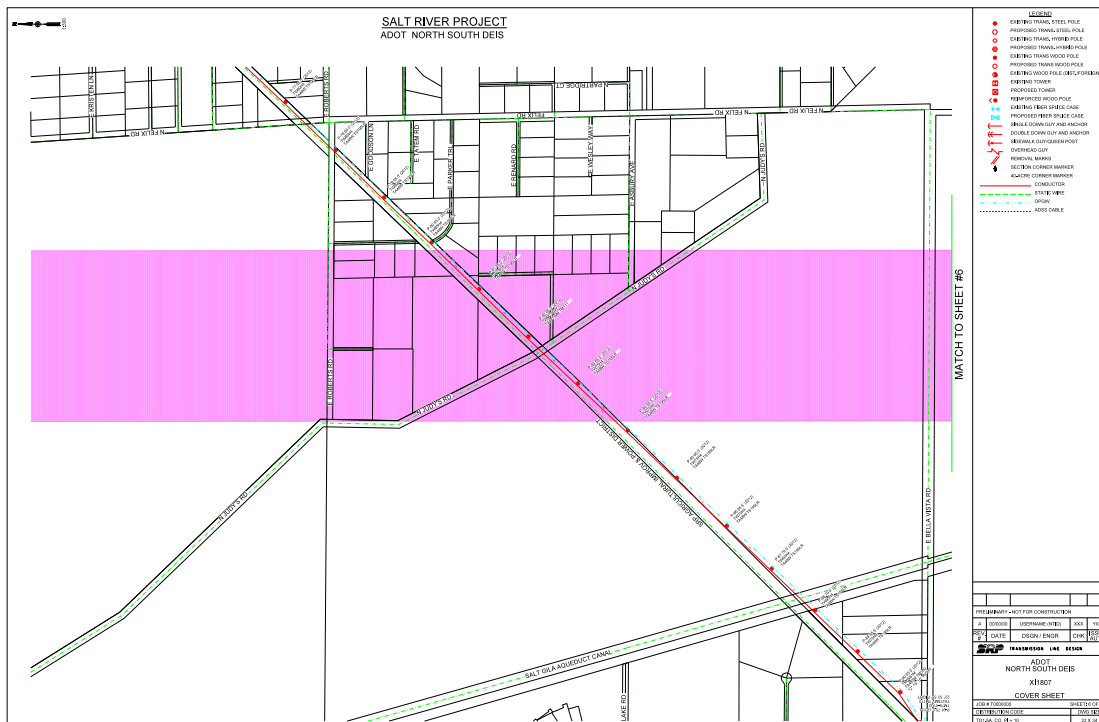
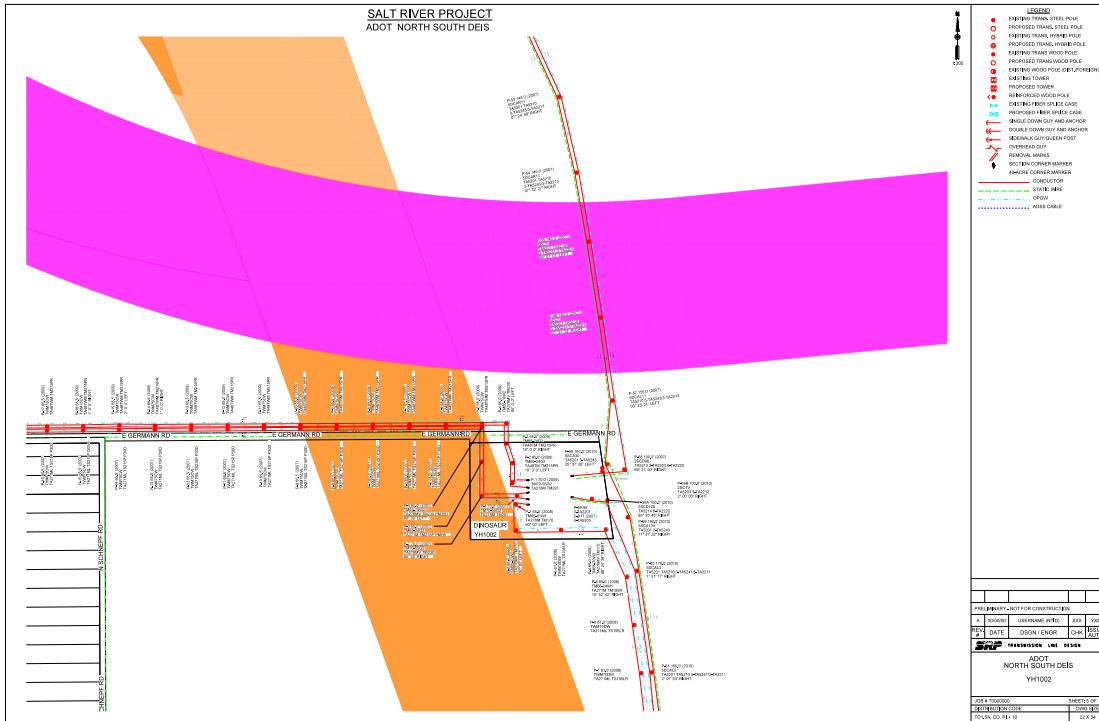
Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-29**

Agency: Salt River Project (Rohovit Janeen)



COMMENT RESPONSE

Comment No. **A-29** | Page 7 of 10

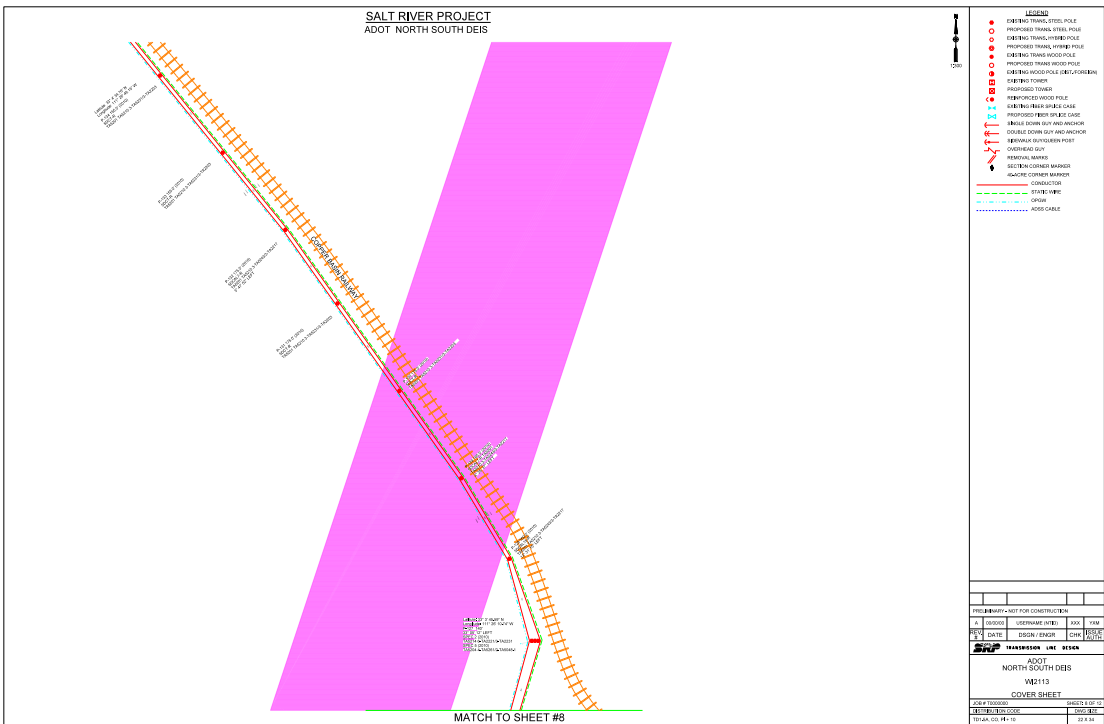
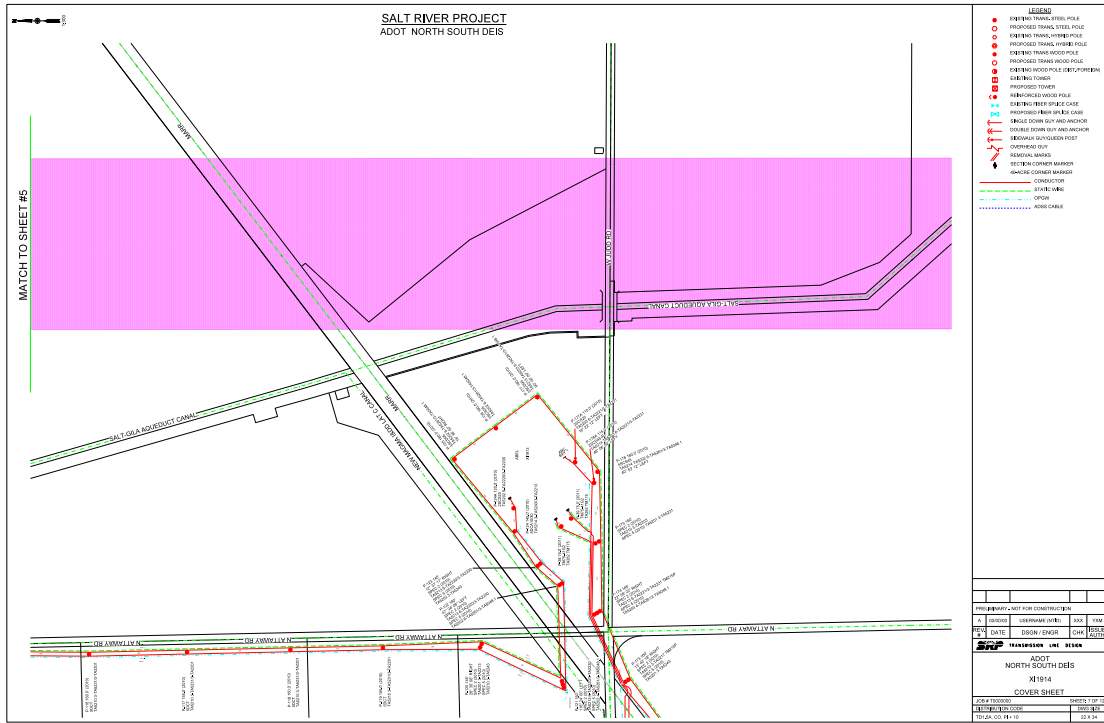
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COMMENT

Source: Letter attachment

Comment No. **A-29**

Agency: Salt River Project (Rohovit Janeen)



COMMENT RESPONSE

Comment No. **A-29** | Page 8 of 10

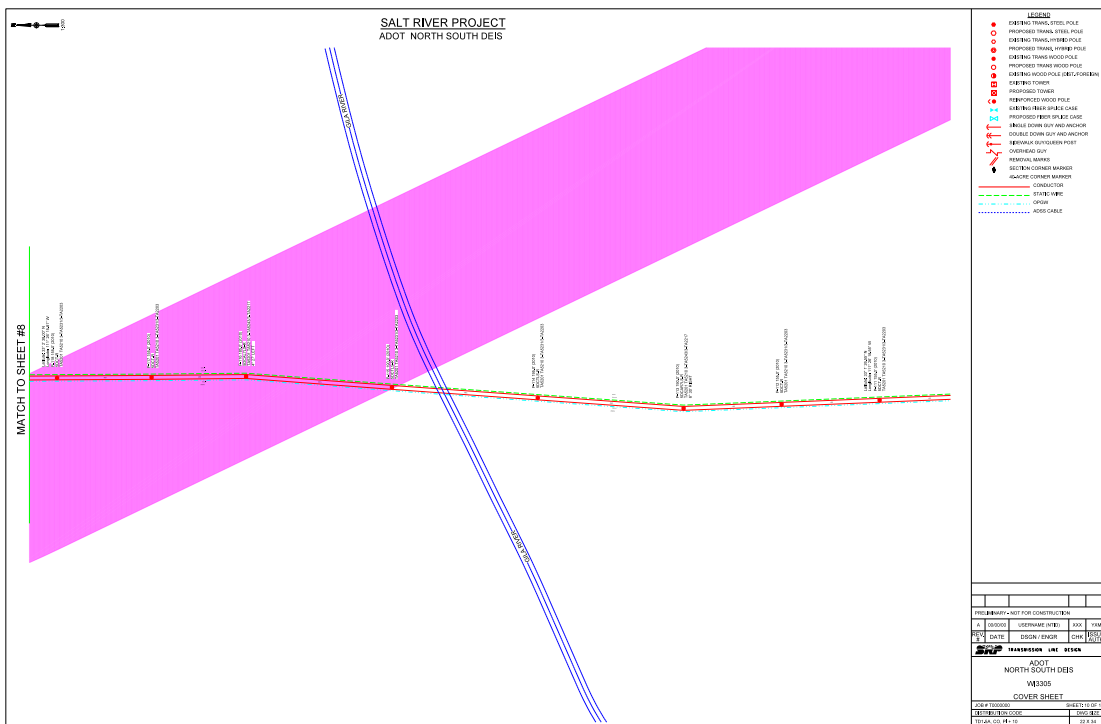
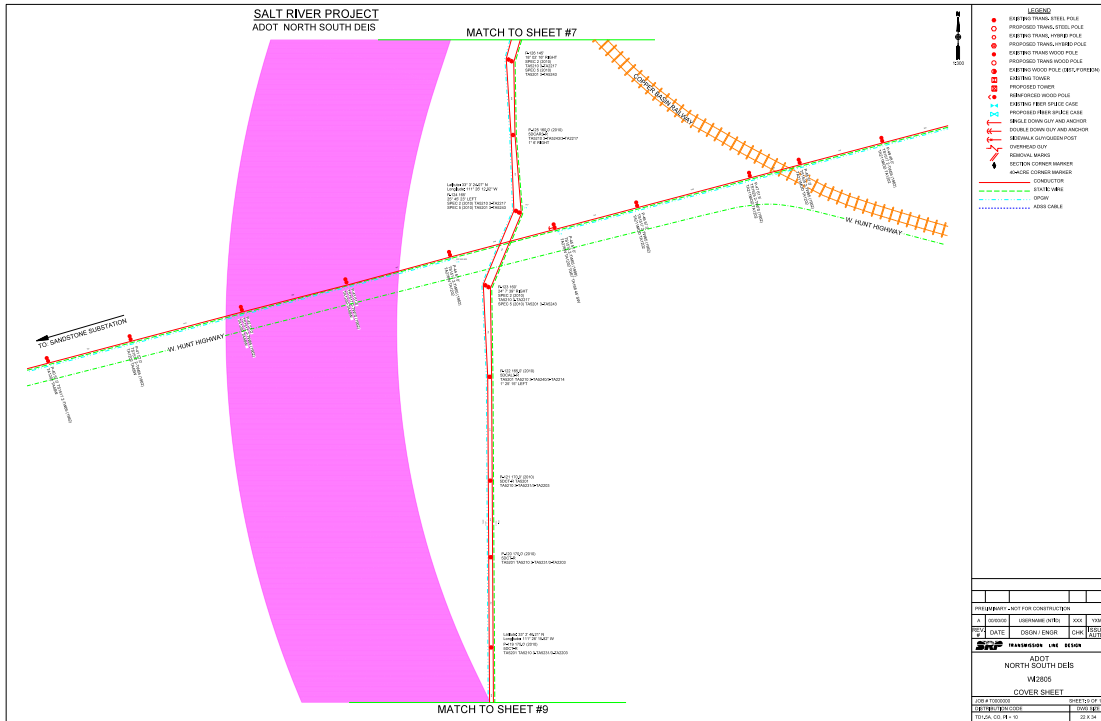
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COMMENT

Source: Letter attachment

Comment No. **A-29**

Agency: Salt River Project (Rohovit Janeen)



COMMENT RESPONSE

Comment No. **A-29** | Page 9 of 10

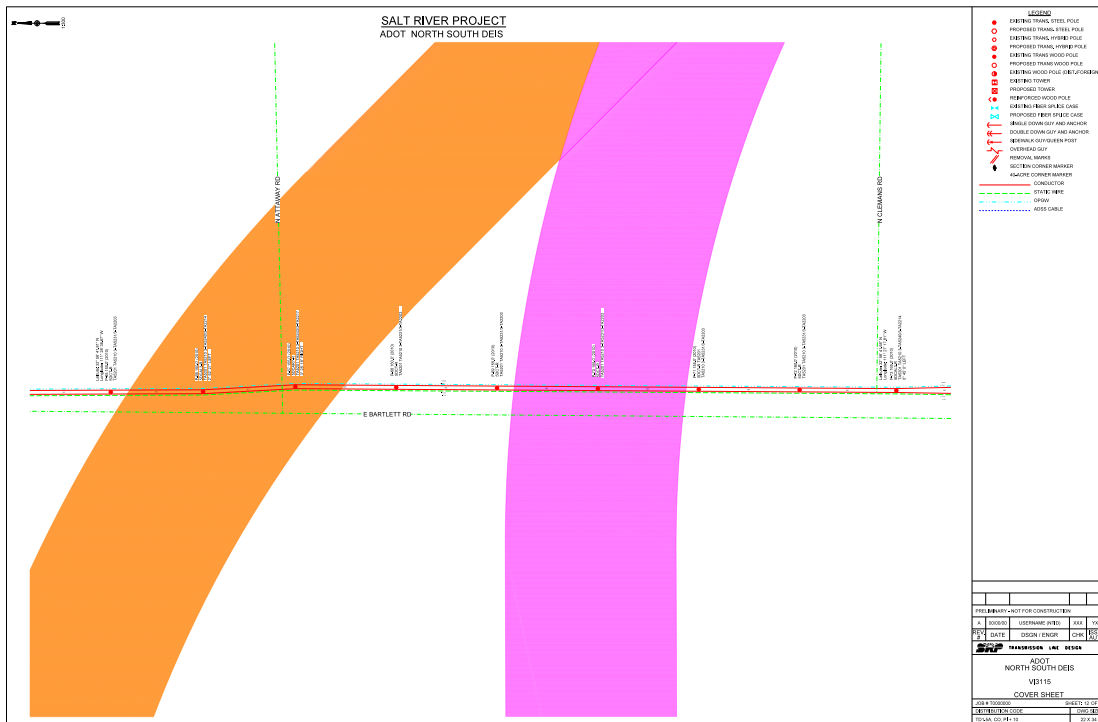
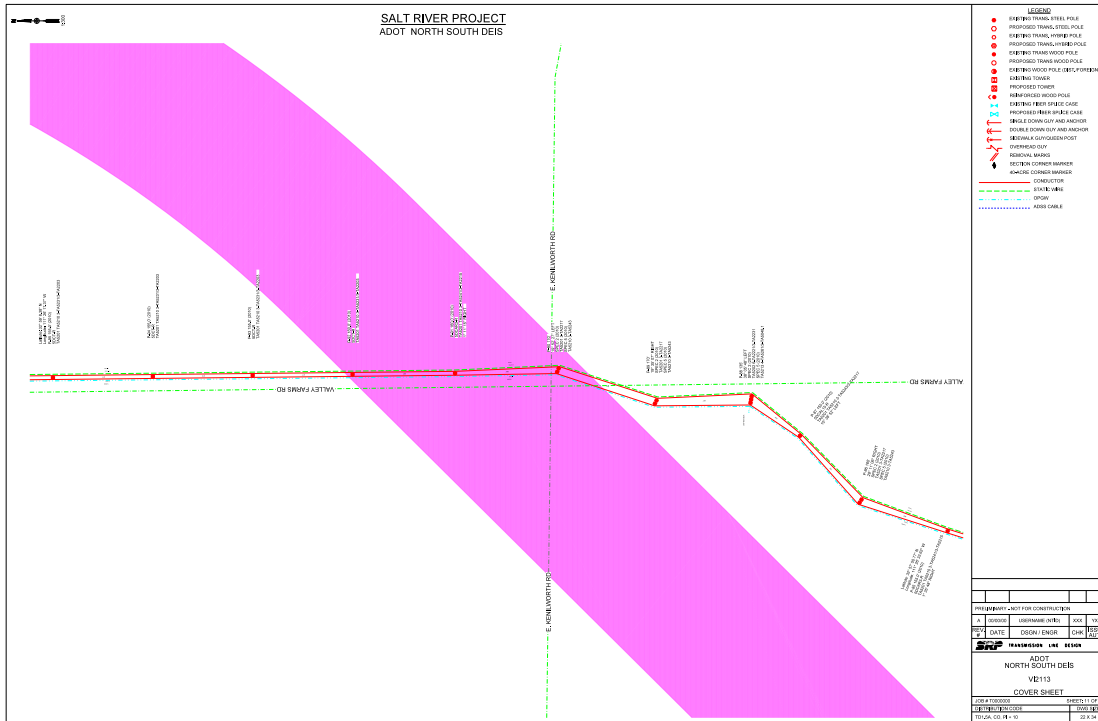
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COMMENT

Source: Letter attachment

Comment No. **A-29**

Agency: Salt River Project (Rohovit Janeen)



COMMENT RESPONSE

Comment No. **A-29** | Page 10 of 10

Comments in this letter have been addressed on the previous pages.

COMMENT

Source: Letter attachment

Comment No. **A-30**

San Carlos Irrigation and Drainage District (Shane Lindstrom)

SAN CARLOS IRRIGATION AND DRAINAGE DISTRICT

DENNIS BAGNALL, PRESIDENT
SEAN KEELING, SECRETARY
MIKE CUNDALL
NOAH HISCOX
GUY RANKIN
ROBERT RICE
JUSTIN ROBERTS
JAMES SHAW
DEAN WELLS

120 S. 3RD ST.
P.O. BOX 218
COOLIDGE, AZ 85128

SHANE LINDSTROM, GENERAL MANAGER
JARED GRANDY, DISTRICT ENGINEER
BRANDI OGLE, BUSINESS MANAGER

TELEPHONE: (520) 723-5408
FAX: (520) 723-7965

10/26/2019

ADOT Communications
1655 W. Jackson St.
MD 126
Phoenix, AZ 85007

RE: San Carlos Irrigation and Drainage District (SCIDD) comments on Tier 1 Draft Environmental Impact Statement - North-South Corridor Study

To Whom It May Concern:

While the San Carlos Irrigation Project (SCIP) is a cooperative agency to the **Tier 1 Draft Environmental Impact Statement**, the San Carlos Irrigation and Drainage District (SCIDD) would like to clarify the interaction between SCIP, the Gila River Indian Community and SCIDD.

SCIP was authorized by Congress in the San Carlos Act of June 7, 1924 (Ch. 288, 43 Stat. 475) and is managed by the BIA on behalf of the U.S. government. SCIP irrigation infrastructure consists of three components: the Joint Works, (which serves both SCIDD and GRIC lands), the District Works (SCIDD Lands) and the Indian Works (on-reservation lands). SCIP's governing authorities remain in effect, except to the extent modified by the Arizona Water Settlements Act (AWSA) and the Gila River Indian Community Water Rights Settlement Agreement. The canals and pipelines that could be impacted by construction will affect both Joint Works and District facilities.

While SCIDD is mostly in agreement with Section **3.12.5 Potential Avoidance, Minimization, and Mitigation Strategies**, further coordination on Tier 2 EA (Section 3.14.6) should include SCIDD input to positively identify and determine the most beneficial way of mitigating the numerous impacts to the SCIDD irrigation system.

Below are the SCIDD general comments to the draft North-South Corridor Study with reference to specific portions of the Tier 1 study:

A

1. All alternatives of the North-South Corridor will bisect the SCIDD and cause multiple impacts to the operation and maintenance of numerous SCIDD main canals, laterals, groundwater wells and pipelines.

B

2. SCIDD is in the process of rehabilitating the earthen, unlined irrigation system of both Joint Works and District facilities into a concrete-lined system. Current construction

COMMENT RESPONSE

Comment No. **A-30** | Page 1 of 3

A — [Refer to FAQ: Freeway Design.

B — [Refer to FAQ: Freeway Design.

COMMENT

Source: Letter attachment

Comment No.

A-30

San Carlos Irrigation and Drainage District (Shane Lindstrom)

schedules are in effect until approximately 2025. Construction schedules of ADOT and SCIDD should be coordinated.

C

3. Impacts to the delivery of irrigation water deliveries during construction should be coordinated with SCIDD.

D

4. Construction impacts will include numerous crossings of unlined irrigation channels and pipelines which will require addressing both current and future, (rehabilitated) conditions. These crossings must be designed and constructed to SCIDD standards that address SCIDD's hydraulic needs and concerns and ensure that such crossings do not interfere with the operation and maintenance of irrigation facilities.

E

5. In Section 3.12.4.2 it references groundwater wells that could be impacted. Figure 3.12-3 shows the impacted wells but there is not enough clarification to determine how many SCIP wells are impacted. Is it possible to get a better description?

F

6. Any well that need relocation will need to be coordinated with SCIDD for both location and specifications. We are currently in the process of finalizing well construction specifications for new SCIDD wells and would proposed these specifications be used for any well relocation by ADOT.

G

7. In addition to crossing-related coordination the new road will impact operations and maintenance of the SCIDD system. Heavy equipment crossings, personnel and other operation and maintenance activities MUST be coordinated during design. This will include coordination during construction and the mitigation of any impacts to the future operations and maintenance of the system. For example, (but not a comprehensive listing):
- a. How will SCIDD personnel cross the new corridor?
 - b. How will SCIDD transport heavy equipment across the corridor?
 - c. How will SCIDD maintain the canals under crossings?
 - d. SCIDD O&M costs cannot increase due to the new corridor.

H

8. Drainage Impacts. Among the impacts will be the disruption of current drainage patterns. SCIDD is very concerned about the impacts from the drainage off the newly constructed roadway as well, and the uncertainties that the drainage designs are adequate and address local concerns and conditions. All drainage impacts must be fully analyzed to assure there are no unintended consequences to SCIDD and local landowners.
- a. Section 3.13.3 gives the impression that the CAP is a "barrier". "The CAP...passes through undeveloped desert and agricultural fields and creates an east-to-west

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COMMENT RESPONSE

Comment No. **A-30** | Page 2 of 3

- C** — [Refer to FAQ: Freeway Design.
- D** — [Refer to FAQ: Freeway Design.
- E** — [During Tier 2 studies when a specific freeway alignment is developed, more specific information would be available regarding how many wells would be affected.
- F** — [Refer to FAQ: Freeway Design.
- G** — [Future Tier 2 studies would address specific impacts on private and public property and would determine the approach for maintaining access for property owners.
- H** — [Drainage analyses would be completed during the Tier 2 phase and would incorporate potential impacts from construction of the selected alignment.

COMMENT

Source: Letter attachment

Comment No. **A-30**

San Carlos Irrigation and Drainage District (Shane Lindstrom)

H

barrier for many of the small ephemeral washes.” The CAP does not create a “barrier” as overshot structures allow drainage water to past over the CAP canal and enter into the study area

- b. Section 3.12.3.2 correctly states, “(t) he CAP Canal was designed to collect, impound, and *convey flow over* the structure.”
- c. SCIDD has extensive knowledge of all drainage patterns that affect the District.

I

- 9. Besides having to cross numerous open channels, the removal of active farmland will have negative effects on the total agricultural production for the District and Pinal County as many acres of land will be taken out of production forever. These lands will still be subject to annual assessments that will still have to be collected. This process has been coordinated with the State of Arizona before.

J

- 10. Section 13.12.3.3 should reference SCIDD’s Gila River water apportionment. “Fed primarily with *Gila River water*, CAP Canal supply and supplemented with groundwater wells.”

Sincerely,

Shane Lindstrom

Shane Lindstrom
General Manager
San Carlos Irrigation and Drainage District

COMMENT RESPONSE

Comment No. **A-30** | Page 3 of 3

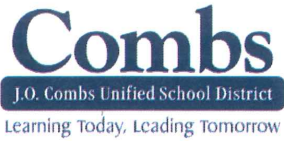
- H** — Drainage analyses would be completed during the Tier 2 phase and would incorporate potential impacts from construction of the selected alignment.
- I** — The Draft Environmental Impact Statement discusses future land uses in the study area in Section 3.2, *Land Use*, noting that local jurisdictions are expecting widespread conversion of agricultural land to other uses. Future Tier 2 studies would assess potential impacts on any remaining agricultural land.
- J** — Thank you for the information. The text revision was made.

COMMENT

Source: Letter attachment

Comment No. **A-31**

Agency: J.O. Combs Unified School District (Gregory Wyman)



Office of the Superintendent
301 E. Combs Rd.
San Tan Valley, AZ 85140
(480) 987-5300 | info@jocombs.org

October 28, 2019

ADOT

Re: North-South Freeway Proposed Corridor

Dear ADOT,

A [On behalf of the J.O. Combs Governing Board, regarding the 55-mile, North-South Corridor that is being discussed, I am submitting our input for consideration. As one of three school districts serving Northern Pinal County, we have a vested interest in seeing a route that would service this portion of the county. For the residents in our school district, including our parents, transportation is a critical issue. The ability to reduce congestion due to the extensive population growth in the area will be critical for quality of life issues. This proposed alignment would not be the most beneficial nor provide the best transportation options and solutions in Northern Pinal County.

B [Studies such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the draft placement of this corridor. The population growth of San Tan Valley is projected to be near 120,000 in 2030, and increase to more than 155,000 in 2050.

C [Access to the North-South corridor will be critical to easing traffic congestion. The proposed alignment will result in our community continuing to travel north to access State Route 24 rather than the new North-South corridor. For this major reason, the selection of the western alignment is a better option than the eastern alternative. This alignment would allow our community to access both State Route 24 and the North-South corridor, ultimately easing traffic congestion on arterial streets within the school district neighborhoods. This reduction in congestion would ultimately create safer conditions on arterial roads and neighborhoods, making the commute or walk to school also safer for our students.

D [E [F [In conclusion, I would strongly encourage a reconsideration of the proposed route in favor of the W1a/b alternative in Segment 1, in order to assist with traffic congestion, allow for population growth and support economic development for this region.

Respectfully,

Gregory A. Wyman, Ed.D.

www.jocombs.org

COMMENT RESPONSE

Comment No. **A-31** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [Refer to FAQ: Consistency with San Tan Valley Special Area Plan.
- C** — [Refer to FAQ: Growth and Traffic Congestion.
- D** — [All of the action corridor alternatives would relieve traffic congestion to varying degrees. It is shown in the Draft Environmental Impact Statement that the Western Alternative alleviates the greatest amount of area congestion. However, even with the Western Alternative, there is local congestion. One reason is that the local roadway network is not completed with the model. The model only considered those arterial routes that are complete, or are funded and committed for construction today.
- E** — [All of the action corridor alternatives would relieve traffic congestion to varying degrees. It is shown in the Draft Environmental Impact Statement that the Western Alternative alleviates the greatest amount of area congestion. However, even with the Western Alternative, there is local congestion. One reason is that the local roadway network is not completed with the model. The model only considered those arterial routes that are complete, or are funded and committed for construction today.
- F** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Letter attachment

Comment No. **A-32**

Agency: Queen Creek Unified School District (Perry Berry)

Queen Creek Unified School District



EXCELLENCE THROUGH LEADERSHIP

Dr. Perry Berry, Superintendent
20217 E. Chandler Heights Road
Queen Creek, AZ 85142
480.987.5935

October 23, 2019

ADOT

Re: North-South Freeway Proposed Corridor

Dear ADOT,

On behalf of the QCUSD Governing Board, regarding the 55-mile, North-South Corridor that is being discussed, I am submitting our input. As Queen Creek residents, we have a vested interest in seeing a route that would service the transportation needs of our 52,000+ residents, reduce congestion due to the extensive population growth in the area including San Tan Valley and for the economic development to this area. This proposed alignment would not offer any of these benefits nor provide the needed transportation options and solutions in Northern Pinal County.

Studies such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the draft placement of this corridor. The population of San Tan Valley is projected to be near 120,000 in 2030, and increase to more than 155,000 in 2050. These commuters, along with those living the Town are traveling through Queen Creek's arterials to reach the 202 or 24, creating congestion. East of the canal today where the alignment is proposed, are 3,200 people. That figure is expected to increase by 27,000 people by 2040, despite plans for the development of Superstition Vistas Trust lands. When building freeway corridors of this nature, we should be servicing the maximum population and within the study area, the Town of Queen Creek has the highest incorporated population. When looking at these figures, the selection of the western alignment is a better option than the eastern alternative.

In conclusion, I would strongly encourage a reconsideration of the proposed route in favor of the W1a/b alternative in Segment 1, in order to assist with traffic congestion, allow for population growth and support economic development for this region.

Sincerely,

Perry Berry, Ed.D.

Excellence Through Leadership

COMMENT RESPONSE

Comment No. **A-32** | Page 1 of 1

- A** — [Refer to FAQ: Consistency with San Tan Valley Special Area Plan.
- B** — [Refer to FAQ: Growth and Traffic Congestion.
- C** — [Your alternative preference has been noted. Thank you for your comment.
- D** — [Refer to FAQ: Growth and Traffic Congestion.

COMMENT

Source: Letter attachment

Comment No. **A-33**

Agency: City of Coolidge (Jon Thompson)



Office of the Mayor

130 West Central Avenue
Coolidge, Arizona 85128
Phone: (520) 723-5361

TDD: (520) 723-4653 / Fax: (520) 723-7910

City of Coolidge
Jon Thompson, Mayor

October 21, 2019

ADOT Community Relations
1655 W. Jackson Street, MD126F
Phoenix, AZ 85007

REFERENCE: Comment Form N/S Freeway

Dear Committee Members,

A On October 15, 2019 I attended the Public Hearing/Open House regarding the N/S Corridor Environmental Impact Statement at Poston Butte High School in San Tan Valley. I would state as a City Councilmember of the City of Coolidge for 12 years and the Mayor for the last four plus years I have attended a number of meetings and study sessions regarding the proposed "freeway". The proposed route has been debated and changed over the years. Subsequent to review of the current study/statement I support the current proposed route. I find the current route to be an excellent route for a number of reasons particularly in Segment 4. In Segment 4, the E4 Alternative would result in a lower risk of impacts on the human and built environments, would be closest to planned Inland Port Arizona and Pinal Logistics Park (which would benefit region), and would not cause or contribute to significant degradation of waters.

B

C I realize this study does not deal with certain items because it is an Environmental Impact Study. I believe the current study clearly points out the reasons why the ADOT recommended route is the best selection for this freeway. I would be remiss if I did not mention the one item that is mentioned every year at the legislature and at every transportation meeting, I attend statewide, lack of funding for transportation needs in the State of Arizona. The recommended route in the Coolidge city limits is adjacent to land which has been purchased by Pinal County as well as land that developers have agreed to dedicate to transportation corridor needs. This would help keep the cost of this project within reason.

D

Thank you in advance for any consideration you may give this correspondence. Please follow the ADOT proposed route.

Respectfully,

Jon Thompson
Mayor/Coolidge Arizona

| | | | | | | |
|--|---|---|---|--|---|---|
| Police Dept. 911 S Ariz. Blvd (520) 723-5311 | Library 160 W Central Ave (520)723-6030 | Public Works 1595 W Coolidge Ave (520) 723-4882 | Parks & Rec 660 S Main St. (520) 723-4551 | Development Serv. 131 W Pinkley Ave (520) 723-6075 | Fire Dept. 103 W Pinkley Ave (520) 723-5361 | City Court 110 W Central Ave (520) 723-6031 |
|--|---|---|---|--|---|---|

COMMENT RESPONSE

Comment No. **A-33** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [A combination of the eastern action corridor alternatives was found to best meet the purpose and need while minimizing impacts on the human, built, and natural environments. See Chapter 6, *Evaluation of Alternatives*, in the Final Environmental Impact Statement and Record of Decision.
- C** — [While it is recognized that funding is needed to implement the North-South Corridor, it was not an evaluation factor in the process of selecting the Preferred Alternative. At the Tier 2 phase, specific design detail would be developed such that cost considerations may be factored into the decision-making process. Prior to selection of a Recommended Alternative, expenses for corridor preservation are made at-risk.
- D** — [FUN1

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Public Responses

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Table of Contents

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| Responses to Frequently Asked Questions: Agency and Elected Officials | O-6 |
| Comments and Responses: Agency and Elected Officials | O-22 |
| Public Responses | O-217 |
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| Responses to Frequently Asked Questions: Public Comments | O-222 |
| Comments and Responses: Public | O-238 |

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Organizational Overview: Public

The North-South Corridor Study Tier 1 Draft Environmental Impact Statement (DEIS) was completed and made available for public review and comment from September 6, 2019, through October 29, 2019.

Formal public hearings were held in October 2019.

During the comment period, more than 400 comments were received from the public, stakeholders, and agencies.

The comments received and responses are presented side-by-side in this document. Comments are organized into the following groups:

- Agencies and Elected Officials
- Public

Comments within each group are organized alphabetically, with agency comments ordered: federal, state, Native American nation, local agency.


The responses are structured to be comprehensive and address the content of the comments.

Comments that expressed either support or opposition for the project were reviewed by the study team and simply received a response stating that the comment was noted and thanking the commenter for the input.

The reader may be referred to other similar responses and/or the text in the Tier 1 DEIS or Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD); this approach was taken to create a more concise response and to help guide the reader to sections where additional information about the content of the comment can be found.

Comments on the Tier 1 DEIS were submitted through a variety of methods, including:

- **Written submittal** – online form through the study website, emails, written comments or letters, comment forms from the public hearings
- **Public hearing transcript** – testimony from the public hearings
- **Voicemail** – recorded telephone messages

| Draft Tier 1 Final Environmental Impact Statement and Record of Decision North-South Corridor Study | | Draft Tier 1 Final Environmental Impact Statement and Record of Decision North-South Corridor Study | | | | | | | | | | | |
|--|---|---|---------------------------------------|---|----------------------|---|---|---|---|---|---|---|--|
| COMMENT | | COMMENT RESPONSE | | | | | | | | | | | |
| Source: Letter attachment | Comment No. A-20 | Agency: Maricopa Association of Governments (Jennifer Valentine) | Comment No. A-20 Page 1 of 2 | | | | | | | | | | |
|  <p style="font-size: small; margin-top: 10px;">302 North 1st Avenue, Suite 300 • Phoenix, Arizona 85003 Phone (602) 254-8300 • FAX (602) 254-6490 E-mail: mag@azemag.gov • Web site: www.azemag.gov</p> <p>October 17, 2019</p> <p>Asad Karim, PE Project Manager North-South Tier 1 EIS Study Team c/o: ADOT Communications 1655 W. Jackson Street, Mail Drop 126F Phoenix, AZ 85007</p> <p>Subject: Review of the Tier 1 Draft Environmental Impact Statement for the North-South Corridor Study</p> <p>Dear Mr. Karim:</p> <p>On behalf of the Maricopa Association of Governments, I would like to thank you for the opportunity to provide comments on the North-South Corridor Draft Tier 1 EIS. MAG would like to suggest the following revisions:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 10%;">Page</th> <th style="width: 15%;">Section</th> <th style="width: 75%;">Suggested Revision</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">A</td> <td>1-8 1.2.4 Transit</td> <td>"The ongoing Southeast Valley Transit Study, which was initiated by the Maricopa Association of Governments (MAG), will identify identified a series of short-term, mid-term, and long-term recommendations to promote a transit system that connects the communities of the Southeast Valley and provides linkages to the existing and planned regional transit network. Participating communities in the study area included Apache Junction, Queen Creek, Florence, and the surrounding unincorporated parts of Pinal County. The study was completed in July of 2015."</td> </tr> <tr> <td style="vertical-align: top;">B</td> <td>1-13 1.3.2 Transportation Planning in the North-South Corridor</td> <td>"MAG is the designated MPO and regional air quality planning agency for all jurisdictions in Maricopa County, including the Phoenix urbanized area and the contiguous urbanized area in Pinal County, including Florence and the City of Maricopa."</td> </tr> <tr> <td style="vertical-align: top;">C</td> <td>1-16 1.3.3 Previous Transportation Studies in the Study Area</td> <td>"The MPOs in the region have identified the need for a north-to-south transportation corridor through Pinal County. MAG's 2035 2040 Regional Transportation Plan identifies ROW protection for the North-South Freeway Corridor (including SR 24) occurring between FY 2027 and FY 2040, in the Pinal County area of the</td> </tr> </tbody> </table> | Page | Section | Suggested Revision | A | 1-8 1.2.4 Transit | "The ongoing Southeast Valley Transit Study, which was initiated by the Maricopa Association of Governments (MAG), will identify identified a series of short-term, mid-term, and long-term recommendations to promote a transit system that connects the communities of the Southeast Valley and provides linkages to the existing and planned regional transit network. Participating communities in the study area included Apache Junction, Queen Creek, Florence, and the surrounding unincorporated parts of Pinal County. The study was completed in July of 2015. " | B | 1-13 1.3.2 Transportation Planning in the North-South Corridor | "MAG is the designated MPO and regional air quality planning agency for all jurisdictions in Maricopa County, including the Phoenix urbanized area and the contiguous urbanized area in Pinal County, including Florence and the City of Maricopa. " | C | 1-16 1.3.3 Previous Transportation Studies in the Study Area | "The MPOs in the region have identified the need for a north-to-south transportation corridor through Pinal County. MAG's 2035 2040 Regional Transportation Plan identifies ROW protection for the North-South Freeway Corridor (including SR 24) occurring between FY 2027 and FY 2040, in the Pinal County area of the | <p>A — Thank you for the clarification. The revision was made.</p> <p>B — Thank you for the clarification. The revision was made.</p> <p>C — Thank you for the clarification. The revision was made.</p> |
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Responses to Frequently Asked Questions: Agency and Elected Officials

This appendix documents the Arizona Department of Transportation's (ADOT's) responses to comments on the Tier 1 Draft Environmental Impact Statement (DEIS) for the North-South Corridor Study (NSCS). A total of 403 comments were received on the Tier 1 DEIS during the public comment period, which lasted from September 6, 2019, to October 29, 2019. The comments were received during public testimony at the three public hearings (held on October 1, 2019, in Florence; on October 10, 2019, in Eloy; and on October 15, 2019, in San Tan Valley) and through written comment forms, emails, voice messages, and online comment forms.

This appendix begins with responses to frequently asked questions (FAQs), which will be of general interest to many readers. It follows with responses to comments made by agency representatives and elected officials during the public comment period for the Tier 1 DEIS.

FAQ: Segment 1 Alternative Preference

Question/Comment:

Commenters expressed an interest in advancing a Western Alternative in Segment 1 of the study area (in the northern portion of the study area) to provide improved access for current residents in San Tan Valley and Queen Creek, rather than advancing an Eastern Alternative to provide for future development and future residents farther east.

Response:

The NSCS Tier 1 Environmental Impact Statement (EIS) seeks to identify a route for a future transportation facility that would serve the mobility needs of both present and future travelers in the area. Through the National Environmental Policy Act (NEPA) process, several alternatives on either side of the Central Arizona Project (CAP) Canal were identified, screened, and ultimately evaluated in the Tier 1 DEIS. The DEIS considered environmental, social, and transportation impacts and benefits. Through the evaluation process, coordination with jurisdictions in the study area, and consultation with regulatory agencies, an Eastern Alternative (E1b Alternative) was identified as the preferred corridor alternative in Segment 1 of the study area.

Key considerations that led to identifying the E1b Alternative as the preferred corridor alternative in Segment 1 were: the high risk of impacts on cultural resources with a Western Alternative, the high risk of impacts on the Rittenhouse Army Heliport (an active military training facility) with a Western Alternative, and the potential for homes near the CAP Canal to be acquired with a Western Alternative. ADOT acknowledges the need for improved access for existing residents, and that a Western Alternative would better serve the existing population's immediate transportation needs. However, because of the above-noted impacts, design challenges associated with placing a freeway adjacent to the CAP Canal, and the fact that the *San Tan Valley Special Area Plan* (STVSAP) notes the local roadway network, when completed, would accommodate the area's traffic, an Eastern Alternative (E1b Alternative) was identified as the preferred corridor alternative.

FAQ: Growth and Traffic Congestion

Question/Comment:

Commenters discussed projected population growth and the need for transportation infrastructure in the San Tan Valley and Queen Creek area to reduce traffic congestion in Segment 1 of the study area, with many commenters noting that a Western Alternative would better address traffic congestion than the Preferred Alternative identified in the Tier 1 DEIS.

Response:

The NSCS was prepared to introduce additional roadway capacity to support projected population and employment growth in Pinal County and across the larger region. In the study area, the existing roadway network cannot meet the future demand and capacity challenges of high-volume, long-distance through trips for moving both people and freight. A north-to-south access-controlled facility would alleviate some regional traffic congestion, but travel modeling of future conditions determined that none of the NSCS alternatives evaluated would eliminate all projected traffic congestion. Additional local roadway network improvements are necessary to address the region's growth, especially in the San Tan Valley and Queen Creek area, where growth has been substantial. See Section 2.5.3.2, *Traffic Conditions*, of the Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). Addressing regional traffic congestion would require more than just the North-South Corridor, and Pinal County has made plans for additional transportation infrastructure improvements to address traffic congestion in the region.

Commenters noted the population growth in the San Tan Valley area, as reported in the STVSAP and in other sources (the 2018 American Community Survey, conducted by the U.S. Census Bureau, reported the area's population as 105,922). This growth has resulted in traffic congestion along key routes in the San Tan Valley and in Queen Creek.

The Pinal County *Comprehensive Land Use Plan for the San Tan Valley Area* shows moderately low-density residential land uses for much of the planning area and some areas of employment and general commercial uses, with the largest areas of such uses located east of the CAP Canal. The lack of north-to-south routes through the area is a constraint for the predominant direction of travel, which trends to the northwest to reach destinations in Queen Creek and metropolitan Phoenix and to the southeast to reach destinations in Florence.

The Pinal County *Comprehensive Land Use Plan for the San Tan Valley Area* states that "the large amount of agriculture and undeveloped land represents areas under pressure for future growth and development, however, the low percentages of employment based uses are indicative of the transportation and public facility challenges that are often felt in emerging 'greenfield' development areas that experience rapid growth."

Additionally, the STVSAP states "...the proposed major roadway network can accommodate future growth and development within the planning area. Thus, identification of new roadway alignments is not a primary need. However, in order for the proposed system to work, existing gaps in the arterial network need to be bridged. For example, Germann Road does not exist between Meridian Road and Ironwood Road. Other gaps include Meridian Road from Combs to Pima Road, and Magma Road from Hunt Highway to Gary Road." The STVSAP also notes that, "[A]lthough outside the study area, this plan also recognizes the potential impact the ongoing ADOT SR 24 and North – South Corridor planning, design, and construction efforts will have on the study area" and that development of a corridor may "create a need to reassess the land use composition of the planning area as more detailed plans for these corridors are defined to ensure the impacts of these facilities are appropriately accommodated in a manner that is consistent with the overall vision for the San Tan Valley community."

Pinal County has identified plans to improve the county's major roads, designated as Regionally Significant Routes for Safety and Mobility (RSRSM). North of and including Arizona Farms Road, it identifies Elliot Road, Ray Road, State Route (SR) 24, Germann Road, Ocotillo Road, Riggs-Combs Road, Skyline Drive, and Bella Vista Road connecting with the North-South Corridor. The timing and development of those east-to-west connecting routes depends on development and Pinal County's prioritization of projects. Ironwood Drive is characterized as a principal arterial and, as such, its ultimate build-out configuration is three lanes in each direction. Potential traffic interchange locations on the North-South Corridor with connecting roads are shown in Table 2.3-4 in the Tier 1 FEIS.

FAQ: Existing Development

Question/Comment:

Commenters expressed their concern about existing traffic issues and access to the proposed freeway. Many discussed the need to serve existing development rather than future development, particularly in Segment 1 of the study area. However, some commenters stated their support for serving future development while avoiding impacts on existing neighborhoods.

Response:

Among the various purposes of the North-South Corridor—as described in Chapter 1, *Purpose and Need*, of the Tier 1 DEIS—is for the facility to accommodate existing and future populations and to improve access to future activity centers. These objectives guided the development of the alternatives under study in the Tier 1 DEIS as well as the evaluation of each to identify a preferred corridor alternative. Performance metrics used in the Tier 1 analysis included existing land use impacts, compatibility with general and comprehensive plans, impacts on development plans and conceptual plans, impacts associated with property acquisitions, and future 2040 population, employment, and activity centers within 2 miles of the action corridor alternatives. The analysis that informed the identification of preferred corridor alternatives, as described in the Tier 1 DEIS in Chapter 6, *Evaluation of Alternatives*, was based on all of these factors, with a heavy emphasis on future development, population, and employment.

In Segment 1, the analysis found that the E1b Alternative would be compatible with future land uses because it would cross areas planned for residential or business development, and it would have the least impact on existing development west of the CAP Canal, including the Rittenhouse Army Heliport. Constructing a new freeway facility in an undeveloped area would not displace existing residents, which would be likely with the Western Alternatives. Located closer to existing development in Segment 1, the Western Alternatives would provide better access to enhanced transportation for the greater number of existing residents and improved access to existing activity centers. As part of the analysis, these benefits of the Western Alternatives were considered in concert with the anticipated impacts associated with displacements and impacts on the Rittenhouse Army Heliport. Since the publication of the Tier 1 DEIS, further analysis validated the conclusion that the E1b Alternative is the recommended corridor alternative in Segment 1. This analysis considered public interest in addressing local access in Segment 1 communities.

The Circulation Plan included in the STVSAP identified a number of local arterials to be widened and extended in the communities close to the North-South Corridor's Western Alternatives, based on the Pinal County RSRSM. These roads include Germann Road, Ocotillo Road, Combs Road, Skyline Road, Bella Vista Road, Arizona Farms Road, Meridian Road, Ironwood/Gantzel Road, Schnepf Road, Quail Run Road, and Attaway Road. As a fully developed roadway network, these arterials would provide enhanced mobility and connectivity in the communities adjacent to the Western Alternatives—without the extensive impacts associated with implementation of the Western Alternatives.

In Segment 4, the recommended E4 Alternative would similarly better serve future development because it would be closest to the planned Inland Port Arizona and Pinal Logistics Park. However, the E4 Alternative would be farther away from existing populations and activity centers than the W4 Alternative. The W4 Alternative would result in greater impacts on existing communities. The analysis considered both the benefits and impacts to existing communities, as well as the benefits to future developments, in identifying the recommended E4 Alternative.

FAQ: Property Acquisition

Question/Comment:

Commenters expressed concern regarding the impact a transportation facility may have on their properties, or access to their properties. They also commented on the property acquisition process that ADOT would undertake during the acquisition and relocation of their homes or businesses.

Response:

The Tier 1 DEIS identified a preferred 1,500-foot corridor alternative to allow for further refinement and identification of the final alignment during the Tier 2 study phase. Specific properties that would need to be acquired for the proposed transportation facility have not yet been identified. During the Tier 2 phase, an actual alignment and design would be selected. After the Tier 2 phase, should the project advance to construction, property acquisition and relocation assistance services for the project would be available to all individuals without discrimination, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, which provides uniform, fair, and equitable treatment of people whose property is affected or who are displaced as a result of a project, including those with special needs. Advisory assistance services and compensation practices are described in detail in ADOT's *Right of Way Procedures Manual*: <https://azdot.gov/business/right-way-properties/booklets-and-manuals-right-way-properties>.

Regarding impacts on property values, a review of the literature reveals few detailed and comprehensive analyses of the relationship between transportation infrastructure and residential property values ("Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor," 2010, *Transportation Research Record*: Journal of the Transportation Research Board, No. 2174, pages 138–47, Transportation Research Board of the National Academies, Washington, D.C.). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that the visibility of the freeway may influence the selling price, not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.

FAQ: Community Character

Question/Comment:

Commenters expressed an interest in preserving their neighborhoods' community character and concern about the potential impacts of a North-South Corridor transportation facility located closer to their neighborhoods. Many of the commenters spoke in favor of the Eastern Alternatives because they are farther away from existing neighborhoods.

Response:

The Tier 1 DEIS includes sections discussing land use (Section 3.2) and social conditions (Section 3.3), both of which address the character of the communities within and proximate to the action corridor alternatives. The land use discussions in Section 3.2 identify the existing land uses, noting that more development exists along the western side of the study area, within and near the Western Alternatives. The discussion of future land uses shows that as development occurs—with or without the North-South Corridor—the western part of the study area will develop more densely, with more mixed-use land uses. Together with the information from Section 3.3, which identifies population characteristics and community facilities within a half mile of the action corridor alternatives, Chapter 6 (*Evaluation of Alternatives*) considers the effects of the action corridor alternatives on communities and assesses potential impacts balanced against the benefits of a new

transportation facility. Ultimately, this evaluation led to the identification of the Eastern Alternatives as the Preferred Alternative. The Eastern Alternatives provide a transportation benefit, improving connectivity and access to activity centers and supporting anticipated growth in currently undeveloped or sparsely developed areas—while being located farther from existing communities with well-defined neighborhoods and community identity.

It is recognized that the study area is changing, and the rural character that defines much of the study area is transitioning to a more suburban development pattern with each new planned development and residential subdivision. This is especially true in the northern portion of the study area (Segment 1). The proposed action's identified purpose is to accommodate existing and future populations, improve access to future activity centers, improve regional mobility, improve north-to-south connectivity, and integrate the region's transportation network, among others. The study area consists of over 90 percent private and State Trust land (see the Tier 1 DEIS, Section 3.2.3.1, *Land Ownership and Management*) and, as a result, undeveloped land in the area of the alternatives is subject to the development plans of these entities. The Arizona State Land Department (ASLD) manages State Trust land on behalf of the trust's beneficiaries, and this land may transfer to private interests through sale or lease for residential, commercial, or employment development or for agricultural or natural resource extraction uses. It is anticipated that much of the future growth in the study area would result from the sale of ASLD land for development, resulting in changes to the area's character.

ADOT has no control over the timing and development of State Trust land, and the North-South Corridor is being proposed based on the anticipated development of this land, as identified in the general plans of Pinal County and the affected jurisdictions. Waiting for this development to occur before planning transportation infrastructure to serve the existing and future population would result in continued traffic concerns.

FAQ: Transportation Network Connectivity

Question/Comment

Commenters discussed the need for better mobility within the region and their concern with the Preferred Alternative's ability to serve existing populations that would make it easier for people to travel between communities within Pinal County and to reach communities outside the county, such as Phoenix and Tucson. Some commenters expressed concern with the Preferred Alternative, considering that it consists of Eastern Alternatives that are farther away from population centers and provide less convenient access for commuters and other travelers.

Response:

The Tier 1 DEIS documents that the Western Alternatives would attract the most traffic and achieve the greatest reduction in regional traffic congestion; however, all of the action corridor alternatives would provide traffic congestion relief to the region. Additionally, the Eastern Alternatives would minimize other environmental impacts that must be considered in the NEPA process, as discussed in the Tier 1 DEIS in Chapter 3, *Affected Environment and Environmental Consequences*. For additional traffic information, see also the Tier 1 DEIS Appendix B, *Traffic Information*—specifically Sections 4.2 to 4.9 of the *Traffic Report, North-South Corridor Study*.

FAQ: Economic Development

Question/Comment:

Commenters stated that the proposed North-South Corridor would spur economic development, particularly in the San Tan Valley and Queen Creek area and in Florence, and some cited this economic benefit as a rationale for supporting a particular alignment for the proposed freeway.

Response:

Land development and population and employment growth are projected to occur in the study area by 2040, regardless of whether a north south corridor is implemented. In their general plans, study area municipalities have identified how and to what extent land would be converted to support new development. These land use plans, with the exception of Apache Junction and Mesa, reference the North-South Corridor. By acknowledging the proposed freeway in their land use plans, study area municipalities expect the proposed action to support and facilitate this development to some degree and are planning accordingly. The proposed freeway may encourage secondary development that could generate additional employment growth and economic benefits. The traffic interchanges along the North-South Corridor would substantially improve access between the local communities and the larger region, which may spur additional or faster development at these locations. Residential communities near these traffic interchange locations would have better access to jobs, schools, shopping, and services, while commercial developments near the interchanges would have good access to suppliers and customers.

FAQ: Pinal Regional Transportation Authority Alignment

Question/Comment:

Commenters discussed the Pinal Regional Transportation Authority alignment for the North-South Corridor and its relation to the Preferred Alternative discussed in the Tier 1 DEIS. Many commenters stated that the Western Alternatives in Segment 1 of the study area (W1a and W1b) represented the Pinal Regional Transportation Authority alignment, and some identified it as the “original” alignment. They also mentioned the need to consider the corridor preferences of Pinal County and municipalities within Pinal County, and the voter-approved sales tax associated with projects identified in the *Pinal Regional Transportation Plan*.

Response:

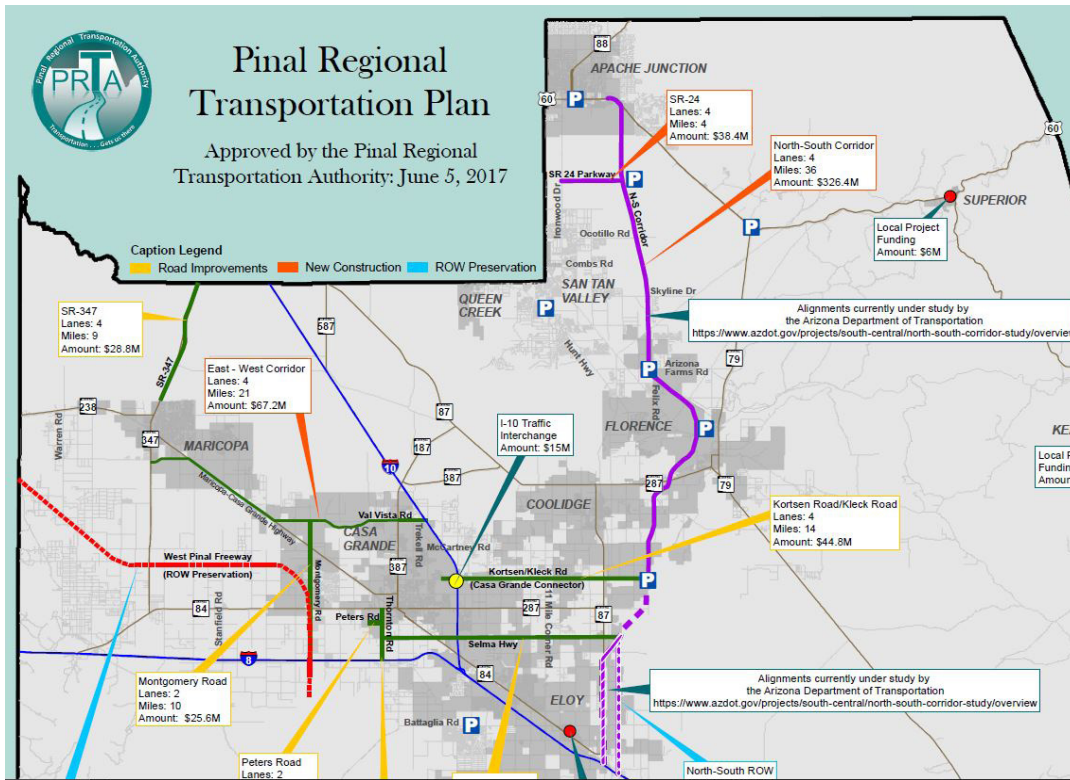
Pinal Regional Transportation Plan

The 2017 *Pinal Regional Transportation Plan*, which was developed by the Pinal Regional Transportation Authority, describes transportation projects in Pinal County that will be implemented over 20 years and that will be supported by a half-cent sales tax approved by Pinal County voters through a 2018 ballot initiative. The Plan identifies the North-South Corridor as a purple alignment on its map of future projects¹ (see Figure O-1) and includes funding for right-of-way acquisition and construction of portions of the corridor. The Pinal Regional Transportation Authority’s depiction of the North-South Corridor alignment is conceptual in nature, noting “Alignments currently under study by the Arizona Department of Transportation”—thus deferring the route definition to ADOT’s ongoing NEPA process.

The *Pinal Regional Transportation Plan* presents a single alignment for the North-South Corridor in Segments 1 through 3 of the study area, and two alignments in Segment 4. The route is represented on the Pinal Regional Transportation Plan map as joining U.S. Route 60 (US 60) at Goldfield Road and following a general north-to-south alignment to its juncture with SR 24, which is represented as a due east-to-west

¹ The *Pinal Regional Transportation Plan* may be found online at: http://www.cagaz.org/RTA/maps/Approved_RTAMapWithCaptions.pdf

Figure O-1. Excerpt from *Pinal Regional Transportation Plan*



Source: http://www.cagaz.org/RTA/maps/Approved_RTAMapWithCaptions.pdf

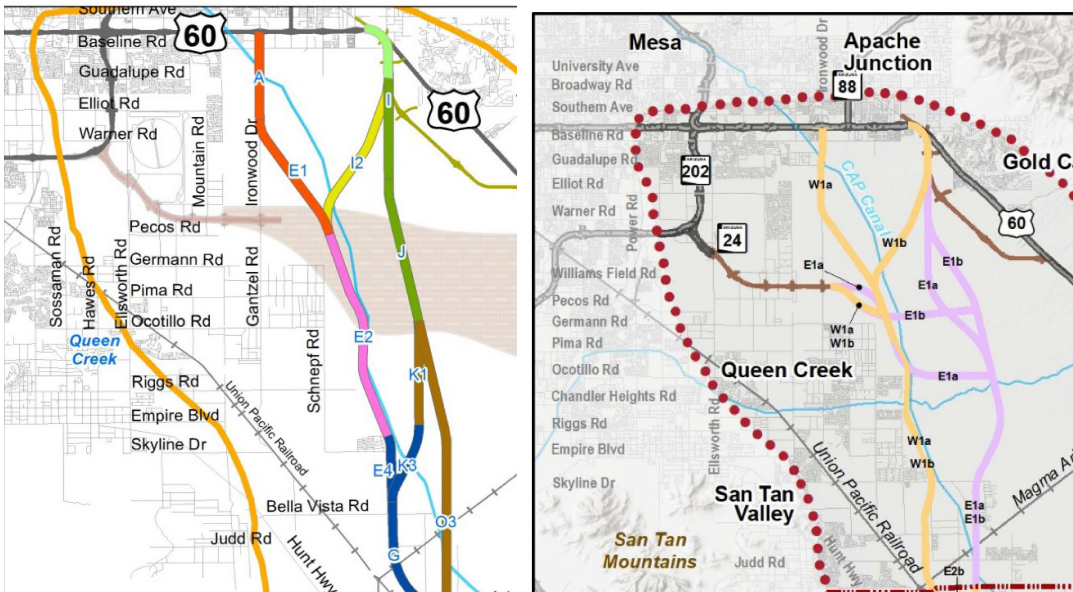
connection to Ironwood Drive (where SR 24 is currently proposed to terminate, until it connects with the North-South Corridor). From SR 24, the alignment continues generally south, with a curve to the east near Florence, then continuing generally south again until reaching two potential connection points with Interstate 10 near Eloy.

Because the *Pinal Regional Transportation Plan* map is deemed conceptual, and because it defers the alignment of the North-South Corridor to ADOT, the RTP was not considered to be dictating the specific alignment of the corridor. If the *Pinal Regional Transportation Plan* map were used literally, it would most closely match ADOT’s Preferred Alternative by generally following the Eastern Alternatives, except in the case of Segment 4 in the southern portion of the study area, where it identifies both an Eastern Alternative (supported by the City of Coolidge) and a Western Alternative (supported by the City of Eloy).

The NSCS began in 2010 and has consistently included both eastern and western alternatives in Segment 1 of the study area, going back to the 2014 *Alternatives Selection Report* (ASR). In 2017, refined and renamed versions of the ASR alternatives were presented to stakeholders for comment, and these alternatives were evaluated in the Tier 1 DEIS. Figure O-2 shows excerpts from Figures S4 and S5 in the Tier 1 DEIS, showing the alternatives documented in the ASR and Tier 1 DEIS. As shown in both figure excerpts, since 2014 the NSCS has considered alternatives both east and west of the CAP Canal (shown in blue in both figures) in Segment 1. These alternatives can be considered the “original” alignments, and they date to before the 2017 Pinal Regional Transportation Plan. ADOT did not state a preference for an alternative in Segment 1 until publication of the Tier 1 DEIS in September 2019, when it identified the E1b Alternative as the preferred corridor alternative in Segment 1 of the study area.

Figure O-2. Excerpts from Tier 1 DEIS show alternatives from ASR (on left) and Tier 1 DEIS (on right)

Figure S-4. Recommended route alternatives **Figure S-5.** Tier 1 action corridor alternatives,



Pinal County and Municipality Preferences

Beginning in early 2019, a number of municipalities adopted resolutions that reference the Pinal County preferred alternative for the North-South Corridor. Table O-1 shows the municipalities, the dates of their resolutions, and their alternative preference. The resolutions cite the *Pinal Regional Transportation Plan* and Pinal County’s preferred alternative.

All of the resolutions listed in Table O-1 were adopted after the Tier 1 DEIS was submitted to the cooperating agencies for review and, therefore, were not discussed in the document. The Tier 1 DEIS does report information on alternative preferences from prior resolutions (Coolidge, Eloy, and Florence had adopted resolutions, or multiple resolutions, in prior years identifying their preferred alignments for the corridor). The Tier 1 EIS has been revised to address the recently adopted resolutions.

To identify a Preferred Alternative in the Tier 1 DEIS, ADOT considered the feedback received from Pinal County and municipalities. The input from those stakeholders and others was considered in conjunction with how the alternatives performed in the areas of transportation and traffic operations, land use planning, and potential impacts on the human, natural, and built environments. As required by NEPA law, ADOT identified a Preferred Alternative that would best meet the proposed action’s purpose and need while minimizing potential adverse effects.

Figure O-3 was prepared to show the relationship between the *Pinal Regional Transportation Plan*, the Pinal County and municipality preferences (refer to Table O-1), and the Tier 1 DEIS Preferred Alternative. Figure O-3 shows the Tier 1 DEIS Preferred Alternative (light blue) and the Pinal County and municipality preference (orange) overlaid on the *Pinal Regional Transportation Plan* alignment (purple).

Table O-1. Summary of recent resolutions, with alternative preferences noted

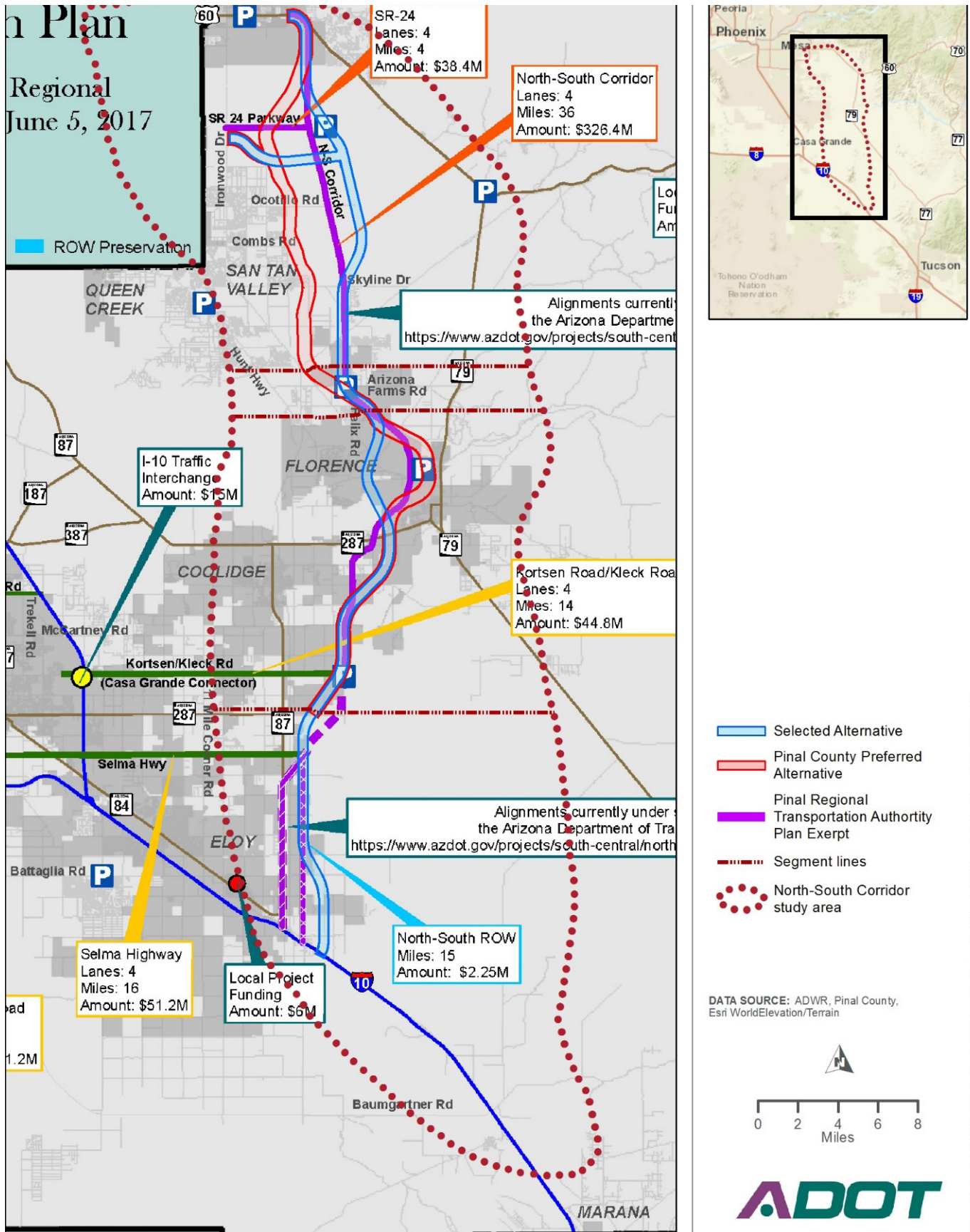
| Municipality or agency | Resolution number and date | Alternative preference | Comment |
|---|------------------------------|---|--|
| Apache Junction | 19-22 7/16/2019 | Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: — | DEIS reports preference as: Segment 1: E1b Segment 2: E2a Segment 3: E3b Segment 4: E4 |
| Eloy | 19-1454 4/8/2019 | Segment 1: — Segment 2: — Segment 3: — Segment 4: E4 | No change from what is reported in DEIS. |
| Coolidge | 19-17 8/12/2019 | Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: E4 | DEIS reports preference as: Segment 1: — Segment 2: — Segment 3: E3a/b Segment 4: E4 |
| Pinal County | 062619-RD18-091 6/26/2019 | Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: — | Associates the resolution with the <i>Pinal Regional Transportation Plan</i> authorizing propositions. DEIS reports preference as: Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: — |
| Queen Creek | 1269-19 6/5/2019 | Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: — | DEIS reports preference as: Segment 1: W1a Segment 2: — Segment 3: — Segment 4: — |
| Sun Corridor Metropolitan Planning Organization | 2019-03 7/9/2019 | Segment 1: W1b Segment 2: E2b Segment 3: E3a Segment 4: — | Associates the resolution with the <i>Pinal Regional Transportation Plan</i> authorizing propositions. No preference identified in the DEIS. |
| Tohono O’odham Nation | 10/20/2016 | No-Action Alternative | Opposed any proposed alignments that disturb or negatively affect traditional cultural properties. DEIS reports that if an action alternative is selected, the preference would be: Segment 1: E1b Segment 2: W2b Segment 3: W3 Segment 4: — |

Note: DEIS = Draft Environmental Impact Statement

Sales Tax Funding

Pinal County voters approved a half-cent sales tax to invest in numerous transportation improvement projects throughout the county, including the North-South Corridor. It is ADOT’s understanding that the Pinal Regional Transportation Authority deferred a final determination of the North-South Corridor alignment to ADOT, allowing ADOT to complete its NEPA process as required to obtain federal approvals and to receive federal funding for the proposed corridor. The approximately \$329 million allocated to the North-South Corridor through the sales tax initiative would account for about one-tenth of the corridor’s overall estimated cost of \$3 billion.

Figure O-3. Excerpt from *Pinal Regional Transportation Plan* with overlay of the Pinal County and municipality preference and the Tier 1 Draft Environmental Impact Statement Preferred Alternative



ADOT would need to use federal and state funding sources to realize construction of the corridor. The voter-approved sales tax is currently in litigation, with sales tax revenues being collected but currently held in an escrow account until the courts have ruled on the outcome, which is anticipated in spring 2021.

FAQ: Funding

Question/Comment:

Commenters inquired about the cost of the proposed North-South Corridor and about specific issues, such as property acquisition, that might increase the cost of the facility. They also mentioned the possibility of land developers sharing in the cost of the freeway construction.

Response:

The NSCS began as a project-level EIS, but was converted to a tiered environmental process given the realities of limited funding and the need for the study to facilitate long-term planning. This change allows the timing of the final project-level NEPA approval in Tier 2 to more closely correlate with the actual timing of project construction. The Tier 2 studies can be completed over time as additional funding becomes available. Tier 2 projects may occur in segments, with individual NEPA analyses and decisions advancing different segments of the corridor in response to need and funding availability.

Because the Tier 1 DEIS identified a 1,500-foot-wide corridor, specific issues that would affect the cost of the facility—such as the need for property acquisition and the design of traffic interchanges—are not yet defined. Nevertheless, high-level cost estimates were developed for the alternatives based on standard costs per mile of freeway, per bridge (over canals, railroads, and other features), and per traffic interchange (both service and system traffic interchanges), as documented in the Tier 1 DEIS in Appendix C, *Alternatives Screening*. The estimates showed that the preferred full-length corridor alternative (Alternative 7) would cost between \$3.0 billion and \$3.1 billion. Five other full-length corridor alternatives (Alternatives 1, 4, 5, 6, and 8) would cost less or the same, ranging between \$2.8 billion and \$3.0 billion. Two other full-length corridor alternatives (Alternatives 2 and 3) would cost the same or slightly more, ranging between \$2.9 billion and \$3.1 billion.

At this time, no plans are in place to build the proposed North-South Corridor as a tolled facility or as a public-private partnership. Additionally, no funding has been identified for the Tier 2 studies that will develop more detailed design plans and cost estimates.

In 2018, Pinal County voters approved a half-cent sales tax to invest in numerous transportation improvement projects throughout the county, including the North-South Corridor. The approximately \$329 million allocated to the North-South Corridor through the sales tax initiative accounts for about one-tenth of the corridor's overall estimated cost of \$3 billion. Thus, ADOT would need to use federal and state funding sources to realize construction of the corridor. The voter-approved sales tax is currently in litigation.

FAQ: Consistency with San Tan Valley Special Area Plan

Question/Comment:

Commenters stated that the DEIS did not take the *San Tan Valley Special Area Plan* (STVSAP) into consideration.

Response:

The STVSAP was adopted by the Pinal County Board of Supervisors in late 2018. At that time, the Tier 1 DEIS had been drafted and was under review by the lead agency. The Tier 1 DEIS does not reference the STVSAP, but discussion of the plan has been added to the Tier 1 FEIS and ROD in Section 3.2.3.3, *Planned Land Use*.

The STVSAP is a planning document for the San Tan Valley that focuses on land use, economic development, transportation facilities, utilities, and parks and recreational facilities. It references the same data sources that were used to develop the Tier 1 DEIS. Both documents considered the Maricopa Association of Governments' population and employment projections and relied on the Pinal County RSRSM as a framework for the region's transportation system.

To assess how the adopted RSRSM transportation system will handle the traffic generated by future development upon build out of the San Tan Valley, an analysis of the expected traffic impacts was conducted by the STVSAP authors. This high-level analysis found that the RSRSM primary roadway network, as defined with future widenings and extensions, will provide sufficient capacity to support the estimated trips generated by existing and proposed land uses.

A comparison of the existing roadway network to the STVSAP Figure 6.1, *Circulation Plan*, shows that numerous routes still need to be improved before the RSRSM transportation system will accommodate the traffic generated by development build out (Figure O-4).

Figure O-4. Schematic map showing where the roadway network has gaps in roadway capacity, compared with the STVSAP Circulation Map (Figure 6.1 of the plan)



FAQ: Freeway Design

Question/Comment:

Commenters asked about specific design considerations for the proposed transportation facility, including property access, locations of traffic interchanges, and traffic control, among other design features.

Response:

The Tier 1 DEIS provides a high-level analysis of various corridor alternative options to identify a general location for a future transportation facility. The document considers general design criteria, considering the feasibility of locating a transportation facility amidst existing and planned development, existing infrastructure, and environmental constraints, and it identifies a preferred corridor alternative based on several criteria, as described in Chapter 6, *Evaluation of Alternatives*, of the DEIS. The Tier 1 DEIS does not present a specific alignment within the 1,500-foot-wide corridors under consideration, nor any specific designs for the facility or traffic interchange locations. Future Tier 2 studies will identify the exact footprint of the freeway alignment, including traffic interchange locations and other design features. Moreover, the future Tier 2 studies will address specific impacts on private and public property and will determine the approach for maintaining access for property owners. Impacts on local traffic will also be studied, and any required changes to traffic control to mitigate traffic impacts on nearby local roads will be identified. During the Tier 2 studies, the public's active participation in the alternatives development and evaluation process will be encouraged to capture concerns now and in the future.

FAQ: Timing of Freeway Construction

Question/Comment:

Commenters reported that transportation infrastructure capacity is needed now, and questioned the amount of time needed to bring the proposed project to construction.

Response:

An EIS is required by NEPA for federally funded or regulated projects that would have a significant impact on the environment. An EIS is considered the most thorough type of environmental documentation and considers all possible impacts of a proposed project—positive and negative—for many different resources. As a result, the EIS NEPA process takes time to complete.

A Tier 1 EIS is used when funding has not yet been identified for a project. It involves technical analysis completed on a broad scale and is, therefore, an effective method for identifying existing and future conditions and understanding the comprehensive effects of the project on the region. It provides the groundwork for future project-level environmental and technical studies.

A Tier 1 EIS allows the study process to move forward with no identified funding, which is the case with the North-South Corridor, while establishing a wide corridor where the proposed project would ultimately be located. Project-level, or Tier 2, environmental studies and identified funding sources would be required to advance construction of the project, which could occur in phases as funding is available. During Tier 2 studies, more detailed project elements would be defined and assessed, such as the specific alignment (the identified route) and the location of traffic interchanges.

One of the challenges of serving a fast-growing area is that the transportation system improvements necessary to serve the area are difficult to anticipate where development may be distant from the services, jobs, and amenities that serve such development. Developers typically make roadway improvements adjacent to their development projects, and most developers also pay development impact fees (pursuant to Arizona Revised Statutes § 11-1102) to address off-site infrastructure improvements (water, sewer, transportation, etc.) that are needed as a result of the development.

In 2016, the NSCS lead agencies, concerned that the project lacked funding to advance to final design and construction, converted the project-level EIS to a Tier 1 EIS, in accordance with Council on Environmental Quality regulations (40 Code of Federal Regulations § 1502.20). This Tier 1 EIS process is expected to be completed in 2021, and will be followed by detailed project-level (Tier 2) environmental reviews by ADOT for specific alternatives, incorporating and referencing the decisions and analyses conducted as part of this Tier 1 review. Construction of the project, or a project segment (since the project may be developed as “segments of independent utility”) would commence only after completion of a Tier 2 study. While Pinal County is collecting a voter-approved sales tax to help fund transportation improvements in the county, including the North-South Corridor, this funding source is currently in litigation. State and federal funding would also be needed to fund construction of the North-South Corridor.

At this time, no funding has been identified to prepare a Tier 2 study that would advance the corridor (or a segment of the corridor) to identify an actual alignment (refer also to FAQ: *Funding*). Once a Tier 2 study is completed, construction could commence.

FAQ: Multimodal Transportation

Question/Comment:

Commenters stated their support for the integration of multimodal transportation, including high-speed rail, into the project. Some supporters would prefer passenger rail and transit either in addition to or in lieu of the proposed freeway project.

Response:

The action corridor alternatives studied in the Tier 1 DEIS are generally 1,500 feet wide to accommodate 400-foot-wide project-level alternatives in Tier 2 studies. The 400-foot width allows for the future consideration of a multimodal transportation facility that includes the freeway corridor, a future passenger rail service, and/or the potential for other uses within the corridor if identified during Tier 2 studies. All action corridor alternatives would be access-controlled freeways with three travel lanes in each direction and would accommodate future passenger rail in the freeway right-of-way.

One of the objectives of the North-South Corridor is to integrate the region’s transportation network, and provide the opportunity to integrate with planned passenger rail is one component of this objective. The Tier 1 DEIS also states that one of the proposed action’s “other desirable outcomes” is the accommodation of right-of-way (where appropriate and feasible) for intercity passenger rail serving the local population and greater region, including the Tucson and Phoenix metropolitan areas. Moreover, the Federal Railroad Administration signed a ROD in 2016 for the Arizona Passenger Rail Corridor Study Tier 1 EIS. The EIS identifies a routing option that would align with the North-South Corridor from its southern terminus with I-10 to approximately the Magma Arizona Railroad, north of the Gila River.

FAQ: Air Quality

Question/Comment:

Commenters stated their concerns about the proximity of the proposed freeway to their homes and the potential for air pollution impacts. Some commenters noted that the freeway may improve air quality by reducing traffic congestion on arterial streets.

Response:

Through the analysis conducted for this Tier 1 EIS, no issues related to air quality have been identified that would preclude construction of the proposed action. Based on available information such as expected traffic volumes in 2040, the level of service for traffic throughout the study area, and guidance from the Federal Highway Administration and U.S. Environmental Protection Agency, implementation of the proposed action would not result in substantial vehicle-related air emissions and, therefore, would not likely cause an exceedance of national standards for transportation-related criteria pollutants. Ongoing programs to control hazardous air pollutants from mobile sources would reduce mobile source air toxic emissions in the future. The vehicle miles traveled with any of the action corridor alternatives would be similar; therefore, no appreciable difference in overall mobile source air toxic emissions among the various alternatives is expected. Further, the proposed action would reduce traffic congestion on the local transportation network and would remove pass-through traffic from key local roadways in the study area, resulting in decreased travel times in the study area.

Future air quality analyses prepared for Tier 2 studies will be required to demonstrate that the proposed project has been modeled with a conforming regional transportation plan and that it is consistent with local air quality conformity requirements. The need for quantitative hot-spot modeling will be determined through interagency consultation for Tier 2 alternatives (that is, a determination of whether the proposed action is a project of air quality concern under ADOT guidelines).

Subsequent analyses related to air quality for the Tier 2 environmental evaluation should involve a review of current air quality attainment status in the study area and a review of the most recently available air quality monitoring data to document existing air quality conditions in the study area. This review should be followed by an updated analysis of the proposed action's contributions to future regional air quality conditions and a review of transportation conformity requirements, if applicable, at the time of the Tier 2 evaluation. Greenhouse gas emissions could be quantitatively assessed during the Tier 2 analysis. During Tier 2 studies, specific measures to avoid or minimize construction-related air quality impacts and greenhouse gas emissions would be identified.

FAQ: Traffic Noise

Question/Comment:

Commenters expressed concern about potential traffic noise impacts with a new freeway constructed near existing homes.

Response:

Because the DEIS is a Tier 1 document, it did not include a quantitative noise analysis typical of project-level EIS documents. The Tier 1 DEIS broadly assessed environmental impacts associated with the action corridor alternatives—it will be followed by detailed project-level (Tier 2) environmental reviews by ADOT for specific alternatives. Typical project-level EIS documents identify locations where noise walls would be necessary to mitigate anticipated traffic noise impacts.

For this Tier 1 study, the alternatives under consideration are 1,500-foot-wide corridors. It is unknown exactly where within the 1,500-foot-wide corridor the transportation facility would be constructed and whether an

adverse noise impact would occur, depending on the location of the facility farther east or west within the corridor. Therefore, the Tier 1 DEIS evaluation considered only the risk of noise impacts within each corridor to help inform the identification of a preferred corridor alternative. A full noise analysis will be completed as part of Tier 2 studies conducted during the project-level NEPA environmental review processes. Through the Tier 2 process, noise measurements near sensitive noise receptors, such as homes and schools, would be evaluated to determine whether future traffic volumes would result in adverse noise impacts. As part of that analysis, the need for noise walls would be evaluated and specific locations would be recommended.

FAQ: New Alternative

Question/Comment:

Several commenters expressed an interest in a new alternative not evaluated in the Tier 1 DEIS, particularly in relation to the connection of the North-South Corridor facility with US 60 (the corridor's northern terminus), with Interstate 10 (at the southern terminus), or with another major route.

Response:

The Tier 1 DEIS provides an explanation of how the action corridor alternatives were developed and screened prior to the preparation of the EIS; refer to Section 2.2, *Corridor Alternatives Development and Screening*, for further information and maps illustrating the screening process.

COMMENT

Source: Online

Comment No. **P-001**

Last: Acton

First: Cathy

A



Comments: **Route preferred for north south Corridor is per your map the dark purple, E1 be route**

Name: **Cathy Acton**

Email: **Acton91@msn.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 21:40

COMMENT RESPONSE

Comment No. **P-001** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-002**

Last: Adler

First: Patrick

10/29/2019 7:08:59 AM

A

The southeast valley, which is poised for exponential population growth, has not received the same level of proactive planning from ADOT that the north valley has received. The southeast valley is deficient in having adequate north/south freeway corridors. This issue was exacerbated with the jog in the 202 alignment chosen to avoid the Phoenix-Mesa Gateway airport, which impacts the east/west travel patterns as well. It would have been ideal to have the 202 wrap around the Phoenix-Mesa Airport as the Loop 202 made its loop around the Valley, but that didn't happen and the residents of Queen Creek and San Tan Valley are experiencing those negative consequences every day. The amount of congestion south and east of the Phoenix-Mesa Gateway Airport is staggering due to the nine (9) square miles of area occupied by the airport and the surrounding uses/buffers (precluding arterial traffic flow). To make matters worse, the diagonal alignment of the Southern Pacific Railroad also impacts the traffic flows for the Queen Creek and San Tan Valley commuters.

B

The confluence of railroad and airport facility impacts on the daily lives of the Queen Creek and San Tan Valley residents is significant. To now be informed that ADOT's Preferred Corridor Alignment for the North-South Corridor is located four (4) miles further east of the desired location has got to be the proverbial straw that breaks the camel's back. The alignment which would best serve the constituents of Queen Creek and San Tan Valley is the W1a/b alignment in Segment 1 of the North-South Corridor. This is a highly anticipated and much-needed north/south freeway corridor which will eventually connect the US 60 with Interstate 10. It would be a major mistake to ignore the needs of the residents of Queen Creek and San Tan Valley and have the location of the north/south freeway corridor leapfrog further to the east.

C

The location of this north/south freeway is critical because this region is becoming an economic powerhouse. Without ADOT's proactive planning to serve this region's major transportation needs, it will restrain the area from reaching its full potential. ADOT needs to follow the lead taken by Arizona residents and serve the population where the population congregates. Queen Creek alone is projected to have a population growth rate of 40% within the next decade.

D

I highly recommend ADOT reconsider who it is serving and select the western W1a/b alternative in Segment 1. The north/south freeway needs to be located as far west as possible to make up for the negative confluence of issues which have disrupted the traffic patterns for the Queen Creek and San Tan Valley commuters. The constituents in this area have done their part with the approval of additional self-taxation measures to improve the transportation system and I am hopeful that ADOT will do its part.

padler@projectadvancement.com

COMMENT RESPONSE

Comment No. **P-002** | Page 1 of 1

- A** — [See FAQ: Transportation Network Connectivity
- B** — [Your alternative preference has been noted. Thank you for your comment. See FAQ: Growth and Traffic Congestion.
- C** — [See FAQ: Growth and Traffic Congestion
- D** — [See FAQ: Pinal Regional Transportation Authority Alignment

COMMENT

Source: Email

Comment No. **P-003** Last: Alexander

First: Karen

A



On Mon, Oct 28, 2019 at 8:13 AM Karen Alexander <sequest_karen@yahoo.com> wrote:
please accept my choice of Eastern corridor Eb1 . living in the far east valley that is my preference.
Karen Alexander

COMMENT RESPONSE

Comment No. **P-003** | Page 1 of 1

A — Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-004**

Last: Allen

First: Alessandra

On Wed, Oct 23, 2019 at 7:32 AM ALLESSANDRA ALLEN <bubysmom@msn.com> wrote:

Dear Sirs & Madams,

A

The original plans for this N/S Corridor were supposed to come through or near Florence. With these new plans, not only are you bypassing Florence, the traffic we have now will diminish greatly. This will create a HUGE impact on the town and its businesses and will be detrimental to the livelihood of those who work here. With less people traveling through, it will be at the cost of lost jobs and the ability to support families and killing off the last of what Florence has now turning it into a ghost town.

B

With the State, Federal, and Private Prisons along with Immigration and being the County seat; this corridor would provide a better route for Highway Patrol, County Sheriff's officers, and the guards to get to and through Florence quicker and without having to fight local city traffic in Apache Junction, Queen Creek, San Tan Valley, Eloy and other local area's.

C

The only influx of traffic we have is when the I-10 is closed for a fatality accident or a Haboob. Please do not bypass our city. We too would love to be able to get to the East Valley without having to drive through 3 major cities and their chaos.

Thank you,
Alessandra C. Allen

COMMENT RESPONSE

Comment No. **P-004** | Page 1 of 1

A — As noted in Chapter 6 of the Draft Environmental Impact Statement, the far Eastern Alternative (E3a) poses a potential risk to waters of the United States and to floodplains at the crossing of the Gila River. In addition, Butte Avenue is not identified as a potential traffic interchange because that road is not an arterial (and therefore not appropriate as an interchange location). It is also notable that the Preferred Alternative (E3b) is coincident with the E3a Alternative at State Route 287, resulting in the same distance to downtown Florence from this location (approximately 3.5 miles).

B — See FAQ: Existing Development

C — See FAQ: Economic Development

COMMENT

Source: Email

Comment No. **P-005** Last: Anderson

First: John

On Sun, Oct 27, 2019 at 3:17 PM John Anderson <jla@johnlanderson.com> wrote:

A

I support the Preferred corridor: Alternate 7, with the E1b and E3b options.

Regards,

John L. Anderson, 2631 N Presidential Dr., Florence, AZ 85132

520-840-1573

COMMENT RESPONSE

Comment No. **P-005** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-006** Last: Anderson

First: Melissa

On Fri, Oct 18, 2019 at 12:58 PM Melissa Anderson <betrbiz@hotmail.com> wrote:

To Whom it May Concern:

A My family currently resides in San Tan Valley and recently saw some posts on social media from Queen Creek Councilman Jeff Brown attempting to create a biased viewpoint on his thread where he asks for a “favor” from Queen Creek residents to move the ADOT preferred N/S corridor to the Western corridor.

B Many San Tan Valley and Queen Creek residents voiced their concerns, and disagreed with Mr. Brown’s request to move the freeway back to the Western route. Mr. Brown a publicly appointed individual then deleted all those who opposed HIS preference and blocked them from commenting further. Thus, making his post appear that all of the people commenting were in favor of the Western Route when in fact the majority of us who had our concerns and comments deleted were actually in favor of ADOT’s preferred Eastern N/S Corridor.

C
D I suspect that Mr. Brown will use his modified post on Facebook as evidence to attempt to further show adot that the residents in this area prefer the Western Corridor when this is just not accurate. Myself and many others in my community have sent countless emails, participated in studies through the planning years and continue to support the freeway being situated a little farther out to eliminate costs of having to purchase homes (several of which are new build ranches in the 300-600k) range that would be right in the path of potential off/on ramps. There would be inherent risks with livestock in these ranches potentially finding their way onto the freeway being just a few blocks from freeway access points.

Thank you for taking the time to listen, and I support the ADOT Eastern preferred corridor.

Sent from [Mail](#) for Windows 10

-

COMMENT RESPONSE

Comment No. **P-006** | Page 1 of 1

- A** — [See FAQ: Community Character
- B** — [Your alternative preference has been noted. Thank you for your comment.
- C** — [Thank you for your participation in this study. The Arizona Department of Transportation, in identifying a Preferred Corridor Alternative, considered stakeholder input. However, the preferences of stakeholders were not the sole factor considered. Additional factors included the transportation and traffic operations of the alternatives, land use planning, and impacts on the human, built, and natural environment.
- D** — [See FAQ: Funding

COMMENT

Source: Email

Comment No. **P-007** Last: Aranda

First: Christin

On Wed, Oct 16, 2019 at 8:40 PM Christin Aranda <christin.nichole@yahoo.com> wrote:
To Whom It May Concern:

A

B

I would like to voice my opinion against the W1a and W1b sections of the north and south corridor. The proposed W1a and W1b sections come very close to my country home and would destroy my current, relaxed way of life. I moved out to San Tan Valley to get away from the rushed, busy city life. Please do not make me move again.

Kind Regards,
Christin Aranda

[Sent from Yahoo Mail on Android](#)

COMMENT

Source: Email

Comment No. **P-008** Last: Aranda

First: Christin

On Wed, Oct 23, 2019 at 2:57 PM Christin Aranda <cnaranda@asu.edu> wrote:
To Whom It May Concern:

A

B

C

I would like to voice my opinion against the W1a and W1b sections of the north and south corridor. The proposed W1a and W1b sections come very close to my country home and would destroy my current, relaxed way of life. I moved out to San Tan Valley to get away from the rushed, busy city life. Please do not make me move again.

Kind Regards,
Christin Aranda

[Sent from Yahoo Mail on Android](#)

COMMENT RESPONSE

Comment No. **P-007** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character

COMMENT RESPONSE

Comment No. **P-008** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition
- C** — [See FAQ: Community Character

COMMENT

Source: Online

Comment No. **P-009**

Last: Aranda

First: David

10/29/2019 10:53:13 PM

A [

I would like to vote [NO] against the w1a and w1b sections of the north and south corridor.

dav_aranda@yahoo.com

COMMENT

Source: Email

Comment No. **P-010**

Last: Ard

First: Georgia

On Thu, Oct 24, 2019 at 6:59 AM Georgia Ard <buncoinaz@gmail.com> wrote:

Dear Sir or Madam:

A [

Please consider the Town of Queen Creek and Apache Junction request that the alignment of the new North- South freeway be to the furthest west alignment as opposed to the eastern alignment ADOT prefers. We believe , as home owner's in the area, that the freeway should be built were the need exists at present, which would be the western most alignment.

B [

Sincerely,
Georgia & Jon Ard

COMMENT RESPONSE

Comment No. **P-009** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-010** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Existing Development

COMMENT

Source: Email

Comment No. **P-011**

Last: Ard

First: Georgia and Jon

On Fri, Oct 18, 2019 at 9:11 AM Georgia A. <acruzertoo@gmail.com> wrote:

Hello ADOT -

I am wishing to share my views on the corridor alignment for the North-South study which was recently completed.

A

B

I would ask that ADOT listen to the towns of Apache Junction and Queen Creek and go back to the original W1a/b alignment in Segment 1. It makes sense to have the corridor easily accessible to the people where they exist now, as opposed to a further east alignment. I believe the Town of Queen Creek also prefers the western-most route.

Sincerely,
Georgia & Jon Ard

COMMENT

Source: Email

Comment No. **P-012**

Last: Artiz

First: Marilyn

On Wed, Oct 23, 2019 at 7:26 AM Deb Ariz <debaritz@gmail.com> wrote:

A

B

As a Pinal County, AZ homeowner, I am very interested in the location of the proposed highway which will connect Rt 60 with Rt 10. While we were elated about the original plan laid out by Queen Creek which placed the roadway in a strategic location aimed at alleviating the congestion we currently face when traveling this route, the ADOT plan to place the roadway several miles East will do little to help the large majority of area motorists. It is unreasonable to expect that motorists traveling toward the Phoenix/Scottsdale area (the vast majority of cars) would travel miles East to this proposed route and back again to reach their Westerly destination. Growth in Queen Creek is booming, and as a result, traffic congestion will only increase. We certainly agree with ADOT that a connector highway is needed between Rt 60 with Rt 10, but I am hoping that it will be placed in a location which will be most advantageous to the taxpayers in the area.

Respectfully,
Marilyn Deborah Ariz
35539 N. Morello Dr.
Queen Creek, AZ 85140

Sent from my iPad

COMMENT RESPONSE

Comment No. **P-011** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Transportation Network Connectivity

COMMENT RESPONSE

Comment No. **P-012** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-013** Last: Ashley

First: Nathaniel

On Wed, Oct 23, 2019 at 11:10 PM 117 <nathanielashley05@gmail.com> wrote:

A [

I believe the proposed Corridor will be a waste of resources. Funds could be used to repair, update, and widen existing roads or simply add an extended detour rather than a whole new road.

COMMENT

Source: Online

Comment No. **P-014** Last: Atherton

First: Robert

A [

Comments: **I am representing Core Civic, a private prison company who has 4 facilities in the northern part of Eloy south of Hanna Road. Two of the facilities have been flooded from storm waters from the McClellan wash. Is this the place to issue a notification of the problem and a need to get the problem rectified?**

Name: **Robert Atherton**

Email: **ratherton@athertonengineering.com**

This submission came from the ADOT internet website.

Submitted: Friday, 20 September, 2019 - 13:42

COMMENT RESPONSE

Comment No. **P-013** | Page 1 of 1

A

Early in the study process, the study team considered modal alternatives such as arterial street improvements. Such improvements would not address projected travel demand in the study area. See the Final Environmental Impact Statement, Section 2.2.2.3, for further discussion.

COMMENT RESPONSE

Comment No. **P-014** | Page 1 of 1

A

Your comment has been forwarded to the Pinal County Flood Control District. The freeway design would be determined at the Tier 2 phase, at which time the analysis would determine drainage characteristics and actions to address as they relate to the freeway facility

COMMENT

Source: Email

Comment No. **P-015** Last: Atherton

First: Robert

On Wed, Oct 23, 2019 at 12:44 PM Robert Atherton <ratherton@bowmanconsulting.com> wrote:


A

I represent Core Civic, a private prison company with 4 facilities located in the northern part of Eloy bounded on the east by Highway 87, on the north by Hanna Road, on the west by LaPalma Road and on the south by Arica Road. Since 2010 they have experienced flooding across their site due to flow from an off chute of the McClellan Wash as it crosses the Santa Rosa Canal. Flows through the over chute of the canal end up in a poorly maintained dirt ditch that inevitably fails when it gets to the Arica Road alignment flowing westerly. On site retention basins get filled up and extensive damage has been done to the adjacent streets. Flooding has yet to occur in any of the housing units but if it did, evacuation of a 2,500 bed facility would be difficult and challenging. I have met with the Pinal County Flood Control District several times to try and resolve the issue but have had no success. This project needs to solve the flooding issue.

Bob

**Robert B. Atherton PE, RLS | Vice President
Bowman Consulting**

1295 W Washington Street, Suite 108, Tempe, AZ 85281
phone: 480.267.9965 | Cell: 602.803.0898

ratherton@bowmanconsulting.com | bowmanconsulting.com |   



— Go Green! Please consider the environment before printing this email.

COMMENT RESPONSE

Comment No. **P-015** | Page 1 of 1

A

The Tier 1 study does not include design and, therefore, cannot address the flooding mentioned by the commenter. The Tier 2 phase would develop the specific design of the facility; potential flooding concerns would be considered in the design plans, should the project reach that phase.

COMMENT

Source: Comment form

Comment No. **P-016**

Last: Ayala

First: Holly

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

A My property is located right on the corner of
Combs Road & Ashton Lane, which is maybe
a mile or two (if that) from the Western
alternative. Due to the close ~~proximity~~ proximity
of the western alternative to my property I
would prefer & suggest to have the less impact
on the enjoyment of my property for ADOT to
strongly consider the Eastern alternative. My
property will be highly impacted by an extreme
B increase in traffic and noise since I am located
right on the corner of Combs Rd & Ashton Lane.
C Now that is assuming that there will be an exit
ramp for Combs Rd.

Contact Information (optional)

Name: Holly M. Ayala
Address: 37517 N. Ashton Lane, ST. AZ 85140
Phone: 602-757-5832
Email Address: holly@combslawgroup.com

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

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 Project No. 999 PN 000 H7454
Federal Aid No. 999-A(365)X
October 2019

COMMENT RESPONSE

Comment No. **P-016** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [The Preferred Alternative includes the E1b Alternative segment, which is approximately 4 miles east of the noted property. A service traffic interchange is proposed for Riggs-Combs Road, which is expected to experience level of service F under both the No-Action and action alternatives in 2040. See Section 2.5.3.2 of the Final Environmental Impact Statement.
- C** — [See FAQ: Traffic Noise

COMMENT

Source: Email

Comment No. **P-017**

Last: Ayers

First: Terry

On Fri, Oct 18, 2019 at 9:25 AM terry@terryayers.com <terry@terryayers.com> wrote:

Hello,

I live just East of Queen Creek and understand there is planning going on for a North-South Corridor connecting US 60 to I-10. I very much support this but am in favor of the **original W1a/b alignment** closer to Queen Creek. There are many San Tan Valley residents who fight traffic congestion everyday that would benefit from this alignment. The other favored alignment appears to be too far east to be of benefit the over 100K residents in the area.

Thank you,

Terry Ayers

35779 N Anthos Way

San Tan Valley, AZ 85140

COMMENT

Source: Email

Comment No. **P-018**

Last: Bajc

First: Chris

On Mon, Oct 28, 2019 at 11:50 AM Chris Bajc <chris.bajc@queencreek.org> wrote:
I live in Queen Creek, please return to the original W1a/b alignment in Segment 1.

-Chris Bajc

COMMENT RESPONSE

Comment No. **P-017** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Transportation Network Connectivity

COMMENT RESPONSE

Comment No. **P-018** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-019**

Last: Baker

First: Rodney

A []
B []

Comments: **Oct. 2, 2019 - Rodney Baker, 937.214.3136.**
Voicemail on ADOT project line: He is very pleased with the route chosen and called to offer his support for the project.

Name: **Rodney Baker**

Email:

This submission came from the ADOT internet website.

Submitted: Thursday, 3 October, 2019 - 08:08

COMMENT

Source: Online

Comment No. **P-020**

Last: Baker

First: Scott

A []
B []

Comments: **I am very disappointed to see the current proposed N/S Corridor being so far to the east of STV, there needs to be transportation infrastructure to support out population in STV/Queen Creek area.**

Name: **Scott Baker**

Email: **scotty@askscotty**

This submission came from the ADOT internet website.

Submitted: Thursday, 10 October, 2019 - 10:51

COMMENT RESPONSE

Comment No. **P-019** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [Your comment has been noted and is appreciated.

COMMENT RESPONSE

Comment No. **P-020** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development

COMMENT

Source: Comment form

Comment No. **P-021** Last: Ballard

First: Nicole

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

A

I walked through the ADOT North-South Environmental Presentation on October 1, 2019 in Florence and then looked at the study on the internet. I agree with the recommended route by ADOT. This route makes the most sense for a number of reasons. I feel the recommended route does not impact humans or natural environments as much as other routes examined. I reside in Coolidge so I like the fact the recommended route is most consistent with the City of Coolidge General Plan.

B

C

Contact Information (optional)

Name: Nicole Ballard

Address: _____

Phone: _____

Email Address: _____

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

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 Project No. 999 PN 000 H7454
Federal Aid No. 999-A(365)X
October 2019

COMMENT RESPONSE

Comment No. **P-021** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [Impacts to humans and the environment are described in Chapter 3.
- C** — [Your comment has been noted and is appreciated.

COMMENT

Source: Online

Comment No. **P-022** Last: Barnes

First: Karen

- A** — [
- B** — [
- C** — [

Comments: **As a Queen Creek resident, it has come to my attention that ADOT is changing the proposed freeway plans for the North-South corridor. I am asking that you please return to the original W1a/b alignment in Segment 1 plan. I believe it would better serve the existing and ever-growing populations of Queen Creek and San Tan Valley. Thank you,
Karen Barnes**

Name: **Karen Barnes**

Email: **karenbarnes711@gmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 22 October, 2019 - 18:30

COMMENT

Source: Online

Comment No. **P-023** Last: Bastian

First: Gary

- A** — [

Comments: **Do not build the preferred route.**

Name: **Gary Bastian**

Email: **gary@beetechinc.com**

This submission came from the ADOT internet website.

Submitted: Friday, 4 October, 2019 - 08:52

COMMENT RESPONSE

Comment No. **P-022** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [See FAQ: Existing Development

COMMENT RESPONSE

Comment No. **P-023** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Public hearing - verbal

Comment No. **P-024**

Last: Bates

First: Myk

16 MYK BATES: My name is Myk Bates, M-y-k
17 B-a-t-e-s.

18 I'm actually from San Tan Valley, but I
19 wanted to come to this meeting so I was better prepared for
20 the one there. I just have some questions after being
21 here.

22 Has ADOT done any traffic studies on
23 Ellsworth and Ironwood to know how much traffic's coming in
24 and out of there?

25 MARSHA MILLER: They won't answer your
1 questions. They will only hear what you have to say.

2 MYK BATES: Oh, I thought we were asking
3 questions. Okay.

4 MARSHA MILLER: But, please, ask your
5 questions, and then the questions will be answered in the
6 environmental document when it's final.

7 MYK BATES: Okay. Okay. I'm just curious as
8 I was talking to David Cook back there and I said, you
9 know, the other night I was coming on Pima Road towards
10 Ironwood, and it was about 7:00 o'clock, and I looked up
11 and all you can see is headlights all the way up to U.S.
12 60, and it's constant. Ellsworth is no better.

13 I know at times they've closed both those
14 roads down for fatalities or whatever, accidents. It makes
15 it really hard to get in and out of San Tan Valley.

A 16 I know Meridian is coming soon, and that will
17 be a whole lot better. But San Tan Valley is running very,
18 very fast. We have a lot of traffic issues out of there,
19 getting in and out of there. This would be -- I'm just one
20 guy so, you know, I'm just one voice. I can't make it
21 happen, but this would be a huge help. I don't know where
22 to go to get that to happen sooner because it looks like
23 it's a long ways out. I may still be around, but some
24 people won't.

25 If there's some information on that, that

COMMENT RESPONSE

Comment No. **P-024** | Page 1 of 1

A

The North-South Corridor Study considered traffic in the region for both today and 2040. Ellsworth Road and Ironwood Drive are within the study area, and traffic conditions were projected for the routes (see the Draft Environmental Impact Statement, Appendix B, Traffic Information).

COMMENT

Source: Public hearing - verbal

Comment No. **P-024**

Last: Bates

First: Myk

1 would be helpful for people like me; and if there's traffic
2 information like that, I'd be curious to know. I've been
3 out there for about 10 years, and in the last, probably,
4 two years, traffic has just escalated. Getting around in
5 San Tan Valley is just as bad as downtown Phoenix if you're
6 trying to get around anywhere from 4:00 to 6:00 o'clock.
7 Traffic's terrible and getting in and out of San Tan Valley
8 is terrible also.
9 So that's all I have. Thank you. Thank you
10 guys for coming and doing this.

COMMENT RESPONSE

Comment No. **P-024** | Page 1 of 1

Comments have been addressed on previous page.

COMMENT

Source: Public hearing - verbal

Comment No. **P-025**

Last: Bates

First: Myk

8 MYK BATES: My name is Myk Bates, M-y-k 9 B-a-
t-e-s.

10 I want to thank you guys for coming out and
11 hearing the comments. I think that's important. I'm glad that
12 this is being looked at. We definitely need something out here.
13 Where that lies, I don't know. I don't know where that's going
14 to be decided and how you're going to impact somebody somewhere.
15 It's a matter of how many can you make happy and how many can
16 you make sad.

17 I do see a lot of development over on the west
18 side. I'm not sure how many more numbers they have than we do,
19 but they -- they seem to get a lot more freeways and overpasses
20 and that type of thing out there that we don't have any of out
21 here. So I'm glad this is at least being looked at.

22 Something else that I wanted to talk about is the
23 expansion of 24 that comes into Ironwood. When I first heard
24 about that, I thought it was a great idea, and the more I
25 thought about it, I thought that means that there's going to be

1 a stoplight on Ironwood. And I understand that's still a few
2 years out before that happens. Ironwood gets a lot of traffic.
3 I'm sure anybody out here that's been up and down knows that.
4 Putting another stoplight there is a really bad idea. We get
5 congestion just as soon as you get into town. Putting another
6 stoplight further up off of that 24 is going to cause a lot of
7 problems and going to make it even harder to get in and out of
8 San Tan Valley. We have a whole lot of people here on this east
9 side that use that as their only avenue in and out. So while
10 that will let some people go west and east, it's really going to
11 hurt the north-south traffic up through there.

12 Again, I want to thank you for coming. I'm glad
13 that you guys are doing this and at least hearing the comments,
14 and hopefully take those things and make that a part of the
15 planning. Thanks.

A

B

COMMENT RESPONSE

Comment No. **P-025** | Page 1 of 1

A — [See FAQ: Existing Development

B — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-026**

Last: Beach

First: Lincoln

A []
B []

On Wed, Oct 23, 2019 at 6:38 AM <lincolnbeach@aol.com> wrote:

I'm opposed to the w1a/w1b route because it affects so many homes and my family!!!

COMMENT

Source: Email

Comment No. **P-027**

Last: Beal

First: CE

A []
B []

On Tue, Oct 22, 2019 at 2:35 PM C.beal <c.beal@mchsi.com> wrote:

You are preparing to build infrastructure without regard to a basic fundamental requirement. In order to support the long term projected growth, you need water. A better plan and would include ADOT supporting the needs of the area with an additional lane on US 60 from Signal Butte to Ironwood and include upgrades to the parallel roadways of Baseline and Southern from Meridian to Ironwood.

CE Beal

COMMENT RESPONSE

Comment No. **P-026** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-027** | Page 1 of 1

A — [Your comment is noted. The Arizona Department of Water Resources oversees the Phoenix Active Management Area, which includes the area in question and regulates issues related to future water supply. The Arizona Department of Transportation’s planning for the North-South Corridor is responding to existing and projected needs, based on population projections.

B — [Early in the study process, the study team considered modal alternatives such as arterial street improvements. Such improvements would not address projected travel demand in the study area. See the Final Environmental Impact Statement, Section 2.2.2.3, for further discussion.

COMMENT

Source: Online

Comment No. **P-028** Last: Beitl

First: Troy

- A** — [
- B** — [
- C** — [

Comments: **I much prefer E1B as it will do more to maintain the rural lifestyle of northern San Tan valley an will also reduce traffic on Ironwood Drive,**

Name: **Troy Beitl**

Email: **tbeitl@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 01:07

COMMENT

Source: Online

Comment No. **P-029** Last: Bell

First: Catherine

- A** — [

Comments: **I like the looks of the purple one the best because it's not right out our back door.**

Name: **Catherine Bell**

Email: **qcfunnyfarm@hotmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 03:58

COMMENT RESPONSE

Comment No. **P-028** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character
- C** — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-029** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-030** Last: Benson

First: Maxine

- A [
- B [
- C [

Comments: **Any option using "W1A" will affect the residential communities established on Ironwood Dr. Increasing traffic, not deflecting it.**

With already established retirement communities, residential homes, and the close proximity to the schools option W1A should not be an option at all.

Name: **Maxine Benson**

Email: **jusbusiness2u@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 12 September, 2019 - 04:21

COMMENT

Source: Online

Comment No. **P-031** Last: Besley

First: Gayle

- A [
- B [
- C [

Comments: **Sounds great! Make sure there's a meglev train too. We live in San Tan Valley and theres no transportation and AT LEAST 1000 houses being built within five miles of us. We need a high speed train on that new route, OR AN HOV LANE WITH AN AUTOMATED PUBLIC VEHICLE LIKE THE OLLIE or others. In an HOV dedicated to it, that would be ideal. We need a high speed train from the East Valley to Tucson and onward. Time to offer clean alternatives of transportation that arent just for skids who like to ride to the Capital, then back to Chase field, or to the girls dorms at ASU. More valued transportation rather than lite railing for skids.**

Name: **Gayle Besley**

Email: **mccoconut24942@gmail.com**

This submission came from the ADOT internet website.

Submitted: Monday, 30 September, 2019 - 18:58

COMMENT RESPONSE

Comment No. **P-030** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [The action corridor alternatives, including the W1a Alternative, were developed to provide transportation connectivity while minimizing impacts to the extent possible. See the Final Environmental Impact Statement, Section 2.2, Corridor Alternatives Development and Screening.

COMMENT RESPONSE

Comment No. **P-031** | Page 1 of 1

- A** — [Your comment has been noted and is appreciated.
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [See FAQ: Multimodal Transportation

COMMENT

Source: Online

Comment No. **P-032** Last: Besley

First: Gayle

A

Comments: **Personal rapid transit like at Heathrow Airport, operated in the dedicated lanes, so HOVs are valuable. You could have the farthest lane be self contained Lane for the pods of 6-15 passengers, loading a key locations like hunt hwy, then at CAC in San Tan Valley, then at Ironwood. Park and ride. A local team from neighborhood loop rides connect to them. HOVs are wasted, yet putting a person transit in regular traffic is foolhardy. It would have been such a valued public transit to have invested the literally billions spent on the light rail bum rushers in to personal automated transit with dedicated lanes. With a barrier so it isnt possible for a motorcycle or car to weave in, the HOV becomes an express lane. I k bl ow it isnt a new idea. I am saying I like the thought of my future college student having the local loop team to an automated transit, IF a dedicated lane. Thanks for your time**

Name: **Gayle Besley**

Email: **mccoconut24942@gmail.com**

This submission came from the ADOT internet website.

Submitted: Monday, 30 September, 2019 - 20:43

COMMENT RESPONSE

Comment No. **P-032** | Page 1 of 1

A — See FAQ: Multimodal Transportation

COMMENT

Source: Letter attachment

Comment No. **P-033**

Last: Biede

First: Roger



27 October 2019

North-South Corridor Study Team
c/o ADOT Communications
1655 W. Jackson St., Mail Drop 126F
Phoenix, AZ 85007

North-South Corridor Study Team,

Thank you for the many hours of hard work leading to the publication of the Draft Environmental Impact Statement. As the head of the Greater Florence Chamber of Commerce, I know the positive impact that transportation routes, access, and clarity can have on a business.

Your thoughtful analysis of the proposed alternatives is appreciated. While the route that we feel best serves the needs of our members and future members (the Easternmost route) was not selected as the preferred route, we are supportive of the preferred alternative because of its proximity to the heart of our membership.

A

The West alternatives, particularly in Segment 3 of the Study Area, would kill businesses and stifle growth in Florence. Furthermore, it would do nothing to improve access to the many businesses and job centers we have in town, and only create additional traffic backups at two of the major entryways into Florence (Hunt Highway and SR-287).

B

The only possibility for improvement, from our perspective, would be to allow for an additional future interchange near the Butte Avenue alignment in Florence. To accommodate additional spacing for this interchange, future growth, and existing infrastructure (i.e., the rail line sitting on the north side of Hunt Highway), the interchange at Hunt Highway may be more appropriately positioned slightly to the north, at the Merrill Ranch Parkway alignment. Creating this interchange would provide direct access to downtown, thereby also strengthening business and access to the County Seat of Pinal County and the thousands of jobs located within the Historic Downtown, including many State facilities. It would also provide an alternate route for these employees, thereby easing congestion on the local roads and streets that our residents and customers travel every day.

C

Thank you for your consideration and diligent work to this point.

Regards,

Roger Biede
Executive Director
Greater Florence Chamber of Commerce

Greater Florence Chamber of Commerce
P.O. Box 929, 24 W. Ruggles, Florence, Arizona 85132
(520) 868-9433 Roger@FlorenceAZChamber.com www.FlorenceAZChamber.com

COMMENT RESPONSE

Comment No. **P-033** | Page 1 of 1

A — Your alternative preference has been noted. Thank you for your comment.

B — The Tier 1 Draft Environmental Impact Statement identifies potential traffic interchange locations (refer to Table 2.3-4) based on what Pinal County has identified as routes of regional significance (see Figure 2.1-1). The County’s vision for these routes is to (1) provide continuity across Pinal County and through urban areas and (2) connect to adjacent counties and state highways. Based on this information, guidance for the spacing of interchanges provided by the Federal Highway Administration, and coordination with affected jurisdictions, Butte Road was not considered. Butte Road is not an arterial road and, therefore, would be inappropriate for an interchange. When a Tier 2 study advances a project alignment and design, interchange locations and their impact on the environment would be further evaluated.

C — The Tier 1 Draft Environmental Impact Statement identifies potential traffic interchange locations (refer to Table 2.3-4) based on what Pinal County has identified as routes of regional significance (see Figure 2.1-1). The County’s vision for these routes is to (1) provide continuity across Pinal County and through urban areas and (2) connect to adjacent counties and state highways. The potential interchanges were based on this information, guidance for the spacing of interchanges provided by the Federal Highway Administration, and coordination with affected jurisdictions. When a Tier 2 study advances a project alignment and design, interchange locations and their impact on the environment would be further evaluated.

COMMENT

Source: Email

Comment No. **P-034**

Last: Bilbrey

First: Joey

On Wed, Oct 23, 2019 at 4:23 PM Joey Bilbrey <pastorjoeydesertrock@gmail.com> wrote:
Hi

A — [

B — [

My name is Joey Bilbrey, I would like to voice my opinion in favor of the preferred route. The W3 route is too close to homes and would cause major problems for that area.

Thank you

Joey Bilbrey

COMMENT

Source: Online

Comment No. **P-035**

Last: Bilbrey

First: Joey

10/25/2019 12:40:17 PM

A — [

ADOT Project Line voicemail: On 10/23 @ 4:15 p.m. Mr. Joey Bilbrey stated that he likes the preferred North-South Corridor, but has an issue with the W3 branch (old version.)

COMMENT RESPONSE

Comment No. **P-034** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-035** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-036**

Last: Blanch

First: Shanna

A — [

On Mon, Oct 28, 2019 at 8:54 PM Shanna Blanch <sblanch25@hotmail.com> wrote:
To whom it my concern. I prefer the W1a dark purple route for the new North South DEIS Freeway.

Thank you,
Shanna Blanch

Sent from my Verizon, Samsung Galaxy smartphone

COMMENT

Source: Email

Comment No. **P-037**

Last: Bohart

First: Sean

A — [

On Thu, Oct 17, 2019 at 6:04 PM Sean Bohart <bohart90@hotmail.com> wrote:
Dear ADOT

Please know that I prefer alignment W1a.

Sean Bohart
(480) 363-8136

COMMENT RESPONSE

Comment No. **P-036** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-037** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-038** Last: Bolt

First: Angie

A

B

Comments: **Good morning, my name is Angie Bolt and I represent Max Nichols Properties located at 9304 E. Milligan Road. Parcel # 411-01-0040. Section 12-8S-8E. I have no problem with the alignment on Fast Track Rd. I believe all our wells are East of this road. My concern is will we have access to get on the North South freeway to I-10. Stop sign? Left turn? Cross over and stay on Milligan road to Eloy Memorial cemetery? So many questions? Would like more info. Thanks for your help in this matter. Angie Bolt**

Name: **Angie Bolt**

Email: **Bighouse526@gmail.com**

This submission came from the ADOT internet website.

Submitted: Friday, 18 October, 2019 - 09:58

COMMENT

Source: Online

Comment No. **P-039** Last: Bonanno

First: Rita Mary

A

B

Comments: **I have loved in Queen Creek for almost 20 years and the growth and traffic has been staggering and will continue to be so. I would like to see the segment 1 W1a/b alignment route implemented.**

Name: **Rita Mary Bonanno**

Email: **Rmbonanno@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 24 October, 2019 - 16:41

COMMENT RESPONSE

Comment No. **P-038** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Freeway Design

COMMENT RESPONSE

Comment No. **P-039** | Page 1 of 1

- A** — [See FAQ: Growth and Traffic Congestion
- B** — [Your alternative preference has been noted. Thank you for your comment.

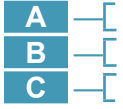
COMMENT

Source: Email

Comment No. **P-040**

Last: Bond

First: Brandy



On Wed, Oct 30, 2019 at 10:50 AM Robert and Brandy Bond <brbond@outlook.com> wrote:

We request you consider the further east route to preserve San Tan Valley's rural area and preserve the houses in my neighborhood that would be affected by the western options.

Thank you

Brandy Bond

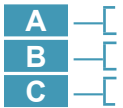
COMMENT

Source: Email

Comment No. **P-041**

Last: Bond

First: Brandy



On Wed, Oct 30, 2019 at 10:52 AM Brandy Bond <bkbond@outlook.com> wrote:

Please consider the further eastern route to keep San Tan Valley's rural area rural. Also there are brand new custom homes in my neighborhood that would be removed if the more western route is chosen.

Thank you

Robert Bond

COMMENT RESPONSE

Comment No. **P-040** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character
- C** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-041** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character
- C** — [See FAQ: Property Acquisition

COMMENT

Source: Email

Comment No. **P-042**

Last: Borjon

First: Julio

On Fri, Oct 18, 2019 at 9:03 AM Jborjon8 . <jborjon8@gmail.com> wrote:

To whom it may concern,

A



B



Please revert the plan to W1a/b alignment in segment 1 for this roadway project as this would help alleviate the traffic in the region as the further highway will not be utilized as much and will. minimally help

Thank you

Julio borjon

COMMENT RESPONSE

Comment No. **P-042** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Transportation Network Connectivity

COMMENT

Source: Online

Comment No. **P-043** Last: Bouchard

First: Wayne

A

Comments: **I know this needs to be done, having driven down to Coolidge a number of times but personally, one concern I have is that no matter which path is chosen, it seems to want to claim a decent chunk of agricultural land. Most city dwellers tend to ignore what agriculture means to this state (like I used to) but they shouldn't. These parcels shouldn't simply be viewed as a convenient place to build something but should be valued for what they mean to the state and to the country. Remember, as you walk down the streets of the valley here, you're walking on what was once argued to be some of the best farm land in the entire country if not the world. (The whole reason Phoenix and so forth exist at all is because of the water now impounded by the dams on the Verde and Salt rivers and the system of canals now operated by SRP.) With the growth of the population in Phoenix metro, the farming centers necessarily moved to other areas. Presently, two very important ones are Coolidge itself and the area in the SE valley. In fact, a large revitalization project for a number of canals is presently underway (the Gila river system, I believe) and among those impacted are canals running near San Tan Valley, showing that agriculture is still important. Whatever path is chosen, it would be my hope that it would consume as little cultivated land as possible.**

Name: **Wayne Bouchard**

Email: **web@typo.org**

COMMENT RESPONSE

Comment No. **P-043** | Page 1 of 1

A

Impacts on agricultural land were considered in the Draft Environmental Impact Statement, and in the selection of a Preferred Corridor Alternative. Refer to the Draft Environmental Impact Statement, Section 3.6, Prime and Unique Farmland, which quantifies the areas of the action corridor alternatives that would affect farmland. As the study advances to Tier 2, where a specific alignment would be selected, continued access to property, including agricultural land, would be addressed.

COMMENT

Source: Online

Comment No. **P-044** Last: Bourne

First: Eugene

A

Comments: **We have owned a 2nd home in Gold Canyon for the past 20 years and have seen an incredible increase in the amount of traffic the past few years on U.S. 60. This becomes even more of a problem during the Renaissance Festival when backups can be for several miles. In addition, new housing is being built at Peralta which will only contribute to the traffic problems. We strongly support the idea of a bypass to relieve the traffic congestion currently present on U.S. 60 in Gold Canyon and hope that something can be done in time to resolve this issue, which just keeps getting worse.....Thank You**

B

Name: **Eugene E. Bourne**

Email: **gebourne@comcast.net**

This submission came from the ADOT internet website.

Submitted: Wednesday, 2 October, 2019 - 13:47

COMMENT

Source: Email

Comment No. **P-045** Last: Brabender

First: Michele and Thomas

A

On Thu, Oct 24, 2019 at 12:19 AM Michele Brabender <saltriverphoto@gmail.com> wrote:
As residents of the Town of Queen Creek, I would prefer this north-south project go back to the original W1a/b alignment in Segment 1.

Michele and Thomas Brabender
Queen Creek, AZ

COMMENT RESPONSE

Comment No. **P-044** | Page 1 of 1

A — [See FAQ: Growth and Traffic Congestion

The North-South Corridor Study purpose and need identifies the proposed corridor as addressing regional connectivity throughout the eastern Pinal County area. While the traffic conditions in Gold Canyon and the area of U.S. Route 60 were evaluated as part of the traffic analysis (refer to the Draft Environmental Impact Statement, Appendix B, Traffic Information, for additional information), addressing traffic issues on U.S. Route 60 through Gold Canyon is not a primary purpose of the North-South Corridor. Solutions for that issue have been evaluated through the US 60 Alignment Study: Superstition Freeway to Florence Junction Environmental Assessment (prepared by the Arizona Department of Transportation). This study and its recommendations were considered in the development of alternatives for the North-South Corridor.

B — [

COMMENT RESPONSE

Comment No. **P-045** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-046**

Last: Brimhall

First: Josh

A

Comments: **Much needed North south freeway in Pinal! We needed this years ago, so excited it's finally coming along. Please hurry!**

Name: **Josh Brimhall**

Email: **brimhalljosh@gmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 15 October, 2019 - 23:49

COMMENT

Source: Public hearing - verbal

Comment No. **P-047**

Last: Brimhall

First: Stacy

A

2 STACY BRIMHALL: Thank you for your time. I'd
3 like just to echo what -- oh, Stacy Brimhall, Eloy, Arizona.
4 I'd like to echo what Mayor Barney has said. I
5 agree with that. We're also landowners to the south by Arizona
6 Farms Road, and the alignment, I think we need to have more of a
7 voice with ADOT in that alignment as it crosses Arizona Farms
8 Road, along with the other landowners as well. So I hope when
9 the study gets to that point that you'll talk to landowners as
10 well. Thank you.

COMMENT RESPONSE

Comment No. **P-046** | Page 1 of 1

A — [Your comment has been noted and is appreciated.

COMMENT RESPONSE

Comment No. **P-047** | Page 1 of 1

A — [The Tier 2 phase, where a specific alignment is determined will also provide opportunities for stakeholders to have input in the project. For additional information, please see (FAQ: Freeway Design).

COMMENT

Source: Public hearing - verbal

Comment No. **P-048**

Last: Brimhall

First: Stacy

17 STACY BRIMHALL: Hello, I'm Stacy Brimhall.
18 We're farmers and ranchers throughout Pinal County, and I
19 know it's taken a long time, but I'd just like to applaud
20 ADOT because we hope it moves faster, but we are very
21 excited to have a new freeway, and we prefer the alignment
22 and just wanted to state our opinion.
23 Thank you.

A

B

COMMENT

Source: Online

Comment No. **P-049**

Last: Brown

First: Jeffrey

Comments: **W1a/b alignment is the one that ADOT should end up going with in the interest of fairness. Considering the people PAYING for the north/south freeway are primarily the ones who should benefit the earliest and the most... that's the W1a/b alignment that's the further to the west.**

All of the east valley communities including Apache Junction, Mesa, Queen Creek, San Tan Valley, Florence would be BEST SERVED by W1a/b the westernmost alignment. The westernmost alignment would also serve the Economic Development needs of the most folks in the (relative - recognizing this freeway construction is 15 yrs in the future) near term.

Name: **Jeffrey A Brown**

Email: **jeffbrown.qc@gmail.com**

A

B

C

COMMENT RESPONSE

Comment No. **P-048** | Page 1 of 1

- A** — [Your comment has been noted and is appreciated.
- B** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-049** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Economic Development

COMMENT

Source: Email

Comment No. **P-050**

Last: Brown

First: Tucker

On Tue, Oct 22, 2019 at 4:46 PM Tucker Brown <tucker.brown2@me.com> wrote:
To whom it may concern:

A — [

I am asking for you to revert to the original W1a/b alignment in Segment 1

Thank you for your consideration!

COMMENT RESPONSE

Comment No. **P-050** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-051** Last: Brownlee

First: Shari

Comments: **Regarding the N/S Corridor Alignment commentaries submitted by Mike Goodman and Robin Benning in Facebook. For those who don't know, these two are Pinal County and Queen Creek councilmen respectively and seem to have missed the simple point that no one should be concerned about driving east to get on a freeway to turnaround and come back to the west. The majority of commuters are trying to go north and/or west. A "common sense" commuter would simply drive north to access the freeway to then either travel east to gain access to the N/S Corridor, or travel west to the 202 utilizing the 24. The map I viewed shows one option to travel 3.85 miles east to access the freeway they believe is the better route, vs the 7.7 miles to the proposed freeway ADOT appears to be leaning towards which follows the CAP Canal. The 7.7 miles follows Ocotillo Road, and is already in place and developed farther east along the north side of the Castlegate community. Ocotillo Road is already a major road. The 3.85 mile route which is Pima Road, will send traffic through the middle of a large equestrian community. This would become a safety issue for the neighborhood as well as the commuters. Most commuters are not aware of the damage that can happen to a vehicle if they strike a 1000 lb animal, even at 25 mph. Furthermore, the economic feasibility of purchasing these properties that have been developed with extensive exterior buildings (shops, barns), fencing, etc, when there is raw, vacant, state land available as well as Ocotillo**

A

B

COMMENT RESPONSE

Comment No. **P-051** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Transportation Network Connectivity

COMMENT

Source: Online

Comment No. **P-051** Last: Brownlee

First: Shari

B

Road, makes zero sense. The N/S Freeway appears to be approximately 3 miles east of the Castlegate and Laredo Ranch communities. To state “This newly proposed location will serve no one” is a short-sided statement. It will serve the communities of Magma Ranch, Crestfield Manor, Magic Ranch, Quail Run, the horse communities east of Attaway Road, north of Arizona Farms Road, Merrill Ranch as well as the Town of Florence and Town of Coolidge. This freeway is not just about San Tan Valley and Queen Creek. It will also help the residents of Florence and Coolidge. The 79 highway is too far out of the way and merges with US 60, approximately 10 miles east of Gold Canyon. If Queen Creek and the City of Mesa were to finish Crismon, Signal Butte Road and Meridian Roads north, which these roads are supposed to have on/off ramps from the 24 (when complete), the northbound traffic would diminish considerably. I don’t believe those who live in Queen Creek are going to consider driving east even as far as Ironwood Road, when then could simply drive north up Ellsworth, Crismon, Signal Butte Road or Meridian Roads to the 24. The commuters who use Ironwood Road will not drive 3.85 miles east when they need to go north and/or west. Castlegate and Laredo Ranch communities will drive north up Schnepf Road, however will not want to drive another two miles east on Pima. Commuters currently will sit through several stop lights waiting to get onto US 60 instead of driving one mile east on Baseline Road to take Idaho Road north to US 60. The commentaries above seem more concerned about being able to drive east, when the majority of drivers, drive north and west to obtain the same goal and are not willing to even drive one mile to the east when the option is already provided. Common sense.
I’m wondering if the 303 Freeway had to go through the same one-sided commentary...

C

Name: **Shari Brownlee**

Email: **sharibrownlee@msn.com**

COMMENT RESPONSE

Comment No. **P-051** | Page 1 of 1

Comments to this letter have been addressed on previous page.

COMMENT

Source: Online

Comment No. **P-052** Last: Burke

First: Tara

A [

Comments: **Please go back to the original "W1a/b alignment in Segment 1 " .**

B [

Studies such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the draft placement of this corridor. The population of San Tan Valley is projected to be near 120,000 in 2030, and increase to more than 155,000 in 2050.

C [

Name: **Tara Burke**

Email: **Lumux2@hotmail.com**

This submission came from the ADOT internet website.

Submitted: Friday, 18 October, 2019 - 08:29

COMMENT

Source: Email

Comment No. **P-053** Last: Burkhalter

First: Todd

A [

On Tue, Oct 22, 2019 at 4:53 PM todd burkhalter <todd.burkhalter16@gmail.com> wrote:
Please go back to the original W1a/b alignment in Segment 1 as it will better serve the large population that currently reside in the communities of Queen Creek and San Tan Valley.

B [

You must take into consideration studies such as the San Tan Valley Special Area plan, approved in 2018. The population of STV is projected to be near 120,000 in 2030 and more than 150,000 in 2050.

C [

These changes will affect our region.

Thanks

Todd Burkhalter
Resident of Queen Creek

COMMENT RESPONSE

Comment No. **P-052** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Consistency with San Tan Valley Special Area Plan
- C** — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-053** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Consistency with San Tan Valley Special Area Plan
- C** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-054** Last: Butka

First: Thomas

On Tue, Oct 29, 2019 at 9:31 AM Thomas Butka <tbone.ranch9@gmail.com> wrote:

My name is Thomas Butka, I am a long time resident of San Tan Valley, I am a home owner and tax payer we moved out to this area to be away from all of the city related stores, traffic ect. We enjoy our livestock, equine animals and the country way of life, I am begging the state of Arizona to please locate the North/South corridor as far east as humanly possible I believe it to be the Preferred route as discussed several years ago purple color on the map I am looking at, . I would also petition that the state does not make Pima road a pass through to the North/South corridor, as Germann Rd makes the most sense given all of the open state owned trust land. Please do not take this beautiful and peaceful area away from us and construct the corridor as far east as possible. Although I know it is impossible to stop what most would call progress this area has been impacted extremely hard, we have invested our best years making this our home, please do not take this away. Thank you

A

B

C

COMMENT

Source: Online

Comment No. **P-055** Last: Cain

First: Jackie

A

B

Comments: **Our town of Queen Creek is growing so fast and the traffic is horrendous. We desperately need W1a to alleviate the congestion. The alternative route would not be beneficial.**

Name: **Jackie Cain**

Email: **Jacqueline_cain@hotmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 17 October, 2019 - 18:48

COMMENT RESPONSE

Comment No. **P-054** | Page 1 of 1

A — [See FAQ: Community Character

B — [Your alternative preference has been noted. Thank you for your comment.

C — [A traffic interchange is proposed at Ocotillo Road to connect with the North-South Corridor. No traffic interchanges are proposed for Pima or Germann Roads. See the Final Environmental Impact Statement, Table 2.3-4. Tier 2 studies would finalize the design of the proposed corridor, including the traffic interchange locations.

COMMENT RESPONSE

Comment No. **P-055** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Online

Comment No. **P-056**

Last: Cancel

First: Jaime

A

B

Comments: **Considering the current situation that many residents in the area that will be impacted by this corridor are experiencing, please consider W1a as a viable option to provide users the best alternative given the current traffic circumstances. I believe that those affected or benefit from this decision are the ones that have to commute on a daily basis from the San Tan, Queen Creek area. I am a commuter and I am currently experiencing 35-40 minuted drive just to leave the Queen Creek area. Something that would have taken me 15 minutes back in 2004 when I first arrived to QC. Most of the commuters in the area are currently experiencing 13-15 hrs behind the wheel every week. That is time away from our children and our families. W1a could decrease the commute time and provide resident with the ability to provide for their families and also the ability to spend a little more time with them. I know that will be my case! Thank you for your time!**

Name: **Jaime Cancel**

Email: **J.cancel7@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 17 October, 2019 - 18:36

COMMENT RESPONSE

Comment No. **P-056** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Online

Comment No. **P-057** Last: Carr

First: Robert

- A** [
- B** [
- C** [

Comments: **I live in queen creek and we need the alignment closer to queen creek for this north south corridor . Queen creek is growing rapidly and this would help our travel to Tucson dramatically. Closer to ironwood**

Name: **Robert Carr**

Email: **Txrcarr@gmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 22 October, 2019 - 18:58

COMMENT RESPONSE

Comment No. **P-057** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Transportation Network Connectivity

COMMENT

Source: Comment form

Comment No. **P-058** Last: Carter

First: Celeste

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

A [3951 N Wheeler Rd Has Been in my family Since 1934
my grandfather Built the Home it's 3,400 sqft
we have 2 wells on the property and one of them
is providing water to alot of the Homes there
are about 30 Homes on this Road -

B [I am the 3rd generation that has lived at this
property - if you come close to my home
C [please put up a wall so I dont have to
D [hear the freeway and protect my property from
Accidents I would be willing to move if
I can get a paper Bid Thank you

~~Celeste Carter~~
I own Kustankuts off of 87 and Central since 2013

Contact Information (optional)

Name: Celeste Adele Carter (full name)

Address: 3951 N Wheeler Rd Coolidge, AZ 85128-

Phone: 623-221-2680

Email Address: Snip1964@yahoo.com

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

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 Project No. 999 PN 000 H7454
Federal Aid No. 999-A(365)X
October 2019

COMMENT RESPONSE

Comment No. **P-058** | Page 1 of 1

- A** — Any wells within the proposed freeway’s right-of-way would be abandoned or replaced. See Section 3.12.5 of the Final Environmental Impact Statement.
- B** — See FAQ: Traffic Noise
- C** — The proposed freeway would be designed in accordance with state and national safety standards.
- D** — See FAQ: Property Acquisition

COMMENT

Source: Public hearing - verbal

Comment No. P-059

Last: Carter

First: Celeste

12 CELESTE ADELE CARTER: Good evening.
13 My name is Celeste Adele Carter. My family
14 came from Oklahoma in 1934 and bought the property that I'm
15 on and bought most of the property in the middle of Wheeler
16 all the way to Clett. There's about 30 homes out there.
17 We have two wells on the property. We provide many of the
18 water that those people have, that they use daily with
19 their livelihood.

20 We have sold a lot of it off. That's why we
21 have 30 homes out there. I noticed the corridor, it was
22 further west than I was told. Then I was told it was
23 further east of the house; and looking at the blue line, it
24 goes right through my property.

25 My grandfather built the house, and it's
1 3,400 square foot with a basement. It's been in the family
2 all these years. I'm a third generation that lives there.
3 I would hate for anything to happen to that home. If the
4 freeway did come by, of course, I'd ask, you know, to put a
5 wall up to kind of do the sound barrier and protect the
6 home in case somebody was crazy driving and jumped the wall
7 and hit the property.

8 But the family, you know, left it to me, and
9 I've been taking care of it. I was going to do a
10 Historical Society with it. I still might do that to
11 preserve. My grandfather's mother worked at the Casa
12 Grande Ruins and learned how to do the adobe. There's two
13 rooms there that they lived in, and most of my aunts and
14 uncles were born there at the house. It's pretty well --
15 you'll know the Carters on the Wheeler tract division.

16 So my thing is, I'm all for the freeway
17 because I do have a business in Coolidge. I've been there
18 since 2014, Kustom Kuts. Doing very well considering
19 there's 16 hair shops in this little town of 12,000 people.
20 So I think the name goes far with who I am, but we do need
21 a freeway coming through, but I'd have to lose my home that
22 my family has built and preserved all these years.

23 Thank you for your time.

A

B

C

COMMENT RESPONSE

Comment No. **P-059** | Page 1 of 1

- A** — [See FAQ: Property Acquisition
- B** — [See FAQ: Traffic Noise
- C** — [Your comment has been noted and is appreciated.

COMMENT

Source: Online

Comment No. **P-060**

Last: Carter

First: Neal

A — []
B — []

Comments: **Please construct as soon as possible and please use the Westernmost alignment. Thank you,**

Name: **Neal Carter**

Email: **nealkcarter@hotmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 15 October, 2019 - 17:49

COMMENT

Source: Public hearing - verbal

Comment No. **P-061**

Last: Carter

First: Neal

A — []

16 NEAL CARTER: Thank you. My name is Neal Carter,
17 N-e-a-l C-a-r-t-e-r, 85142. I am a candidate for Arizona State
18 House, and I'd like to say that as a resident of the San Tan
19 Valley, in fact, as the only San Tan Valley resident running for
20 State House, I think it's appropriate for the Department to take
21 into account the preferred alignment of the residents and
22 taxpayers of San Tan Valley above, for example, some future
23 potential Arizona as it may exist 20 years from now. That will
24 only line the pockets of governments.

B — []

25 I would like to point out furthermore that San
1 Tan Valley is the largest community in the county and the
2 largest community affected by this proposed freeway. So I do
3 not think that it's inappropriate for the Department to consider
4 the residents and taxpayers of San Tan Valley's preferred
5 alignment above, for example, other interests.

6 That's all I'd like to say. Thank you.

COMMENT RESPONSE

Comment No. **P-060** | Page 1 of 1

- A** — [See FAQ: Timing of Freeway Construction
- B** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-061** | Page 1 of 1

- A** — [The interests of residents of San Tan Valley were considered in the selection of the Preferred Alternative. The Draft Environmental Impact Statement describes the outreach that took place throughout the study where residents and stakeholders were provided opportunity for input and comment on the study. Of the commenters that responded with a preference in Segment 1, approximately 75 percent expressed interest in the Western Alternative (either W1a or W1b), while the remaining 25 percent expressed interest in the E1b Alternative. Other factors contributed to the selection of the Preferred Alternative, and these are summarized in Chapter 6, Evaluation of Alternatives. See also FAQ: Pinal Regional Transportation Authority Alignment.
- B** — [See FAQ: Existing Development

COMMENT

Source: Email

Comment No. **P-062**

Last: Castillo

First: N/A

On Fri, Oct 18, 2019 at 9:53 AM Mrs. Castillo <betrbiz@gmail.com> wrote:

Hello,

A

B

As a property owner in a small ranch community near Schnepf Road and Combs Road in San Tan Valley we support the preferred path noted on the most recent map for the North/South corridor Freeway. The closer alternate route near the CAC would practically put this freeway on top of us, and our way of life. A Freeway does not belong next to ranches for the sake of the thousands of heads of livestock we all own here, and how most of us earn livings.

Thank you for your time,

COMMENT

Source: Online

Comment No. **P-063**

Last: Chambers

First: Breann

10/29/2019 3:13:19 PM

A

B

I live on Suburban Ave in the Queen Creek Suburban Ranches. I have lived there for over 2 years and chose the subdivision I live in for the agricultural community. I have children that enjoy being outdoors that ride their bikes up and down the streets, take their dogs for walks, and their horses on trail rides. It is already starting to become dangerous in the 25 MPH community we live in. Our streets are beginning to be used as "shortcuts" to get to developments behind us. they do not abide the MPH and I already worry about my children's safety. We as an agricultural development chose the life we live with animals and the outdoors and more open space. You will be taking that away from us if you do not choose the Purple (red) route. Please make the corridor further away from our community to preserve the community and they way of life that we chose in the agricultural way.

Chambersbreann@aol.com

COMMENT RESPONSE

Comment No. **P-062** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character

COMMENT RESPONSE

Comment No. **P-063** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character

COMMENT

Source: Online

Comment No. **P-064** Last: Chambers

First: Ron

10/25/2019 8:51:57 AM

A



We as property owners of Queen Creek Ranchos want the Eastern corridor (Purple) that is on your map with the pass thru being Ocotillo Rd .anything else we will contest

Ron@wallcon.team

COMMENT RESPONSE

Comment No. **P-064** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-065** Last: Chambers

First: Shanda

Comments: I live right there on coyote and germann. I moved here six years ago to get out of the city and raise a family. I own horse and dogs and do horsemanship lessons through the City of Queen creek and Gilbert. Within the last few years with all the development the streets where I once was able to go out and ride by the farm fields and down germann and pima are now busy with people already not obeying the speed limit signs, trying to stay off the main roads of ironwood and ocotillo so they don't have to wait on lights. The speed limit in our neighborhoods id 25. With more traffic coming in people are now pushing 50.mph. Stop signs do not slow people down. What will help is keeping more people out of our neighborhood and not using pima as a everyday use. Where I used to be able to go on trail rides out in the fields and in the BLM land next to my house and give young kids and adults the experience of horsemanship is being limited. IF the freeway corridor is NOT the red corridor it will be extremely heart breaking because people will now use our little neighborhood to speed through the streets even more to get to their destination. If the corridor is red for the new freeway at least we will have some buffer room that maybe people will not use our little community to drive through. The reason its a problem with people driving through our community is because there are kids riding bikes on the streets and people horseback and its not fair to take that away from them and away

Name: **Shanda Chambers**

Email: **shanda@whitleymachine.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 09:27

A

B

COMMENT RESPONSE

Comment No. **P-065** | Page 1 of 1

A — [See FAQ: Community Character

B — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-066** Last: Chambers

First: Terri

- A
- B
- C

Comments: **We bought our properties to enjoy the country lifestyle. Your new freeway (YELLOW CORRIDOR), and pass thru of Pima Road is NOT acceptable. We would accept the purple (red), corridor East of the CAP canal (Eastern Corridor) with pass thru traffic using Ocotillo Rd. Which would saving thousands of dollars because it is already a four lane road and not disrupt ALL the neighborhoods you would be affecting trying to run thru the proposed yellow corridor. Thank you**

Name: **TERRI CHAMBERS**

Email: **terriwmi@aol.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 22 October, 2019 - 17:41

COMMENT

Source: Email

Comment No. **P-067** Last: Chapman

First: Mark

- A
- B

On Fri, Oct 25, 2019 at 5:33 PM Mark Chapman <mrchapman44@gmail.com> wrote:

Hi,

I really hope you will reconsider the w1 a/b alignment option as it serves a much greater existing population and would better integrate us in Queen Creek and San Tan Valley.

Thank you,
Mark Chapman
508-572-5194

COMMENT RESPONSE

Comment No. **P-066** | Page 1 of 1

- A** — See FAQ: Property Acquisition
- B** — Your alternative preference has been noted. Thank you for your comment.
- C** — See FAQ: Community Character

COMMENT RESPONSE

Comment No. **P-067** | Page 1 of 1

- A** — Your alternative preference has been noted. Thank you for your comment.
- B** — See FAQ: Transportation Network Connectivity

COMMENT

Source: Email

Comment No. **P-068**

Last: Chavez

First: Sal

On Wed, Oct 23, 2019 at 8:40 PM sal chavez <salchavez32@gmail.com> wrote:

A

Hello I am a 8 year resident of the Castlegate community and would like to voice my opinion about the corridor phase 1. I strongly reject the idea of the freeway being built right behind our community. We are at NO fault that we purchased our homes not knowing that there was plans of building a freeway directly behind our community. I know that people from Queen Creek much prefer the freeway closer to them without concerns of traffic and our property values tanking. Anybody who does not live directly next to the affected areas are just full of greed who see nothing but \$\$dollar signs who want nothing more than there property values rise, while others suffer the consequences. If anybody wants quick and easy access to the freeway than they can pack up and move closer if it means that much to them. There for those who want a closer freeway they have an easy choice to move closer to the freeway, while we would have to suffer the loss of our equity of our homes and at the same time having to relocate our selves and children to new school districts. If you have ever moved you would understand the whole stress behind it. I strongly support the current proposal and hope that our voices are given more consideration than those who will not be affected by it.

B

Thank you and hope I can get any updates from the corridor
Sent from my iPhone

COMMENT RESPONSE

Comment No. **P-068** | Page 1 of 1

A — [See FAQ: Property Acquisition

B — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-069** Last: Christ

First: Jeff

- A** []
- B** []
- C** []

Comments: **Please use the north south corridor proposed by Pinal county. The ADOT version does nothing to help Queen Creek and San Tan Valley, the major tax payers paying for this.**

Name: **Jeff Christ**

Email: **Jeff.c3937@gmail.com**

This submission came from the ADOT internet website.

Submitted: Monday, 23 September, 2019 - 16:31

COMMENT

Source: Online

Comment No. **P-070** Last: Christ

First: Melissa

- A** []
- B** []
- C** []

Comments: **The ADOT version is too Far East to help Queen Creek and San Tan Valley. Their tax dollars are paying for this, why not use the Pinal county version that's further west.**

Name: **Melissa Christ**

Email: **Mnm0723@gmail.com**

This submission came from the ADOT internet website.

Submitted: Monday, 23 September, 2019 - 16:32

COMMENT RESPONSE

Comment No. **P-069** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Funding

COMMENT RESPONSE

Comment No. **P-070** | Page 1 of 1

- A** — [See FAQ: Existing Development
- B** — [See FAQ: Funding
- C** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-071**

Last: Christ

First: Jeff

From: **Jeff Christ** <jeff.c3937@gmail.com>
Date: Thu, Oct 10, 2019 at 10:01 PM
Subject: North South Allignment
To: <northsouth@azdot.gov>

A

B

C

As a citizen of San Tan Valley, I prefer the western alignment more. The eastern alignment doesn't make sense. It doesn't support any community. San Tan Valley/Queen Creek residents won't drive for miles east just to go back west another four miles. The goal is to provide relief to the I-10 which is needed. The western alignment provides that even more so why would we use the eastern one when it fails in those two areas. If ours tax dollars are paying for this, we should be able to use it.

Jeff Christ
San Tan Valley

Sent from my iPhone

COMMENT RESPONSE

Comment No. **P-071** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Existing Development

C — [While the Western Alternatives provide the most direct route between I-10 (in the Eloy area) and the San Tan Valley area, regional travel times for the alternatives between Interstate 10 and U.S. Route 60 vary by only several minutes. The Preferred Corridor Alternative would also have fewer impacts on the built and natural environment and culturally sensitive sites.

COMMENT

Source: Email

Comment No. **P-072** Last: Christman

First: Randy

From: **Randy Christman** <Randy.Christman@pultegroup.com>
Date: Thu, Oct 3, 2019 at 1:34 PM
Subject: Preferred Route - Segment 3
To: northsouth@azdot.gov <northsouth@azdot.gov>

A

Reviewing your maps online, the preferred route bisects the Anthem at Merrill Ranch future planned property.

B

Attached is our latest land plan. The preferred route labeled E3B & E3D preferred would go right through the middle of the purple section of the attached land plan and a planned school site.

Feel free to contact me via email or at any of the numbers below.

Thank you,



Randy Christman

Manager of Planning & Entitlements

Centex - Pulte - Del Webb

Arizona Division

COMMENT RESPONSE

Comment No. **P-072** | Page 1 of 2

A

The Preferred Corridor Alternative is wider than required for an actual freeway alignment, leaving some room to avoid specific conflicts. In developing alternatives, an attempt was made to minimize impacts on existing and planned development, while still serving existing and future activity centers. At the Tier 2 phase, when an alignment is defined, efforts will be made to avoid or minimize impacts.

B

See FAQ: Property Acquisition

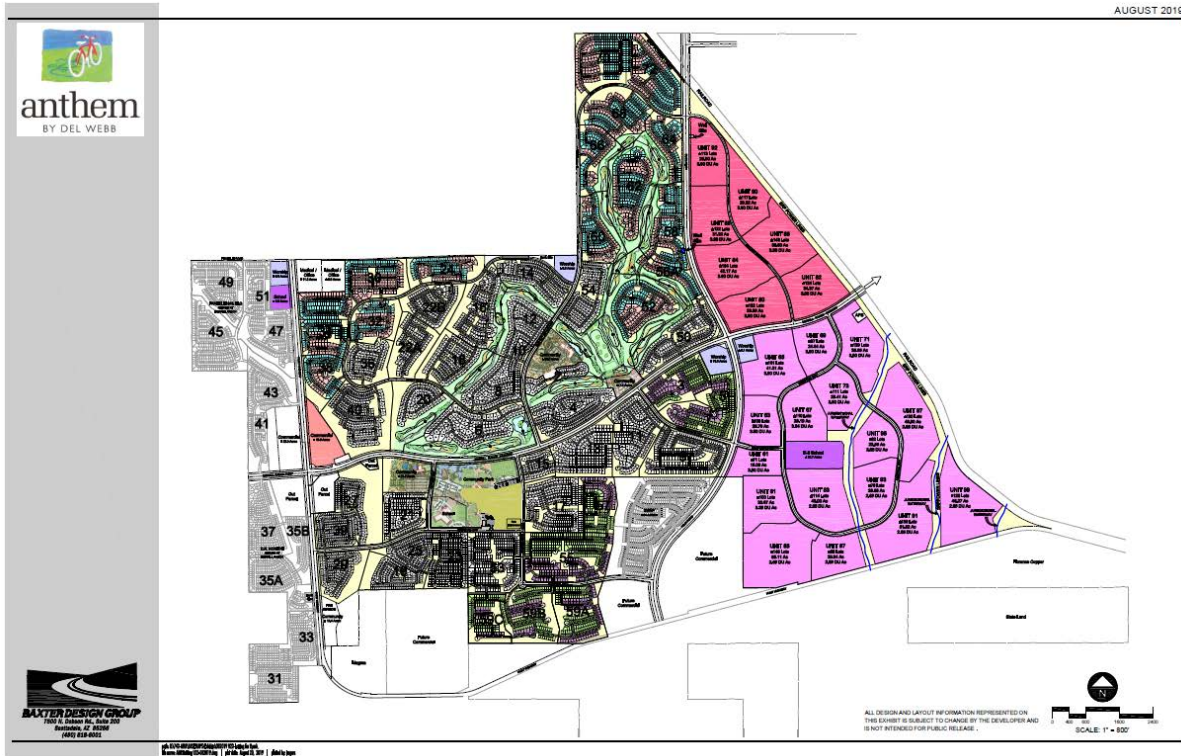
COMMENT

Source: Email

Comment No. **P-072** Last: Christman

First: Randy

AUGUST 2019



COMMENT RESPONSE

Comment No. **P-072** | Page 2 of 2

Comments to this letter have been addressed on previous page.

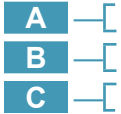
COMMENT

Source: Online

Comment No. **P-073** Last: Clark

First: Chris

10/29/2019 5:41:19 PM



It is imperative the western alignment is pursued to provide much needed traffic relief and economic development for the already established population centers of Queen Creek and San Tan Valley. The eastern alignment creates additional problems and does not solve the current issues. The Superstition Vistas are so far in the distant future they may never come to pass.

chris@queencreekchamber.com

COMMENT

Source: Online

Comment No. **P-074** Last: Clark

First: Nadine



Comments: **Nadine Clark 520.723.5685, says the corridor is a good idea, and while we're at it, please expand Arizona Farm Road all the way to I-10.**

Name: **Nadine Clark**

Email:

This submission came from the ADOT internet website.

Submitted: Monday, 16 September, 2019 - 15:58

COMMENT RESPONSE

Comment No. **P-073** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [See FAQ: Economic Development

COMMENT RESPONSE

Comment No. **P-074** | Page 1 of 1

- A** — [Your comment has been noted and is appreciated.
- B** — [Expansion of local roads is not within the scope of this study and would be the responsibility of the local jurisdiction.

COMMENT

Source: Online

Comment No. **P-075** Last: Cluff

First: Brayden

A

B

C

Comments: **I believe that routes W1A/W1B will be most beneficial to the community at large in the San Tan Valley and Queen Creek areas now and in the future. The closer routes will lead to more efficient commuting, and easier access to the greater number of people.**

I predict that this route will also get more pushback from the "Not in my backyard crowd" due to it's proximity to some current developments. However, where the road is built development will follow, and some people are going to end up living next to it one way or the other (including me if my preferred route is chosen.) However, the greater benefit to the community of the more proximal route leads me to say W1A/W1B are the preferable routes.

Name: **Brayden Cluff**

Email: **brayden.cluff@gmail.com**

COMMENT

Source: Online

Comment No. **P-076** Last: Cohan

First: Rich

A

Comments: **Greetings. I am a San Tan Valley resident. Re the North-South Corridor preferred route, is it possible to get it on an actual map overlay....one with existing streets? This would give a much better idea of impact. Thanks for considering my request.**

Name: **Rich Cohan**

Email: **richcohan@aol.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 11:13

COMMENT RESPONSE

Comment No. **P-075** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-076** | Page 1 of 1

- A** — [The online North-South EIS Map Viewer allows people to see the action corridor alternatives overlaid on the local street network. Visit: <https://northsouth.hdrgateway.com/>

COMMENT

Source: Online

Comment No. **P-077** Last: Collins

First: Anna

A

B

Comments: **I do not feel the current route deemed best by ADOT will meet the economic needs of eastern Pinal County. We would be best served by the second (Liliac colored) route. Also, the first route brings the freeway way too close to home in Magma Ranch and Quail Run.**

Name: **Anna Collins**

Email: **Ethmpsn10102@aol.com**

This submission came from the ADOT internet website.

Submitted: Sunday, 6 October, 2019 - 08:48

COMMENT

Source: Online

Comment No. **P-078** Last: Collins

First: Wilfred

A

B

Comments: **The current route deemed best by ADOT will not be best in will meeting the economic needs of eastern Pinal County. We would be best served by the second (Liliac colored) route. The first route appears to bring the freeway way too close to homes in Magma Ranch and Quail Run.**

Name: **Wilfred Collins**

Email: **Ethmpsn10102@icloud.com**

This submission came from the ADOT internet website.

Submitted: Sunday, 6 October, 2019 - 08:51

COMMENT RESPONSE

Comment No. **P-077** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-078** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT

Source: Email

Comment No. **P-079**

Last: Cook

First: Stephanie

On Wed, Oct 23, 2019 at 10:15 AM Stephanie Cook <scook2@ffres.com> wrote:

Hello,

A —
B —

As a current Queen Creek resident, I would like to lobby for the original W1a/b alignment in Segment 1, keeping the new N/S freeway closer to Queen Creek's center.

Sincerely,

Stephanie Cook

Training Support Specialist - Property Management

o: 214.574.1655

FairfieldResidential.com

Stephanie Cook

Training Support Specialist - Property Management

o: 214.574.1655

COMMENT

Source: Online

Comment No. **P-080**

Last: Cottrell

First: Elizabeth

A —
B —

Comments: **Elizabeth Cottrell 801.966.1965, lives in Florence Gardens. She would like to know how they will turn left out of the development since ADOT will not install a signal. Also, she would like to know if ADOT will build an overpass over 287.**

Name: **Elizabeth Cottrell**

Email:

This submission came from the ADOT internet website.

Submitted: Monday, 16 September, 2019 - 15:52

COMMENT RESPONSE

Comment No. **P-079** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Existing Development

COMMENT RESPONSE

Comment No. **P-080** | Page 1 of 1

A — [See FAQ: Freeway Design

B — [A service traffic interchange is proposed for State Route 287, although final locations of traffic interchanges would be determined during Tier 2 studies. See Final Environment Impact Statement, Section 2.3.3, Potential Traffic Interchanges.

COMMENT

Source: Online

Comment No. **P-081** Last: Coyle

First: Lana

A

Comments: **I would like to submit my input in favor of the Western Corridor Alternative.**

Name: **Lana Coyle**

Email: **lanacoyle@gmail.com**

This submission came from the ADOT internet website.

Submitted: Monday, 14 October, 2019 - 14:26

COMMENT

Source: Email

Comment No. **P-082** Last: Crofton

First: Daniel

A

B

On Fri, Oct 18, 2019 at 11:44 AM Daniel Crofton <danielcrofton@gmail.com> wrote:
To Whom it may concern,

As a resident of Queen Creek, I would like to request ADOT to please utilize W1a alignment in Segment 1. The other alignments do not benefit Queen Creek and most residents would not make use of the more Eastern alignments. Also please use the W1a Alternative as it follows the Ironwood Drive alignment to its juncture with US 60. Figure 2.3-4

COMMENT RESPONSE

Comment No. **P-081** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-082** | PAGE 1 OF 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Transportation Network Connectivity

COMMENT

Source: Email

Comment No. **P-083** Last: Dabing

First: Brad

On Tue, Oct 22, 2019 at 11:38 PM braddabing <braddabing@gmail.com> wrote:

A []
B []
C []

I believe the request to pursue the previously adopted and agreed upon W1a/b alignment since it will prove of greatest benefit to the tens of thousands of commuters from Queen Creek, San Tan Valley, Apache Junction and Mesa that have very limited freeway access today and suffer from a lesser quality of life due to unreasonably long commutes.

Other bullet points of concern that one might include...

D []

· The proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan as approved by the voters on November 7, 2017.

E []

· The proposed corridor may not provide a reasonable benefit to the voters who approved the funding mechanism (PRTA tax). We believe an analysis of the intended transportation impacts over the course of the next 20 years, would show a significantly greater return of investment for the western “preferred” alternative.

F []

· The economic development impact would be much more substantial with the selection of the western alignment due to population growth and anticipated projections for the 2020 Census.

G []

· Studies, such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the ADOT proposal.

COMMENT RESPONSE

Comment No. **P-083** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Growth and Traffic Congestion
- D** — [See FAQ: Pinal Regional Transportation Authority Alignment
- E** — [See FAQ: Funding
- F** — [See FAQ: Economic Development
- G** — [See FAQ: Consistency with San Tan Valley Special Area Plan

COMMENT

Source: Email

Comment No. **P-084** Last: Daelick

First: Brad

From: **John Daelick** <jvdaelick@gmail.com>
Date: Fri, Sep 13, 2019 at 3:52 PM
Subject: North-South Corridor
To: <northsouth@azdot.gov>

A

At this time the half-cent county sales tax increase has yet to be ruled legal. If it is found to be illegal how will this freeway be financed? Thank you

Sent from my iPad

COMMENT

Source: Online

Comment No. **P-085** Last: Davidsen

First: Michael

A

B

Comments: **Please choose W1a. The other route is too Far East and won't provide the needed improvements to traffic congestion.**

Name: **Micheal Davidsen**

Email: **Micheal.davidsen@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 17 October, 2019 - 18:19

COMMENT RESPONSE

Comment No. **P-084** | Page 1 of 1

A — [See FAQ: Funding

COMMENT RESPONSE

Comment No. **P-085** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Online

Comment No. **P-086**

Last: Deering

First: Josh

A

B

Comments: **I am not happy about how close this proposed highway is going to be in relation to our quiet community. The families that move out here do so to get away from this type of thing. And the amount of added traffic it will create on the surface streets around our neighborhood. Please search for an alternative to the proposed route, and please keep it far away from any developed neighborhood or community. Thank you.**

Name: **Josh Deering**

Email: **Josh.deering@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 17:30

COMMENT

Source: Email

Comment No. **P-087**

Last: Deery

First: Jessica

From: **jessica fiorello** <jf0621@aol.com>

Date: Fri, Oct 11, 2019 at 10:21 AM

Subject: North south freeway

To: <northsouth@azdot.gov>

To Whom It May Concern,

A

B

C

D

As a resident of Queen Creek for the past four years and hopefully many to come, I am writing to urge you to use the western alignment in the north-south freeway project. Traffic that comes through Queen Creek from San Tan Valley is outrageous. The daily commute to drive out of town, then back into town is stop and go on a regular day. When there is construction or an accident on one of the two north south roads- Ellsworth or Ironwood, there is gridlock through town which creates an unsafe environment for everyone. Looking forward to this project since moving here, I have concerns that the eastern alignment will not give our town the much needed traffic relief.

Please reconsider your preferred route for this project.

Thank you for your consideration,

COMMENT RESPONSE

Comment No. **P-086** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-087** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

C — [See FAQ: Transportation Network Connectivity

D — [The discontinuous collector and arterial street network in the San Tan Valley results in limited regional connections, as noted by the commenter. The San Tan Valley Special Area Plan conducted a baseline roadway analysis, and found that the roadway network, as defined to include future widenings and extensions, will provide sufficient capacity to support the estimated trips generated by existing and proposed land uses.

COMMENT

Source: Online

Comment No. **P-088** Last: DeYoung

First: Jerry

A

Comments: **With regards to the North South corridor, we fully support ADOT's new route choice and definitely DO NOT support the route proposed by the Town of Queen Creek.
Jerry & Sydney DeYoung
1607 E Atole Place
San Tan Valley, AZ 85140-5166
480-266-8848**

Name: **Jerry DeYoung**

Email: **jerrydeyoung1@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 24 October, 2019 - 09:47

COMMENT

Source: Online

Comment No. **P-089** Last: Dobbins

First: Darla

A

B

Comments: **W1a is by far the better route for those of us in Queen Creek and San Tan Valley. We seriously NEED more north south corridors and it would be a shame to spend our tax dollars on a freeway that would not serve QC and STV. Please choose the route closer to us- W1a.**

Name: **Darla Dobbins**

Email: **Darladobbins1@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 17 October, 2019 - 18:36

COMMENT RESPONSE

Comment No. **P-088** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-089** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Transportation Network Connectivity

COMMENT

Source: Public hearing - verbal

Comment No. **P-090**

Last: Dougherty

First: Don

15 DON DOUGHERTY: Good evening. My name is Don
16 Dougherty. I'm a co-chair of the ADOBE Roads Committee in
17 Gold Canyon.

A

18 I'm here tonight -- and thank you, David, for
19 your comments, because that's one of the reasons we're
20 here. I'm here tonight to respond to the North-South
21 Corridor, Tier 1 Environmental Impact Statement Public
22 Hearing that you advertised. The engineering and
23 environmental study for the proposed U.S. 60 Gold Canyon
24 Bypass was approved and completed in 2012 by the Jacobs
25 Engineering Company. It was bought for and paid for by
1 ADOT. Funds already expended.

B

2 The west portion of those studies that went
3 into that is the same portion of the North-South Corridor
4 that connects to the proposed east-west corridor of the
5 present Superstition Freeway which you advertised in the
6 notices in the newspapers with the map showing that the
7 bypass is on there. And it has been approved, and it still
8 is there.

C

9 Being good stewards of our tax dollars, I
10 would only think it prudent, and it only would make sense,
11 to combine these two projects now and include the two
12 projects together, the North-South Corridor and the Gold
13 Canyon U.S. 60 Bypass. The bypass has been on the schedule
14 for almost 20 years.

15 Thank you very much.

COMMENT RESPONSE

Comment No. **P-090** | Page 1 of 1

A

The commenter is correct in noting that the approved U.S. Route 60 Bypass is shown on the North-South Corridor Draft Environmental Impact Statement figure; this is because the Arizona Department of Transportation wanted to present those projects that are approved (at the time, the State Route 24 extension to Ironwood Drive was also an approved project, and that project is now going to construction). The Draft Environmental Impact Statement elected to focus on those traffic needs that were associated with the substantial growth occurring west of the corridor, in the San Tan and Queen Creek area. The State Route 24 connection to the North-South Corridor is consistent with the heaviest traffic volume movement (northwest to southeast).

Recognizing that the U.S. Route 60 Bypass was prepared to address traffic issues in the Gold Canyon area, this area is not anticipated to experience the substantial traffic growth expected to the west. At this time, the U.S. Route 60 Bypass does not have a funding source. At the time of the Tier 2 study for the northern segment, the surrounding network would be evaluated and the U.S. Route 60 Bypass may be considered as part of those improvements.

B

The North-South Corridor Study purpose and need identifies the need for the corridor as addressing regional connectivity through the eastern Pinal County area. While the traffic conditions in Gold Canyon and the area of U.S. Route 60 were evaluated as part of the traffic analysis (refer to the Draft Environmental Impact Statement, Appendix B, Traffic Information, for additional information) addressing traffic issues on U.S. Route 60 through Gold Canyon was not a primary purpose of the North-South Corridor. Solutions for this issue have been evaluated through the US 60 Alignment Study: Superstition Freeway to Florence Junction Environmental Assessment (prepared by the Arizona Department of Transportation). This study and its recommendations were considered in the development of alternatives for a north-south facility.

C

The commenter is correct in noting that the approved U.S. Route 60 Bypass is shown on the North-South Corridor Draft Environmental Impact Statement figure; this is because the Arizona Department of Transportation wanted to present those projects that are approved (at the time, the State Route 24 extension to Ironwood Drive was also an approved project, and that project is now going to construction). The Draft Environmental Impact Statement elected to focus on those traffic needs that were associated with the substantial growth occurring west of the corridor, in the San Tan and Queen Creek area. The State Route 24 connection to the North-South Corridor is consistent with the heaviest traffic volume movement (northwest to southeast).

Recognizing that the U.S. Route 60 Bypass was prepared to address traffic issues in the Gold Canyon area, this area is not anticipated to experience the substantial traffic growth expected to the west. At this time, the U.S. Route 60 Bypass does not have a funding source. At the time of the Tier 2 study for the northern segment, the surrounding network would be evaluated and the U.S. Route 60 Bypass may be considered as part of those improvements.

COMMENT

Source: Email

Comment No. **P-091**

Last: Ducharme

First: Eric

A

B

On Wed, Oct 23, 2019 at 9:19 PM Eric Ducharme <azericd@yahoo.com> wrote:

The preferred route does not help at all the east valley residents in queen creek and san tan valley that are traffic jammed as it is due to roads that cannot handle the amount of people living in the area. The w1a or even the w1b would help this. There is no major population to put the preferred route to good use. Thank you.

[Sent from Yahoo Mail on Android](#)

COMMENT RESPONSE

Comment No. **P-091** | Page 1 of 1

A — [See FAQ: Growth and Traffic Congestion

B — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-092** Last: Duffell

First: Rachel

On Wed, Oct 23, 2019 at 9:55 PM Rachel Duffell <rachelvonduffell@gmail.com> wrote:

Hello,

A [

ADOT please to go back to the original W1a/b alignment in Segment 1 moving it closer to Encanterra, Queen Creek and STV alignment that will serve the populace that's here now and growing rapidly.

B [

The ISSUE - The Arizona Department of Transportation (ADOT) has posted their draft of the Tier 1 Environmental Impact Statement for the North-South Corridor. The 55-mile proposed roadway stretches from US 60 in Apache Junction to Interstate 10 in Eloy.

The proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan. Pinal County, along with many municipalities located within it, endorsed route W1a/b in Segment 1.

C [

Of note, studies such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the draft placement of this corridor. The

D [

population of San Tan Valley is projected to be near 120,000 in 2030, and increase to more than 155,000 in 2050.

Mrs. Rachel Duffell

COMMENT RESPONSE

Comment No. **P-092** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Pinal Regional Transportation Authority Alignment
- C** — [See FAQ: Consistency with San Tan Valley Special Area Plan
- D** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Online

Comment No. **P-093** Last: Durham

First: Cindy

A

B

Comments: **As a residence of Queen Creek Ranchos I vehemently oppose any proposal for the sw corridor other than the purple route. We moved to this area for quiet enjoyment of our rural neighborhood. It is bad enough that they are building houses every where around us. Please do not run a freeway or major freeway access through the middle of our neighborhood. Especially when there are other options. Thank you.**

Name: **Cindy M Durham**

Email: **ms.cmdurham@gmail.com**

This submission came from the ADOT internet website.

Submitted: Monday, 21 October, 2019 - 20:46

COMMENT

Source: Email

Comment No. **P-094** Last: Duthie

First: Eric

On Mon, Oct 21, 2019 at 9:30 PM Eric Duthie <joeyduthie@gmail.com> wrote:

Hi,

A

B

I appreciate that we are making progress towards bringing much needed relief to our surface streets and would elect that we go with the Western route. This would help residents of San Tan Valley move in and out safely and would help bring more business opportunities as well.

COMMENT RESPONSE

Comment No. **P-093** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character

COMMENT RESPONSE

Comment No. **P-094** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Economic Development

COMMENT

Source: Email

Comment No. **P-095** Last: Dutra

First: Brandi

On Tue, Oct 29, 2019 at 8:35 PM Brandi Dutra <brandi.dutra@gmail.com> wrote:
To Whom it May Concern;

- A** — [
- B** — [
- C** — [

I would like to express my strong opinion regarding the N/S freeway proposal. As a home and small farm owner living off of Schnepf and Rolling Ridge road, I feel the W1a/W1b option would be detrimental not only to the current home and property owners, but to the entire area & future growth of our community as a whole.

We hope ADOT will NOT choose the option furthest West, being W1a/W1b, as we understand it.

Thank you,

Brandi Dutra

COMMENT

Source: Email

Comment No. **P-096** Last: Dutra

First: Jason

On Tue, Oct 29, 2019 at 8:37 PM Jason Dutra <jasondutra1@gmail.com> wrote:
To Whom it May Concern;

- A** — [
- B** — [
- C** — [

I would like to express my strong opinion regarding the N/S freeway proposal. As a home and small farm owner living off of Schnepf and Rolling Ridge road, I feel the

W1a/W1b option would be detrimental not only to the current home and property owners, but to the entire area & future growth of our community as a whole.

We hope ADOT will NOT choose the option furthest West, being W1a/W1b, as we understand it.

Thank you,

Brandi Dutra

COMMENT RESPONSE

Comment No. **P-095** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition
- C** — [See FAQ: Community Character

COMMENT RESPONSE

Comment No. **P-096** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition
- C** — [See FAQ: Community Character

COMMENT

Source: Email

Comment No. **P-097**

Last: Dyck

First: Randall

On Fri, Oct 18, 2019 at 1:36 PM Randall Dyck <rgdyck@d-oasis.com> wrote:

To whom it may concern,

Please go back to the original " W1a/b alignment in Segment 1 ".

A

I would strongly prefer the closer to Encanterra, Queen Creek and STV alignment that will serve the populace that's here now and growing rapidly.

The ISSUE - The Arizona Department of Transportation (ADOT) has posted their draft of the Tier 1 Environmental Impact Statement for the North-South Corridor. The 55-mile proposed roadway stretches from US 60 in Apache Junction to Interstate 10 in Eloy.

B

The ADOT proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan. Pinal County, along with many municipalities located within it, endorsed route W1a/b in Segment 1 reflecting the needs of their constituents.

C

Of note, studies such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the draft placement of this corridor. The population of San Tan Valley is projected to be near 120,000 in 2030, and increase to more than 155,000 in 2050.

I'm expressing my opinion as a Queen Creek resident because it will also impact my community in the future. Thank you for considering my appeal.

Randall Dyck
22018 E Tierra Grande Ct
Queen Creek, AZ 85142

Sent from ProtonMail Mobile

COMMENT RESPONSE

Comment No. **P-097** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Pinal Regional Transportation Authority Alignment
- C** — [See FAQ: Consistency with San Tan Valley Special Area Plan

COMMENT

Source: Online

Comment No. **P-098**

Last: Echevarria

First: Angela

10/29/2019 1:41:13 PM

A — [

Please keep the corridor east of the CAP Canal. There should be minimal impact to the existing homes in the area.

aechevarria@cox.net

COMMENT

Source: Online

Comment No. **P-099**

Last: Echevarria

First: Nick

10/29/2019 1:41:52 PM

A — [

Please keep the corridor east of the CAP canal.

nick.echevarria@cox.net

COMMENT RESPONSE

Comment No. **P-098** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-099** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-100**

Last: Edling

First: Christopher

On Wed, Oct 23, 2019 at 11:14 AM Christopher Edling <cedling398@icloud.com> wrote:

A — [

Please reconsider the route w1a/b as it will better serve the residents of queen creek Santan Vally and Florence. I also have another perspective as a paramedic who services the south east Vally the w1ab Route would allow for faster and safer ground transport options for critically ill patients being sent from banner ironwood and Florence community hospital to the other higher level medical centers in the valley.

B — [

Sent from my iPhone

COMMENT

Source: Email

Comment No. **P-101**

Last: Ely

First: Sean

On Thu, Oct 17, 2019 at 7:32 PM Sean Ely <seanely10@gmail.com> wrote:

A — [

As a resident of Queen Creek I prefer the W1a route option.

Thanks,
Sean Ely

COMMENT RESPONSE

Comment No. **P-100** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Transportation Network Connectivity

COMMENT RESPONSE

Comment No. **P-101** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-102**

Last: Erickson

First: Nat

A

B

C

Comments: **As a resident of Queen Creek at Ironwood & Pima, and a frequent user of Ironwood to & from my firehouse in AJ, I have looked at the maps regarding the proposed N/S Corridor. Ironwood is a very heavily traveled roadway and traffic is ridiculous. We are looking at the 24 alignment and the N/S Corridor to improve and alleviate this traffic problem and the notable danger associated with it. According to your map, the W1a route is the only option that will remedy the situation. The proposed E1a is too far out of the way for the excessive traffic currently utilizing Ironwood, and as such will not be used instead, causing no solution to the current Ironwood traffic problem. To not solve the Ironwood problem is wholly unacceptable to me as I have personally responded to vehicle wrecks on that roadway, treated severely injured adults and children, and watched numerous people die in front of me. Fixing this over-used, overcrowded, and insufficient roadway is long overdue. The 24 connection & the N/S corridor needs to be one that eliminates the Ironwood problem. I request that ADOT completely scrap the E1a option.**

Name: **Nat Erickson**

Email: **the.viking.piper@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 17 October, 2019 - 19:05

COMMENT RESPONSE

Comment No. **P-102** | Page 1 of 1

- A** — [See FAQ: Growth and Traffic Congestion
- B** — [It is expected that developing an access-controlled facility through the area would improve safety by reducing local congestion and by separating through trips from local trips.
- C** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Letter attachment

Comment No. **P-103** Last: Farnbach

First: William

North-South Corridor Study Team
c/o ADOT Communications
1655 W Jackson Street
Mail Drop 126F
Phoenix, AZ 85007

29 October 2019

Dear members of the Study Team,

Thank you for the opportunity to review the Tier 1 Draft Environmental Impact Statement. Having recently moved to Pinal County this year after working 30+ years for the California Department of Transportation reviewing and preparing studies, designs, and policies for new and existing highways, I appreciate the opportunity to provide input on how to make our transportation network safe, useful, and cost/environmentally efficient.

My comments focus on Segment 1 only which is adjacent to the San Tan Valley, Queen Creek, and Apache Junction region where I live. I will leave to others more familiar with the area to comment on Segments 2, 3, and 4.

A

As for Segment 1, I disagree with the selection of E1b as the preferred alternative. This alternative is too far away from existing areas of development to be of any use to those that live in Pinal County and will only promote haphazard sprawl. The Preferred Alternative (E1b) only benefits the Arizona State Lands Department and developers of Superstition Vistas. This alternative would not benefit the residents who, thanks to Proposition 417, will be paying the bulk of the cost to build this roadway. Basically having the public subsidize private developers while having to fight their way on ever congested roadways to get to work. (Note the Traffic Study showed that existing roads would be more congested if E1a and E1b were picked than W1a and W1b and the N/S corridor would have the lowest traffic usage if E1a and E1b were selected.)

B

C

Alternatives E1a and E1b will only foster leap frog development which will cause:

1. Greater environmental damage by creating a hodgepodge of development and natural areas that will divide species/habitat and increase water and air pollution that will effect natural resources and residents.
2. Greater economic impact because it will require residents to pay more for longer roads, flood protection, water/sewer delivery sources, expanded municipal/county services and other improvements because the land use will be so disconnected and require ultimately more facilities.

D

Even the report states so in its analysis when it says the following:

“In Segment 1, the Eastern Alternatives pass through areas south of US 60 that are predominantly undeveloped; therefore, the Eastern Alternatives may potentially result in

COMMENT RESPONSE

Comment No. **P-103** | Page 1 of 4

- A** — Your alternative preference has been noted. Thank you for your comment.
- B** — The area of the North-South Corridor has already been identified for development by the jurisdictions and landowners in the area. The study's purpose and need shows that there is a need for a regional, access-controlled facility to accommodate the existing and anticipated development.
- C** — The area of the Preferred Alternative is land owned and managed by the Arizona State Land Department for the benefit of several public entities that receive proceeds from the lease or sale of said land. The Department has indicated that it sees this as a growth area ("Superstition Vistas"), and has been involved in planning for the eventual disposition of the land. The undeveloped state of the land today cannot overshadow the fact that the land is anticipated to be developed. Development of the proposed action is not expected to greatly affect or imperil the populations of any species. Actual impacts of the action corridor alternatives on wildlife species would be reduced by avoidance and minimization measures for design and construction.
- D** — See FAQ: Economic Development

COMMENT

Source: Letter attachment

Comment No. **P-103** Last: Farnbach

First: William

unanticipated development or expedite planned development along the Corridor more so than the Western Alternatives.” (p. 4-11)

“the E1a and E1b Alternatives would increase habitat fragmentation compared with the W1a and W1b Alternatives because the W1a Alternative and most of the W1b Alternative are located between more intensely developed lands and the CAP Canal” (p. 3-132.)

Growth is likely inevitable in Pinal County but where this growth occurs needs to be managed where it occurs first. By placing the North-South Corridor along the Western alignment corridors, growth will be encouraged to fill in remaining areas west of the Central Arizona Project (CAP) canal (along Ironwood between Germann and Baseline) before reaching out into the vast desert lands to the east. This would include the western portions of the Superstitions Vistas Development Area (which covers all desert between Apache Junction and Florence (<http://www.superstition-vistas.org>.) Areas east of the canal can fill in later as needed (noticed the 2040 population distribution maps in this study did not show the area around the E1b alignment being developed by 2040.) Developer fees can help build the local street connections to the NS Corridor and help pay for some of the costs to extend SR 24 to US 60 since these are more of a benefit to future than the existing residents.

In addition, building the North-South Corridor adjacent to the CAP canal will allow auxiliary infrastructure needs (like flood control and land subsidence) to be built to the benefit of both rather than having taxpayers pay more money for separate works. Also, since both provide a barrier that impacts community and environmental connectivity, have the facilities adjacent to each other will mean there is only 1 impact rather than 2.

Also building W1a and W1b will allow usable segments that can provide real and quick relief to the growing congestion in addition to encouraging development that fills in undeveloped gaps in northern Pinal County. This can be accomplished by building the following priorities:

1. Extend SR-24 to the NS Corridor and then build the corridor south the Combs (Riggs Rd.) with connection at Ocotillo and maybe (Germann/Kenworthy). This would give immediate relief/access for northern San Tan Valley residents (current and future).
 2. Extend NS Corridor south to Arizona Farms Rd (could be 2 lane road at first if traffic and cost is an issue).
 3. Extend NS Corridor south to Hunt Highway (could be 2 lane road at first if traffic and cost is an issue.)
- * Work on NS Corridor between SR-24 and Route 60 could be built ahead of or with segments 2 and 3 as the area between Baseline and Germann is

COMMENT RESPONSE

Comment No. **P-103** | Page 2 of 4

Comments to this letter have been addressed on previous and following pages.

COMMENT

Source: Letter attachment

Comment No. **P-103** Last: Farnbach

First: William

I also have some questions after reading the report for your answer and consideration. Please when answering avoid the answer, “Well it was not one of the options conceived or raised by our partners during the process so can’t do anything about it now.” There needs to be a good reason why this is less desirable that, after the conclusion of this and subsequent studies still proves valid. This is an important project and needs to be done right first.

E

1. Why was Ironwood/US 60 interchange chosen as the northern terminus of the NS Corridor for Alternative W1a as opposed to the Idaho (SR 88)/ US 60 interchange? Unlike the Ironwood terminus which impacts residences, gas station, and gold course, there is absolutely no development for a ½ mile on either side of Idaho Ave south of US 60 and on the west side north of US 60 which would make it much easier, lower impact, and less expensive to build a system interchange at this location than Ironwood. In addition the land use east of Idaho Rd south of US 60 is industrial which is ideal for development next to a freeway.

a. How many and what types of existing developed properties are impacted by Alternative W1a between Guadalupe and US 60 under the current proposal? How many would still be if alignment shifted to Idaho Rd? Any new property impacts that cannot be avoided at all?

F

2. Why did the study only look at alignment options for W1a and W1b on the west side of the CAP canal instead of looking at both the east side and west side options?

a. What were the reasons the east of the canal was eliminated in the original studies.

b. Wouldn't an alignment along the east side reduce noise and property impacts on the west side? How much?

G

3. During the Tier 2 study, if new information found indicate a better route with less environmental impacts exists outside the 1500-ft predetermined corridors, can or would the study change course and investigate these new routes or our we permanently fixed on the 1500-ft corridors?

a. Can Idaho Rd and east side of CAP canal be investigated in Tier 2

b. What situations or discoveries during the Tier 2 study would trigger a need to stop the Tier 2 study and redo the Tier 1 study?

c. Can previously rejected corridors be reconsidered during Tier 2 if new discoveries show that the previously rejected corridor is now a better environmental option?

H

4. Alternative E1a's alignment for SR 24 extension has it follow several miles of W1a alternative along the CAP canal?

a. Is it because of this alignment for SR 24 that E1a has more impacts than E1b?

b. What would be the change in E1a's impacts if SR 24 followed the alignment for E1b?

COMMENT RESPONSE

Comment No. **P-103** | Page 3 of 4

E

This issue is addressed in Chapter 2, Alternatives, of the Draft Environmental Impact Statement. Since this Tier 1 study did not evaluate an actual alignment, a quantitative assessment of impacts is not practical because impacts may be minimized or eliminated through the design process. In addition to the reasoning provided in Chapter 2, it should be noted that the proximity of a system traffic interchange at Idaho Road to Ironwood Drive (approximately 1 mile) may require collector-distributor roads to route traffic from Ironwood Drive to U.S. Route 60, since a service interchange at Ironwood Drive would be very close to the system traffic interchange at Idaho Road. This Tier 1 study did not evaluate specific alignments, but increased right-of-way necessary for collector-distributor roads along U.S. Route 60 may further disrupt adjacent land uses, including Apache Junction High School to the north.

F

The alternatives evaluated in the Draft Environmental Impact Statement are east and west of the Central Arizona Project Canal. The reason the Eastern Alternatives (E1a and E1b) are not adjacent to the Central Arizona Project Canal (similar to the Western Alternative) is the presence of flood-retarding structures (Powerline, Vineyard, and Rittenhouse), which are earthen dams constructed in the 1960s to protect downstream areas from flooding. Spanning the area between Baseline and Ocotillo Roads, the flood-retarding structures currently provide flood hazard protection from the 100-year rainfall event for the Central Arizona Project Canal and 72 square miles of downstream property. The area immediately behind the flood-retarding structures is meant for water storage in the event of flooding. For this reason, an alignment there was not included among the reasonable alternatives evaluated.

G

(3) It is possible that an alternative alignment may deviate from the 1,500-foot corridor, should such an alternative present itself during the scoping process for Tier 2.

(3)(a) Please refer to response to comment responses(f) and (g).

(3)(b) The NEPA process is a discovery process, and it would be speculative to attempt to identify situations that have not occurred. The purpose of the Tier 1 study is to reduce the risk of an Alternative Corridor, but the timing and alternatives evaluated in the Tier 2 will dictate what issues may arise in the future.

(3)(c) Such a situation is possible, but not desirable, as a change in corridor may require reevaluation of the entire corridor.

H

(4)(a) This is correct, the E1a connection to State Route 24 would result in impacts that would be avoided through the E1b Alternative.

(4)(b) Then E1a would be essentially the same as E1b, and the impacts would be similar to E1b.

COMMENT

Source: Letter attachment

Comment No. **P-103**

Last: Farnbach

First: William

H

c. Would that change make E1a a preferable alignment to E1b? If not, why not?

In conclusion, the preferred alternative for Segment 1 (E1b) stated in this report will have the worst impact on the environment, community, cost, and health of Pinal County and needs to be changed. I urge the Arizona DOT to reconsider and select either Alternative W1a or W1b as the preferred alternative possibly with some of the modifications raised by the above questions. This is also that stated position on Table S-6 of what a high percentage of participating agencies and local governments recommended who had an opinion on Segment 1.

Thank you for the opportunity to review and comment. Should you have any questions, feel free to contact me.

Respectfully,

William K. Farnbach, P.E.
41413 N Ebony Street
San Tan Valley, AZ 85140
916-364-7818

COMMENT RESPONSE

Comment No. **P-103** | Page 4 of 4

H

(4)(c) This change would make E1a essentially the same as E1b, so the impacts would be the same.

COMMENT

Source: Email

Comment No. **P-104**

Last: Farnsworth

First: Kimberly

On Sun, Oct 27, 2019 at 9:10 PM Kimberly Farnsworth <kimberlyfarnsworth@yahoo.com> wrote:

A

B

I am writing as a resident of Queen Creek, a commuter, and a former San Tan Valley resident. I am asking that Section 1 of the North/South Corridor plan be reverted to the original w1a/b route. There are already tens of thousands of residents who would greatly benefit from a w1a/b route. Project that 20 years down the road, and the need for that route will be even greater.

Please consider reverting to the original w1a/b routing.

Sincerely,

Kimberly Farnsworth
18494 E Aubrey Glen Rd
Queen Creek, AZ 85143

Addicted to my iPhone

COMMENT RESPONSE

Comment No. **P-104** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Existing Development

COMMENT

Source: Online

Comment No. **P-105**

Last: Felix

First: Dan

Comments: **The corridor/US 60 connection is 3 miles too far east to provide the most benefit to current motorists. A connection that far east may provide great access for the future Superstition Vistas Subdivision (planned 20+ years out from now) but not much benefit for today's motorists.**

The North-South Corridor should be as far west and away from State Route 79 as possible. State Route 79 currently has only a moderate amount of traffic. With State Trust Land on both sides it would be the least impacted to widening it (four or even six lanes) to accommodate future east side development. It's impractical to put a new freeway that far to the east when we should have already built one on the State Trust Land (STL) bisecting Meridian and Ironwood.

Four years ago ADOT added the Meridian Road/US 60 interchange which appears now only to benefit Maricopa County and Pioneer Rock and Gravel. South Meridian Road currently dead ends at the State Trust Land at Baseline Road. Why wasn't the North-South Corridor planned to bisect the State Trust Land between Meridian and Ironwood roads all the way to State Route 24? From there it could veer off east to the current proposed alignment. Phase one going south bisecting the two major arterials (Meridian and Ironwood) would benefit existing and future development and traffic flow with minimum impact to private homeowners. This alignment would be a huge positive benefit to help relieve current congestion and will

A

COMMENT RESPONSE

Comment No. **P-105** | Page 1 of 2

A

The alternatives evaluated in the Draft Environmental Impact Statement were first identified in the 2014 Alternative Selection Report. The farthest western alternative (coincident with Ironwood Drive) received the lowest favorability rating of the alternatives from local stakeholder agencies and the public (see the Alternatives Selection Report at: <https://azdot.gov/planning/transportation-studies/north-south-corridor-study/documents-north-south-corridor-study>). An alternative west of Ironwood Drive was not considered, likely because of the potentially substantial environmental impacts (significant existing development is located in the area suggested for an alternative, bisecting the land between Meridian and Ironwood Roads to the south of the North-South Corridor's intersection with State Route 24).

COMMENT

Source: Online

Comment No. **P-105** Last: Felix

First: Dan

encourage overflow development into Pinal County from Gateway Airport.

The North-South Corridor/US 60 preferred connection is 3 miles too far east to provide the most benefit to the majority of current motorists. Morning traffic on Ironwood Road is often backed up as far south as Guadalupe Road! Whereas 3 miles further east on Goldfield Road/US 60 there is no rush hour traffic to speak of. Moving the alignment west of Ironwood would be a huge improvement to local traffic.

During the construction phase, daily traffic on Ironwood Road would not be impacted if the corridor was moved west to Meridian.

The US60 Ironwood Road exit does not appear to be the most beneficial option either. Plowing through the mobile home park on Ironwood will incur many design issues to accommodate freeway noise to the remaining home owners. Another issue would be rerouting traffic during the construction. Where would the thousands of daily motorists currently using Ironwood road be diverted to during construction and then after?

Please explain why the connection at US 60 & Ironwood was selected over US 60 & Meridian. ADOT made a huge investment to provide US 60 access at Meridian Road and this would be the most logical connection to the new corridor.

The Ironwood northbound/US60 on-ramp should mirror the Signal Butte/US60 on-ramp with two turning lanes to access westbound US60.

Finally, I would like to thank any and all who were responsible for the Combs/Riggs Roads & Rittenhouse/Gary roads intersection improvement project. This is an engineering masterpiece, I am very happy with the benefits and outcome. Opening Riggs/Combs to interstate 10 was also long overdue. Thank you.

Name: **Dan Felix**

Email: **322139@cox.net**

A

B

COMMENT RESPONSE

Comment No. **P-105** | Page 2 of 2

B — [Your comment has been noted and is appreciated.

COMMENT

Source: Online

Comment No. **P-106** Last: Fleming

First: Sandra

A

Comments: **I would like to see the Western Alignment used as opposed to the Easter.**

Name: **Sandra Fleming**

Email: **chitown_sandy@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 15:28

COMMENT

Source: Online

Comment No. **P-107** Last: Fletcher

First: Klint

A

Comments: **I believe this may need to be reevaluated, this corridor would be much more beneficial if it aligned with ironwood road to benefit the citizens of Queen creek and Santan valley.**

Name: **klint fletcher**

Email: **klintfletcher@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 14:18

COMMENT RESPONSE

Comment No. **P-106** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-107** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Existing Development

COMMENT

Source: Email

Comment No. **P-108**

Last: Ford

First: Casey

On Tue, Oct 22, 2019 at 4:56 PM webos02 <webos02@yahoo.com> wrote:

To Whom it may concern,

A

I am writing this letter regarding the proposed North/South Corridor alignment. It has recently come to my attention that ADOT has proposed that the North/South corridor, that connects the US 60 to the I-10 along the east valley, take the far east alignment. Along with alleviating traffic from off the I-10, this freeway could be a huge asset to those that live in the Queen Creek/San Tan Valley area if the Western most alignment (W1A/B) were to be constructed instead. Placing the freeway on the western alignment would invite those that travel along Ironwood and possibly even Ellsworth Roads a quicker option to access the freeway and would be a much needed relief from the already overly crowded roads in this area. The Eastern alignment trends further away from Queen Creek and San Tan Valley, which I feel would not attract nearly as much usage as it should and would not be the relief that the current taxpayers that live in this area are hoping for. I have lived in the Queen Creek area for over a decade now and have truly seen amazing growth in this area. Unfortunately, the amount of traffic that is produced by this growth has overwhelmed the area causing unnecessary traffic delays and unsafe road conditions. This proposed corridor has been a beacon of hope to those who call this area home, that someday we would have a freeway access point nearby that would allow for quicker commute times and safer roads. This will only be achieved by approving the Western most alignment W1A/B that has been thoroughly outlined by the community leaders of Queen Creek and San Tan Valley. Please consider the taxpayers who already live in this area and not the "prospective" taxpayers that have not contributed to this freeway but will only reap its benefits. Thank you for your consideration.

B

C

D

Sincerely, Casey Ford & Family

Sent from my Verizon, Samsung Galaxy smartphone

COMMENT RESPONSE

Comment No. **P-108** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [See FAQ: Pinal Regional Transportation Authority Alignment
- D** — [See FAQ: Funding

COMMENT

Source: Email

Comment No. **P-109**

Last: Fox

First: Juletta

On Fri, Oct 18, 2019 at 11:03 AM Juletta Fox <juletta.fox@gmail.com> wrote:
To whom it may concern:.

A

I am a resident of QC in the Pegasus Airpark Community located at Ellsworth and Empire. Currently it takes approximately 20 min depending on traffic for us to get to a freeway. The proposal for the North South Corridor recently presented is very saddening to us as it continues to push a freeway further from us than we had originally anticipated based on the original plan.

B

We are asking for this to be re-reviewed and go back to the original " W1a/b alignment in Segment 1 ".

Thank you for your time
Juletta and Brian Fox

COMMENT

Source: Online

Comment No. **P-110**

Last: Fuller

First: Shawna

A

Comments: **Please stick with the alternative route, farthest from out communities (Castlegate, Laredo ranch, etc).**

B

Name: **Shawna fuller**

Email: **Supersmp@hotmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 22 October, 2019 - 17:02

COMMENT RESPONSE

Comment No. **P-109** | Page 1 of 1

A — See FAQ: Existing Development

B — Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-110** | Page 1 of 1

A — Your alternative preference has been noted. Thank you for your comment.

B — See FAQ: Property Acquisition

COMMENT

Source: Email

Comment No. **P-111**

Last: Garrett

First: James

On Wed, Oct 30, 2019 at 1:02 PM James Garrett <james.d.garrett3@gmail.com> wrote:

To Whom It May Concern,

A

My name is J.D. Garrett, and I live in Coolidge, Arizona. I am in favor of the current proposed route, especially segment 4, and would like to see the Coolidge route selected if possible.

Regards,

J.D. Garrett
New Car Sales Manager
Garrett Chevrolet
(520)709-1662
197 N Arizona Blvd
Coolidge, AZ 85128

COMMENT

Source: Email

Comment No. **P-112**

Last: Garrett

First: Jim

Hi All,

A

I am Jim Garrett , owner of Garrett Motors, Chevrolet, Buick, GMC in Coolidge, Az..

We are in favor of the current study before the board and the current proposed route

Especially segment 4 where we would like to see the Coolidge route selected over Eloy's preferred route.

B

Land has already been purchased developers have agreed to allocate land for the freeway.

Thank you,

Jim Garrett

COMMENT RESPONSE

Comment No. **P-111** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-112** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Funding

COMMENT

Source: Online

Comment No. **P-113**

Last: Genetti

First: Judy

10/25/2019 4:52:41 PM

A — [

I support ADOTs new route choice and I do NOT want the route being pushed by QC to be adopted.

Judygenetti@gmail.com

COMMENT

Source: Email

Comment No. **P-114**

Last: Getts

First: Robb

On Fri, Oct 18, 2019 at 8:22 AM Robb Getts <JRGetts@firstfleetinc.com> wrote:

To Whom it May Concern

A — [

I was recently made aware of the plans to move the North South corridor further east. I would like to go on record as requesting AZDOT to move forward with the ORIGINAL plan and keep the North South corridor closer to Queen creek and the general Populous.

Robb Getts

Encanterra resident

COMMENT RESPONSE

Comment No. **P-113** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-114** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-115** Last: Gilbert

First: David

On Wed, Oct 30, 2019 at 10:14 AM David Gilbert <datatehofwa@comcast.net> wrote:

To whom it may concern,

A

B

C

D

I would like to see the preferred corridor as shown in the link (<https://northsouthtier1deis.hdrgateway.com/Home/Map>) that crosses E. Arizona Farms Rd and N. Felix Rd be moved farther to the North somewhere around the Judd Rd area. The reason is those homes located in the Crestfield Manor will be effected by noise levels between 56 and 62 decibels. Having a freeway this close will negatively effect the quality of life and home values for these residences

Dr. David W. Gilbert, D.Sc.

Phone: 425-737-7159

Email: datatehofwa@comcast.net

COMMENT

Source: Public hearing - verbal

Comment No. **P-116** Last: Gilbert

First: David

22 DR. DAVID GILBERT: First I'd like to thank
23 everyone for doing this. I'm David Gilbert, and first of all,
24 I'd like to thank you for -- and everybody attending this.

A

25 My concern basically has to do with the
1 connection between the Arizona Farms Road and Felix. The
2 corridor comes rather close to the housings that are already
3 there. And judging from a graph that I put on to next door
4 about -- it shows the impact of noise those individuals would
5 have in that particular -- you know, would be severely -- or
6 could be severely impacted by the noise of the freeway. And
7 that is, is that it would be, according to my calculations,
8 would be somewhere around technically an ongoing conversation
9 like what we're having here.

B

10 So I'd just like to -- like to make a proposal
11 that maybe it could be addressed some way where the freeway is
12 actually pushed more to the north, doing that, and also I would
13 like to see the proposal going down to the Florence area. Thank
14 you.

COMMENT RESPONSE

Comment No. **P-115** | Page 1 of 1

- A** — [The western edge of the Preferred Corridor Alternative is located approximately one-quarter mile east of the Crestfield Manor development. At the Tier 2 phase, an actual alignment would be defined and engineering developed to assess what, if any, noise mitigation would be necessary for existing residential development.
- B** — [See FAQ: Traffic Noise
- C** — [See FAQ: Community Character
- D** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-116** | Page 1 of 1

- A** — [See FAQ: Traffic Noise
- B** — [The commenter is correct in noting that the corridor comes relatively close to the existing housing in the area of Arizona Farms Road and Felix Road. An actual alignment, determined in the Tier 2 Phase would be narrower. For additional information on Noise, please refer to FAQ on Noise (See FAQ: Traffic Noise).

COMMENT

Source: Email

Comment No. **P-117** Last: Godfrey

First: Skylar

On Tue, Oct 22, 2019 at 6:08 PM Skylar Godfrey <squeaks125@gmail.com> wrote:

A — [

Please stick to the original plan and go with the W1a/b alignment in segment 1. This will be much more beneficial for all those that live here in the queen creek, stv, and encanterra area.

B — [

The other proposals won't help at all with traffic congestion coming thru queen creek to get to the outer areas.

Thanks!

COMMENT

Source: Online

Comment No. **P-118** Last: Goff

First: Charlie

10/29/2019 11:11:22 PM

A — [

We support the Preferred Alternative route in all areas. However, highways are great habitat fragments, so we urge that frequent demonstrably functional wildlife overpasses/underpasses be designed and build as part of this project!

B — [

Charlie Goff, SALT President

hollygoff2@icloud.com

COMMENT RESPONSE

Comment No. **P-117** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-118** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [Wildlife crossings may be questionable in an area planned for substantial urban activity, as is the case for the North-South study area. Wildlife crossings can be successful in remote areas with high-quality habitat that has been bisected by freeways. Wildlife crossings in these areas are helpful to reduce fragmentation and facilitate migration for hooved mammals. They can also be beneficial for reducing dangerous vehicle collisions. Wildlife crossings were discussed under the section discussing potential avoidance, minimization, and mitigation.

COMMENT

Source: Online

Comment No. **P-119**

Last: Gomez

First: Jim

A — []
B — []

Comments: **The current alignment will not provide enough relief from San Tan Valley traffic issues. I totally disagree with the proposed location. The alignment needs to be moved west to support the majority of residents**

Name: **Jim Gomez**

Email: **Jim3148mesa@cox.net**

This submission came from the ADOT internet website.

Submitted: Thursday, 10 October, 2019 - 09:41

COMMENT

Source: Email

Comment No. **P-120**

Last: Goodin

First: Brandii

A — []

On Fri, Oct 18, 2019 at 11:07 AM Brandii Goodin <bfgoodin4253@yahoo.com> wrote:
I am all for the Selected Alternative, the further route from Ironwood.

**Sincerest Regards,
Brandii Goodin**

COMMENT RESPONSE

Comment No. **P-119** | Page 1 of 1

A — See FAQ: Growth and Traffic Congestion

B — Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-120** | Page 1 of 1

A — Your alternative preference has been noted. Thank you for your comment.

| COMMENT | | | |
|----------------------|--------------------------|-------------|--------------|
| Source: Comment form | Comment No. P-121 | Last: Grant | First: Allen |

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

I live in the Villa Grande Ranchos, and also ~~was~~ am a member of the Villa Grande Water Improvement District Board. ~~The~~ The western alternative along I 10 would impact the water system and might impact my property. The eastern alternative would be serve our area.

- A
- B
- C

Contact Information (optional)

Name: Allen Grant
Address: 4745 E Appalossa Dr Elroy 83131
Phone: 307-388-2804
Email Address: _____

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

Completion of this form is completely voluntary and helps the project team keep an accurate record of comments.

COMMENT RESPONSE

Comment No. **P-121** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [Potential impacts on the water system would be evaluated during Tier 2 studies, and mitigation would be proposed, should impacts be identified.
- C** — [See FAQ: Property Acquisition

COMMENT

Source: Online

Comment No. **P-122**

Last: Gravatt

First: Ramsey and Grover

A

B

C

Comments: **We request the eastern-most option on the east side of the canal be selected for the corridor and NOT utilize Pima Road as a connector. We feel Germann or Ocotillo are better connector alternatives. Queen Creek Ranchos and Suburban Ranchs have long been family residential communities with an equine lifestyle. Our children and grandchildren play and ride their horses in this area, and the North-South corridor being any closer than the eastern most option with a connector on Pima would disrupt our current lifestyle and pose potential health and safety hazards to our families and livestock. Please hear our requests and keep the North-South corridor as far away from our community as possible. Thank you.**

Name: **Ramsey Riddell-Gravatt and Grover Gravatt**

Email: **rriddellgravatt@gmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 29 October, 2019 - 06:17

COMMENT RESPONSE

Comment No. **P-122** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character
- C** — [ACC1

COMMENT

Source: Email

Comment No. **P-123** Last: Green

First: A.

A —
B —

On Mon, Oct 28, 2019 at 8:17 AM A Green <agreenstories@yahoo.com> wrote:
please choose the Eb1 the Eastern Corridor I believe purple on the map . preference for
future growth in east valley. thank you

COMMENT

Source: Email

Comment No. **P-124** Last: Guernsey

First: Justin

A —

On Tue, Oct 22, 2019 at 7:10 PM Justin Guernsey <guernsey16@yahoo.com> wrote:
Vote for W1a/b!

Sent from my iPhone

COMMENT RESPONSE

Comment No. **P-123** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-124** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-125** Last: Guernsey

First: Justin

On Tue, Oct 22, 2019 at 7:11 PM Guernsey, Justin <justin.guernsey@kimballmidwest.com> wrote:

A — [

Vote for w1a/b for the new placement for the freeway.

Sent from my iPhone

COMMENT RESPONSE

Comment No. **P-125** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-126** Last: Guerrero

First: Carolyn

On Tue, Oct 22, 2019 at 8:00 PM Carolyn Guerrero <carolyn.j.guerrero@gmail.com> wrote:
To Whom It May Concern:

A

B

C

This is my official request to pursue the previously adopted and agreed upon W1a/b alignment since it will prove of greatest benefit to the tens of thousands of commuters from Queen Creek, San Tan Valley, Apache Junction and Mesa that have very limited freeway access today and suffer from a lesser quality of life due to unreasonably long commutes.

D

· The proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan as approved by the voters on November 7, 2017.

E

· The proposed corridor may not provide a reasonable benefit to the voters who approved the funding mechanism (PRTA tax). We believe an analysis of the intended transportation impacts over the course of the next 20 years, would show a significantly greater return of investment for the western "preferred" alternative.

F

· The economic development impact would be much more substantial with the selection of the western alignment due to population growth and anticipated projections for the 2020 Census.

G

· Studies, such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the ADOT proposal.

Sincerely,

Carolyn Guerrero, RN
22271 E Tierra Grande Ct
Queen Creek, AZ 85142-5982

COMMENT RESPONSE

Comment No. **P-126** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Growth and Traffic Congestion
- D** — [See FAQ: Pinal Regional Transportation Authority Alignment
- E** — [See FAQ: Funding
- F** — [See FAQ: Economic Development
- G** — [See FAQ: Consistency with San Tan Valley Special Area Plan

COMMENT

Source: Email

Comment No. **P-127**

Last: Guerrero

First: Eugene

On Tue, Oct 22, 2019 at 7:56 PM Gene Guerrero <gene.guerreromd@gmail.com> wrote:
To Whom It May Concern:

A

B

C

This is my official request to pursue the previously adopted and agreed upon W1a/b alignment since it will prove of greatest benefit to the tens of thousands of commuters from Queen Creek, San Tan Valley, Apache Junction and Mesa that have very limited freeway access today and suffer from a lesser quality of life due to unreasonably long commutes.

D

· The proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan as approved by the voters on November 7, 2017.

E

· The proposed corridor may not provide a reasonable benefit to the voters who approved the funding mechanism (PRTA tax). We believe an analysis of the intended transportation impacts over the course of the next 20 years, would show a significantly greater return of investment for the western "preferred" alternative.

F

· The economic development impact would be much more substantial with the selection of the western alignment due to population growth and anticipated projections for the 2020 Census.

G

· Studies, such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the ADOT proposal.

Sincerely,

Eugene Guerrero, MD
22271 E Tierra Grande Ct
Queen Creek, AZ 85142-5982

COMMENT RESPONSE

Comment No. **P-127** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Growth and Traffic Congestion
- D** — [See FAQ: Pinal Regional Transportation Authority Alignment
- E** — [See FAQ: Funding
- F** — [See FAQ: Economic Development
- G** — [See FAQ: Consistency with San Tan Valley Special Area Plan

COMMENT

Source: Online

Comment No. **P-128** Last: Guerrero

First: Mauricio

A

Comments: **We need, to have better mobility here in Tucson, This city is growing very fast. The last thing we want if to not be prepared . The future is here..**

Name: **Mauricio F Guerrero**

Email: **mg6778@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 3 October, 2019 - 15:47

COMMENT

Source: Online

Comment No. **P-129** Last: Guinn

First: Joe

A

Comments: **Anything other than the western alternative W1a/b will be a going against what we voted for. We want the westernmost route.**

Name: **Joe Guinn**

Email: **joe@dotbuscompliance.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 16:06

COMMENT RESPONSE

Comment No. **P-128** | Page 1 of 1

A — [See FAQ: Transportation Network Connectivity

COMMENT RESPONSE

Comment No. **P-129** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Pinal Regional Transportation Authority Alignment

COMMENT

Source: Email

Comment No. **P-130** Last: H.

First: Landry

From: **Landry H.** <le.heatr58@gmail.com>
Date: Mon, Sep 9, 2019 at 9:12 AM
Subject: North-South Corridor Number (If it gets built)
To: northsouth@azdot.gov <northsouth@azdot.gov>

Hello North-South Corridor team,

A

While it's very early in the planning stages, what number could the North-South Corridor have? Would it get a State Route Number, like SR-65, or could it get an Interstate-like Number, such as I-111 or I-910 (seeing that it will intersect I-10 and possibly I-11 once both freeways are complete)? Could it also be an extension to I-19, provided that I-19 does not get fully replaced by I-11? Any feedback would be appreciated, and thank you for your time.

- Landry H.

COMMENT RESPONSE

Comment No. **P-130** | Page 1 of 1

A

Thank you for your question. A number has not been assigned at this time. For your information, an Arizona Department of Transportation blog post covered the topic of numbering Arizona's highways back in 2014. Visit: <https://azdot.gov/adot-blog> and search for "Numbering Arizona's highways."

COMMENT

Source: Letter attachment

Comment No. **P-131**

Last: Haas

First: Andrew

ARIZONA WATER COMPANY

3805 N. BLACK CANYON HIGHWAY, PHOENIX, AZ 85015-5351 • P.O. BOX 29006, PHOENIX, AZ 85038-9006
PHONE: (602) 240-6860 • FAX: (602) 240-6874 • TOLL FREE: (800) 533-6023 • www.azwater.com

October 29, 2019

Asadul (Asad) Karim, P.E., Project Manager
Arizona Department of Transportation
205 S. 17th Ave., MD 605E
Phoenix, AZ 85007

Re: Tier 1 Draft Environmental Impact Statement for the North-South Corridor

Dear Mr. Karim:

As stakeholders in the North-South Corridor (“NSC”), Arizona Water Company (“Company”) would like to thank Arizona Department of Transportation (“ADOT”) for the opportunity to review and comment on the NSC Tier 1 Draft Environmental Impact Statement (“EIS”) dated September 2019. The Company is eager to work with ADOT to make certain the needs of both the Company and ADOT are met. The Company submits the following comments on the NSC EIS dated September 2019:

Existing Water Mains

Based on our preliminary review, the Company has identified existing water mains installed that are in the NSC preferred alignment, including a 36-inch water main north of the Baseline Road alignment along Mountain View Road in Apache Junction. The Company requires access to these water mains for operations, maintenance, and replacement in the event that the water main is damaged, leaking, or requires replacement. The Company cases its water mains buried underneath critical roadways and freeways in a steel carrier pipe to maintain access to the water mains and to prevent damage to roadways from maintenance and leaks. Without a casing, leaking water mains damage roadways as the leaked water reaches the roadway surface, creating sinkholes and roadway damage. In addition, the leaking main requires repair, often resulting in trenching to repair the leak. The cost of installing a water main casing using a trenching method, which is possible prior to construction of the NSC, is less expensive than using boring post construction. The existing pipes along the NSC are not cased. It is critical for ADOT to include funding for the necessary work and work with the Company throughout the planning, design, and construction stages to make certain the Company’s water mains are encased, protecting the roadway and reducing project costs.

A

Proposed Water Mains

Based on our preliminary review, the Company has identified proposed water mains in the NSC that will allow for future water system connectivity and development. The proposed

B

E-MAIL: engineering@azwater.com

COMMENT RESPONSE

Comment No. **P-131** | Page 1 of 5

A

Appendix L, Utility Information, of the Draft Environmental Impact Statement identifies utilities crossed by the action corridor alternatives, including facilities belonging to the Arizona Water Company.

B

The Draft Environmental Impact Statement provides a high-level overview of potential utility conflicts. Subsequent analyses as part Tier 2 studies would identify the location and extent of specific conflicts. The potential utility conflicts associated with each action corridor alternative are routine in nature, and the Arizona Department of Transportation is well-qualified to manage such issues during construction.

COMMENT

Source: Letter attachment

Comment No. **P-131**

Last: Haas

First: Andrew

October 29, 2019

Page 2

water mains cross the NSC preferred alignment and range in size from 16-inch to 36-inch and occur at least at every section line in both the north/south and east/west directions in the Company's Certificate of Convenience and Necessity ("CCN"), as shown on Attachment A. It is critical for ADOT to include the Company throughout the planning, design, and construction stages to make certain the Company's water mains are encased, protecting the roadway and reducing project costs.

Property Access

Based on our preliminary review, the Company has identified Company properties east of the NSC along Storey Road, as shown in Attachment A and labeled "Arizona Water Company Recharge and Recovery Site." The Company requires access to its properties for operations, inspections, and use. Access to these properties is required prior to, during, and after construction of the NSC.

C

In addition to the property along Storey Road, the Company operates and maintains a water system east of the NSC, labeled as "Coolidge Airport" on Attachment A. The Company requires access to the water system for operations, inspections, and use. Access to this property is required prior to, during, and after construction of the NSC. It is critical that the Company and ADOT communicate throughout the planning, design, and construction stages to maintain sufficient access to the Company's property and water system with the NSC project.

Radio Communications

The Company's Pinal Valley and Superstition divisions utilize radio communication to maintain and operate the water systems. Radio communication requires line of sight between radio antennas. Based on our preliminary review, the Company has identified locations along the NSC that will potentially affect the existing line of sight communications between facilities. It is critical for ADOT to include the Company throughout the planning, design, and construction stages to make certain the Company's radio communication is maintained prior to, during, and after construction of the NSC.

Future Invitations

As stakeholders in the NSC, the Company requests that ADOT include the Company in all future invitations, including but not limited to:

D

1. Invitations to request for technical assistance
2. Scoping and coordination meetings
3. Joint field reviews
4. Substantive and early input on issues of concern
5. Review agreements for issues and required technical studies
6. Review lead agency-approved draft and final environmental documents

COMMENT RESPONSE

Comment No. **P-131** | Page 2 of 5

- A** — Appendix L, Utility Information, of the Draft Environmental Impact Statement identifies utilities crossed by the action corridor alternatives, including facilities belonging to the Arizona Water Company.
- C** — Future Tier 2 studies would address specific impacts on private and public property and would determine the approach for maintaining access for property owners.
- D** — During Tier 2 studies, the Arizona Department of Transportation would coordinate with affected utilities to address potential utility conflicts.

COMMENT

Source: Letter attachment

Comment No. **P-131**

Last: Haas

First: Andrew

October 29, 2019
Page 3

7. Please add the Company to all contact lists ADOT maintains or will create for the NSC.

In addition to the comments above, please contact me to coordinate the use of Company water for ADOT construction purposes on this project. The Company is looking forward to working with ADOT from project design through construction completion.

Very truly yours,



Andrew J. Haas, P.E.
Vice President - Engineering
ahaas@azwater.com

sla
Enclosure

COMMENT RESPONSE

Comment No. **P-131** | Page 3 of 5

Comments to this letter have been addressed on previous pages.

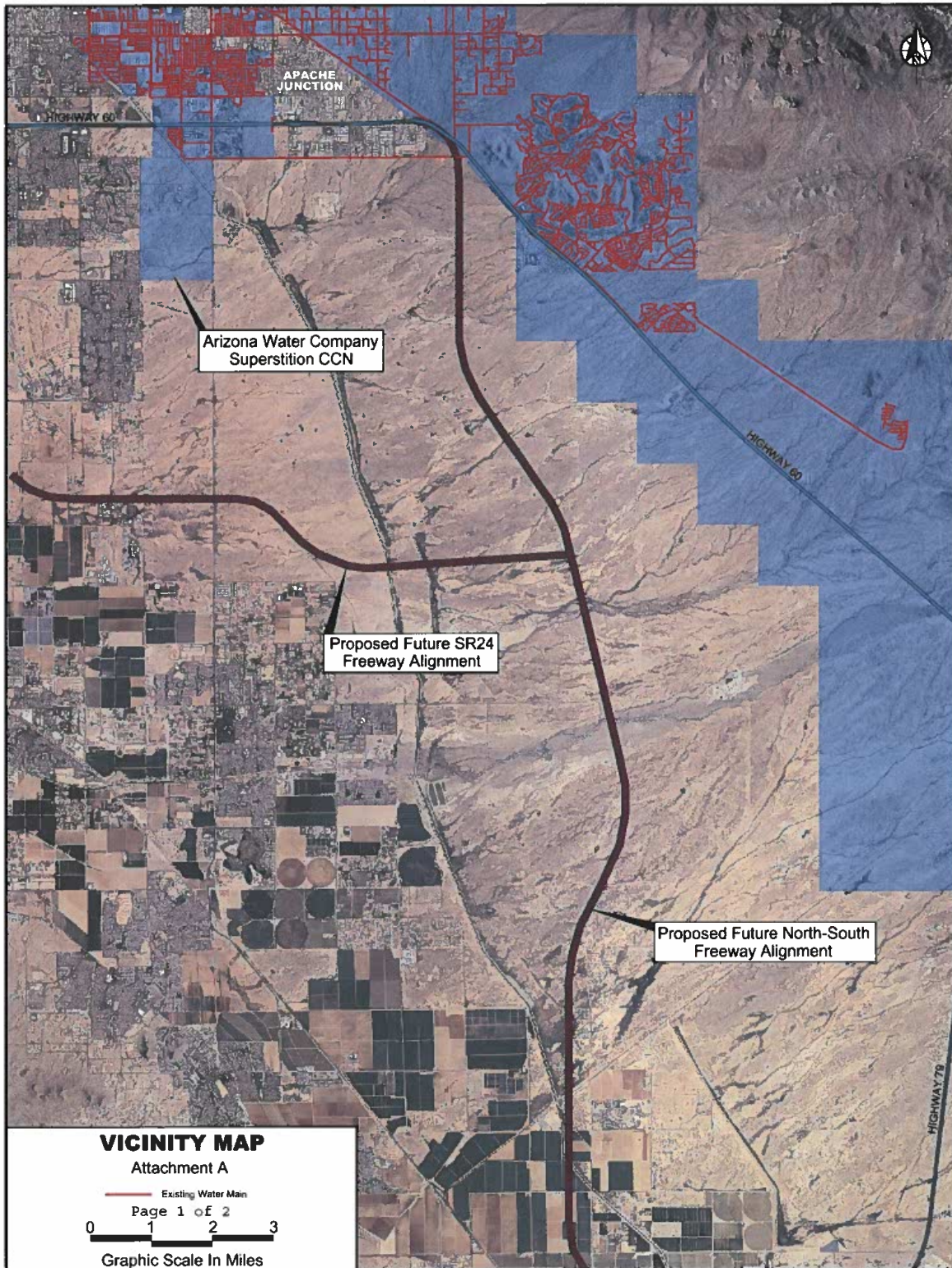
COMMENT

Source: Letter attachment

Comment No. **P-131**

Last: Haas

First: Andrew



COMMENT RESPONSE

Comment No. **P-131** | Page 4 of 5

Comments to this letter have been addressed on previous pages.

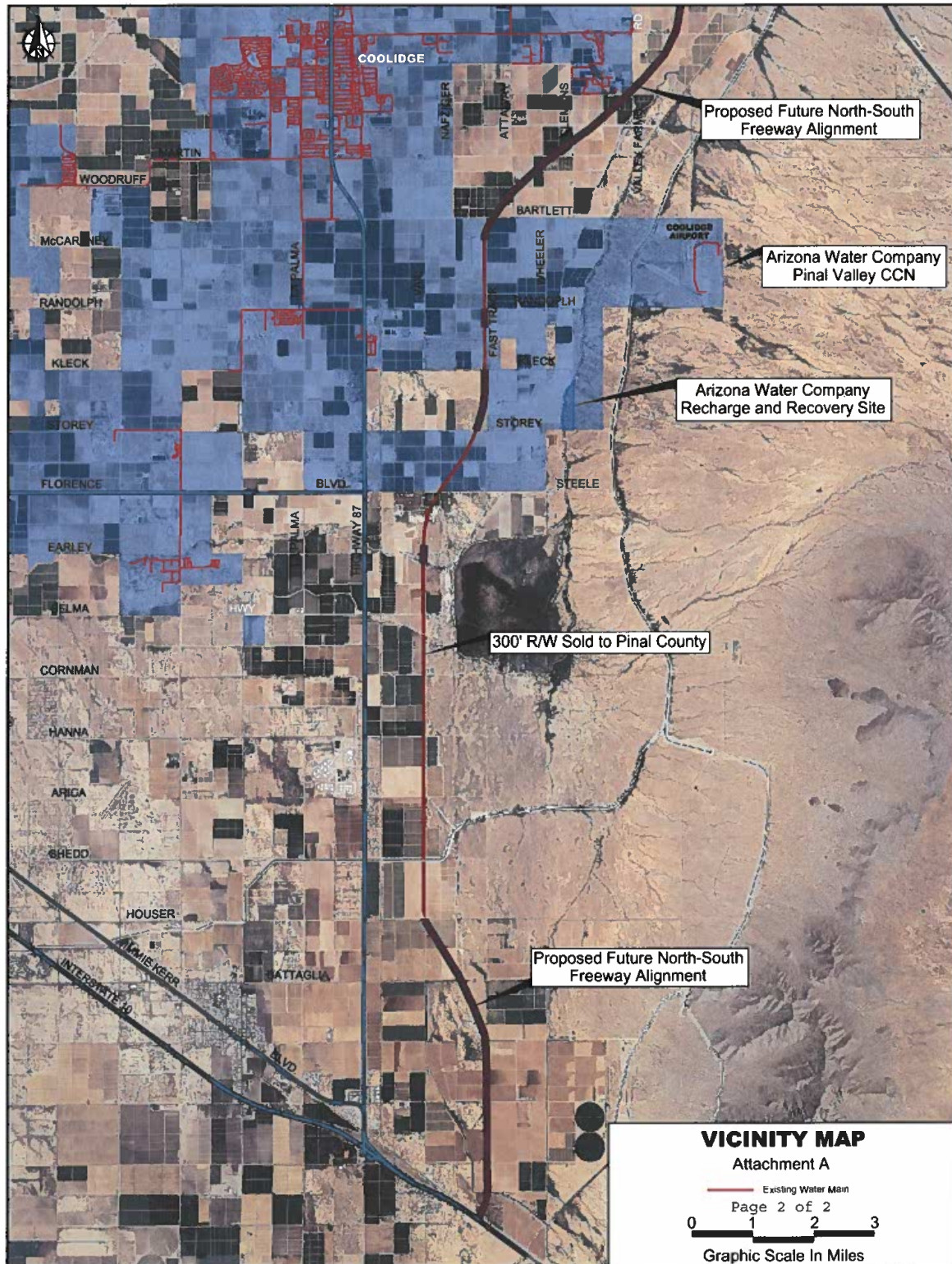
COMMENT

Source: Letter attachment

Comment No. **P-131**

Last: Haas

First: Andrew



COMMENT RESPONSE

Comment No. **P-131** | Page 5 of 5

Comments to this letter have been addressed on previous pages.

COMMENT

Source: Online

Comment No. **P-132** Last: Hagen

First: Kalie

A

Comments: **Please go with the second option further east, for the sake of safety of the community being advertised. Please go further east.**

Name: **Kalie Hagen**

Email: **rossie15.kh@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 13:52

COMMENT

Source: Online

Comment No. **P-133** Last: Hagen

First: Tom

A

B

Comments: **Please have the north south Corridor further east. If you go with it on the West Route versus the east route it'll be in my backyard. I did not move out here to have another freeway. I moved here to get away from the freeways and the noise. So please build it where nobody currently lives, that way as new developments are built they have the option to move closer to the corridor or be further away like I prefer in Laredo Ranch.**

Name: **Thomas Hagen**

Email: **Tom_Hagen_Jr@msn.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 12:48

COMMENT RESPONSE

Comment No. **P-132** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-133** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Traffic Noise

COMMENT

Source: Online

Comment No. **P-134**

Last: Hale

First: Spencer

10/29/2019 4:29:26 PM

A

I have lived in Arizona my whole life. I am the seventh generation of my family who has chosen to live here in the valley. I expect my children will also choose to make Arizona (and specifically the East Valley) their home. The North South Corridor has the potential to provide significant traffic relief and access between Tucson, the South/East Valley, and Phoenix. I am now a resident of Queen Creek. Queen Creek and San Tan Valley are fast growing communities. As I consider the various options being considered, it appears to me that the W1a/b alignment in Segment 1 will provide the greatest transportation service to the citizens of Arizona as a whole. Please select the W1a/b alignment.

hale_ban@hotmail.com

COMMENT

Source: Email

Comment No. **P-135**

Last: Hanks

First: Kyle and Kari

On Wed, Oct 23, 2019 at 7:25 AM Kari Hanks <kkhanks@hotmail.com> wrote:

Hello,

A

B

C

D

E

We would like to send in our preference for the proposed eastern preferred route (dark purple). This is the route we hope will be built. We live in the Laredo Ranch community off of Combs and Schnepf and are concerned about the closer route causing noise, pollution, and environmental disruptions so close to our home. The dark purple “preferred route” would still be conveniently close to Queen Creek and San Tan Valley without the greater impacts.

Thank you,

Kyle and Kari Hanks

COMMENT RESPONSE

Comment No. **P-134** | Page 1 of 1

- A** — [See FAQ: Growth and Traffic Congestion
- B** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-135** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Traffic Noise
- C** — [See FAQ: Air Quality
- D** — [See FAQ: Freeway Design
- E** — [See FAQ: Existing Development

COMMENT

Source: Email

Comment No. **P-136** Last: Hanna

First: Sam

On Wed, Oct 16, 2019 at 7:52 PM Sam Hanna <samhanna@gmail.com> wrote:

Hi,

A

I live in Pinal County in Apache Junction. I was reading through the Tier 1 DEIS and noticed that specific snake species were not mentioned. Only a reference to "many snake species" in a general sense was made on page 3-119. This concerns me because the proposed corridor will likely have a dramatic effect on the habitat of the various snake species in the proposed area. Consideration should be given and a study should be conducted regarding the impact on the snakes habitat and potential side effects on snake populations. Snakes are a critical piece of the desert ecosystem.

--

Sam Hanna
406-672-6531

COMMENT

Source: Online

Comment No. **P-137** Last: Harrison

First: Michael

A

Comments: **I have a concern that the proposed corridor does not want to take the freeway close to the Pinal County seat in Florence. Florence being the County seat has the courts and the county offices which would benefit from the freeway and Greatly enhance the Town of Florence. We all have heard the stories of towns and cities being bypassed by freeways and how it has drastically hindered them Financially.**

B

I believe that the E3a and E3C corridor should be a must.

Also the North/south section of W1A/W1B would be the most beneficial to existing homeowners as the "preferred" route would not help most people because they would have to drive east farther to go north and that doesn't make sense.

**** Please Keep Florence on the route, without it the County seat would be Devastated.**

Name: **Michael Harrison**

Email: **jrmedic85242@yahoo.com**

COMMENT RESPONSE

Comment No. **P-136** | Page 1 of 1

A

While we are sensitive to your concerns regarding the proposed action's potential impacts on snakes and their habitat, for the purposes of this Tier 1 Environmental Impact Statement, we are limited in scope to focus on federally protected species; none of which occur within the proposed project corridor. We agree that snakes are a critical piece of the desert ecosystem and appreciate your concern.

Snakes that are Arizona "species of greatest conservation need" listed in the Arizona Game and Fish Department's review tool as potentially occurring in the study area include variable sandsnake, Tucson shovel-nosed snake, Sonoran whipsnake, and Sonoran coralsnake. This information is contained in the Final Environmental Impact Statement, in Appendix A, Agency Coordination.

COMMENT RESPONSE

Comment No. **P-137** | Page 1 of 1

A

An eastern action alternative was selected for Segment 3, which includes Florence. While another eastern action alternative would have been closer to Florence, the selected alternative would provide convenient access to Florence and serve the town's future growth.

B

Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-138** Last: Hawkins

First: Tammy

On Fri, Oct 18, 2019 at 9:38 AM Tammy Hawkins <tammy.hawkins44@icloud.com> wrote:

A

B

I am very disappointed in this proposal. Too far away from
Anyone using this as a way of transportation. Costs of land sure more expensive , but just
think about lives saved by less traffic and just maybe all the time that will be saved to spend
with family with a more convenient way to work. Please think of the residents of Queen
Creek and San Tan Valley and surrounding areas.

Sent from my iPhone

Sent from my iPhone

COMMENT

Source: Online

Comment No. **P-139** Last: Henderson

First: Alesha

A

B

Comments: **We much prefer E1b the dark purple option. It
appears to provide like access, but with less
negative impact to the current residents and
local community.**

Name: **Alesha Henderson**

Email: **lesh7473@hotmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 06:00

COMMENT RESPONSE

Comment No. **P-138** | Page 1 of 1

- A** — See FAQ: Transportation Network Connectivity
- B** — See FAQ: Funding

COMMENT RESPONSE

Comment No. **P-139** | Page 1 of 1

- A** — Your alternative preference has been noted. Thank you for your comment.
- B** — See FAQ: Existing Development

COMMENT

Source: Comment form

Comment No. **P-140**

Last: Henderson

First: Linda

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

A

Noise barrier wanted near
Wheeler Rd.

Contact Information (optional)

Name: Linda Henderson

Address: 3515 N. Wheeler Rd., Coolidge AZ

Phone: 480-313-4740

Email Address: lindah14245@yahoo.com

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

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 Project No. 999 PN 000 H7454
Federal Aid No. 999-A(365)X
October 2019

COMMENT RESPONSE

Comment No. **P-140** | Page 1 of 2

A — [See FAQ: Traffic Noise

COMMENT

Source: Email

Comment No. **P-141**

Last: Hill

First: Mike

On Tue, Oct 22, 2019 at 10:18 PM Michael Hill <michael.12.hill@gmail.com> wrote:

To whom it may concern,

A

Please go back to the original "W1a/b" alignment in Segment 1 rather than the current plan. It will be better for both the residents of QC and San Tan Valley.

Thank you,

Mike Hill

COMMENT

Source: Email

Comment No. **P-142**

Last: Hinsley

First: Shannon

On Wed, Oct 23, 2019 at 12:32 PM shannon hinsley <mommabugg@msn.com> wrote:

Please don't use Yellow Route. Many long-term homeowners would be negatively affected. Purple route less disruption of existing homes.

A

B

Get [Outlook for Android](#)

COMMENT RESPONSE

Comment No. **P-141** | Page 2 of 2

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development

COMMENT RESPONSE

Comment No. **P-142** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT

Source: Online

Comment No. **P-143**

Last: Hoeltje

First: Lora

A

B

C

Comments: **ADOT's proposed plan for the NS Corridor is one that is favorable to the neighborhoods that would be impacted by a closer freeway. I currently live in the Laredo Ranch community with my husband, mother and two year old daughter. Our neighborhood as well as our neighbors, Castlegate, will be impacted greatly by noise, pollution and potential risk of rising crime by moving the freeway any closer than currently proposed. If kept in the area originally proposed by ADOT, it will be beneficial to all, even if it is a few miles away. The current established neighborhoods get to keep their peace that they strove for by moving out in a more remote location as well as benefit from having a highway close(r) by. Property values would potentially soar from keeping the ADOT proposed plan and have less of a negative impact. I am by no means wanting to be difficult or rude, but those pushing for a closer plan would be cushioned by the distance from the freeway and not have to deal with the noise and pollution and having to walk out their front door to see a large freeway.**

Name: **Lora G Hoeltje**

Email: **lorahoeltje@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 14:48

COMMENT RESPONSE

Comment No. **P-143** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition
- C** — [See FAQ: Community Character

COMMENT

Source: Email

Comment No. **P-144**

Last: Hoff

First: Hailey

On Fri, Oct 18, 2019 at 7:50 AM Hailey Hoff <haileyh2015@outlook.com> wrote:

To whom it may concern:

A

I am proposing you to go back to the W1a/b alignment for North-South Corridor Study:
Proposed New Transportation Route in Pinal County. Draft Tier 1
Hailey Hoff
Queen Creek

Get [Outlook for iOS](#)

COMMENT RESPONSE

Comment No. **P-144** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-145**

Last: Hogg

First: Donna

On Fri, Oct 18, 2019 at 8:43 PM Donna Hogg <donna.hogg.ab@gmail.com> wrote:

To Whom It May Concern:

I am a homeowner in Queen Creek and am writing in relation to the future North/South Freeway. ADOT must reconsider going back to the original W1a/b alignment in Segment 1.

As residents of Queen Creek and surrounding area, this original alignment will serve the population that currently reside here and the rapidly growing population - taking into consideration the avoidance of an additional 14 miles per day per driver/employee should the latest suggested alignment be chosen.

While it does not seem to be a huge variance on paper, it can be obtrusive to those of us who are depending on this freeway. Why would we go East first and then retrace those miles back to access the North/South corridor - this makes no sense for the current constituents and the ever growing population of the Queen Creek and San Valley areas.

Please reconsider returning to the original W1a/b alignment of Segment 1.

With regards,
Donna Hogg
1639 E Hesperus Way
Queen Creek, AZ
85140

A

B

COMMENT RESPONSE

Comment No. **P-145** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-146**

Last: Hollendonner

First: Ryan

On Wed, Oct 23, 2019 at 9:40 AM ryan hollendonner <rholl285@gmail.com> wrote:

A

I'm writing this email to voice my concerns over the second location of The corridor. I don't believe it is in the best interest of the people to move the corridor further away from the Santan, Queen creek area. With the increasing population in our area it would serve the community better to be in the original closer location to these cities. Please revert back to the original location.

B

COMMENT

Source: Email

Comment No. **P-147**

Last: Holm-Peterson

First: Linda

On Tue, Oct 29, 2019 at 8:52 PM Linda Holm-Peterson <linda.holmpeterson@gmail.com> wrote:

Attention ADOT:

A

We live in the Queen Creek Station Development. The traffic on Ellsworth is immense. Many of these vehicles come from the San Tan Valley and other areas.

We oppose the E1b option as that will not help the heavy traffic where today's population resides and works.

B

We support the W1a option to relieve the congestion now and to handle the expected growth.

Thank you.

Chuck Peterson
Linda Holm-Peterson
20477 East Reins Road
Queen Creek AZ 85143

COMMENT RESPONSE

Comment No. **P-146** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-147** | Page 1 of 1

- A** — [See FAQ: Growth and Traffic Congestion
- B** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-148**

Last: Hon

First: Cassey

10/24/2019 5:00:12 PM

A

I am a homeowner that would be directly impacted by the route being promoted currently. I moved out to this area for health reasons, and the road ending up directly behind my house would impact my health in a very bad way. I do not see why the purple route, 3 miles further east is not an option. Putting a freeway right up against our neighborhoods is such a bad idea when the land exists further over. Not only will the car exhaust impact my severe breathing problems, but due to chronic pain issues I have odd sleep patterns and it will be hard to get the sleep I need when I am up listening to cars all day long. I know we need more ways in and out of this area, that is not what I am arguing. But for me personally the more eastern route/the purple route needs to be the one chosen or I will have to try and sell my house and move, again, in order to preserve my health.

B

Again, not arguing the need for the route, just promoting the more eastern route that is not right on top of our neighborhoods.

C

I have not met anyone living here that would be dealing with the freeway right behind us that is for this route. We all want it, just further east!

case_726@yahoo.com

COMMENT

Source: Email

Comment No. **P-149**

Last: Horton

First: Richard

A

On Wed, Sep 11, 2019 at 6:59 AM Richard Horton <richard_horton@icloud.com> wrote:

B

Why did we build the new Picacho overpass for 60 million dollars if another one needs to be built if the east corridor is chosen? Does not make any common sense to spend maybe more money to build another overpass just to satisfy the owner of some land next to the railroad. That 60 plus million or more could be used to pay for many miles of roadway.

Richard Horton
520-251-0055
Eloy Arizona

COMMENT RESPONSE

Comment No. **P-148** | Page 1 of 1

A

See FAQ: Air Quality

B

See FAQ: Traffic Noise

C

Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-149** | Page 1 of 1

A

The traffic interchange connecting Interstate 10 and State Route 87 would remain a useful facility even with a new traffic interchange connecting Interstate 10 with the North-South Corridor at the E4 Alternative.

B

The traffic interchange connecting Interstate 10 and State Route 87 was built to improve traffic flow and safety. The Arizona Department of Transportation considers it a worthwhile investment even with the possibility of a new traffic interchange to the southeast.

COMMENT

Source: Online

Comment No. **P-150** Last: Howard

First: Amber

Comments: **Good morning!**

A

B

I am contacting you regarding the North-South Corridor. My home is located in San Tan Valley and would be rather close to the freeway depending on which route is selected. As such, I (and many other home owners in my neighborhood) am in support of the fuschia route. The yellow route would put the freeway right next to my neighborhood. This project is much needed in our area and appreciate your consideration of the home owners that already live in the here.

Thank you!

Name: **Amber Howard**

Email: **Howard.amber17@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 07:18

COMMENT

Source: Email

Comment No. **P-151** Last: Howard

First: Chance

From: **Chance Howard** <chancellor32@icloud.com>

Date: Fri, Oct 11, 2019 at 10:17 AM

Subject: North south freeway

To: <northsouth@azdot.gov>

A

B

C

Plain and simple, ADOT needs to choose the western alignment over the eastern one. This would provide immediate relief to QC/STV traffic and better alleviate the I-10.

Chance Howard
480-297-8855

Sent from my iPhone

COMMENT RESPONSE

Comment No. **P-150** | Page 1 of 1

A — See FAQ: Property Acquisition

B — Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-151** | Page 1 of 1

A — Your alternative preference has been noted. Thank you for your comment.

B — See FAQ: Growth and Traffic Congestion

C — An alternative to avoid traffic congestion on Interstate 10 is a noted purpose of the North-South Corridor. Travel times from Eloy to U.S. Route 60 are reported in Table 2.5-3 of the Final Environmental Impact Statement, which shows that in 2040, through travel in the study area with any of the action corridor alternatives would be an improvement over the No-Action Alternative.

COMMENT

Source: Email

Comment No. **P-152** Last: Howell

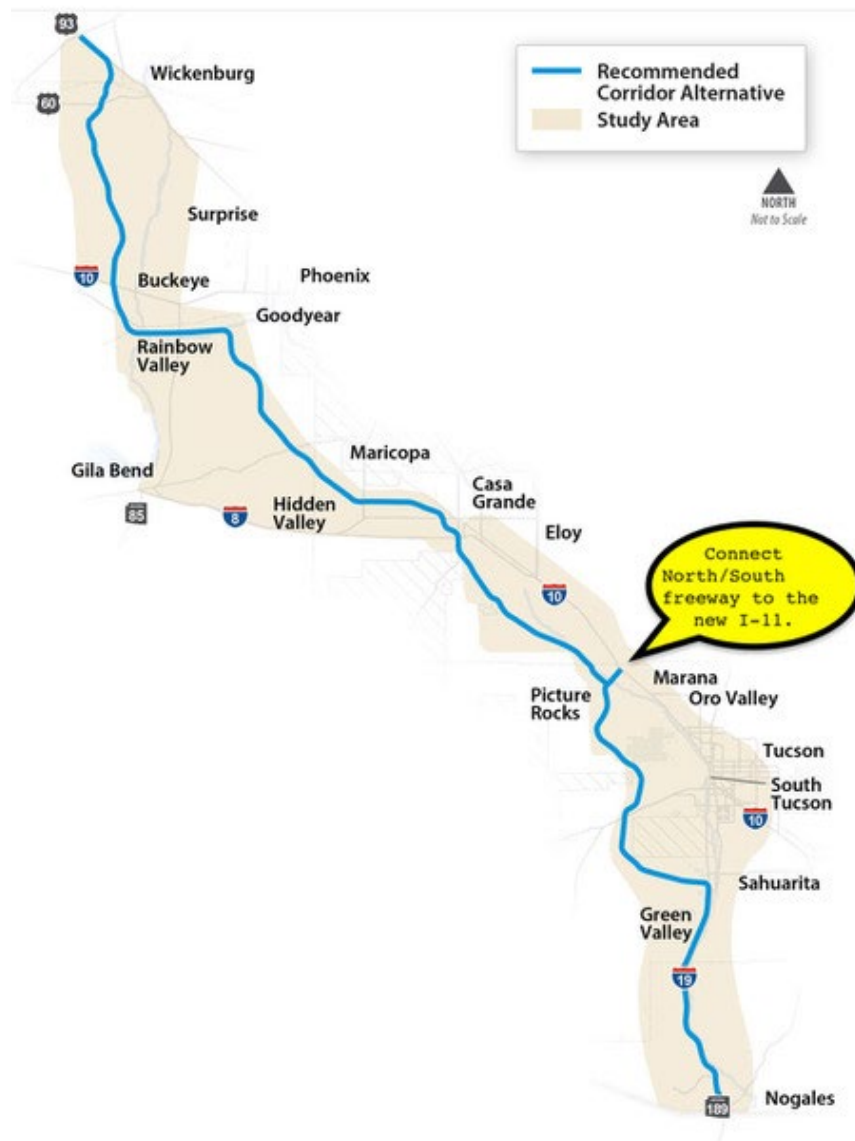
First: Griffin

On Fri, Sep 6, 2019 at 4:15 PM Griffin Howell <griffinhowell@yahoo.com> wrote:
Just wanted to say I'm 100% in favor of this. It's very much needed to relieve traffic on I-10.
And now is the time to build it before development occurs in this area.

- A
- B

The only thing I think is a missed opportunity is the connection to I-10 at Picacho. I think it would make better sense to connect it further south between Red Rock and Marana where it could seamlessly connect with the proposed I-11. They already have a small sliver proposed to connect I-11 to I-10. Might as well use that new segment to connect to the North/South freeway.

I-11 Recommended Corridor Alternative



COMMENT RESPONSE

Comment No. **P-152** | Page 1 of 1

A

The area along Interstate 10 south of the Picacho Mountains was part of a corridor “opportunity area” considered early in the study, but was dropped from consideration because of low development potential.

B

The proposed Interstate 11 is currently under study, and an alternative has not been selected. Planning for the North-South Corridor connection to Interstate 10 did not consider the connection to Interstate 11; however, for both of the alternatives, the concept that Interstate 10 could be continued farther to the south was considered.

COMMENT

Source: Email

Comment No. **P-153** Last: Howell

First: Griffin

From: **Griffin Howell** <griffinhowell@yahoo.com>
Date: Tue, Oct 22, 2019 at 4:00 PM
Subject: North South Corridor Comment
To: <northsouth@azdot.gov>

- A** [
- B** [

I just wanted to say I'm 100% fully behind this new North-South Corridor. However I think its a missed opportunity for ADOT to have it dead end in Eloy or Picacho. It should seamlessly link with the proposed I-11 corridor further south near Marana so drivers/commercial vehicles have an opportunity to get to I-11 too.

Here is a pic I think of where it should go.

Proposed Interstate-11 route

A proposed route for Interstate 11, a 280-mile-long highway stretching from Nogales to Wickenburg, is causing serious anxiety among some stakeholders. Locals say they are concerned about water, wildlife corridors, destruction of critical habitats and the impact on the local economy.



COMMENT RESPONSE

Comment No. **P-153** | Page 1 of 1

A — [Your comment has been noted and is appreciated.

B — [Since there is no current design or funding for Interstate 11, connectivity with Interstate 11 was not a consideration in the development of alternatives, although it is recognized that either the E4 or W4 Alternatives would be able to connect with a future interstate. The Arizona Air National Guard Picacho Stagefield operation is more than 2 miles south of the E4 Alternative connection with Interstate 10. Continuation of the North-South Corridor route to the south is possible without affecting the Arizona Air National Guard facility, should this be the selected alternative.

COMMENT

Source: Online

Comment No. **P-154** Last: Hudson

First: Donna

A

Comments: **I am adamantly opposed to the West proposal of the North South corridor. Please go with the 'East' proposal.**

Name: **Donna R Hudson**

Email: **oceanbabie2501@msn.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 17 October, 2019 - 13:50

COMMENT

Source: Email

Comment No. **P-155** Last: Hudson

First: Steve

A

B

On Tue, Oct 29, 2019 at 11:38 AM Steve Hudson <shudson@coolidgeaz.com> wrote:

Please keep the north south freeway route the one you preferred which is coming thru the city of Coolidge with the inland port the city of Coolidge has and the Coolidge airport we will be able to attract many business to the area to help all the surrounding cities .

Thank you
Steve Hudson

COMMENT RESPONSE

Comment No. **P-154** | Page 1 of 1

A

Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-155** | Page 1 of 1

A

Your alternative preference has been noted. Thank you for your comment.

B

See FAQ: Economic Development

COMMENT

Source: Online

Comment No. **P-156** Last: Hunt

First: Lewis

A

Comments: **As a Queen Creek resident we desperately need the W1a segment. The further east segments would not benefit the incredible growth QC has seen and would not be utilized as frequently as the W1a segment in getting to and from San Tan Valley and Johnson Ranch. The incredible growth has led to severe and at times dangerous amounts of traffic on Ellsworth road which can be alleviated with a W1a segment.**

B

Name: **Lewis Hunt**

Email: **lewishunt@live.com**

This submission came from the ADOT internet website.

Submitted: Friday, 18 October, 2019 - 12:05

COMMENT

Source: Online

Comment No. **P-157** Last: Hurley

First: Linda

A

Comments: **I live in Laredo Ranch near Schnepf and Combs. I definitely do not want the yellow route that would be directly next to Laredo Ranch! Put that highway further east on State land where it won't lower our home values. A few miles east of Laredo Ranch would only take a matter of a few minutes to get to, and construction can happen while not disrupting our current commutes.**

B

Name: **Linda Hurley**

Email: **Bossdeh@aol.com**

This submission came from the ADOT internet website.

Submitted: Monday, 21 October, 2019 - 19:49

COMMENT RESPONSE

Comment No. **P-156** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-157** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT

Source: Online

Comment No. **P-158** Last: Hurst

First: Jackson

A []
B []

Comments: **I like how the Draft Tier 1 action alternatives (Eastern alternative and Eastern alternative options and Western alternative and Western alternative options) avoid going through part of the Gila River Indian Community.**

Name: **Jackson Hurst**

Email: **ghostlightmater@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Monday, 9 September, 2019 - 12:24

COMMENT

Source: Online

Comment No. **P-159** Last: Jarman

First: Joanne

A []

Comments: **I would like to see the w1ab plan put in place.
Thank you!**

Name: **Joanne Jarman**

Email: **Joanne@thejarmans.us**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 06:36

COMMENT RESPONSE

Comment No. **P-158** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [Your comment has been noted and is appreciated.

COMMENT RESPONSE

Comment No. **P-159** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-160**

Last: Jehl

First: Theresa

A



Comments: **No to the yellow proposed freeway site. Stay out of our backyards!**

B



If you MUST build this god forsaken freeway, use the purple suggestion

Name: **Theresa Jehl**

Email: **Thetesswoman@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Monday, 21 October, 2019 - 19:34

COMMENT RESPONSE

Comment No. **P-160** | Page 1 of 1

A — [See FAQ: Property Acquisition

B — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-161** Last: Jennings

First: Dave and Julie

On Thu, Oct 17, 2019 at 10:47 AM JJ <bellej70@gmail.com> wrote:

Good Day,

My husband and I own a home in Gold Canyon. We are in favor of the bypass to help traffic avoid US 60 east bound during the Renaissance Fair. It would also allow trucks coming from the mines to avoid the US 60 around Gold Canyon. With the new development of the homes to the east of Gold Canyon, it would also help the flow of that traffic heading west. We also feel that 60 should continue to be at least three lanes in both directions all the way to the 79 Florence exit. US 60 is in need of repair near Gold Canyon. The highway is only going to get more traffic with the winter visitors arriving.

We definitely do not want more traffic on Sleepy Hollow or Kings Ranch roads.

Hopefully things can be done sooner rather than later.

Thank you.

Dave & Julie Jennings
Sugar Creek Dr
Gold Canyon AZ 85118

A

COMMENT RESPONSE

Comment No. **P-161** | Page 1 of 1

A

The North-South Corridor Study purpose and need identifies the need for the corridor as addressing regional connectivity throughout eastern Pinal County. While traffic conditions in Gold Canyon and the area of U.S. Route 60 were evaluated as part of the traffic analysis (refer to the Draft Environmental Impact Statement, Appendix B, Traffic Information, for additional information), addressing traffic issues on U.S. Route 60 through Gold Canyon is not a primary purpose of the North-South Corridor. Solutions for this issue have been evaluated through the US 60 Alignment Study: Superstition Freeway to Florence Junction Environmental Assessment (prepared by the Arizona Department of Transportation). This study and its recommendations were considered in the development of alternatives for a north-south facility.

COMMENT

Source: Public hearing - verbal

Comment No. **P-162**

Last: Jimenez

First: Frank

4 FRANK JIMENEZ: Sometimes my voice gets low
5 so that's why I wanted a mic.

6 My name is Frank Jimenez, and I live in
7 Arizona City. I was born in Florence a few years ago and
8 have been in Pinal County most of my life. I did go away
9 to California for several years, but I'm back.

10 Anyway, I have been interested in county
11 government even when I was gone and have stayed in touch
12 with Pete Rios, Supervisor Rios, and we compare notes about
13 issues. And this is one of them. And I told him I'd come
14 tonight because I wanted to know what was going on and what
15 I saw in the newspapers and some comments that I had had.

16 And what I'm trying to say here tonight is
17 this: This is a great idea. You know, we thought this
18 would happen sometime in our lifetime, but it seemed like
19 it's going to get close to the end for some of us that we
20 might not see it. I was told it might be decades. I heard
21 that from Mr. Lopez.

22 And that just doesn't seem like it would be
23 right. And I'll do everything I can to find out where tax
24 monies are. And people like myself, and so many others
25 like people in this community, I'm sure, will also try

A

COMMENT RESPONSE

Comment No. **P-162** | Page 1 of 2

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Public hearing - verbal

Comment No. **P-162**

Last: Jimenez

First: Frank

1 their best to come together and make this a reality sooner
2 than it's planned.

3 In particular, I speak to you about two
4 areas:

B 5 Economic development. As you look at
6 Florence and you look at Coolidge, and you look at Eloy,
7 it's hurting. Communities haven't grown. And this highway
8 with the plan that ADOT has here, which is -- I'm looking
9 at it as -- in the section that I'm concerned about, which
10 is what you have as E3b. There is a -- an alternative
11 route that goes through Florence, and that is E3a. And I'm
12 sure -- I know that at the Florence meeting, which I tried
13 to get to and didn't, that was discussed in detail.

14 MARSHA MILLER: 20 seconds.

15 FRANK JIMENEZ: 20 seconds? Oh, gosh. I
16 have so much to say.

C 17 Anyway, the road that goes to Eloy, that
18 freeway needs to be closer to 87. Okay? The alternative
19 to Florence needs to be the one that I mentioned not only
20 for economic development reasons, but also because of the
21 workers, especially the correctional officers that travel
22 throughout Pinal County, coming out of Maricopa, Casa
23 Grande, and everywhere. It has to be that way. And that's
24 why I'm speaking to you tonight.

25 Thank you.

COMMENT RESPONSE

Comment No. **P-162** | Page 2 of 2

- B** — [See FAQ: Economic Development
- C** — [See FAQ: Transportation Network Connectivity

COMMENT

Source: Email

Comment No. **P-163** Last: Johanningsmeier

First: Dwight

On Thu, Oct 17, 2019 at 7:26 PM Dwight Johanningsmeier
<dwightjohanningsmeier@yahoo.com> wrote:

A

B

To whom It may concern , in regards to the proposed north south corridor , the E1A proposed route makes no sense for the relief needed for Ironwood road and the community's that need relief from It . That alignment will do no good for anyone other than those who wont pay for it. The W1A will improve traffic flow for the already over burdened north south Ellsworth and Ironwood road up to sixty . I strongly urge you to abandon E1A for this reason. Sincerely Dwight Johanningsmeier
Resident and homeowner of Queen Creek AZ.

COMMENT

Source: Online

Comment No. **P-164** Last: Johnson

First: Chylene

A

B

Comments: **I chose e1b. That one won't hurt my horse property like the yellow one will.**

Name: **Chylene Johnson**

Email: **Chysacutie@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 18:37

COMMENT RESPONSE

Comment No. **P-163** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-164** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT

Source: Online

Comment No. **P-165** Last: Johnson

First: Doug

A []
B []

Comments: **I chose e1b. This could be very bad impact on my community if you go with the yellow line.**

Name: **Doug Johnson**

Email: **Doug@levelframing.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 18:36

COMMENT

Source: Email

Comment No. **P-166** Last: Johnson

First: Jelane

A []
B []

"The current route for the North-South freeway corridor that ADOT is proposing is completely inadequate to the needs of the existing populations in San Tan Valley and Queen Creek. The stated reason given is future theoretical growth and completely ignores the actual, existing population which is 120,000 for San Tan Valley and over 50,000 for Queen Creek. Please speak up on behalf of the actual, existing taxpayers and have ADOT redesign the route to support the combined 170,000 tax-paying residents!"

Jelane Johnson
jelane_johnson@yahoo.com
(937) 305-7865

COMMENT RESPONSE

Comment No. **P-165** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character

COMMENT RESPONSE

Comment No. **P-166** | Page 1 of 1

- A** — [See FAQ: Existing Development
- B** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-167**

Last: Johnson

First: Jelane

A

B

Comments: **This plan leaves San Tan Valley (estimated 100,000 residents) without access. San Tan Valley has more people than Queen Creek. It's time to admit that it exists and plan accordingly as San Tan Valley is projected to continue to grow rapidly.**

Name: **Jelane Johnson**

Email: **jelane.johnson@gmail.com**

This submission came from the ADOT internet website.

Submitted: Saturday, 21 September, 2019 - 20:47

COMMENT

Source: Public hearing - verbal

Comment No. **P-168**

Last: Johnson

First: Jelane

A

B

2 JELANE JOHNSON: I would just like to say that it
3 seems like -- oh, my name is Jelane Johnson.

4 We have over 120,000 people in San Tan Valley,
5 and it seems as though the current recommendation does nothing
6 to accommodate those people in favor of theoretical development
7 and potential future theoretical residents, and considering that
8 a large portion of the people out in the San Tan Valley head
9 north for their jobs every day, this recommendation just simply
10 seems to ignore them, and I would like to see an alternative
11 proposed that acknowledges their existence and eases that
12 commute through Queen Creek, who I'm sure would also love an
13 option like that. That's my comment.

COMMENT RESPONSE

Comment No. **P-167** | Page 1 of 1

A — See FAQ: Existing Development

B — See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-168** | Page 1 of 1

A — See FAQ: Existing Development

B — Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-169**

Last: Johnson

First: Jennifer

On Wed, Oct 23, 2019 at 3:28 PM Jennifer Johnson <jjchicagoca@yahoo.com> wrote:

A — [

Please consider going back to the original W1a/b alignment in Segment 1

COMMENT

Source: Email

Comment No. **P-170**

Last: Johnson

First: Liz

A — [

On Wed, Oct 16, 2019 at 8:09 AM Doug Johnson <dougrodeo@aol.com> wrote:

B — [

Please chose to go with the purple route. It will hurt my community the least.

Liz Johnson
480-200-1074

COMMENT RESPONSE

Comment No. **P-169** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-170** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Property Acquisition

COMMENT

Source: Online

Comment No. **P-171**

Last: Johnson

First: Liz

A — []
B — []

Comments: **I would prefer the purple route. It has less impact to our homes.**

Name: **Liz Johnson**

Email: **Dougrodeo@aol.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 08:10

COMMENT

Source: Email

Comment No. **P-172**

Last: Jones

First: Catelyn

A — []

On Tue, Oct 22, 2019 at 8:33 PM Catelyn Jones <jonescatelyn@gmail.com> wrote:
Please go back to the original W1a/b alignment in Segment 1.

B — []

This plan is more in alignment of the Encanterra, Queen Creek and STV alignment that will serve the populace that's here now and growing rapidly.

Thank you,

Catelyn Jones

COMMENT RESPONSE

Comment No. **P-171** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-172** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development

COMMENT

Source: Email

Comment No. **P-173** Last: Jones

First: Jacqueline

On Wed, Oct 23, 2019 at 4:07 AM Jacqueline Juhay Jones <jaci.jones@live.com> wrote:
Good Morning,

A

B

C

D

I believe that routes W1A/W1B will be most beneficial to the community in the San Tan Valley and Queen Creek areas NOW and in the future. The closer routes will lead to more efficient commuting and easier access to the greater number of people.

I predict that this route will also get more pushback from the "Not in my backyard crowd" due to it's proximity to some current developments. However, where the road is built development will follow, and some people are going to end up living next to it one way or the other (including me if my preferred route is chosen.) However, the greater benefit to the community of the more proximal route leads me to say W1A/W1B are the preferable routes.

Please do what you can to help the greater number of residents.

Thank you.

COMMENT RESPONSE

Comment No. **P-173** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Growth and Traffic Congestion
- D** — [See FAQ: Property Acquisition

COMMENT

Source: Email

Comment No. **P-174** Last: Jones

First: John

From: **John Jones** <jsjones@dakotacom.net>
Date: Fri, Oct 4, 2019 at 12:34 PM
Subject: DEIS
To: <northsouth@azdot.gov>

Comments on Segment 3:

A

E3a provides the best alternative for the North South Corridor. City of Coolidge and Town of Florence have consistently supported the E3a alternative.

B

Land Use Planning E3a

- Positive: most consistent with City of Coolidge and Town of Florence *General Plans*
- Positive: most consistent with land use planning in the area

C

- Positive: closest to a substantially high number of existing activity centers
- Positive: would provide access to large planned commercial and industrial centers in the area

D

"Each of the Segment 3 alternatives would affect active or anticipated sand and gravel mining operations near the Gila River, with the E3b and E3d Alternatives also affecting the western end of the Florence Copper mine"

The Florence Copper mine is using an in situ acid leaching process. This process may have an impact on the structural integrity of foundations and piers of the Gila River Bridge due to corrosion and land subsidence. Locating the Gila River Bridge upstream from the Florence Copper Mine will eliminate the potential for adverse impacts.

E

While E3b appears to have a more direct crossing of the Gila River and less impact on ephemeral streams, it should be noted that the E3a crossing of the Gila River is on land owned by the United States of America on the north bank and by the Town of Florence on the south bank. It would appear from the Pinal County Assessor records that right of way for the Corridor has already been designated on land owned by the Town of Florence and other owners.

The CAP canal has already contained the ephemeral streams to the north of Alternative E3a. The Corridor may extend constructed drainage ways under the roadway.

COMMENT RESPONSE

Comment No. **P-174** | Page 1 of 1

- A** — Your alternative preference has been noted. Thank you for your comment.
- B** — It is recognized that the E3a Alternative is preferred by both the City of Coolidge and Town of Florence (refer to the Final Environmental Impact Statement’s Appendix A, Agency Coordination). However, because of environmental concerns, the E3b Alternative was identified as the preferred option. Refer to Chapter 6, Evaluation of Alternatives, for the rationale.
- C** — The Draft Environmental Impact Statement acknowledges that the E3a Alternative is closest to existing and planned activity centers in Florence. In considering the environmental impacts of the alternatives across the Gila River in this area, it was determined that the E3b Alternative would have fewer impacts while still providing reasonable access to existing and planned activity centers in downtown Florence.
- D** — Future Tier 2 studies would develop a specific design for the freeway facility; potential land subsidence and corrosion concerns would be considered and addressed in the design plans as needed.
- E** — The commenter’s point about land ownership is noted; however, the fact of public entity land ownership is not itself a catalyst for development. Depending on the circumstances specific to each case, this may be detrimental to the development of a transportation facility. For example, the proposed use of a park for transportation use is referred to as a Section 4(f) impact and would require a thorough assessment and consideration of alternatives to such use. Land ownership entities and impacts are addressed in Section 3.2.3.1, Land Ownership and Management.
The issue regarding the Gila River, which the commenter correctly notes has a more direct crossing of the Gila River, is an important one. The skewed crossing of the Gila River and floodplain impacts are largely avoided with the more direct crossing provided by the E3b Alternative. Additionally, the E3b Alternative further avoids sensitive cultural sites in the area.

COMMENT

Source: Online

Comment No. **P-175** Last: Kalandros

First: Stephen

A

B

C

Comments: **I support the preferred, easternmost corridor alternative (in purple; I believe it's labelled E1b) for segment 1. The western alternative (in yellow) comes too close to existing housing as it's shoe-horned between subdivisions and the CAP canal; it also encroaches on the Rittenhouse Army Airfield.**

I understand that there were a lot of comments in favor of the western corridor at the public hearing on Oct 15, on the grounds that the eastern corridor was too far east; however, I think these concerns are overblown. The eastern corridor is only 2 miles further east and apparently has smaller environmental and archeological impacts. Further, I think the topology of the area suits the eastern corridor better.

Name: **Stephen Kalandros**

Email: **steviek@q.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 15 October, 2019 - 23:26

COMMENT RESPONSE

Comment No. **P-175** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition
- C** — [A combination of the eastern action corridor alternatives was found to best meet the purpose and need while minimizing impacts on the human, built, and natural environments. See Chapter 6, Evaluation of Alternatives, in the Final Environmental Impact Statement.

COMMENT

Source: Email

Comment No. **P-176**

Last: Kasanneni

First: Veera

On Mon, Oct 28, 2019 at 12:39 AM Veerabhadrrao Kasanneni <vkasanneni@gmail.com> wrote:

North-South Corridor Team,

A

I am in very much support of proposed alignment of North-South Corridor preferred route with E4 option.

B

Pinal county is in need of this as county is growing in industrial and residential.

Requesting all responsible parties to speed up this to get some funding and materialize this as early as possible.

Thanking you,
Veera Kasanneni

Sent from my iPhone

COMMENT

Source: Online

Comment No. **P-177**

Last: Keefer

First: Lisa

10/28/2019 9:03:48 PM

A

We moved to Pinal county in 2004. We have watched the growth and the cities disrupt our rural life style. We have lost the ability to ride our horses off our property. The traffic is like a speedway. There is no respect for our life style. We have had people going so fast, they lose control and take out our irrigation gates and ditches. They do not care nor do they realize that it impacts several hundred people, cattle, horses and other livestock. The residents of Queen Creek want to have this new corridor disrupt our schools, homes, families and communities for less than 6 miles, should not hide. They should come out and see what they are going to ruin. They are selfish and think only of what they want, not what is best for all parties impacted. Queen Creek residents will not lose their lifestyle nor the school their kids attend. They may be in the car 5 less minutes while their choice not only impacts our lives, but may end our life style.

When ADOT first proposed the north south corridor, they experienced something they were not prepared for when they met our community. ADOT after listening, seeing and experiencing our concerns decided to move the corridor east. They performed additional studies, looked for the least amount of impact to existing communities and human life, then proposed a new path for the corridor. We provided support for the placement of that corridor which is E1b. This is still not ideal for our rural life style, but it a good compromise.

B

In closing, I will provide support and encourage you to maintain the proposed placement of E1b as the final choice for the north-South corridor. E1b is my choice for the corridor.

COMMENT RESPONSE

Comment No. **P-176** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-177** | Page 1 of 1

- A** — [See FAQ: Community Character
- B** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-178** Last: Keeler

First: Seth

On Wed, Nov 6, 2019 at 5:53 PM Seth Keeler <sethk@wholdings.com> wrote:

Hello ADOT-

A

The north south freeway has one of the options (labeled W1b and W1a) going through our property located at Bella Vista Road and Quail Run Lane. The property is called Bella Vista 23 and is a zoned PAD development in Pinal County that is planned for 1840 dwelling units. The 2 commercial outparcels on Bella Vista Rd are owned by a different company. The approved land plan is attached.

I did a screen shot below that is highlighted in yellow showing our property and this branch of the freeway.

Please shift the freeway off of our property!

B



Thank you.

Seth Keeler

W Holdings

1121 West Warner Road, Suite 109

Tempe, Arizona 85284

COMMENT RESPONSE

Comment No. **P-178** | Page 1 of 2

A

See FAQ: Existing Development

B

Your alternative preference has been noted. Thank you for your comment.

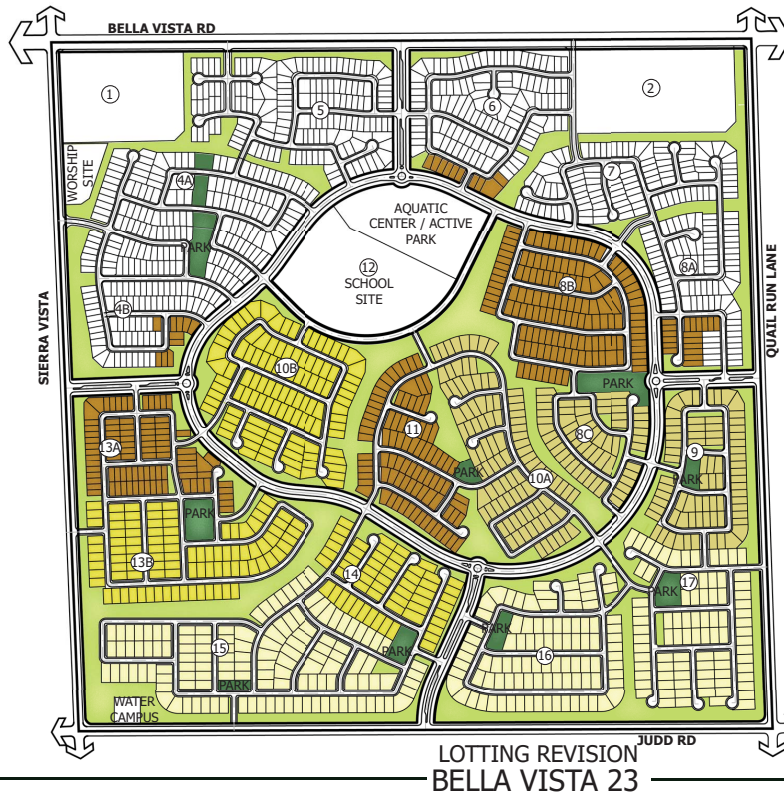
COMMENT

Source: Email

Comment No. **P-178** Last: Keeler

First: Seth

A



LOTING LEGEND

- 45'x110' AND 50'x115'
- 55'x120'
- 60'x125' AND 65'x120'
- 70'x125'
- UNCHANGED LOTS

PARCEL DESCRIPTION

| Parcel # | Product Type | Unit Count |
|--------------|--------------|-------------|
| 1 | Commercial | 0 |
| 2 | Commercial | 0 |
| 3 | Worship Site | 0 |
| 4A | 50x115 | 95 |
| 4B | 45x110 | 153 |
| 5 | 45x110 | 151 |
| 6 | 50x115 | 121 |
| 7 | 45x110 | 108 |
| 8A | 45x110 | 100 |
| 8B | 50x115 | 137 |
| 8C | 55x120 | 56 |
| 9 | 55x120 | 73 |
| 10A | 55x120 | 96 |
| 10B | 60x125 | 109 |
| 11 | 50x115 | 88 |
| 12 | School/Park | 0 |
| 13A | 45x110 | 91 |
| 13B | 65x120 | 96 |
| 14 | 65x120 | 57 |
| 15 | 70x125 | 128 |
| 16 | 70x125 | 94 |
| 17 | 70x125 | 87 |
| Total | | 1840 |



LOTING REVISION
BELLA VISTA 23



Date: 12-12-06
Job: 05098



COMMENT RESPONSE

Comment No. **P-178** | Page 2 of 2

Comments to this letter have been addressed on previous pages.

COMMENT

Source: Email

Comment No. **P-179**

Last: Kellogg

First: Ryan

On Tue, Oct 22, 2019 at 10:38 PM Ryan Kellogg <ryan_kellogg@icloud.com> wrote:

To whom it may concern,

A — [

B — [

C — [

I believe that the DOT should return W1A to its original alignment in segment 1 and that this alignment will provide the most benefit to the community at large in the San Tan Valley and Queen Creek areas now and in the future. The closer routes will lead to more efficient commuting, and easier access to the greater number of people.

Thank you.

Ryan Kellogg

COMMENT

Source: Email

Comment No. **P-180**

Last: Kempton

First: Lorraine

On Wed, Oct 23, 2019 at 6:27 AM Lorraine Kempton <lorrainek1219@gmail.com> wrote:

A — [

B — [

Hello. As a resident of Queen Creek for 10+ years I would like to request the proposed freeway keep to the W1a/b to be more useful to QC and San Tan Valley

Thank you,

Lorraine Kempton

COMMENT RESPONSE

Comment No. **P-179** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Existing Development

C — [See FAQ: Transportation Network Connectivity

COMMENT RESPONSE

Comment No. **P-180** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Transportation Network Connectivity

COMMENT

Source: Email

Comment No. **P-181**

Last: Klco

First: Gary

On Tue, Oct 22, 2019 at 6:18 PM Gary Klco <gjklco@gmail.com> wrote:

A



I would encourage AZDot to use the W1a/b alignment in Segment 1 in this study. This will best serve the people of Queen Creek.

B

Thank you for your consideration.

Gary J. Klco
20990 East Arroyo Verde Court
Queen Creek, AZ 85142
612-910-0280
Sent from my iPad

COMMENT

Source: Email

Comment No. **P-182**

Last: Lake

First: Patricia

On Wed, Oct 23, 2019 at 8:40 AM Patricia Lake <valleylake2004@yahoo.com> wrote:

A



PLEASE!! - go back to the original W1a/b alignment in Segment 1 Plan.

B

I'm a commuter and this plan is best for people like me who live off Ellsworth Road and Queen Creek Road.

Thanks for your consideration!

Patricia Lake
20306 E. Mockingbird Dr.
Queen Creek, AZ 85142

COMMENT RESPONSE

Comment No. **P-181** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development

COMMENT RESPONSE

Comment No. **P-182** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development

COMMENT

Source: Email

Comment No. **P-183** Last: Lamb

First: Allan

A — []
B — []

On Tue, Oct 22, 2019 at 3:28 PM Allan Lamb <allanlamb@outlook.com> wrote:
My family and I are in full support of moving forward with this project as it is much needed for capacity of our road system with the current growth let alone the expected growth.

Thanks!

COMMENT

Source: Email

Comment No. **P-184** Last: Lamb

First: Jim

A — []
B — []

On Fri, Oct 18, 2019 at 9:03 AM Jim Lamb <imjimbo@gmail.com> wrote:
Hello -

I would ask that ADOT explore having segment 1 alignment follow the W1a route. This route seems to have the most potential to serve the most people. The W1a route will best serve the thousands of residents in southeast Mesa, Queen Creek, and San Tan Valley. The residents of Queen Creek and San Tan Valley have very few options when traveling north toward SR 202 and SR 60. The W1a route would best serve current and future residents to the area.

Thank you,

Jim Lamb

COMMENT RESPONSE

Comment No. **P-183** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-184** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Transportation Network Connectivity

COMMENT

Source: Online

Comment No. **P-185** Last: Larson

First: Britt and Camalee

10/26/2019 10:57:23 AM

A []
B []

Please keep freeway east of CAP canal. A couple of miles further east isn't going to make a difference to travelers but will protect our rural way of life. Thank you.

Britt and Camalee Larson

COMMENT

Source: Online

Comment No. **P-186** Last: Larson

First: Brittney

A []
B []

Comments: **As a resident of Laredo Ranch, we would prefer the Eastern/purple route that is further from our subdivision. Having the freeway right in our "back yard" will bring down our housing and loose the farmland feel that we all love. Please consider going further out from the current neighborhoods that will be affected!**

Name: **Brittney Larson**

Email: **caligirl34@hotmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 19:21

COMMENT RESPONSE

Comment No. **P-185** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character

COMMENT RESPONSE

Comment No. **P-186** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character

COMMENT

Source: Email

Comment No. **P-187**

Last: Laudel

First: Austin

On Tue, Oct 22, 2019 at 9:17 PM Austin Laudel <awlaudel@gmail.com> wrote:

A

I vote to have the new highway built in Florence because it will help flow of traffic and also help traffic related accidents on hunt highway. Also will help the community grow.

Thanks,

Austin Laudel

COMMENT

Source: Email

Comment No. **P-188**

Last: Laudel

First: Lauren

From: **Lauren** <laurenreb@cox.net>
Date: Fri, Oct 4, 2019 at 4:44 PM
Subject: Florence Pinal county freeway
To: <northsouth@azdot.gov>

A

Hello, I currently live in Florence AZ (near Arizona Farms Rd) with my family. Please build the freeway to Florence! The roads are extremely crowded as is, and more house construction and neighborhoods are being built. Families here have nothing fun to do because everything is so far away and it's not practical for a family to drive over an hour for everyday shopping and activities. There also is the issue of jobs. A lot of people work in town such as Gilbert, Chandler, and Phoenix. This is a very far drive from Florence. I know the prison in Florence is always hiring and most people don't apply because the ones who live in the city don't want to drive far to get here. I would be happy to comment more and contribute as to why Florence needs a freeway. Thanks for your time,
Lauren Laudel

B

COMMENT RESPONSE

Comment No. **P-187** | Page 1 of 1

- A** — [An eastern action alternative was selected for Segment 3, which includes Florence. While another eastern action alternative would have been closer to Florence, the selected alternative would provide convenient access to Florence and serve the town’s future growth.

COMMENT RESPONSE

Comment No. **P-188** | Page 1 of 1

- A** — [Your comment has been noted and is appreciated.
- B** — [The Preferred Corridor Alternative, while not the choice of the Town of Florence, is sufficiently close to downtown Florence to provide the regional access the commenter is requesting.

COMMENT

Source: Online

Comment No. **P-189**

Last: Lawrence

First: Anne

10/29/2019 10:56:58 AM

A — [

I would prefer a public transportation system before we add more roads to the area.

reinadelcentro@yahoo.com

COMMENT RESPONSE

Comment No. **P-189** | Page 1 of 1

A — [See FAQ: Multimodal Transportation

COMMENT

Source: Email

Comment No. **P-190**

Last: Lee

First: Kameron

On Fri, Oct 18, 2019 at 10:00 AM Kameron Lee <kameronlee83@gmail.com> wrote:
To Whom it May Concern,

A

As a San Tan Valley Resident, I'm asking you (ADOT) to go back to the original W1a/b alignment in Segment 1.

B

This is related to the future North/South Freeway. Now, understand that I'm asking you to do this for my children and grandchildren

That said, it's our (my) responsibility to plan these things.

The new ADOT proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan. Pinal County, along with many municipalities located within it, endorsed route W1a/b in Segment 1.

C

Of note, studies such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the draft placement of this corridor. The population of San Tan Valley is projected to be near 120,000 in 2030, and increase to more than 155,000 in 2050.

-Kameron

COMMENT RESPONSE

Comment No. **P-190** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Timing of Freeway Construction
- C** — [See FAQ: Consistency with San Tan Valley Special Area Plan

COMMENT

Source: Email

Comment No. **P-191**

Last: LiCausi

First: Joseph

On Wed, Oct 23, 2019 at 5:42 AM Joseph LiCausi <barsidus@gmail.com> wrote:
Good morning,

A

I ask that you please use the original W1 a/b alignment in segment 1. As a queen creek resident I feel this is most beneficial.

B

Thank you,
Joseph LiCausi
23448 s. 223rd place
Queen Creek

COMMENT

Source: Online

Comment No. **P-192**

Last: Long

First: Darna

10/28/2019 11:45:24 AM

A

Hello, my name is Darna Long and I am a homeowner in Laredo Ranch. I would like to voice my preference to have the north south corridor highway be the w1b. This will gain more access from our community to the rest of the east Valley. This will promote more commercial areas and increase revenue for both the town of queen creek and San tan valley.

B

Darnalongrn@gmail.com

COMMENT RESPONSE

Comment No. **P-191** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-192** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Economic Development

COMMENT

Source: Public hearing - verbal

Comment No. **P-193**

Last: Lopez

First: Gilbert

23 GILBERT LOPEZ: Sounds good. My name is
Gilbert Lopez, G-i-l-b-e-r-t L-o-p-e-z. 85128, City of
Coolidge.

24 And just generally, I want to thank you for
being here. I know I've been involved in the process from
25 the beginning, and I know it's a very involved process. I

1 council member in Coolidge since '98 to 2016.

A [So the North-South freeway has been a dream
2 of ours for a long time, ever since, the story was, you
know, the fathers of the City of Coolidge decided that the
3 freeway wasn't important, and it could go somewhere else.
And after that, we were the -- you know, we were still
4 farming and everything, but slowly the community just kind
of started dying out. And it gets smaller and smaller
5 while Casa Grande and some of the other areas grew.

6 And so it was always our dream to have the
freeway go through to help us economic development-wise.
7 Just really now, when working in Glendale, I mean, we
would -- the gridlock was trying to get down from the
8 Valley. So this is really good for the Valley and for
Tucson and for us, especially because of the economic
9 development.

10 But currently, I'm the Economic Development
Director. I'm also over Development Services and Transit.
So we're working on the regional transit. We run the CART
11 system for our partners here, which is Pinal County, CAC,
and everybody else, and so we're working on some regional
12 solutions for transit that include Eloy and Casa Grande,
Coolidge, Florence, and some of the others. So the freeway
13 system, of course, is very important for that,
transportation team to do that, and we're doing grants.

B [But we currently -- I looked at all the
14 environmental issues. I used to do the environmentals for
the City of Glendale for all the federal money, and so I
15 made comments on those. And we do support the current
alignment that you have throughout the North Superior
16 approval because everybody wants one thing or the other.
But we do believe that the current alignment is showing
17 probably the best potential routes that we can support
south of this area.

18 So I want to say that for the record and
thank you guys for being here. And I know your job -- I
19 sat on council. We used to have the public input and
people look at us, and -- except ours were not as cordial.
20 These are things that people on TV would watch and say, how
come these guys don't answer when they're telling you all
21 these things? But we can't. It's part of the public
process. So thank you for being so patient and listening
2 to us.

MARSHA MILLER: Thank you.

(Hearing concluded at 7:30 p.m.)

23
24

COMMENT RESPONSE

Comment No. **P-193** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Economic Development

COMMENT

Source: Email

Comment No. **P-194** Last: Lopez

First: Sasha

On Sun, Oct 27, 2019 at 11:58 AM Sasha Lopez <sasha@sizzlinghomes.com> wrote:

A

B

Please consider the alignment closer to Queen Creek as it would be better for future development in our area.

Sasha Lopez, SRS
Keller Williams Legacy One
SizzlingHomes.com
Sasha@SizzlingHomes.com
[480-442-7584](tel:480-442-7584)

COMMENT

Source: Online

Comment No. **P-195** Last: M

First: Ryan

A

Comments: **In reviewing the proposal I would ask that you reconsider and focus on targeting the larger populated areas and service them.**

Name: **Ryan M**

Email: **rhinobp@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 17 October, 2019 - 20:19

COMMENT RESPONSE

Comment No. **P-194** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Economic Development

COMMENT RESPONSE

Comment No. **P-195** | Page 1 of 1

- A** — [See FAQ: Existing Development

COMMENT

Source: Online

Comment No. **P-196** Last: MacDougall

First: Dave and Julia

A []
B []

Comments: **We own property at 42729 N. Coyote Rd. We support the eastern alignment (purple). We feel it is in the better interest of the residents of the area, and the existing infrastructure.**

Name: **Dave & Julia MacDougall**

Email: **dnj_spr@msn.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 08:42

COMMENT

Source: Online

Comment No. **P-197** Last: Makdad

First: Terry

A []
B []
C []
D []

Comments: **This road must not be built due to the lack of sufficient water to meet the 100 year requirement for Pinal County. See the AZ State report that was just released. If this road is built there will all kinds of development along the corridor within 5 years. That is what happened when DIA was moved from in town Denver and E-470 was built. There is not enough water to support all of that development. and the current residents should not be punished by not having the 100 year water supply that was mandated when our current Pinal County homes were built. The money need to be spent to widen I-10 from PHX to Casa Grande to three or more lanes and to continue to widen I-10 to as many lanes needed all the way from PHX to Tucson. Do not build the NS Corridor!**

Name: **Terry Makdad**

Email: **baremak@hotmail.com**

COMMENT RESPONSE

Comment No. **P-196** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-197** | Page 1 of 1

- A** — [The North-South Corridor could result in a greater intensity of land development. As noted in Chapter 4, Indirect and Cumulative Impacts, of the Final Environmental Impact Statement, local jurisdictions have planned their future land uses with the assumption that the freeway would be built.
- B** — [The Arizona Department of Transportation is responsible for providing transportation infrastructure that meets the travel demand generated by both current and future development. Ensuring that future development will have a sufficient water supply is the responsibility of local jurisdictions and the Arizona Department of Water Resources.
- C** — [Because Interstate 10 passes through only the far southern portion of the study area, widening Interstate 10 would not meet the purpose and need of enhancing the transportation network within the study area. Additionally, another purpose of the North-South Corridor is to provide an alternative to avoid traffic congestion on Interstate 10. See Section 1.5, Purpose of the Proposed Action, in the Final Environmental Impact Statement.
- D** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-198** Last: Manganaro

First: Mark

On Wed, Oct 23, 2019 at 8:00 AM Mark Manganaro <markmanganaro81@gmail.com> wrote:
Hi,

A

I am a Queen Creek resident and want to voice my concern about the North South Corridor moving further east.

B

I would like you to reconsider the more western " W1a/b alignment in Segment 1 " close to Encanterra, Queen Creek and STV alignment that will serve the populace that's here now and growing rapidly.

Thanks

Mark Manganaro (Current Queen Creek Resident)

COMMENT

Source: Email

Comment No. **P-199** Last: Maynard

First: Bill

On Tue, Oct 29, 2019 at 9:59 PM Bill Maynard <bmaynard@usinternet.com> wrote:

A

We bought vacant land east of Felix on Skyline 18 years ago to get away from the city, traffic and congestion. Your original preferred route for this highway was close to Quail Run and the population centered around Queen Creek. You are now proposing to move the corridor 3 miles west and virtually right through our neighborhood. Why did you zero in on our neighborhood? Why can't you straighten out the section that jogs east starting about Ocotillo, have it run South just east of Quail Run?

B

Why are you putting it so far East of the current population and future population growth? Queen Creek is the area that will benefit from this road, but not if it is built so far East. A couple of comments from the meeting referenced having to work around the Canal and the flood

C

mitigation walls, both of which have to be crossed somewhere, so why do you have to build the road further East because of them?

D

Bill Maynard
10615 East Skyline Drive
San Tan Valley
612-865-6500

COMMENT RESPONSE

Comment No. **P-198** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-199** | Page 1 of 1

A — [See FAQ: Property Acquisition

The commenter mentions Felix and Skyline Roads; therefore, it may make more sense that the corridor be moved “3-miles east” (not west as noted). The study has considered western and eastern alternatives throughout the process, so there is no original corridor. The development of alternatives is described in Chapter 2, Alternatives. After careful analysis of the corridors, the Eastern Alternative was selected as the preferred.

B — [During Tier 2 studies, an actual alignment would be identified, and impacts on existing residences and potential avoidance and mitigation measures would be evaluated.

C — [See FAQ: Growth and Traffic Congestion

D — [See FAQ: Existing Development

COMMENT

Source: Email

Comment No. **P-200** Last: Mazzocco

First: Jauna

On Tue, Oct 22, 2019 at 9:08 PM JAUNA MAZZOCCO <jaunajem@cox.net> wrote:

To whom it may concern,

A

B

C

I am writing out of concern for the current and future traffic infrastructure. Moving the North South Corridor further away from San Tan Valley and Queen Creek would be a complete disservice to the east valley. We deserve to have easier access to the roadway. The future of that area being considered is yet to be seen, and we are here now by the thousands. Please reconsider your possibilities and the ever growing and desperate need for this highway in the East Vally closer to San Tan Valley and Queen Creek.

Sincerely,

Jauna Mazzocco

COMMENT

Source: Online

Comment No. **P-201** Last: McCormick

First: Matthew

10/29/2019 2:11:29 PM

A

B

C

I am with Saint Holdings and one of our entities, Pinal Land Holdings LLC, owns a substantial amount of land in segments 3 and 4 (approximately 12 miles of frontage on the N/S). We are actively developing large projects along the potential alternatives and have determined that Alternative 7 best compliments our planned and active projects. Some of these projects include Nikola Motor Company's \$1 billion manufacturing plant at Vail Rd Houser Rd, Nextera's \$100M+ solar facility near Vail Rd. and Selma Hwy and Inland Port Arizona that runs from Selma Hwy to Shedd Rd. along the Vail alignment.

In fact, in anticipation of the N/S Freeway and prior to completing our transactions with Nextera and Nikola, we sold land to Pinal County to accommodate an alignment consistent with Alternative 7. I'm sure that Pinal County has shared this information with you, but if not, we are happy to share any of our files related to the land that Pinal County now owns along the alignment.

We have previously met with ADOT staff and consultants to share our plans for the area but are always happy to have further meetings to update you on our projects that are now actively developing in the path of the alternatives.

Thank you,

Matthew McCormick

Saint Holdings

480.522.6328

mmccormick@saintholdings.com

COMMENT RESPONSE

Comment No. **P-200** | Page 1 of 1

- A** — [See FAQ: Existing Development
- B** — [Your alternative preference has been noted. Thank you for your comment.
- C** — [See FAQ: Existing Development

COMMENT RESPONSE

Comment No. **P-201** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Economic Development
- C** — [In identifying the Preferred Alternative, the study team considered the adopted land use plans of the affected jurisdictions, such as the Cities of Eloy and Coolidge. Land purchased in advance of a Final Environmental Impact Statement and Record of Decision was not considered in the identification of the Preferred Alternative because such transactions are considered at-risk until a final decision is approved by the Arizona Department of Transportation (under its National Environmental Policy Act Assignment agreement with the Federal Highway Administration).

COMMENT

Source: Online

Comment No. **P-202** Last: McGowan

First: Jared

10/29/2019 11:24:10 PM

A

Thank you for keeping us informed on this freeway for the future. The proposed map and preferred root seem to have the least impact on current home so I believe this should be kept with possibly some adjustments made down by Florence per the town's recommendation. The freeway should not be moved further west as the town of queen creek wants due to then cutting through many neighborhoods. Please leave it where it is and do not let the town of queen creek force it somewhere else just because they annexed the land.

B

Jmcgowan475@gmail.com

COMMENT

Source: Online

Comment No. **P-203** Last: McLemore

First: Harold

A

Comments: **That's too far east. Why would we pay for something that we would Never use? Bring it further west, closer to Ironwood.**

Name: **Harold McLemore**

Email: **Haroldmclemore@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 17:40

COMMENT RESPONSE

Comment No. **P-202** | Page 1 of 1

A — [See FAQ: Property Acquisition

B — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-203** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-204**

Last: Mendoza

First: Martha

On Wed, Oct 23, 2019 at 10:34 AM Martha Paola Mendoza <marthapao@live.com> wrote:
To whom it may concern,

- A** [
- B** [
- C** [

As a Queen Creek resident I would like to request that you please keep the original W1 a/b alignment in segment 1. I think it would benefit us by having it closer so it can relieve some of the commuter traffic from San Tan Valley. If it's set too far away San Tan Valley commuters will not use it and we'll still have extreme traffic and accidents in Queen Creek. I sell auto insurance so I know our rates in Queen Creek are some of the highest in the country. A big part of our high rates is the amount of accidents and traffic.

Thank you,

Martha Mendoza

COMMENT RESPONSE

Comment No. **P-204** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

Many factors influence crash rates. Queen Creek and the San Tan Valley are part of a rapidly urbanizing area. Vehicular crashes would be expected to increase with increasing traffic. A challenge of developing areas is the ability of the roadway network to keep up with demand.

C — [Many of the routes in the area are discontinuous, or underdeveloped, relative to their ultimate right-of-way. These bottlenecks contribute to the traffic noted. The San Tan Valley Special Area Plan states that the roadway network in the area, once fully developed, will be sufficient to accommodate the region's traffic. The traffic analysis for the North-South Corridor Study identified the western alternative as resulting in the greatest reduction of congestion; however, all of the action corridor alternatives would improve traffic relative to the No-Action Alternative.

COMMENT

Source: Email

Comment No. **P-205** Last: Merritt

First: Justin

From: **Justin Merritt** <jmerritt@swvp.com>
Date: Fri, Oct 25, 2019 at 3:17 PM
Subject: North-South Freeway Alignment Comments
To: northsouth@azdot.gov <northsouth@azdot.gov>

To whom this may concern:

SWVP-GTIS MR LLC hereby wishes to provide comment on the proposed North-South Freeway. We own approximately 4,239 acres of property that is both within and adjacent to the proposed freeway alignment within portion of the freeway located north of the Gila River in Florence, AZ (see attachment for list of parcel numbers and exhibit generally outlining property boundary in red).

A

We support and agree with the comments made by the Town of Florence relating to locating an interchange at the extension of Merrill Ranch Parkway on our property, versus the alignment shown on Hunt Highway approximately ½ mile south for the Preferred E3b and E3d alignment. Locating the interchange at the extension of Merrill Ranch Parkway will facilitate better access to the freeway, and will alleviate the impact to the Copper Basin railroad that runs adjacent to Hunt Highway.

Thank you for your consideration.

JUSTIN MERRITT

DIRECTOR – REAL ESTATE INVESTMENT

SOUTHWEST VALUE PARTNERS

7600 E. Doubletree Ranch Rd, Ste 210

Scottsdale, AZ 85258

480-363-7814

COMMENT RESPONSE

Comment No. **P-205** | Page 1 of 3

A

Your comment has been noted. This option has been discussed with Town of Florence staff. The Tier 1 Draft Environmental Impact Statement identifies potential traffic interchange locations (refer to Table 2.3-4) based on what Pinal County has identified as routes of regional significance (see Figure 2.1-1). The County's vision for these routes is to (1) provide continuity across Pinal County and through urban areas and (2) connect to adjacent counties and state highways. The potential interchanges were based on this information, guidance for the spacing of interchanges provided by the Federal Highway Administration, and coordination with affected jurisdictions. When a Tier 2 study advances a project alignment and design, interchange locations and their impact on the environment would be further evaluated.

COMMENT

Source: Email

Comment No. **P-205**

Last: Merritt

First: Justin

| APN | Owner |
|--------------------|------------------|
| 200-31-015A | SWVP-GTIS MR LLC |
| 200-31-016A | SWVP-GTIS MR LLC |
| 200-31-018B | SWVP-GTIS MR LLC |
| 200-31-018E | SWVP-GTIS MR LLC |
| 200-31-018G | SWVP-GTIS MR LLC |
| 200-31-018H | SWVP-GTIS MR LLC |
| 200-31-018N | SWVP-GTIS MR LLC |
| 200-31-018P | SWVP-GTIS MR LLC |
| 200-31-018S | SWVP-GTIS MR LLC |
| 200-31-022C | SWVP-GTIS MR LLC |
| 200-31-0230 | SWVP-GTIS MR LLC |
| 200-31-0240 | SWVP-GTIS MR LLC |
| 200-31-036A | SWVP-GTIS MR LLC |
| 200-31-054B | SWVP-GTIS MR LLC |
| 200-31-056C | SWVP-GTIS MR LLC |
| 200-31-056D | SWVP-GTIS MR LLC |
| 200-31-056G | SWVP-GTIS MR LLC |
| 200-31-056H | SWVP-GTIS MR LLC |
| 200-35-002B | SWVP-GTIS MR LLC |
| 200-35-0030 | SWVP-GTIS MR LLC |
| 200-35-006A | SWVP-GTIS MR LLC |
| 200-35-006B | SWVP-GTIS MR LLC |
| 200-37-0010 | SWVP-GTIS MR LLC |
| 200-37-013A | SWVP-GTIS MR LLC |

COMMENT RESPONSE

Comment No. **P-205** | Page 2 of 3

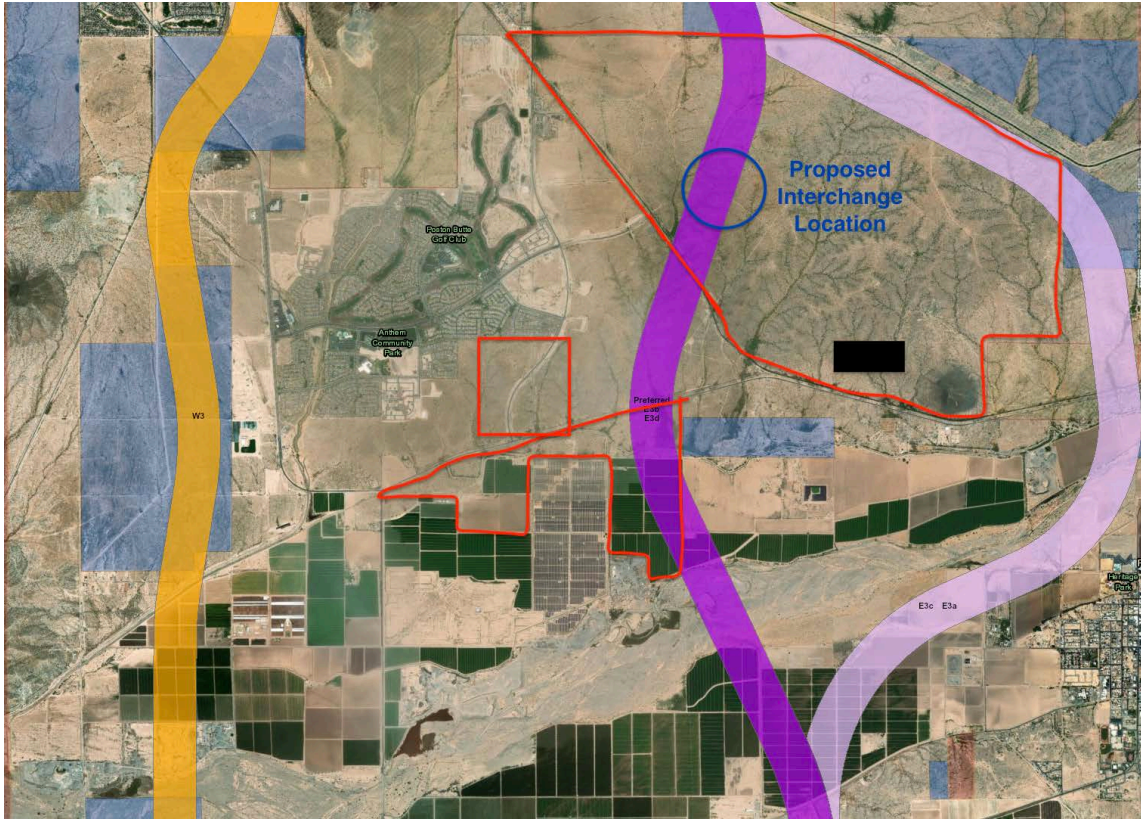
Comments to this letter have been addressed on previous page.

COMMENT

Source: Email

Comment No. **P-205** Last: Merritt

First: Justin



COMMENT RESPONSE

Comment No. **P-205** | Page 3 of 3

Comments to this letter have been addressed on previous page.

COMMENT

Source: Email

Comment No. **P-206**

Last: Messer

First: Mike

On Fri, Oct 18, 2019 at 9:35 AM <mg.messer@gmail.com> wrote:

A

Hello, I'm sending this Email to ask that AZDOT go back to the original plan that brought the new freeway closer to QC, please go back to the original " W1a/b alignment in Segment 1. Thank you for your consideration.

Mike Messer

Town of Queen Creek Resident.

COMMENT

Source: Email

Comment No. **P-207**

Last: Meyer

First: Rick

From: **Rick Meyer** <rmeyer2621@yahoo.com>
Date: Mon, Sep 23, 2019 at 12:57 PM
Subject: north south comment
To: northsouth@azdot.gov <northsouth@azdot.gov>

Hello

My name is Rick Meyer, I live in Apache Junction.
I am avid bicyclist and bicycling advocate.

A

I hope you accept my inquiry in the spirit of safety and for the bicycling friendly image for the State of Arizona.

I hope that a bike path will be installed off the traveled portion of the roadway or at least a very wide, well marked bike lane.

Regards, Rick Meyer
461 W. Apache Trail
Apache Junction, AZ 85120

COMMENT RESPONSE

Comment No. **P-206** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-207** | Page 1 of 1

A — [The Arizona Department of Transportation does not typically include bicycle paths within the right-of-way or within the roadway portion of a freeway facility for safety reasons.
There are numerous proposed multiuse paths in Pinal County, as identified in the Pinal County Open Space and Trails Master Plan (which are also shown in the FEIS in Section 3.19.4.1 Parks and Recreational Areas.

COMMENT

Source: Email

Comment No. **P-208** Last: Mick

First: Tom

On Sat, Oct 26, 2019 at 2:48 PM T67jm <t67jm@aol.com> wrote:

A

The east proposed road does not service the San Tan Valley, Queen Creek, Florence areas, The west proposed road is better but there are better choices.

B

We need an express road that will service our area now. I suggest that you take a look at Ironwood Road,

C

at rush hours, there is bumper to bumper traffic now. We need something now not in the next 10 or more years.

D

The proposed road may service proposed development that may happen in 30 to 50 or more years. Get us a road now, there are too many people driving on our limited roads, Maybe spend some of the state/federal road money here in the east valley and not spend it all in the west valley. Stop this 20 year study and build a road with that money that will give those of us that live here better roads now

Sincerely, Tom Mick

COMMENT

Source: Email

Comment No. **P-209** Last: Milk

First: Robert

On Fri, Oct 18, 2019 at 8:40 AM Robert Milk <robertmilk@gmail.com> wrote:

Good morning,

After reviewing the AZ DOT proposed/selected alternative I have the following comments.

A

1. This does not address the growth and access to US60 or US24/202 for those folks in the eastern portion of Queen Creek or takes into account the growth anticipated over the next 5+ years in San Tan Valley; the selected alternative will provide limited benefit for 50 years.

B

C

2. It is good that AZ DOT is looking ahead, but why not look 10 years ahead and address those near-time needs.

Sincerely,
Robert Milk
22007 S 211th St, Queen Creek, AZ 85142
(804) 337-2171

COMMENT RESPONSE

Comment No. **P-208** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [Ironwood Drive is identified as a Pinal County Regionally Significant Route (RSR), and is ultimately planned as a 6-lane arterial. By not locating the North-South Corridor along Ironwood, the facility will augment the capacity on Ironwood Drive.
- C** — [See FAQ: Growth and Traffic Congestion
- D** — [See FAQ: Timing of Freeway Construction

COMMENT RESPONSE

Comment No. **P-209** | Page 1 of 1

- A** — [See FAQ: Transportation Network Connectivity
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [See FAQ: Timing of Freeway Construction

COMMENT

Source: Public hearing - verbal

Comment No. **P-210**

Last: Miller

First: Rick

20 RICK MILLER: Thank you for being here
21 tonight. I really appreciate it.

22 My name is Rick Miller. I'm the City Manager
23 for the City of Coolidge, formerly Planning Director/City
24 of Eloy and Planning Director/City of Casa Grande. So I'm
25 very familiar with the area. Been here for, oh, about 39
1 years.

2 I would like to applaud ADOT for the very
3 complex process that you've been through and for the
4 transparency and the open meetings you've held.

5 I do appreciate the comments that have been
6 made prior to me, Frank Jimenez. He's -- this is a great
7 idea. We need this freeway. You know, it's going to be
8 about economic development. It's going to help the region
9 significantly. It's really going to help us with the
10 gridlock we're going to see on I-10 if this freeway is not
11 built.

12 We do disagree -- I do disagree with him on
13 the location of the East -- E4 alternative versus the W4
14 alternative. I think he would like to see the alternative
15 a little closer to Highway 87 or on Highway 87.
16 Representing the City of Coolidge, our City Council passed
17 a resolution expressing their desire to have the route on
18 the E4 alignment like the NEPA study recommends as the
19 preferred alternative.

20 We believe that the West Alternative on the
21 87 does impact low-income housing. It does impact historic
22 structures down near the interchange. And I'm not
23 absolutely sure that the interchange is designed as it is
24 today to be a system-to-system interchange if it is a
25 freeway someday. So I think in saying that that may save a

A

B

COMMENT RESPONSE

Comment No. **P-210** | Page 1 of 2

A — See FAQ: Economic Development

B — Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Public hearing - verbal

Comment No. **P-210**

Last: Miller

First: Rick

1 lot, it could save some, but I think the other alternative,
2 you know, having an interchange 2 miles to the west of the
3 existing interchange might work better as a
4 system-to-system interchange rather than a Highway 87 to an
5 interstate interchange.

6 Wish we could have a meeting like this in
7 Coolidge. I know you can't. I think we requested that in
8 some other meetings previously. I think that we had a lot
9 of community members from Coolidge at a meeting similar to
10 this. But just speaking on behalf of our Mayor and
11 Council, we appreciate your time. Appreciate the outcome
12 of the study. We're very much in favor of the alignment to
13 the Coolidge area that's preferred, and we recommend that
14 you follow that plan.

15 Thank you.

COMMENT RESPONSE

Comment No. **P-210** | Page 2 of 2

Comments to this letter have been addressed on previous page.

COMMENT

Source: Online

Comment No. **P-211**

Last: Moe

First: Kimberly

A



Comments: **Hello. I am a resident of Queen Creek and prefer the W1a alignment. Thank you.**

Name: **Kimberly Moe**

Email: **moemail@cox.net**

This submission came from the ADOT internet website.

Submitted: Thursday, 17 October, 2019 - 18:11

COMMENT RESPONSE

Comment No. **P-211** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-212** Last: Molling

First: Ralph

Good Morning:

I would like to add a comment about the NorthSouth freeway addition.

My comment is more about what is used for landscaping here on our freeways.

Now with a new 50 mile stretch being planned, I think AZDOT should consider redesigning their landscaping.

I would like to response to an article about the water here in Arizona.

I am really upset when I read an article in any paper out here concerning the conservation of our water.

As I do a lot of traveling to our neighbor to the north, Nevada, I see that they are doing the right thing on the freeways, by putting large rocks and metal objects any of which is not using any water for this.

A

Now we have Arizona, with their trees and bushes, which have a drip system needed for them to survive. WHY

The trees have to be watered, trimmed,leaves all over the freeway and they look terrible have of the time.

So in concluding, I just want to say that I will not be conserving water until the State of Arizona comes to their senses and start taking out those stupid trees and put in other items that do not need water.

THINK ABOUT IT ITS A NO BRAINER

Ralph Molling

COMMENT RESPONSE

Comment No. **P-212** | Page 1 of 1

A

The Arizona Department of Transportation strives to provide low-water-use landscaping along its facilities to conserve water and to reduce maintenance costs associated with irrigation systems.

| COMMENT | | | |
|----------------------|--------------------------|-------------|--------------|
| Source: Comment form | Comment No. P-213 | Last: Moore | First: Larry |

[REDACTED]

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

- A I Live one street East of Felix on Arizona Farms. I do Not want To Have The Freeway Next To Felix. My Family and I Moved Here To Be Away From street Noise + Lights.
- B I would Be OK with it Coming down Attaway Road. I Realize that Growth Is Going to Happen and The Need For More Freeways. I Just don't want A Free way Right In Front of My House.

Contact Information (optional)

Name: Larry Moore
Address: 24607 N. Hayden Drive, Florence Az 85132
Phone: 928-322-6907
Email Address: mooreKBLind@gmail.com

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

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 Project No. 999 PN 000 H7454
Federal Aid No. 999-A(365)X
October 2019

COMMENT RESPONSE

Comment No. **P-213** | Page 1 of 1

A — [See FAQ: Community Character

B — [See FAQ: Growth and Traffic Congestion (See FAQ: Growth and Traffic Congestion)

COMMENT

Source: Email

Comment No. **P-214** Last: Morawski

First: Conrad

On Thu, Oct 24, 2019 at 4:17 PM Conrad M <conrad.morawski@gmail.com> wrote:

A — [

I'm writing to publicly comment on the proposed future North/South freeway. The populations of Queen Creek and San Tan Valley are growing rapidly and the original W1a/b alignment would best serve the needs of both areas. As a resident of Queen Creek, my family as well as others will benefit more from the original W1a/b segment than from the proposed alternate.

B — [

Please consider the original W1a/b proposal.

Thank you,
Conrad Morawski

COMMENT

Source: Email

Comment No. **P-215** Last: Morien

First: Marsha

On Sat, Oct 19, 2019 at 6:54 PM Marsha Morien <mmorien@cox.net> wrote:

Dear Department of Transportation,

A — [

I am Marsha Morien, a full-time resident of Pinal County residing at 1629 E. Alegria Rd. in Encanterra.

B — [

I request that the Department of Transportation go back to the original W1a/b alignment in Segment 1. The W1a/b alignment is closer to Queen Creek, Encanterra, and San Tan Valley and will better serve the population that is here now and growing rapidly for the future.

Thank you for your consideration.

Respectfully submitted,
Marsha Morien
1629 E Alegria Rd.
Queen Creek AZ 85140
mmorien@cox.net
402-319-7053

COMMENT RESPONSE

Comment No. **P-214** | Page 1 of 1

A — [See FAQ: Growth and Traffic Congestion

B — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-215** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Online

Comment No. **P-216** Last: Mortensen

First: Gordon

- A** [
- B** [
- C** [
- D** [

Comments: **I am a citizen of Queen Creek and former Town Council member; and keep a plus on those transportation proposals that affect the town. It appears ADOT is leaning toward an Easterly North South Corridor from I-60 down to I-10 near Eloy. It's too far East to help the existing population and future growth over the next decade. We need a freeway near the population! It has a significant economic impact that helps with tax dollars for town growth and healthiness. Please reconsider the W1A/ W1B alternative that the town is supporting.**
Thanks

Name: **Gordon Mortensen**
Email: **glmorty@gmail.com**

This submission came from the ADOT internet website.
Submitted: Wednesday, 23 October, 2019 - 17:15

COMMENT

Source: Online

Comment No. **P-217** Last: Moss

First: Mary

- A** [
- B** [

Comments: **i dont like either of the proposed plans. neither plans are for the people. you sit at a desk. you make these plans and have NO CLUE what the congestion is like in the mornings during school hours!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! (you dont live it). i would pick the preferred because the majority of people WON'T travel EAST just to hop on a freeway. do you even see where the majority of homes are??? in the end it dont matter what the people want the bottom line will be WHAT YOU WANT always has been. and anywho you want farther east so more opportunity opens up for HOME BUILDERS AND RETAIL. it is about ways to get revenue for the cities you dont fool me!!!**

Name: **Mary Moss**
Email: **azmary18@gmail.com**

This submission came from the ADOT internet website.
Submitted: Friday, 25 October, 2019 - 04:47

COMMENT RESPONSE

Comment No. **P-216** | Page 1 of 1

- A** — See FAQ: Existing Development
- B** — See FAQ: Growth and Traffic Congestion
- C** — See FAQ: Economic Development
- D** — Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-217** | Page 1 of 1

- A** — Your alternative preference has been noted. Thank you for your comment.
- B** — The Final Environmental Impact Statement documents the traffic analysis conducted for this study, which found that traffic is heavily congested in the Queen Creek and San Tan Valley areas (see Figure 2.1-3). The process of identifying a Selected Alternative involved a consideration of traffic operations; land use planning; impacts on the human, built, and natural environment; and stakeholder input. See the Final Environmental Impact Statement, Chapter 6, Evaluation of Alternatives, for further discussion.

COMMENT

Source: Online

Comment No. **P-218** Last: Munoz

First: Christina

A



Comments: **Either option is favored. We need the freeway in Pinal county. Count my vote!**

Name: **Christina Munoz**

Email: **Christinabandin@gmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 22 October, 2019 - 17:18

COMMENT

Source: Online

Comment No. **P-219** Last: Murphy

First: Mercedes

A



10/28/2019 3:12:33 PM

I would like to see the NORTHERN corridor pass EAST OF THE CANAL, and connect at Ocatillo or further south.

Thank you.

Divamercedes@gmail.com

COMMENT RESPONSE

Comment No. **P-218** | Page 1 of 1

A — [Your comment has been noted and is appreciated.

COMMENT RESPONSE

Comment No. **P-219** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-220** Last: Mwinyelle

First: Sharla

A

B

Comments: **I would just like to say that putting the freeway so Far East of San Tan Valley/Queen Creek will not help those of us in these areas. You would be making people backtrack several miles east just to get to the same points (E-24 or 60) which makes NO SENSE! Please reconsider moving the freeway to at least Ironwood Rd so that a majority of the population out here will be able to use it. I lived by Ironwood and Ocotillo for nearly 10 years and now I live by Hunt Hwy and Ellsworth. Both areas have huge traffic problems and it's only going to get worse with the 20+ new home building sites out here. I know you must know how bad it is out here, which is why I am hoping you will take into consideration moving it to a more accessible area for us residents. Thank you.**

Name: **Sharla Mwinyelle**

Email: **smwinyelle@gmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 1 October, 2019 - 14:30

COMMENT RESPONSE

Comment No. **P-220** | Page 1 of 1

A — See FAQ: Growth and Traffic Congestion

B — Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-221**

Last: Nicholas

First: John

On Fri, Oct 25, 2019 at 12:19 PM John Nicholas <jnicholas494@yahoo.com> wrote:

Comment on North-South Corridor Tier 1 Environmental Impact Statement

A

I attended your meeting at Florence High School on October 1st and have a few comments.

Over the years I have traveled across the country and have observed highways that were built without taking into consideration the towns and cities close to them. When I ask residents about it, they would say that the people that built the highway did not want to spend the money needed to help them. This is exactly what you are proposing today.

B

In your Environmental Impact Statement in Table 3.2-7 the Town of Florence said they did not like E3b/E3d and preferred E3a/E3c. But, in your wisdom, you ignored their request and chose the cheaper route across the Gila River (page 3-24). This information came out during my conversation with your people while studying your maps. They said, "it would cost more money to build the highway across the Gila River closer to the town ...".

Please rethink your choice and work with the Town of Florence.

John Nicholas

[Jnicholas494@yahoo.com](mailto:jnicholas494@yahoo.com)

623-546-3113

COMMENT RESPONSE

Comment No. **P-221** | Page 1 of 1

A — See FAQ: Funding

B — The Town of Florence has been an active participant throughout the planning process for the North-South Corridor Study, and its input through the scoping process and subsequent development of alternatives has been a consideration in the development of a Preferred Alternative. The decision to select the E3b Alternative across the Gila River was based on a number of factors, including environmentally sensitive sites (involving potential impacts on cultural resources and floodplains).

COMMENT

Source: Online

Comment No. **P-222** Last: Nichols

First: Kamron

- A** [
- B** [
- C** [

Comments: **It is very important that the freeway traffic stays on Ocotillo and does not pass through our neighborhood on Pima to protect our children and livestock. If traffic is passed through using Pima it will absolutely destroy the peacefulness of this neighborhood. This is an equine neighborhood, there are people riding horses up and down every one of the streets daily would be very unsafe to add any more traffic.**

Name: **Kamron Nichols**

Email: **NICHOLSTRANSPORTLLC@gmail.com**

This submission came from the ADOT internet website.

Submitted: Sunday, 20 October, 2019 - 20:43

COMMENT

Source: Online

Comment No. **P-223** Last: Nichols

First: Kelli

- A** [
- B** [

Comments: **As residents in the horse community off of pima and Kenworthy, we wholeheartedly DO NOT want thing road to become even MORE busy. Our neighborhood has become so unsafe for our family, animals, and way of life already with Pima connecting through. Adding to this will put our families in GRAVE danger even more so! Please keep highway traffic OUT our neighborhood!**

Name: **Kelli Nichols**

Email: **Kellimckinley@gmail.com**

This submission came from the ADOT internet website.

Submitted: Sunday, 20 October, 2019 - 20:36

COMMENT RESPONSE

Comment No. **P-222** | Page 1 of 1

A

A potential location for a service traffic interchange for the North-South Corridor is shown at Ocotillo Road; there is no potential traffic interchange shown for Pima Road because it is not consistent with the guidance described in the Draft Environmental Impact Statement that was used to determine potential locations for service traffic interchanges (see Table 2.3-4 in the Final Environmental Impact Statement).

Considerations such as the final location of traffic interchanges would be addressed during Tier 2 studies, when an alignment is identified and specific design issues are addressed.

B

The Preferred Alternative is east of the Central Arizona Project Canal, and not in close proximity to Pima Road. Routes providing access to the North-South Corridor would be arterial streets, which Pima Road is not.

C

See FAQ: Community Character

COMMENT RESPONSE

Comment No. **P-223** | Page 1 of 1

A

See FAQ: Property Acquisition

B

The Preferred Alternative is east of the Central Arizona Project Canal, and not in close proximity to the intersection of Pima and Kenworthy Roads.

COMMENT

Source: Email

Comment No. **P-224**

Last: Nielsen

First: Mary

On Tue, Oct 29, 2019 at 6:09 PM Mary Nielsen <NIELSEN_76@msn.com> wrote:

MEMO

FROM: MARY NIELSEN

RE: NORTH SOUTH CORRIDOR FREEWAY

DATE: October 29, 2019

A

As a resident of San Tan Valley I find the preferred route (Purple Route) is the best alternative as it will have less impact on the communities that border the Yellow Route. It makes so much more sense to use the State Trust Land instead of targeting communities on the Yellow Route that will only be a ¼ mile from the freeway.

B

I would further suggest that the main arteries off the freeway be Germann Rd. and Combs Rd. Ocotillo Rd. has eight established communities that will be negatively impacted by the traffic. Germann is wide open to the north and the ranchettes and high school on the south side can be more easily isolated by a wall than the communities of Ocotillo Rd.

Thank you for reaching out to the communities asking for their input on the growth of San Tan Valley.

COMMENT RESPONSE

Comment No. **P-224** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [Your comment has been noted. The Draft Environmental Impact Statement identified potential traffic interchange locations based on Pinal County’s routes of regional significance, guidance for the spacing of interchanges provided by the Federal Highway Administration, and coordination with affected jurisdictions. The actual location and design of traffic interchanges would be determined at the Tier 2 stage.

COMMENT

Source: Online

Comment No. **P-225** Last: Niles

First: David

A []
B []

Comments: **David Niles 623.385.2114, would like to see a freeway. He is a taxpayer and says they need this corridor. He cannot believe that doing nothing is an option listed on the materials.**

Name: **David Niles**

Email:

This submission came from the ADOT internet website.

Submitted: Monday, 16 September, 2019 - 15:57

COMMENT

Source: Email

Comment No. **P-226** Last: Ortiz

First: Joe

A []

On Tue, Oct 22, 2019 at 5:32 PM Joe Ortiz <joe.p.ortiz88@gmail.com> wrote:
Regarding the north south corridor. Please, Please, Please go back to the original w1 a/b alignment in segment 1!!!

Thank you,

Joe Ortiz

Sent from my iPhone

COMMENT RESPONSE

Comment No. **P-225** | Page 1 of 1

- A** — [Your comment has been noted and is appreciated.
- B** — [A No-Action Alternative is studied in accordance with National Environmental Policy Act requirements to compare the impacts of the action alternatives with the option of doing nothing. See the Final Environmental Impact Statement, Section 2.4, No-Action Alternative.

COMMENT RESPONSE

Comment No. **P-226** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-227** Last: Oslowski

First: Susan

From: soslowski@juno.com <soslowski@juno.com>
Date: Tue, Oct 1, 2019 at 11:17 AM
Subject: south of Picacho Mt
To: <northsouth@azdot.gov>

A

It seems to me, that now that the interstate/intersections have been revised and fixed at Eloy, that it would not be the best idea to have the north-south corridor to come there. Why can't the south end of the corridor be brought to I-10 south of Picacho Mountain? Susan Oslowski

COMMENT

Source: Email

Comment No. **P-228** Last: Ott

First: Karen

On Tue, Oct 22, 2019 at 5:38 PM Karen Ott <karenott12@gmail.com> wrote:

A

Please do not make changes to the original alignment plan.

Thank you
Karen Ott

Sent from my iPhone

COMMENT RESPONSE

Comment No. **P-227** | Page 1 of 1

A

The area along Interstate 10 south of the Picacho Mountains was part of a corridor “opportunity area” considered early in the study, but was dropped from consideration because of low development potential.

COMMENT RESPONSE

Comment No. **P-228** | Page 1 of 1

A

Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-229**

Last: Palmer

First: Bill

On Wed, Nov 13, 2019 at 4:25 PM Bill Palmer <billpalmer1875@hotmail.com> wrote:

Hello,

A

My name is Bill Palmer and I am a resident in Florence, Arizona located within Pinal County hoping to express my support for the proposed North South Corridor.

B

In my opinion this new freeway would greatly enhance expansion into the eastern valley towards Florence and improve the quality of life for the people living here. I could talk at length and in detail about why I believe this new freeway is a great idea, but to put it simply I believe it would enhance mobility for people coming to and leaving from the east valley area, reduce congestion and commute times this improving quality of life for people in the area, increase property values and open up new business and trade opportunities for fast growing and rapidly modernizing pinal county.

I know the study is still in the “tier 1” phase, but I hope interest from a local resident may provide some support for the project moving forward.

Thanks for all you do,

Bill

COMMENT

Source: Email

Comment No. **P-230**

Last: Palmer

First: Jared

On Wed, Oct 23, 2019 at 11:11 AM Jared Palmer <jared.palmer@gmail.com> wrote:

A

Please go back to the original W1a/b alignment in Segment 1.

B

We need this connection in the Queen Creek area. And we need it closer to be of most use to the masses of people needing to travel this area.

Thank you!

Jared Palmer

20340 E Sonoqui Blvd, Queen Creek, AZ 85142

480.239.9260 (cell)

COMMENT RESPONSE

Comment No. **P-229** | Page 1 of 1

A — [Your support for the corridor has been noted. Thank you for your comment.

B — [See FAQ: Transportation Network Connectivity

COMMENT RESPONSE

Comment No. **P-230** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Existing Development

COMMENT

Source: Online

Comment No. **P-231**

Last: Parsons

First: Lynn

10/29/2019 12:15:33 PM

A

Coolidge Chamber of Commerce is in support of the alternative 7 (for Coolidge, South of Hwy 287) is the preferred route. We feel this would be best for the local area.

Lparsons@coolidgechamber.org

COMMENT

Source: Online

Comment No. **P-232**

Last: Patterson

First: Barbara and Buck

A

B

Comments: **Please use Ocotillo Road as the "pass through" road to connect to the North-South Corridor - NOT Pima Road! Our little rural horse neighborhood would be ruined not to mention I would be out of a place to live as we live on Pima Road. My husband and I have built our dream and retirement in our horse property. Everything is tied up in that property. We cannot afford to move and relocate! Please do NOT use Pima Road!**

Name: **Barbara & Buck Patterson**

Email: **bucknbarbranch@aol.com**

This submission came from the ADOT internet website.

Submitted: Monday, 21 October, 2019 - 13:23

COMMENT RESPONSE

Comment No. **P-231** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-232** | Page 1 of 1

A — [A service traffic interchange is proposed to connect Ocotillo Road to the North-South Corridor. No traffic interchange is proposed for Pima Road. See Table 2.3-4 in the Final Environmental Impact Statement.

B — [See FAQ: Community Character

COMMENT

Source: Email

Comment No. **P-233** Last: Payne

First: Jamie

On Wed, Oct 23, 2019 at 12:52 PM azdixielee82 <azdixielee82@aol.com> wrote:

Hello,

A — [

Please keep it where it is planned. Do not redirect where the town of Queen Creek wants to put it. If QC gets their choice it is closer to a group of homes even the pinal county sherriff's call the dog patch. Which already is known for drug smuggling etc.. Which potentially can bring more crime and drugs to the area.

B — [

Thank you.

Jamie Payne

Sent via the Samsung Galaxy S10, an AT&T 5G Evolution capable smartphone

COMMENT RESPONSE

Comment No. **P-233** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [Your comment and concern are noted. The Selected Alternative is consistent with the Preferred Alternative shown in the Draft Environmental Impact Statement.

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky



402 W. Main Street
Superior, Arizona
+1 (520) 689 9374

October 29, 2019

Arizona Department of Transportation
North-South Corridor Team
c/o ADOT Communications
1655 W. Jackson St, Mail Drop 126F
Phoenix, AZ 85007

Subject: Tier 1 Draft Environmental Impact Statement / North-South Corridor Study

To Whom It May Concern,

This comment letter is transmitted on behalf of Resolution Copper Mining LLC and Magma Arizona Railroad Company (MARRCO) Inc., in response to ADOT's Tier 1 Draft Environmental Impact Statement for the North-South Corridor Study (Draft EIS). Enclosed you will find a marked up pdf of the Draft EIS where Resolution Copper has specific comments.

Specifically, Resolution Copper through the MARRCO is the owner/operator of the MARRCO rail line that is identified in Figure S-3 on page S-7 of the draft EIS. Overall, Resolution Copper is pleased to see that ADOT incorporated Resolution Copper's future operation on the MARRCO line. Resolution Copper and MARRCO note that the MARRCO rail corridor will be active with commercial activity through the life of the North-South transportation corridor. As such Resolution Copper and MARRCO specifically request that the grade separate crossing (North-South Corridor overpass over the MARRCO) be incorporated as a measure in the Final EIS and final North-South Corridor design.

Resolution Copper looks forward to working with ADOT in the future to ensure the success of both ADOT's and Resolution Copper's development plans.

Should you have any questions or require further information please do not hesitate to contact me at 520-689-3313.

Sincerely,

A handwritten signature in blue ink that reads "Vicky Peacey".

Vicky Peacey,
Senior Manager, Permitting and Approvals; Resolution Copper Company, as Manager of Resolution Copper Mining, LLC

COMMENT RESPONSE

Comment No. **P-234** | Page 1 of 16

A — See FAQ: Freeway Design

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky



402 W. Main Street
Superior, Arizona
+1 (520) 689 9374

Enclosure(s): Select Pages from Tier 1 Draft Environmental Impact Statement for the North-South
Corridor Study

COMMENT RESPONSE

Comment No. **P-234** | Page 2 of 16

Comments to this letter have been addressed on previous and following pages.

COMMENT

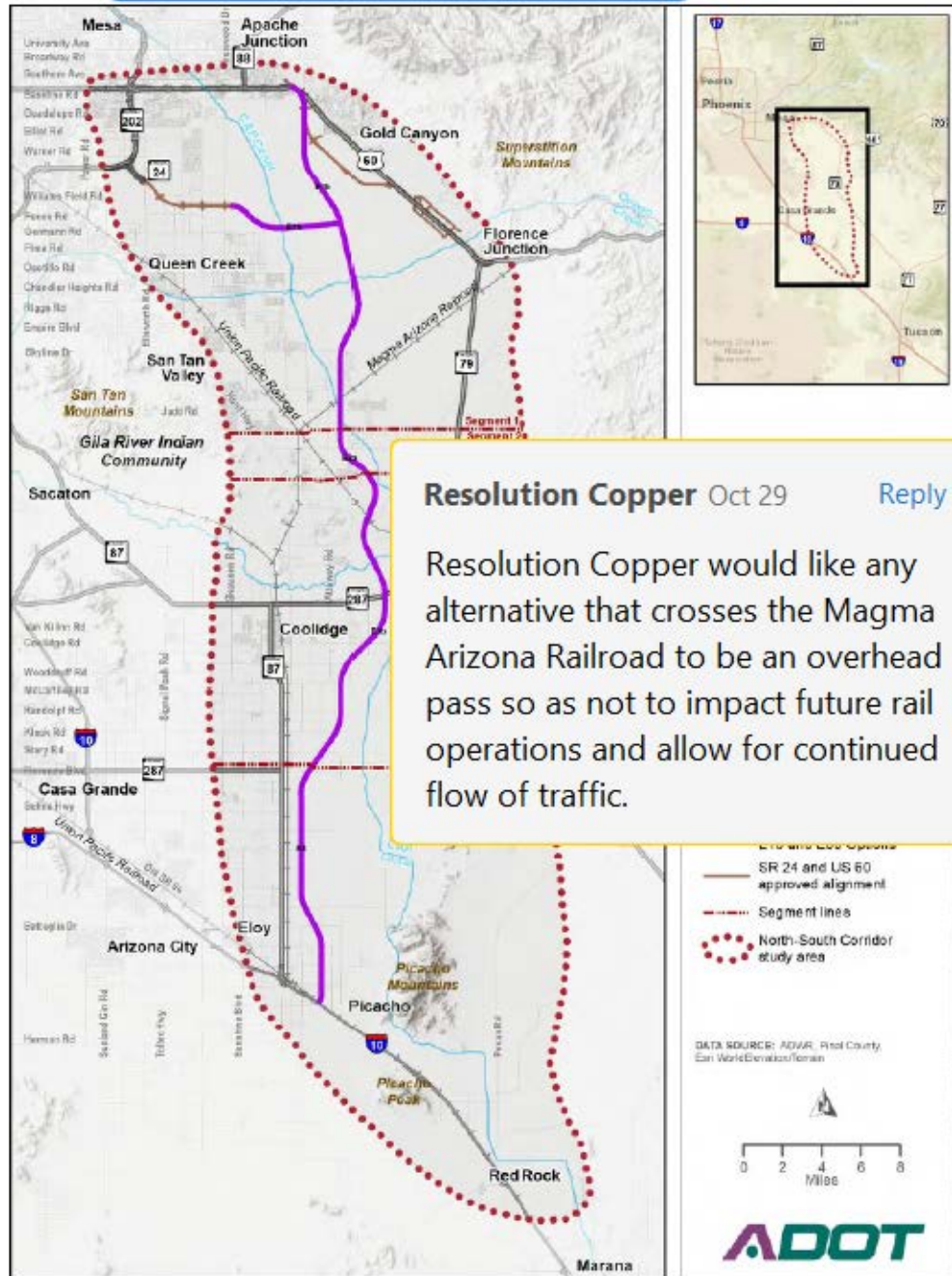
Source: Letter attachment

Comment No. **P-234** Last: Peacey

First: Vicky

Tier 1 Draft Environmental Impact Statement
North-South Corridor Study

Figure S-6 Preferred corridor: Alternative 7, with the E1b and E3b options



B

COMMENT RESPONSE

Comment No. **P-234** | Page 3 of 16

B

See FAQ: Freeway Design

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky

Tier 1 Draft Environmental Impact Statement
North-South Corridor Study

1.2.5 Freight Rail

UPRR has rail lines carrying freight through the study area. In the study area, UPRR is currently double-tracking its transcontinental Sunset Route, which parallels I-10, and a second line that runs north from the Sunset Route along SR 87 into Coolidge, where it turns northwest toward Phoenix. UPRR is working with the Arizona State Land Department (ASLD) and appropriate government entities to construct a new classification rail yard in the southern end of the study area near Picacho Peak State Park (UPRR 2010). UPRR currently interchanges with three railroads on its Phoenix Subdivision: Copper Basin Railway at Magma Junction, the dormant Magma Arizona Railroad at Magma Junction, and BNSF Railway at Phoenix. A continuous north-to-south transportation facility between US 60 and I-10 as proposed would improve truck goods movement through the corridor. Freight rail was not identified as a present need; however, alternatives for consideration should not preclude freight goods movement.

1.2.6 Passenger Rail

Using UPRR rail tracks in the study area, Amtrak provides passenger rail service on its Sunset Limited route, which begins in Orlando, Florida, and ends in Los Angeles, California. Currently, it makes no stops in the study area—the closest stops are in Tucson and Maricopa (Amtrak 2016).

Together with local governments and planning organizations in Maricopa, Pinal, and Pima Counties, ADOT and the Federal Railroad Administration (FRA) have proposed a passenger rail line between Tucson and Phoenix, with several stops between the two termini. To support the planning effort, a Tier 1 FEIS has been completed (ADOT 2015a), and FRA signed the Record of Decision (ROD) in 2016. One of the routing options for the passenger rail selected route is concurrent with the North-South Corridor through much of the study area, between I-10 and the Magma Arizona Railroad. Figure 1.2-2 shows the relationship of the two passenger rail alternative routing options approved in the ROD. The rail passenger demand, primarily intercity travel to and from Phoenix or Tucson, would be accommodated with the proposed passenger rail service, and a north-to-south transportation facility proposed in the NSCS would not preclude any future expansion if necessary.

Resolution Copper Oct 29

Reply X

This is incorrect - this line is currently active with plans for additional and expanded rail
(<https://www.resolutionmineeis.us/documents/draft-eis>)

C

COMMENT RESPONSE

Comment No. **P-234** | Page 4 of 16

C

“Dormant” was deleted from the text in Section 1.2.5, Freight Rail.

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky

Tier 1 Draft Environmental Impact Statement
North-South Corridor Study

1.2.5 Freight Rail

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D

Resolution Copper Oct 29

Reply



Does the proposed passenger rail alternative routing options cross over the Magma Arizona Rail or cross outside of the right of way? Resolution Copper has future plans to rail concentrate on the Magma Arizona Rail and connect to the Union Pacific Line - how will the passenger rail alternative cross affect existing and planned commercial rail traffic onto the union pacific line.

COMMENT RESPONSE

Comment No. **P-234** | Page 5 of 16

D

The Arizona Passenger Rail Corridor Study Tier 1 Final Environmental Impact Statement and Record of Decision were completed in 2016. One of the routing options for the passenger rail selected route is concurrent with the North-South Corridor through much of the study area, between Interstate 10 and the Magma Arizona Railroad. Like the North-South Corridor Study, the rail study was a Tier 1 effort; no funding has been identified to advance this project to Tier 2. At Tier 2, alternative alignments may be considered within the Selected Corridor, and design decisions would be made at that future date.

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky

E

Tier 1 Draft Environmental Impact Statement
North-South Corridor Study

trip between San Tan Valley and the Phoenix by 2040, more than twice the time it takes. As can be seen on Figure 2.1-3, the lack of regional transportation network. The distances are both within and through the study area.

2.1.2.3 Existing Nonroadway Transportation

Railroads

UPRR has rail lines carrying freight in the study area. The UPRR east-to-west Sunset Route crosses the entire state of Arizona, passing through Cochise, Benson, Tucson, Picacho, Eloy, Casa Grande, Maricopa, Gila Bend, Wellton, and Yuma.

Traffic on the Sunset Route ranges from 44 to 49 trains per day. This is UPRR's main line, connecting southern California with Texas and the south-central United States. In the study area, the Sunset Route runs parallel to I-10. Amtrak provides passenger service on the Sunset Route. The Sunset Limited service route begins in Orlando, Florida, and ends in Los Angeles, California, but it does not have stops in the study area (the closest stops are in Tucson and Maricopa).

UPRR has a second line in the study area, the Phoenix Subdivision, which runs north from the Sunset Route along SR 87 into Coolidge, where it turns to the northwest and serves the Phoenix metropolitan area. UPRR interchanges with three railroads on its Phoenix Subdivision: Copper Basin Railway at Magma Junction, **the dormant Magma Arizona Railroad at Magma Junction**, and BNSF Railway at Phoenix.

The Copper Basin Railway extends 55 miles from its interchange with UPRR at Magma Junction to Winkelman. The line is owned by ASARCO, LLC, a copper mining, smelting, and refining company. **The Magma Arizona Railroad is a 28-mile long line owned by BHP Billiton and connects UPRR and Copper Basin Railway at Magma with the BHP Superior mine. This copper mine closed in 1995. The Magma Arizona Railroad is out of service, although it is expected to be reactivated when the Superior mine reopens.**

Transit Facilities

Public transit service in Pinal County is limited. No countywide services exist, and most available services are for senior citizens and disabled residents. Limited Amtrak passenger rail service operates along UPRR (paralleling I-10); however, the closest stops are in Tucson and Maricopa.

The City of Coolidge operates a local circulator bus system, The Cotton Express, which provides deviated fixed-route bus service and on-demand service throughout central Coolidge (extending approximately 3 miles).

Bicycle and Pedestrian Facilities

Pedestrian and bicycle facilities in the study area are largely limited to sidewalks in existing residential subdivisions and in the central cores of the established communities of Queen Creek, Florence, Coolidge, and Eloy.

Pinal County's *Subdivision & Infrastructure Design Manual* requires minimum 8-foot-wide sidewalks on major and minor arterial streets developed in the county. Major and minor collector streets include progressively narrower sidewalk requirements. However, sidewalks are not required for residential subdivisions with lots 1 acre and greater in size. Pinal County also requires bicycle lanes on both sides of all arterial and major collector streets; however, because most of these routes are not improved, bicycle lanes do not exist on most routes.

Resolution Copper Oct 29

Reply X

The Magma Arizona Railroad is an active railroad.

Add a reply...

COMMENT RESPONSE

Comment No. **P-234** | Page 6 of 16

E — “Dormant” was deleted from the text in Section 2.1.2.3, Existing Nonroadway Transportation Facilities.

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky

Tier 1 Draft Environmental Impact Statement
North-South Corridor Study

trip between San Tan Valley and the Phoenix
by 2040, more than twice the time it takes to

As can be seen on Figure 2.1-3, the lack of
regional transportation network. The discon-
tinuities both within and through the study area

2.1.2.3 Existing Nonroadway Trans-

Railroads

UPRR has rail lines carrying freight in the study area. The UPRR east-to-west Sunset Route crosses the entire state of Arizona, passing through Cochise, Benson, Tucson, Picacho, Eloy, Casa Grande, Maricopa, Gila Bend, Wellton, and Yuma.

Traffic on the Sunset Route ranges from 44 to 49 trains per day. This is UPRR's main line, connecting southern California with Texas and the south-central United States. In the study area, the Sunset Route runs parallel to I-10. Amtrak provides passenger service on the Sunset Route. The Sunset Limited service route begins in Orlando, Florida, and ends in Los Angeles, California, but it does not have stops in the study area (the closest stops are in Tucson and Maricopa).

UPRR has a second line in the study area, the Phoenix Subdivision, which runs north from the Sunset Route along SR 87 into Coolidge, where it turns to the northwest and serves the Phoenix metropolitan area. UPRR interchanges with three railroads on its Phoenix Subdivision: Copper Basin Railway at Magma Junction, the dormant Magma Arizona Railroad at Magma Junction, and BNSF Railway at Phoenix.

The Copper Basin Railway extends 55 miles from its interchange with UPRR at Magma Junction. The line is owned by ASARCO LLC, a copper mining, smelting, and refining company. The Magma Arizona Railroad is a 28-mile long line owned by BHP Billiton and connects UPRR and Copper Basin Railway at Magma with the BHP Superior mine. This copper mine closed in 1995. The Magma Arizona Railroad is out of service, although it is expected to be reactivated when the Superior mine reopens.

Transit Facilities

Public transit service in Pinal County is limited. No countywide services exist, and most available services are for senior citizens and disabled residents. Limited Amtrak passenger rail service operates along UPRR (paralleling I-10); however, the closest stops are in Tucson and Maricopa.

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Resolution Copper Oct 29 Reply X

The Magma Arizona Railroad is owned by Resolution Copper Mining LLC, which is a limited liability company comprising 55% ownership by Rio Tinto and 45% ownership by BHP.

F

COMMENT RESPONSE

Comment No. **P-234** | Page 7 of 16

F

In Section 2.1.2.3, Existing Nonroadway Transportation Facilities, in the fourth paragraph, ownership information was revised to reflect the information provided in these comments.

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky

Tier 1 Draft Environmental Impact Statement
North-South Corridor Study

trip between San Tan Valley and the Phoenix by 2040, more than twice the time it takes today. As can be seen on Figure 2.1-3, the lack of a regional transportation network. The distances are both within and through the study area.

2.1.2.3 Existing Nonroadway Transportation

Railroads

UPRR has rail lines carrying freight in the entire state of Arizona, passing through Maricopa, Gila Bend, Wellton, and Yuma.

Traffic on the Sunset Route ranges from southern California with Texas and the route runs parallel to I-10. Amtrak provides passenger service. The route begins in Orlando, Florida, and ends in Los Angeles, California, but it does not have stops in the study area (the closest stops are in Tucson and Maricopa).

UPRR has a second line in the study area, the Phoenix Subdivision, which runs north from the Sunset Route along SR 87 into Coolidge, where it turns to the northwest and serves the Phoenix metropolitan area. UPRR interchanges with three railroads on its Phoenix Subdivision: Copper Basin Railway at Magma Junction, the dormant Magma Arizona Railroad at Magma Junction, and BNSF Railway at Phoenix.

The Copper Basin Railway extends 55 miles from its interchange with UPRR at Magma Junction. The line is owned by ASARCO, LLC, a copper mining, smelting, and refining company. The Magma Arizona Railroad is a 28-mile-long line owned by BHP Billiton and connects UPRR and Copper Basin Railway at Magma with the BHP Superior mine. This copper mine closed in 1995. The Magma Arizona Railroad is out of service, although it is expected to be reactivated when the Superior mine reopens.

Transit Facilities

Public transit service in Pinal County is limited. No countywide services exist, and most available services are for senior citizens and disabled residents. Limited Amtrak passenger rail service operates along UPRR (paralleling I-10); however, the closest stops are in Tucson and Maricopa.

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Resolution Copper Oct 29

Reply X

"BHP Superior mine" is incorrect. this should state:

Proposed Resolution Copper mine (<https://www.resolutionmineeis.us/documents/draft-eis>) owned by Resolution Copper Mining LLC, a limited liability company comprising 55% Rio Tinto and 45% BHP ownership.

G

COMMENT RESPONSE

Comment No. **P-234** | Page 8 of 16

G — [The mine title was changed to “proposed Resolution Copper Mine.”

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky

Tier 1 Draft Environmental Impact Statement
North-South Corridor Study

trip between San Tan Valley and the P
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route begins in Orlando, Florida, and ends in Los Angeles, California, but it does not have stops in the
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Railroad is out of service, although it is expected to be reactivated when the Superior mine reopens.

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progressively narrower sidewalk requirements. However, sidewalks are not required for residential
subdivisions with lots 1 acre and greater in size. Pinal County also requires bicycle lanes on both sides of
all arterial and major collector streets; however, because most of these routes are not improved, bicycle
lanes do not exist on most routes.

Resolution Copper Oct 29

Reply X

The railroad is active and in service and
additional and expanded use is planned
for transportation of copper concentrate
from the Resolution Copper mine
([https://www.resolutionmineeis.us/docu
ments/draft-eis](https://www.resolutionmineeis.us/documents/draft-eis)).

H

COMMENT RESPONSE

Comment No. **P-234** | Page 9 of 16

H

In Section 2.1.2.3, Existing Nonroadway Transportation Facilities, the fourth paragraph was revised to note that the railroad is active and in service and that additional and expanded use is planned for transport of copper concentrate from the Resolution Copper mine.

| COMMENT | | | |
|---------------------------|--------------------------|--------------|--------------|
| Source: Letter attachment | Comment No. P-234 | Last: Peacey | First: Vicky |

2.3 Action Corridor Alternatives

As indicated in the previous section, after corridor refinements, eight full-length alternatives and 40 continuous action corridor alternatives were identified in the study area, including the segments analyzed in Chapter 3, *Affected Environment and Impacts*. Each of the eight full-length action corridor alternatives, as described in *Screening*, provides further information on the alternatives.

2.3.1 Action Corridor Alternatives

The purpose of the proposed action is to provide access to the growing communities in central Pinal County. The current route currently connects with SR 202L (Santa Rita Avenue). The action corridor alternatives would be accessible and would not preclude future passenger rail service.

The study area is divided into four segments that incorporate transition areas to allow the action corridor alternatives to shift east to west or west to east and to facilitate the evaluation of proposed action-related impacts (see Figure 2.2-5). Table 2.3-1 identifies the approximate limits of the four segments. The ability to shift east to west or west to east allows each segment to be studied separately, facilitating the avoidance of sensitive resources as necessary while maintaining a continuous north-to-south freeway corridor.

Table 2.3-1. Approximate limits of study area segments

| Segment | Northern limit | Southern limit |
|---------|---------------------------------------|---------------------------------------|
| 1 | U.S. Route 60 | 1 mile north of Arizona Farms Road |
| 2 | 1 mile north of Arizona Farms Road | 1.5 miles south of Arizona Farms Road |
| 3 | 1.5 miles south of Arizona Farms Road | 1 mile south of Storey Road |
| 4 | 1 mile south of Storey Road | Interstate 10 |

To facilitate the evaluation of the action corridor alternatives by segment, they are named according to their location to the east (E) or west (W) and their segment (1, 2, 3, or 4). Letters are added to the name if multiple options are under consideration (a, b, c, or d). Table 2.3-2 lists the action corridor alternatives.

Table 2.3-2. Action corridor alternatives, by segment

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

Resolution Copper Oct 29

Reply X

W1a, W1b and W2a are located near the intersection of the Magma Arizona Railway and Union Pacific railroads. How could these alternatives impact potential transfer station and rail car staging for transportation of copper concentrate from the Magma Arizona railway to the Union Pacific line?

COMMENT RESPONSE

Comment No. **P-234** | Page 10 of 16

I

The North-South Corridor Study is a Tier 1 Environmental Impact Statement. At the Tier 2 phase, alternative alignments may be considered within the Selected Corridor, and design decisions would be made at that future date.

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky

Tier 1 Draft Environmental Impact Statement

Table 3.5-1. Park and trails map ide

| Map no. | | | |
|-----------|--|-------------|------------------|
| 1 | Little League Park | | |
| 2 | Phelps Drive Open Space | | |
| 3 | Ironwood Cove Retention Basin | | |
| 4 | Renaissance Point Trail and Open Space | | |
| 5 | Arroyo Verde Trail and Open Space | | |
| 6 | Royal Palm Road Open Space | | |
| 7 | Sheep Drive Multiuse Trail | | |
| 8 | Goldfield to Florence Historic Trail | | |
| 9 | Superstition Shadows Park | | |
| 10 | Palmas del Sol East Neighborhood Parks | | |
| 11 | Apache Creek Golf Course | 1 | Existing |
| 12 | La Casa Blanca Neighborhood Parks | 1 | Existing |
| 13 | Desert Harbor Neighborhood Parks | 1 | Existing |
| 14 | Silly Mountain Park and Trails | 1 | Existing/Planned |
| 15 | Apache Junction Community Parks | 1 | Planned |
| 16 | Apache Junction Community Parks | 1 | Planned |
| 17 | Crest Trail | 1 | Planned |
| 18 | Mountain Brook Golf Club | 1 | Existing |
| 19 | Gold Canyon RV & Golf Resort | 1 | Existing |
| 20 | Apache Sun Golf Club | 1 | Existing |
| 21 | Links at Queen Creek | 1 | Existing |
| 22 | Castlegate Neighborhood Parks | 1 | Existing |
| 23 | Laredo Ranch Neighborhood Parks | 1 | Existing |
| 24 | Florence Community Park #8 | 1 | Planned |
| 25 | Florence Magma Dam Basin Community Park and Open Space | 1 | Planned |
| 26 | Magma Ranch Neighborhood Parks | 1 | Existing |
| 27 | Magma Arizona Railroad Trail | 1, 2 | Planned |
| 28 | Copper Basin Railroad Trail | 1, 2, 3 | Planned |
| None | City of Apache Junction, Proposed Future Trail Link | 1 | Planned |
| 29 | Florence Dobson Farms Community Park | 2 | Planned |
| 30 | Florence Skyview Farms Community Park | 2 | Planned |
| 31 | Poston Butte Golf Club | 3 | Existing |
| 32 | Anthem at Merrill Ranch Neighborhood Parks | 3 | Existing |

Resolution Copper Oct 29

Reply



Resolution Copper has stated plans for expanded use of the currently active Magma Arizona Railway for shipment of copper concentrate to the Union Pacific line and as such a trail along the Magma Arizona Railroad is not safe and should not be a part of a current plan. Please omit the Magma Arizona Railroad "Trail" from all tables disclosing a planned trail.

J

COMMENT RESPONSE

Comment No. **P-234** | Page 11 of 16

J

The Magma Arizona Railroad Trail is not a part of the North-South Corridor Environmental Impact Statement; the trail is part of Pinal County’s proposed trail system. As such, the North-South Corridor Study is obligated to consider potential impacts on existing and planned recreational resources. Concerns regarding the appropriateness of a trail adjacent to the railway should be addressed to Pinal County, which has identified the Magma Arizona Railroad Trail as a Pinal County Proposed Multi-Use Trail Corridor.

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky

Tier 1 Draft Environmental Impact Statement
 North-South Corridor Study

planned public recreational facility. All other potential impacts in Segment 1 would be related to existing or planned trails, where such impacts may be avoided through local agency coordination and/or design modifications to avoid or minimize impacts. These measures would be determined during the subsequent Tier 2 analysis.

- In Segment 2, all potential direct impacts are related to existing or planned trails, where such direct impacts may be avoided through local agency coordination and/or design modifications to avoid or minimize impacts. These measures would be determined during the subsequent Tier 2 analysis.
- In Segment 3, the W3 Alternative would potentially directly affect the Coolidge Parks, which are planned recreation facilities. All other potential direct impacts in Segment 3 are related to existing or planned trails, where such direct impacts may be avoided through local agency coordination and/or design modifications to avoid or minimize impacts. These measures would be determined during the subsequent Tier 2 analysis.
- In Segment 4, all potential direct impacts are related to existing or planned trails, where such direct impacts may be avoided through local agency coordination and/or design modifications to avoid or minimize impacts. These measures would be determined during the subsequent Tier 2 analysis.

Table 3.5-2. Parks and recreation facilities within 0.5 mile of action corridor alternatives

| Action corridor alternative | Parks and recreation facilities within 0.5 mile | Potential Impact |
|-----------------------------|--|-------------------|
| <i>Segment 1</i> | | |
| E1a | Sheep Drive Multiuse Trail | Direct |
| | Silly Mountain Park and Trails | Direct |
| | Magma Ranch Neighborhood Parks | Indirect |
| | Goldfield to Florence Historic Trail | Indirect |
| | Crest Trail (planned) | Indirect |
| | Magma Arizona Railroad Trail (planned) | Direct |
| | Florence/Casa Grande Canal Corridors | Direct |
| | Pinal County Other Existing and Proposed Multi-Use Trail Corridors | Direct |
| E1b | Sheep Drive Multiuse Trail | Direct |
| | Silly Mountain Park and Trails | Direct |
| | Magma Ranch Neighborhood Parks | Indirect |
| | Goldfield to Florence Historic Trail | Indirect |
| | Crest Trail (planned) | Indirect |
| | Magma Arizona Railroad Trail (planned) | Direct |
| | Florence/Casa Grande Canal Corridors | Direct |
| | Pinal County Other Existing and Proposed Multi-Use Trail Corridors | Direct |

K

COMMENT RESPONSE

Comment No. **P-234** | Page 12 of 16

K

The Magma Arizona Railroad Trail is not a part of the North-South Corridor Environmental Impact Statement; the trail is part of Pinal County’s proposed trail system. As such, the North-South Corridor Study is obligated to consider potential impacts on existing and planned recreational resources. Concerns regarding the appropriateness of a trail adjacent to the railway should be addressed to Pinal County, which has identified the Magma Arizona Railroad Trail as a Pinal County Proposed Multi-Use Trail Corridor.

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky

Tier 1 Draft Environmental Impact Statement
North-South Corridor Study

Table 3.5-2. Parks and recreation facilities within 0.5 mile of action corridor alternatives

| Action corridor alternative | Parks and recreation facilities within 0.5 mile | Potential Impact |
|--|---|----------------------------|
| W1a | Superstition Shadows Park | Indirect |
| | Palmas Del Sol East Neighborhood Parks | Indirect |
| | Apache Creek Golf Course | Direct |
| | La Casa Blanca Neighborhood Parks | Indirect |
| | Desert Harbor Neighborhood Parks | Indirect |
| | Castlegate Neighborhood Parks | Indirect |
| | Laredo Ranch Neighborhood Parks | Indirect |
| | Florence Community Park #8 (planned) | Direct |
| | Magma Arizona Railroad Trail (planned) | Direct |
| | Copper Basin Railroad Trail (planned) | Indirect |
| | Florence/Casa Grande Canal Corridors | Direct |
| | Pinal County Other Existing Multi-Use Trail Corridors | Direct |
| | W1b | Sheep Drive Multiuse Trail |
| Silly Mountain Park and Trails | | Direct |
| Castlegate Neighborhood Parks | | Indirect |
| Laredo Ranch Neighborhood Parks | | Indirect |
| Florence Community Park #8 (planned) | | Direct |
| Goldfield to Florence Historic Trail | | Indirect |
| Crest Trail (planned) | | Indirect |
| Magma Arizona Railroad Trail (planned) | | Direct |
| Copper Basin Railroad Trail (planned) | | Indirect |
| Florence/Casa Grande Canal Corridors | | Direct |
| Pinal County Other Existing and Proposed Multi-Use Trail Corridors | | Direct |
| Segment 2 | | |
| E2a | Florence/Casa Grande Canal Corridors | Indirect |
| E2b | Magma Arizona Railroad Trail (planned) | Indirect |
| | Copper Basin Railroad Trail (planned) | Indirect |
| W2a | Florence/Casa Grande Canal Corridors | Indirect |
| | Florence Dobson Farms Community Park (planned) | Indirect |
| | Magma Arizona Railroad Trail (planned) | Indirect |
| W2b | Copper Basin Railroad Trail (planned) | Direct |
| | Copper Basin Railroad Trail (planned) | Direct |
| | Florence/Casa Grande Canal Corridors | Indirect |

L

COMMENT RESPONSE

Comment No. **P-234** | Page 13 of 16

L

The Magma Arizona Railroad Trail is not a part of the North-South Corridor Environmental Impact Statement; the trail is part of Pinal County’s proposed trail system. As such, the North-South Corridor Study is obligated to consider potential impacts on existing and planned recreational resources. Concerns regarding the appropriateness of a trail adjacent to the railway should be addressed to Pinal County, which has identified the Magma Arizona Railroad Trail as a Pinal County Proposed Multi-Use Trail Corridor.

| COMMENT | | | |
|---------------------------|--------------------------|--------------|--------------|
| Source: Letter attachment | Comment No. P-234 | Last: Peacey | First: Vicky |

M

changed. Because the Class III parcels their ratings also should not need to be
All action corridor alternatives would re as temporary vegetation removal, distu operation. These temporary disruptions project and are not considered substan
All action corridor alternatives have the removal of existing elements of the built environment would vary, all action neighborhoods, schools, religious instit result in acquisitions and displacements displacements cannot be determined u

Resolution Copper Oct 29 Reply X

Resolution Copper requests that an overhead bypass be constructed where the road crosses the railway if this option is selected to allow commercial use of the railroad and uninterrupted flow of traffic and maintain acceptable level of service.

Potential Impacts by Segment

As noted previously, static viewsheds, such as for residents, would depend on the nearness of the viewer to the proposed action, while dynamic viewsheds, such as for travelers, would depend on the location of the viewer along the proposed action and the corresponding view of the surrounding landscape from that location. Views would also vary by action corridor alternative, depending on whether the viewshed includes an at-grade freeway main line, depressed freeway main line, or elevated features, such as an overpass or system traffic interchange, as described previously, or an elevated railroad or canal crossing. Table 3.9-4 summarizes locations where elevated features may be included if the proposed action is not a depressed freeway. As shown in Table 3.9-4, all action corridor alternatives have the potential to introduce new features to the study area. Table 3.9-4 is followed by a discussion of the potential impacts by landscape unit.

Table 3.9-4. Potential locations of features in the study area^a

| Action corridor alternative | Potential location of feature |
|-----------------------------|---|
| Segment 1 | |
| E1a | <ul style="list-style-type: none"> system traffic interchanges at U.S. Route 60, U.S. Route 60 bypass, State Route 24 service traffic interchanges at Elliot Road, Ocotillo Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road crossing at Magma Arizona Railroad crossing at Central Arizona Project Canal |
| E1b | <ul style="list-style-type: none"> system traffic interchanges at U.S. Route 60, U.S. Route 60 bypass, State Route 24 service traffic interchanges at Elliot Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road crossing at Magma Arizona Railroad crossing at Central Arizona Project Canal |
| W1a | <ul style="list-style-type: none"> system traffic interchange at U.S. Route 60 service traffic interchanges at Riggs/Combs Road, Skyline Drive, Bella Vista Road crossing at Magma Arizona Railroad crossing at Central Arizona Project Canal |
| W1b | <ul style="list-style-type: none"> system traffic interchanges at U.S. Route 60 and U.S. Route 60 bypass service traffic interchanges at Elliot Road, Riggs/Combs Road, Skyline Drive, Bella Vista Road crossing at Magma Arizona Railroad crossing at Central Arizona Project Canal |

COMMENT RESPONSE

Comment No. **P-234** | Page 14 of 16

M — See FAQ: Freeway Design

| COMMENT | | | |
|---------------------------|--------------------------|--------------|--------------|
| Source: Letter attachment | Comment No. P-234 | Last: Peacey | First: Vicky |

Tier 1 Draft Environmental Impact Statement
North-South Corridor Study

The proposed action would affect utilities belonging to the following entities:

- Canals: Central Arizona Irrigation and Drainage District, CAP, Hohokam Irrigation and Drainage District, New Magma Irrigation and Drainage District, and San Carlos Irrigation Project
- Communication lines: AT&T, COX, Level 3, Media Com, MCI (Verizon), and Sprint Nextel Corp.
- Electrical transmission lines: Arizona Salt River Project, San Carlos Irrigation Administration
- Natural gas and petroleum pipelines: Southwest Gas
- Railroads: Copper Basin Railway, M
- Sewer lines: City of Coolidge, Super Florence
- Water lines: Arizona Water Compar Town of Gilbert

Table 3.18-2 lists the number of existing utilities. Additional details regarding the potential impacts analysis as part of the Tier 2 study would identify the location and extent of specific conflicts. Relocations of utilities such as pipelines and communication lines would be permanent impacts, but such relocations would be accomplished with minimal service disruptions to utility customers and would maintain previous levels of service.

Table 3.18-2. Potential utility impacts

| Utility type | Segment 1 | | | | Segment 2 | | | | Segment 3 | | | | Segment 4 | | |
|-------------------------------------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | E1a | E1b | W1a | W1b | E2a | E2b | W2a | W2b | E3a | E3b | E3c | E3d | W3 | E4 | W4 |
| Canals | 2 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 2 | 2 | 2 | 2 | 3 | 3 | 2 |
| Communication lines | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 3 | 5 | 5 | 5 | 5 | 5 | 2 | 5 |
| Electrical transmission lines | 3 | 3 | 5 | 5 | 1 | 1 | 3 | 3 | 21 | 18 | 19 | 16 | 14 | 11 | 10 |
| Natural gas and petroleum pipelines | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 1 | 5 | 5 | 5 | 5 | 4 | 3 | 4 |
| Railroads | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 |
| Sewer main | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 2 | 3 | 0 | 0 |
| Water main | 1 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 10 | 10 | 18 | 18 | 7 | 7 | 7 | 8 | 36 | 32 | 35 | 31 | 30 | 20 | 23 |

Source: research by Kimley-Horn and Associates, Inc., 2018

Resolution Copper Oct 29 Reply X

Resolution Copper would like to coordinate with ADOT on future construction to ensure mutual benefit for both use of the Magma Arizona Railroad and final alternative for the North-South corridor.

N

COMMENT RESPONSE

Comment No. **P-234** | Page 15 of 16

N

When Tier 2 studies advance to the design phase, ADOT will coordinate with impacted utilities and infrastructure owners.

COMMENT

Source: Letter attachment

Comment No. **P-234**

Last: Peacey

First: Vicky

Tier 1 Draft Environmental Impact Statement
North-South Corridor Study

Southern Pacific Railroad – Wellton-Phoenix-Eloy Line: Segments of Southern Pacific Railroad’s Wellton-Phoenix-Eloy railroad line intersect with the W3 and W4 Alternatives. The railroad was determined eligible, with SHPO concurrence (Jacobs [SHPO] to Petty [FHWA], April 2, 2018), for listing on the NRHP under Criterion A for its important historical associations with the development of Arizona’s railroad network. Because the railroad can be clear spanned, there is a low risk of impacts on the Southern Pacific Railroad – Wellton-Phoenix-Eloy Line Section 4(f) property with the W3 and W4 Alternatives.

Southern Pacific Railroad – Mesa-Winkelman Line: The Mesa-Winkelman Line of the Southern Pacific Railroad crosses the W2a, W2b, E3a, E3b, E3c, and E3d Alternatives. The railroad was determined eligible, with SHPO concurrence (Jacobs [SHPO] to Petty [FHWA], April 2, 2018), for listing on the NRHP under Criterion A for its associations with the development of Arizona’s railroad network and mining economy. Because the railroad can be clear spanned, there is a low risk of impacts to the Southern Pacific Railroad – Mesa-Winkelman Line Section 4(f) property with the W2a, W2b, E3a, E3b, E3c, and E3d Alternatives.

Magma Arizona Railroad: The Magma Arizona Railroad crosses the E1a, E1b, W1a, and W1b Alternatives. The railroad line extends for 30 miles from Magma Junction, where it connects with the Wellton-Phoenix-Eloy and Mesa-Winkelman lines, to Superior. The railroad was determined eligible, with SHPO concurrence (Jacobs [SHPO] to Petty [FHWA], April 2, 2018), for listing on the NRHP under Criteria A and D for its associations with the development of Arizona’s railroad network and mining economy. Because the railroad can be clear spanned, there is a low risk of impacts on the Magma Arizona Railroad Section 4(f) property with the E1a, E1b, W1a, and W1b Alternatives.

North Side Canal: The North Side Canal intersects with the E3a, E3b, E3c, and E3d Alternatives. The canal was constructed in 1930 as part of the San Carlos Irrigation Project. It extends for approximately 19 miles, delivering water to land north of the Gila River. The North Side Canal was determined eligible, with SHPO concurrence (Jacobs [SHPO] to Petty [FHWA], April 2, 2018), for listing on the NRHP under Criteria A and C for its associations with the development of Arizona’s irrigation systems in the middle Gila River. Because the canal can be clear spanned, there is a low risk of impacts on the North Side Canal Section 4(f) property with the E3a, E3b, E3c, and E3d Alternatives.

Pima Lateral Canal: The Pima Lateral Canal intersects with the W3 Alternatives. The 23-mile-long canal was constructed as part of the San Carlos Irrigation Project. The Pima Lateral Canal was determined eligible, with SHPO concurrence (Jacobs [SHPO] to Petty [FHWA], April 2, 2018), for listing on the NRHP under Criteria A and D for its associations with the San Carlos Irrigation Project. Because the canal can be clear spanned, there is a low risk of impacts on the Pima Lateral Canal Section 4(f) property with the W3 Alternatives.

Casa Grande Canal: The Casa Grande Canal intersects the E4 and W4 Alternatives. The Florence Canal Company constructed the canal between 1886 and 1889 to irrigate land south of the Gila River. The property was acquired by the federal government in 1920 and subsequently was integrated into the San Carlos Irrigation Project. The Casa Grande Canal was determined eligible, with SHPO concurrence (Jacobs [SHPO] to Petty [FHWA], April 2, 2018), for listing on the NRHP under Criteria A and D for its associations with the San Carlos Irrigation Project. Because the canal can be clear spanned, there is a low risk of impacts on the Casa Grande Canal Section 4(f) property with the E4 and W4 Alternatives.

Florence-Casa Grande Canal Extension: The Florence-Casa Grande Canal intersects the E4 and W4 Alternatives. The canal was built between 1923 and 1928 as an extension of the Florence-Casa Grande Canal and as part of the San Carlos Irrigation Project. The Florence-Casa Grande Canal Extension was determined eligible, with SHPO concurrence (Jacobs [SHPO] to Petty [FHWA], April 2,

3-222 | September 2019

O

Resolution Copper Oct 29

Reply



Resolution Copper supports the clear-span option to cross the Magma Arizona Railroad.



COMMENT RESPONSE

Comment No. **P-234** | Page 16 of 16

O — [See FAQ: Freeway Design

COMMENT

Source: Email

Comment No. **P-235** Last: Peck

First: Maurice

To Whom it may concern,

A [

I am writing this to express my opinion to go back to the original " W1a/b alignment in Segment 1" plan of the north/south corridor.

This makes much more sense to accommodate the residents and will better serve our whole community.

Thank you for the consideration!

Maurice "Jay" Peck,
Pinal County Resident

COMMENT

Source: Online

Comment No. **P-236** Last: Persson

First: Pamela

A [

Comments: **The purple preferred route stays far enough away from existing home and leaves room for other communities to be built up between Schnepf Road subdivisions and where it would come in. Also leaves room for businesses and hotels to be established closer to the freeway if they want. I do not want to see it next to subdivisions on Schnepf (Laredo Ranch and Castlegate). Thank you.**

Name: **Pamela Persson**

Email: **oilsforhomeandhealth@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 20:06

COMMENT RESPONSE

Comment No. **P-235** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-236** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-237** Last: Peters

First: Gayle

On Tue, Oct 29, 2019 at 7:06 PM GAYLE PETERS <gayle.peters@comcast.net> wrote:
I attended the recent AZDOT meeting recently. Its obvious a tremendous amount of work has already been accomplished and I hope that work will not need to wait 20 years!

A

My husband, Jamey, and I live in San Tan Valley and see all the development happening here and enormous population growth in this beautiful part of Arizona. We've lived here for ten years and have seen traffic congestion continue to increase.

B

It is amazing to think that Pinal county is the approximate size of Connecticut. We need the infrastructure to support future growth. **Our preference is for the Eastern route** which will provide needed access for growth. Thank you for the opportunity to submit our thoughts on the route of the North South corridor, and for the important work you are doing for our future.

C

Sincerely,
Gayle Peters
Jamey Peters
1258 E Artemis Tr
San Tan Valley, AZ 85140

COMMENT

Source: Online

Comment No. **P-238** Last: Peterson

First: Patrick

A

Comments: **My household requests that you stay with the preferred East bound route (purple on the map). The West bound route would displace too many households.**

B

Name: **Patrick Peterson**

Email: **peterpersonfinancialpeace@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 19:46

COMMENT RESPONSE

Comment No. **P-237** | Page 1 of 1

- A** — [See FAQ: Timing of Freeway Construction
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-238** | Page 1 of 1

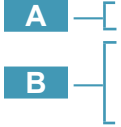
- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT

Source: Online

Comment No. **P-239** Last: Peterson

First: Tiara



Comments: **Regarding the North-South Corridor, please stick with the preferred East bound route (purple on the map). The West bound route would displace too many current and future planned homes.**

Name: **Tiara Peterson**

Email: **peterson.tiara@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 19:44

COMMENT RESPONSE

Comment No. **P-239** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT

Source: Email

Comment No. **P-240**

Last: Pham

First: Alyssa

From: **Alyssa Pham** <mrs.alyssa.pham@gmail.com>

Date: Mon, Oct 21, 2019 at 1:32 PM

Subject: North-South Corridor

To: <northsouth@azdot.gov>

A

Please use the original plan for this highway. If the decision was made to create a highway where you have highlighted in yellow, you will be ruining all of the natural beauty that helped me pick this property. Not only does my community deal with literal poop water near by (sewage treatment facility in front of our community), we also have a train that runs through the front of our community as well. Adding a highway directly behind our community and my house specifically will just contribute to the stress that we already have to suffer through for dealing with Johnson Utilities. For these reasons along with the thought that this could be destroying property value for many folks who could really use that value should compel you to reconsider your placement of this portion of the highway.

B

C

Though the preferred route is a little further out, it does a fantastic job of avoiding the properties of many residents out this way and I fully support this plan. Please please please reconsider placing the highway so close to magic ranch, we already suffer enough. I have added a screenshot of this segment to make it perfectly clear which portion of highway I am speaking of.

Sincerely,
Alyssa Pham

COMMENT RESPONSE

Comment No. **P-240** | Page 1 of 2

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character
- C** — [See FAQ: Property Acquisition

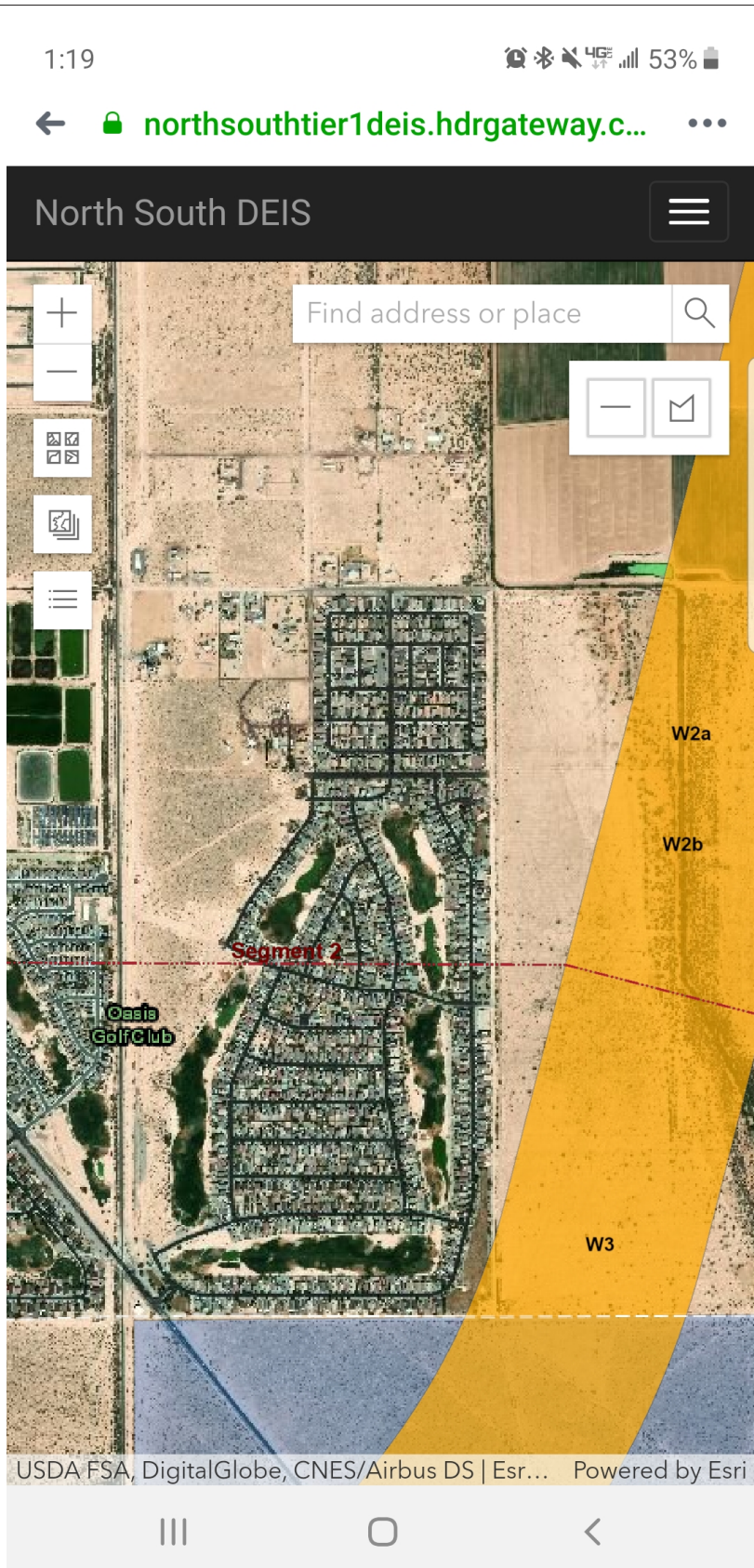
COMMENT

Source: Email

Comment No. **P-240**

Last: Pham

First: Alyssa



COMMENT RESPONSE

Comment No. **P-240** | Page 2 of 2

Comments to this letter have been addressed on previous page.

COMMENT

Source: Email

Comment No. **P-241** Last: Pina

First: Daniel

On Tue, Oct 22, 2019 at 4:35 PM Daniel Pina <danpingforce543@gmail.com> wrote:
Dear ADOT,

A

I'd like to include WWD countermeasures to the North-South corridor.

B

The North-South corridor should include I-17's wrong-way detection system and the enhanced signing countermeasures (i.e., FREEWAY ENTRANCE [D13-3] sign assemblies). These are necessary measures to ensure that the the North-South corridor is a safe freeway.

—Daniel P.

COMMENT

Source: Email

Comment No. **P-242** Last: Piriz

First: Roberto

On Wed, Oct 23, 2019 at 11:08 PM Roberto Piriz <roberto@piriz.us> wrote:

A

Please go back to the original " W1a/b alignment in Segment 1 ".

No one wants to have to backtrack to get to the freeway

Thanks,

Roberto Piriz

COMMENT RESPONSE

Comment No. **P-241** | Page 1 of 1

A

As a new freeway, the North-South Corridor would be designed according to current state and national standards. Following such standards would reduce the potential for wrong-way traffic. Should wrong-way traffic become an issue, the Arizona Department of Transportation would evaluate the need for countermeasures.

B

See FAQ: Freeway Design

COMMENT RESPONSE

Comment No. **P-242** | Page 1 of 1

A

Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-243** Last: Pollack

First: Rachel

A

B

Comments: **Choose the yellow route! Building the purple route is useless. It is literally in the middle of nowhere. 79 already exists, and the yellow route would serve people in San Tan Valley. AND it would take the San Tan Valley traffic out of my town of Queen Creek. Please choose the yellow route.**

Name: **Rachel Pollack**

Email: **rachel.pollack@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 2 October, 2019 - 15:19

COMMENT

Source: Email

Comment No. **P-244** Last: Poole

First: Brian

A

B

To whom it may concern,

I am in opposition to the proposed section of freeway W1a/W1b route and would like to see the preferred route that is further east from my neighborhood in Castlegate. My home backs up to Ocotillo road and this proposed route will absolutely be an eyesore for all the homes on the North end of Castlegate. The reason I chose the lot in which I live is because of the view that we enjoy of the Superstition Mountain and surrounding area. When I purchased my home in 2005, I was told that the land directly behind my house was State Trust land and would not be used for such purpose. This was primarily the reason I chose to build in this neighborhood. Putting a freeway in my backyard would NOT be something I would ever want! I believe that the freeway would impact many homeowners in the area and cause many people that moved here trying to escape the "City life" to move away! Please utilize the ADOT preferred route for the expansion if need be. That route clearly is not going to impact so many that currently live so close to the W1a/W1b route and would be better farther out in the unoccupied surrounding area!

Thank you,

COMMENT RESPONSE

Comment No. **P-243** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Transportation Network Connectivity

COMMENT RESPONSE

Comment No. **P-244** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character

COMMENT

Source: Email

Comment No. **P-245** Last: Pope

First: Alissa

A — [

On Thu, Oct 17, 2019 at 10:01 PM Alissa Pope <alissapope@gmail.com> wrote:

I am In support of the alignment that will put the freeway closer to growth and queen creek.
Please consider our towns concerns.

Thank you

Alissa Pope

21436 E. Camacho Rd

Queen Creek

COMMENT

Source: Online

Comment No. **P-246** Last: Porter

First: Angela

A — [

Comments: **Please go back to the original plan. It is the future of our community that is forever growing rapidly. It serves the people in this area much more by placing the highway closer to the congested traffic.**

B — [

Name: **Angela Porter**

Email: **Blueyesnurs13@gmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 22 October, 2019 - 19:53

COMMENT RESPONSE

Comment No. **P-245** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-246** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-247**

Last: Pound

First: James and Peg

On Mon, Oct 28, 2019 at 1:47 PM Peg Pound <ppound2@cox.net> wrote:

Attention ADOT:

A

We are residents of Queen Creek, living in the Queen Creek Station development, off Ellsworth Road and Fulton Parkway. We live and breathe traffic exiting off SR24 onto Ellsworth (south), as well as traffic going north on Ellsworth Road to the 202. Much of the heavy traffic on Ellsworth Road is for residents living in San Tan Valley or further East and South of Ellsworth Road. The impact needs to be addressed now, not later.

B

Please consider this email as our opposition to the North South corridor proposal, E1b option. **As taxpayers of Queen Creek, we recommend and prefer the W1a option.** The W1a option will address the immediate traffic congestion, where the population currently is, and accommodate the expected growth. The proposed E1b option does not address the immediate needs for where the population is today.

C

Please reconsider the proposed North-South Freeway Corridor in Pinal County with the W1a option.

Thank you.

James & Peg Pound

Residents of Queen Creek

20591 E Arrowhead Trail

COMMENT RESPONSE

Comment No. **P-247** | Page 1 of 1

- A** — [See FAQ: Growth and Traffic Congestion
- B** — [Your alternative preference has been noted. Thank you for your comment.
- C** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Online

Comment No. **P-248** Last: Prigge

First: Deborah

A

B

Comments: **We are very excited to have an extension to SR24 as well as highway access from Eloy to US-60. We have lived out in San Tan Valley for 17 years and have always had to drive quite a distance to get on a highway. My husband has driven 40 miles to his job at the Tempe Fire Dept. for the full 17 years and will continue to do so. Having access to a highway would be a great benefit! That being said, we strongly oppose the w1a/w1b option. That would run, literally, within 1/4 mile of our home. We are extremely pleased that, as of now, the Eastern alternative is the preferred route, but wanted to let you know our support for that, just in case there is any question. The East side route would be amazing but the West side route would literally go through front yards and destroy so much of what makes it beautiful out there. It seems that if it went along the East side of the CAP canal, that would be perfect for so many areas. We are available if you have any questions. Thank you so much!**

Name: **Deborah Prigge**

Email: **dprigge8@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 19:09

COMMENT RESPONSE

Comment No. **P-248** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT

Source: Email

Comment No. **P-249**

Last: Quist

First: Charles

On Wed, Oct 23, 2019 at 12:50 PM pharmaquist <pharmaquist@gmail.com> wrote:

To whom it may concern,

A

I am writing to ask that you consider going back to the original W1 a/b alignment for SR 24. I believe that it would provide the greatest benefit for the residents of the southeast valley.

Thank you,
Charles Quist

Sent via the Samsung Galaxy S10, an AT&T 5G Evolution capable smartphone

COMMENT

Source: Email

Comment No. **P-250**

Last: Ramos

First: Al

On Tue, Oct 29, 2019 at 7:35 PM Al Ramos <alramosrealtor@gmail.com> wrote:

Hello,

A

I am unsure if I am supposed to receive a receipt of my comment - as I have not heard back since original submission last week. Please include my comment for this study.

I am in favor of going back to the original "W1a/b alignment in Segment 1".

Thank you.

Al Ramos
602-214-2749

COMMENT RESPONSE

Comment No. **P-249** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-250** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Public hearing - verbal

Comment No. P-251

Last: Rankin

First: Tom

17 TOM RANKIN: I'm Tom Rankin, 85132. Florence,
18 Arizona. R-a-n-k-i-n. Here I am again. You look to happy to
19 see me.

A 20 I'm very -- I'll still upset about the alignment.
21 You didn't take in consideration the voters of Pinal County.
22 The voters of Pinal County voted for the RPA and the alignment
23 that we picked out and chose. ADOT come in and they said, okay,
24 we're following all these federal regulations and everything.

B 25 That's fine. There's not going to be all the federal money that
1 you all are talking about building that freeway. There's
2 private money. There's going to be state money. There's going
3 to be federal money involved in that.

4 The alignment right through the middle of
5 Superstition Vista is one of the dumbest things that ADOT could
6 do. You did not take into consideration the people of Florence,
7 Coolidge, Eloy, San Tan Valley, Apache Junction. I don't know
8 why -- well, I do know why. Because you're looking for the
9 State to make money off that freeway by selling -- selling the
10 state land to the highway, period. Would be a lot of money made
11 by the State off of that.

C 12 Folks, you've got to realize that you need to
13 listen to the people who live out here. I don't know how many
14 ADOT people are at this meeting tonight that actually live in
15 Pinal County. Do you have -- I don't know. I doubt if there's
16 very many. You guys have come out of Phoenix or wherever you
17 come out of and tell Pinal County this is the way you're going
18 to do it whether you like it or not. So we've wasted our time.
19 I wish you would take the money that you've spent on these three
20 meetings, in Eloy, Florence and here, and put it towards the
21 construction, because that's where the money needs to go, not
22 paying your guys' salary and coming out posting these meetings.
23 It's very advisable to the public see what's going on.

24 When we voted on that alignment, all the
25 communities at that time agreed on it. You guys, because the

COMMENT RESPONSE

Comment No. **P-251** | Page 1 of 2

- A** — [See FAQ: Pinal Regional Transportation Authority Alignment
- B** — [See FAQ: Funding
- C** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Public hearing - verbal

Comment No. **P-251**

Last: Rankin

First: Tom

D

1 environmental studies and impacts so forth, you changed the
2 direction of the way it's going. The economic development on
3 the northbound -- any kind of transportation route is very, very
4 important in the community. You're taking that and swinging it
5 away where we could get some sort of jobs out here with a
6 freeway coming, and I'll be dead before it's built, I'm sure of
7 that, and probably all of you -- some of you -- you won't be.
8 You're too darn young. You might be around. But the three of
9 us here, I guarantee you, you know, it's not going to happen for
10 20 to 30 years, maybe even longer than that.

11 I want to thank you for allowing me to vent, and
12 I wish ADOT would listen to the people rather than the --
13 their -- whatever they listen to.

COMMENT RESPONSE

Comment No. **P-251** | Page 2 of 2

D — [See FAQ: Economic Development

COMMENT

Source: Public hearing - verbal

Comment No. **P-252**

Last: Rankin

First: Tom

25 TOM RANKIN: My name is Tom Rankin. I live
1 here in Florence.

2 Back in 2010 when I started yelling at the
3 Department of Transportation Board about the need for a
4 north-south corridor, I'm glad to see we got it this far.
5 I'm upset to see where the alignment that ADOT chose to
6 take is not in -- where the voters, when we did the RTA,
7 approved it. You guys moved it. You moved it down here in
8 the Valley or by Florence. You moved it to the west of
9 where we planned it with the City of Coolidge, Florence,
10 Apache Junction, Pinal County, and Queen Creek.

11 But it was moved. So your study, I don't
12 understand why that was done. It came farther east than
13 where it was supposed to go, but there was no stopping ADOT
14 because ADOT wanted to get it done.

15 Folks, let's take a look at Willcox, Arizona.
16 Go down and look at it. When you move that freeway two and
17 a half to three miles out of town -- Willcox, one of the
18 oldest towns in the state, is a ghost town downtown.
19 They're having heck. All the new construction went out --
20 and you know it as well I do -- growth by where the freeway
21 interchanges are.

22 And that's what you're doing. You're taking
23 this freeway. You put it two miles out, two and a half
24 miles west of downtown Florence, and you're going to do the
25 same thing to Florence.

A

B

COMMENT RESPONSE

Comment No. **P-252** | Page 1 of 2

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Economic Development

COMMENT

Source: Public hearing - verbal

Comment No. **P-252**

Last: Rankin

First: Tom

1 But ADOT has taken a look at this, and
2 they're taking a look at cost effective. We don't know
3 when this freeway is going to be the north-south corridor.
4 It's going to be 20 years down the road. Heck, I might
5 live to see it. I doubt it, but I might.

B 6 But when we're looking at economic
7 development of communities, it's very important to have
8 transportation routes. Without transportation routes, you
9 don't have economic development. And we've got to have
10 that.

11 As Representative Cook talked about the
12 amount of employees that drive out in the Maricopa County
13 and the Pima County area to work here in Florence, they'd
14 have to come 879, or they call it 79, use to be 80, 89, is
15 horrible.

C 16 Let's take a look at -- use some common
17 sense. I'd like to see the study move farther east than
18 the downtown, then south of the Gila River, and north of
19 287 where it should have been in the first place. But ADOT
20 didn't put it in the right -- they didn't do the study in
21 the right spot from what we approved of as councils from
22 all the communities prior to them coming out and doing
23 their study. They just went ahead and did what they wanted
24 to, and that's what we're stuck with. It needs to go back
25 and take a look at it again in the proper place.

1 I thank you very much for listening to me.

COMMENT RESPONSE

Comment No. **P-252** | Page 2 of 2

C

ADOT is following the NEPA process, which identified a purpose and need and then alternatives that met the purpose and need were evaluated for environmental impacts, as discussed in Chapter 3 of the DEIS. The rationale for the Selected Alternative is found in Chapter 6.

COMMENT

Source: Email

Comment No. **P-253** Last: Ray

First: Aaron

On Tue, Oct 22, 2019 at 6:30 PM Aaron Ray <aray300@cox.net> wrote:

A

I am writing to suggest that the freeway stay with the previously adopted and agreed upon w1 a/b alignment.

Thank you!

Aaron Ray
San Tan Valley
4808611485

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

COMMENT

Source: Email

Comment No. **P-254** Last: Rea

First: Perry

On Tue, Oct 29, 2019 at 9:26 PM Rea, Perry <prea@queencreekolivemill.com> wrote:

A

Mr. Lopez,

My name is Perry Rea and along with my wife, we are the owners of the Queen Creek Olive Mill in Queen Creek.

B

We are neighbors to Schnepf farms and together we attract over 750,000 to 800,000 people per year to our Agritainment venues. My plans are to expand operations and expect more visitors over the next two years and into the future. As you know there is a tremendous need for a North-South corridor sooner than later.

C

I strongly urge ADOT to adopt the western alternative corridor for the North-South Freeway. If the western alternative is chosen, once it is built, it will put the freeway several miles closer to where it is needed today where it could make a positive impact. Thank you for your consideration.

Sincerely,

Perry J Rea | President | Queen Creek Olive Mill | Owner
Main: (480) 888-9290 | Fax: (480) 626-6799 | Cell: (602) 418-8029
25062 South Meridian Road, Queen Creek, AZ 85142
prea@queencreekolivemill.com
www.QueenCreekOliveMill.com

COMMENT RESPONSE

Comment No. **P-253** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-254** | Page 1 of 1

A — [See FAQ: Existing Development

B — [See FAQ: Economic Development

C — [Your alternative preference has been noted. Thank you for your comment.

| COMMENT | | | |
|----------------------|--------------------------|---------------|-------------------------|
| Source: Comment form | Comment No. P-255 | Last: Redding | First: Valerie & Norman |

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

A { If free way to be built would prefer
E1B (Purple) to be built.

Thank you.
Valerie & Norman
Redding

Contact Information (optional)

Name: Valerie Redding
Address: 4030 E Brighton Way STV AZ 85140
Phone: 480 209 9004
Email Address: NVRANCH@Q.COM

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

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 Project No. 999 PN 000 H7454
Federal Aid No. 999-A(365)X
October 2019

COMMENT RESPONSE

Comment No. **P-255** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-256**

Last: Redding

First: Valerie & Norman

On Wed, Oct 23, 2019 at 6:43 PM Valerie Redding <nvrranch@q.com> wrote:

To Whom It May Concern,

A

I currently live in the Castlegate Subdivision (Schnepf Rd. & Ocotillo Rd) for the past 3 yrs. prior to that my family and I lived in the subdivision at Hash Knife Draw Rd. & Schnepf Rd for 19 yrs.

B

We are in favor for the preferred route (E 1b) that was outlined to us at the meeting held at Poston Butte High School. I feel that putting the freeway any closer to our subdivision would be troublesome with congestion, traffic noise and air quality.

C

I also know that the Town of Queen Creek is asking for route W 1a/1b to be built instead. Please listen to those of us that will have to deal with noise and air pollution and not the Town of Queen Creek, they don't have our best interest in mind.

Sincerely Yours,
Valerie & Norman Redding

Sent from my iPad

COMMENT

Source: Email

Comment No. **P-257**

Last: Rezvani

First: Logan

On Thu, Oct 17, 2019 at 6:16 PM Logan Rezvani <logan_rr@yahoo.com> wrote:

Good Day

A

I am writing to express my support for the proposed freeway planned at route W1a.

Thank You

R. Logan Rezvani

COMMENT RESPONSE

Comment No. **P-256** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Traffic Noise
- C** — [See FAQ: Air Quality

COMMENT RESPONSE

Comment No. **P-257** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-258**

Last: Rhoton

First: Cynthia

A

On Mon, Oct 21, 2019 at 7:41 AM Cindy Rhoton <cindyrhoton@hotmail.com> wrote:
I would like to see the w1 a/b implemented. I think it would provide the most relief to the area.
Cynthia Rhoton

Sent from my iPhone

COMMENT

Source: Online

Comment No. **P-259**

Last: Richie

First: Elliott

A

Comments: **Please go back to the w1a/b alignment in segment 1 so it will be a useful interstate system. Otherwise it will be worthless to us that live out here. Please do it for the good of the people and not the politics.**

Thank you

Name: **Elliott Richie**

Email: **Eftbr@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Friday, 18 October, 2019 - 10:09

COMMENT RESPONSE

Comment No. **P-258** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-259** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Transportation Network Connectivity

COMMENT

Source: Email

Comment No. **P-260**

Last: Richie

First: Elliott

On Fri, Oct 18, 2019 at 10:08 AM eftbr <eftbr@yahoo.com> wrote:

A

B

Please go back to the w1a/b alignment in segment 1 so it will be a useful interstate system. Otherwise it will be worthless to us that live out here. Please do it for the good of the people and not the politics.

Thank you

Elliott Richie
480-987-9088

Sent from Samsung tablet.

COMMENT

Source: Email

Comment No. **P-261**

Last: Riley

First: Beth

On Tue, Oct 22, 2019 at 8:27 PM Beth Riley <tacticalblonde@att.net> wrote:

Hi there,

A

B

Please go back to your previous version of W1 a/b alignment in segment 1.

Our community has grown way too much for it not to come out here near Ironwood Dr and Ocotillo Rd. We need this highway to service the high population out here.

Please reconsider and change it back.

Thank you,

Beth Riley
838 W Basswood Ave
Queen Creek, AZ 85140

COMMENT RESPONSE

Comment No. **P-260** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Transportation Network Connectivity

COMMENT RESPONSE

Comment No. **P-261** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-262** Last: Robertson

First: Zachary

On Wed, Oct 23, 2019 at 11:33 PM Zachary Robertson <zacharyrob37@gmail.com> wrote:

Suggestion:

Where SR-88 ends southbound at Idaho Road and the US-60, you should extend it slightly south and adjust the corridor of the North/South freeway to align with it (You could even input it as an extension of SR-88 so you wouldn't need to make a new highway number).

The freeway portion would start/end just south of US-60 and then stay a normal highway as it heads through Apache Jct. and the mountains.

This would connect people along SR-88 without having to change roads at all and would still involve a freeway-freeway interchange with US-60 before the freeway ends.

Thank you!

Zachary Robertson

A

COMMENT

Source: Email

Comment No. **P-263** Last: Robinson

First: Alex and Heather

On Wed, Oct 23, 2019 at 2:50 PM Heather Robinson <hrobins03@gmail.com> wrote:

PLEASE go back to the w1a/b option! Not only will it help relieve traffic in ever growing san tan but it will mean a safer traveling option for those of us on the east side of san tan and avoid contesting the main road, ironwood, where there are already so many accidents.

Regards, san tan valley residents, Alex and Heather Robinson

A

B

COMMENT RESPONSE

Comment No. **P-262** | Page 1 of 1

A

This issue is addressed in the Draft Environmental Impact Statement in Chapter 2, Alternatives. A system traffic interchange at Idaho Road may require collector-distributor roads to route traffic from Ironwood Drive to U.S. Route 60, since a service traffic interchange at Ironwood Drive would be close to the system traffic interchange at Idaho Road, and Ironwood Drive is a busier route than Idaho Route, with through traffic.

COMMENT RESPONSE

Comment No. **P-263** | Page 1 of 1

A

Your alternative preference has been noted. Thank you for your comment.

B

See FAQ: Growth and Traffic Congestion

COMMENT

Source: Online

Comment No. **P-264** Last: Robinson

First: Kyle

A

Comments: **I fully support the North-South Corridor. I believe it will be in the best long term interest of the residents of Arizona and those that are passing through our state.
Ref. Draft Tier 1 Environmental Impact Statement for the North-South Corridor Study.**

Name: **Kyle Robinson**

Email: **krtrw@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Sunday, 8 September, 2019 - 20:42

COMMENT

Source: Email

Comment No. **P-265** Last: Rodrigues

First: Nancy and Tom

From: **Nancy Sue** <nancyortom@gmail.com>

Date: Fri, Sep 20, 2019 at 3:45 PM

Subject: Public comment

To: <northsouth@azdot.gov>

A

My husband & I are completely for this project to connect the 60 freeway to the 10 running north south next to our town of Florence. It's about time!

Nancy & Tom Rodrigues

COMMENT RESPONSE

Comment No. **P-264** | Page 1 of 1

A — [Your comment has been noted and is appreciated.

COMMENT RESPONSE

Comment No. **P-265** | Page 1 of 1

A — [Your comment has been noted and is appreciated.

COMMENT

Source: Email

Comment No. **P-266**

Last: Rodrigues

First: Nancy and Tom

A



On Sat, Nov 2, 2019 at 8:32 AM Nancy Sue <nancyortom@gmail.com> wrote:

My husband and I vote for the Preferred route shown on the map.

Nancy & Tom Rodrigues
Historical Florence residents

COMMENT RESPONSE

Comment No. **P-266** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Public hearing - verbal

Comment No. **P-267**

Last: Rodriguez

First: Benjamin

3 BENJAMIN RODRIGUEZ: Okay. Thank you.

4 My name is Benjamin Rodriguez, B-e-n-j-a-m-i-n
5 R-o-d-r-i-g-u-e-z. My family has lived out here for almost 40
6 years. The part of the community, a large community that's
7 probably 300 people that have been out here since the beginning,
8 way before Fry's was here, way before Ironwood burst into what
9 it is today, it was just a two-lane back and forth. So when we
10 were seeing that ADOT was considering to this expansion with,
11 you know, the 60 and the 10, we took it very seriously. We're
12 very vested. This is our home.

A

13 And so just a couple of issues I want to bring to
14 the panel's attention. One, your two alternatives on the
15 eastern side, the W1a, W1b and E1b, E1a, which are your
16 preferred routes, are right on our doorstep, literally right on
17 our doorstep. I don't find that very acceptable. We've been
18 out here 40 years. We've been taxpayers funding the county, and
19 for you guys to suggest to put that right on our doorstep is
20 very alarming.

21 Two is we're having water issues. It was just in
22 the Arizona Republic today. That is the number one issue Pinal
23 County is facing. Our agricultural district has to lease our
24 own well, which is privately owned between the 200 people that
25 are part of it, to lease it for the next 30 years. So I'm very

B

COMMENT RESPONSE

Comment No. **P-267** | Page 1 of 2

A — [See FAQ: Property Acquisition

The study area is part of the Phoenix and Pinal Active Management Areas. The management plans for these areas are part of Arizona’s 1980 Groundwater Management Act, which controls the use of groundwater in five areas in the state: Phoenix, Pinal, Prescott, Santa Cruz, and Tucson. Developments in the area that meet certain criteria are required to demonstrate an adequate water supply. The Arizona Department of Transportation is responding to existing and anticipated development, consistent with the general and comprehensive plans of the jurisdictions and county, respectively.

B — [

COMMENT

Source: Public hearing - verbal

Comment No. **P-267**

Last: Rodriguez

First: Benjamin

B

1 concerned that this extension's going to bring uncalculable
2 growth, if you guys' numbers I was reading is true. It's going
3 to impact our groundwater supply, and further, it's going cause
4 issues with, you know, the local supply here that we're -- we're
5 kind of struggling with right now.

6 The other big thing I was just kind of concerned
7 about is that our community is part a lot of older people.
8 They've been -- like I said, they've been out here forever.
9 Some of them couldn't make it today because they're either not
10 very computer literate, by admission. I'm not -- just not
11 saying that as a slight. They told me that themselves. That's
12 why I'm here tonight, kind of a representative. Even though I'm
13 the only one here, part of our ZIP code, there are a greater
14 number of people in our community that are concerned about that.

C

15 And the only other thing, I'm really more hopeful
16 that you guys are seeing the data and you're taking all the
17 people's comments into consideration. I don't think that the
18 eastern corridor is going to be very relevant to the people that
19 are in this area. More people, as Mr. Mayor commented, are
20 going through Queen Creek, going through Ironwood. Nobody's
21 going to take the eastern route other than for transport and
22 freight, and how is that going to benefit us, the taxpayers?

23 So I appreciate your time, and I really do
24 appreciate you guys opening this forum to the public so we can
25 kind of toss these issues about. Thank you.

COMMENT RESPONSE

Comment No. **P-267** | Page 2 of 2

B

The study area is part of the Phoenix and Pinal Active Management Areas. The management plans for these areas are part of Arizona’s 1980 Groundwater Management Act, which controls the use of groundwater in five areas in the state: Phoenix, Pinal, Prescott, Santa Cruz, and Tucson. Developments in the area that meet certain criteria are required to demonstrate an adequate water supply. The Arizona Department of Transportation is responding to existing and anticipated development, consistent with the general and comprehensive plans of the jurisdictions and county, respectively.

C

Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-268** Last: Romano

First: Connie

On Wed, Oct 23, 2019 at 6:42 PM C.A. Mack <smartypantsaz@outlook.com> wrote:
Good evening,

A

After reviewing both options presented for the north south freeway near Queen Creek, I'm in favor of the proposal that's only 3.85 miles east of Queen Creek as opposed to the one that's double the distance.

B

I've lived in Queen Creek for nearly 15 years. I'm thankful for the improved infrastructure but the route that's further east is too far out of the way to make sense to most commuters.

Thank you for listening~

Connie Romano

21158 E Calle de Flores
Queen Creek, AZ 85142

Sent from my iPhone

COMMENT

Source: Online

Comment No. **P-269** Last: Rosciszewski

First: Evelyn

A

Comments: **I feel that this projected freeway should have been planned YEARS ago. This preferred alignment is too far east to help anyone who lives in QC or San Tan Valley now or in the future. I realize that if this alignment is moved farther west, it will impact more people's lives. This should not be only to help with the traffic on I 10! It seems that this may help the traffic on I-10 going into phoenix somewhat but will put traffic on the SR 60 freeway and dump traffic again into Phoenix anyway. Widen I-10 and consider extending Loop 101 or other streets into San Tan Valley and Queen Creek to help with the CURRENT traffic issues.**

B

C

Name: **Evelyn Rosciszewski**

Email: **nana34530@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 11:36

COMMENT RESPONSE

Comment No. **P-268** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-269** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

C — [Because Interstate 10 passes through only the far southern portion of the study area, widening Interstate 10 would not meet the purpose and need of enhancing the transportation network within the study area. Additionally, another purpose of the North-South Corridor is to provide an alternative to avoid congestion on Interstate 10. See the Final Environmental Impact Statement, Section 1.5, Purpose of the Proposed Action. The Loop 101 is outside the study area, approximately 12 miles west of the far northern portion of the study area. An extension of Loop 101 would not meet the purpose and need of enhancing the transportation network within the study area.

COMMENT

Source: Comment form

Comment No. **P-270**

Last: Rosciszowski

First: Evelyn

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

A — This corridor should have been considered 20 years ago
B — Purple line recommendation too far east-

C — Q C + Pinal County need to step up & get infrastructure (ROADS, etc) in place to accommodate rapid growth in the areas B NOT except roads to help - current traffic - STU as esp bad.

D — What E↔W roads will connect to this corridor/stk.
Why was I-19 not expanded to 3 lanes each direction?

Contact Information (optional)

Name: Evelyn Rosciszewski
Address: 1090 W. Sycamore Rd. Q C 85140
Phone: _____
Email Address: nana34530@gmail.com

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

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ADOT Project No. 999 PN 000 H7454
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October 2019

COMMENT RESPONSE

Comment No. **P-270** | Page 1 of 1

A — [See FAQ: Timing of Freeway Construction

B — [Your alternative preference has been noted. Thank you for your comment.

C — [See FAQ: Growth and Traffic Congestion

D — [Pinal County has identified future plans for the county's major routes, known as Regionally Significant Routes for Safety And Mobility. North of and including Arizona Farms Road, it identifies Elliot Road, Ray Road, State Route 24, Germann Road, Ocotillo Road, Riggs-Combs Road, Skyline Drive, and Bella Vista Road connecting with the North-South Corridor. The timing and development of those east-to-west connecting routes depends on development and Pinal County's prioritization of projects. Ironwood Drive is characterized as a principal arterial, and as such its ultimate build-out configuration is three lanes in each direction. Potential traffic interchange locations with connecting roads are shown in Table 2.3-4 in the Final Environmental Impact Statement.

COMMENT

Source: Online

Comment No. **P-271**

Last: Rosette

First: Vince

- A** [
- B** [
- C** [

Comments: **i prefer the Western alternative specifically where it intersects with AZ Farms Rd as i live on the 1st driveway/rd east of Felix rd and Az farms rd. i don't want to hear any traffic or see any street lights if there are to be any on the fwy.**

Name: **vince rosette**

Email: **vince_rosette@hotmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 17 October, 2019 - 11:41

COMMENT RESPONSE

Comment No. **P-271** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Traffic Noise
- C** — [The Arizona Department of Transportation strives to ensure that freeway lighting does not spill over onto adjacent properties.

COMMENT

Source: Online

Comment No. **P-272**

Last: Roth

First: Daniel

A

B

C

D

Comments: **The connector needs to extend to San Tan Valley and not just stop in Queen Creek. Half of the time on a morning commute out of San Tan Valley is spent driving THROUGH Queen Creek. With approximately 100,000 people living in San Tan Valley, and yet we have yet to receive any kind of traffic relief for the inhabitants of my community. The traffic on Hunt Highway and Elsworth makes getting out of San Tan Valley impossible some mornings, and you throw in any kind of accident and we are looking at delays of fractions of hours, not minutes. Stopping the connector in Queen Creek would be the biggest disservice to San Tan Valley since the Johnson Utilities water quality and supply debacle of 2018/2019. We need a rapid way to get to the major freeway connectors, and currently a 4 lane, 45mph divided highway is the only way in or out of San Tan Valley. That's 100,000 people trying to get to work on two 45mph surface streets daily. That just doesn't seem to add up to end the connector in Queen Creek, especially since the population of Queen Creek is much lower than San Tan Valley. SR-24, which connected Queen Creek to 202 has brought a huge economic boom to the region surrounding it. Seems this would pale in comparison to what economic growth and added value a connector to San Tan Valley would bring to our community.**

Name: **Daniel Roth**

Email: **Daroth36@yahoo.com**

COMMENT RESPONSE

Comment No. **P-272** | Page 1 of 1

A — Your alternative preference has been noted. Thank you for your comment.

B — See FAQ: Growth and Traffic Congestion

C — There may be some confusion regarding State Route 24. The State Route 24 Interim Phase II Project, Ellsworth Road to Ironwood Drive, is currently planned to begin construction in the fall of 2020, with construction completed in 2022. The Preferred Alternative would connect from Ironwood Drive to the North-South Corridor.

D — See FAQ: Economic Development

COMMENT

Source: Email

Comment No. **P-273** Last: Roth

First: Jesse

On Tue, Oct 29, 2019 at 9:13 AM Jesse Roth <jesserroth@gmail.com> wrote:

- A — [
- B — [
- C — [
- D — [

My name is Jesse Roth and I am a permanent resident in Queen Creek Arizona. I am writing to you to ask that you please do NOT move forward with the E1a/b plan. Please go back to the original W1a/b alignment in segment 1. This will be of GREAT value to the hundreds of thousands of residents in the San Tan Valley/Queen Creek areas, both with access and traffic, but also economic growth.

Thank you,

Jesse Roth
971-242-9487

Sent from my iPhone

COMMENT

Source: Email

Comment No. **P-274** Last: Sage

First: Doug and Sheila

On Mon, Sep 9, 2019 at 5:55 AM Doug and Sheila Sage <travelingsages@yahoo.com> wrote:

- A — [

It seems logical and cheaper to me if the north end of the proposed corridor would follow the Ironwood street alignment rather than build an entirely new corridor with a sharp turn as it leaves Hwy 60.

COMMENT RESPONSE

Comment No. **P-273** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Growth and Traffic Congestion
- D** — [See FAQ: Economic Development

COMMENT RESPONSE

Comment No. **P-274** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-275**

Last: Sandall

First: Pete

On Tue, Nov 12, 2019 at 7:22 PM Pete Sandall <prsandall@shaw.ca> wrote:

Hello...

My wife and I are writing to urge reconsideration of this transportation proposal. I understand I may have missed the official window for your first study, but can I ask that my voice be added to whatever opinions you are taking into account for the alignment of this north-south connector.

A

I live in the district of Encanterra (now the eastern edge of Queen Creek), and see a massive growth of population and traffic over the past few years, and only expect that this will continue unabated. I look forward to the North-South connector to relieve pressure on Ironwood road. This seems to be the only reasonable way to get from US-60 to Combs Road where I live. At morning and afternoon rush hours, the traffic seems to overload Ironwood now... let alone in the future.

We believe we need to extend the new highway to Queen Creek / San Tan Valley in accordance with the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan. Pinal County, along with many municipalities located within it, endorsed route W1a/b in Segment 1.

B

The population of the San Tan Valley region is projected to increase to more than 150,000 in the medium term, one of the fastest growing centers in the country. Low speed local roads are already clogging up. They were never intended to carry the current loads, let alone what is projected.

C

We need better transportation access. Please include this alignment in lieu of E1b in the next and subsequent revisions. Thanks for your consideration!

Sent from [Mail](#) for Windows 10

COMMENT RESPONSE

Comment No. **P-275** | Page 1 of 1

- A** — See FAQ: Growth and Traffic Congestion
- B** — See FAQ: Consistency with San Tan Valley Special Area Plan
- C** — Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-276**

Last: Schnepf

First: Mark

From: Mark Schnepf
Schnepf Farms
schnepfmark@gmail.com

RE: The North-South Freeway Corridor

Dear Mr. Lopez

I regret that I did not have the opportunity to attend one of the public input meetings held to gather information regarding the North-South Freeway Corridor Alternatives. We are in the middle of our busiest event at Schnepf Farms -- The Pumpkin and Chili Party.

A

Schnepf Farms has been in operation since 1941 in the far southeast corner of Queen Creek within the area served by the proposed North-South Freeway. Schnepf Farms is slightly less than 300 acres and is one of the nation's largest Agritainment farms. We offer U-Pick orchards, gardens, stores, shops, amusement rides, wedding venues, concerts, and many large private events.

B

Schnepf Farms will in 2019 attract about 300,000 visitors to the farm. We expect that number to grow to over 400,000 by 2022 and over 500,000 by 2026. Our next door neighbor The Queen Creek Olive Mill is currently attracting about 500,000 guests per year to their Olive Oil retail operation according to the owner, Perry Rea. I don't know what their growth projections are but I know they have extensive expansion plans for their 90 acres.

COMMENT RESPONSE

Comment No. **P-276** | Page 1 of 2

- A** — [Travel modeling conducted for the North-South Corridor Study considered business-generated traffic, along with population growth. See Section 2.5, Transportation Performance of the Alternatives, in the Final Environmental Impact Statement.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-276**

Last: Schnepf

First: Mark

B

Between our two operations we are currently getting 800,000 visitors a year. At least 80% of these guests are driving from outside the Queen Creek, San Tan Valley area to visit. Transportation has been challenging to say the least as the area has grown. The Town of Queen Creek has made some impressive efforts to improve the transportation situation in the area but without a nearby freeway we will always be deficient and struggling with congestion and traffic issues unless we get a freeway nearby. So in addition to population projections you rely on, please take into consideration the business traffic that Schnepf Farms and Olive Mill create.

C

I strongly urge ADOT to adopt the western alternative corridor for the North South Freeway. If the western alignment is chosen, once it is built, that puts the freeway several miles closer to where we really need it TODAY, where it can have a positive impact on local residents and business' TODAY, where the voters in Pinal County, who approved the tax increase to help fund it will see some relief TODAY.

I served on MAG when I was Mayor of Queen Creek so I understand the need for long range planning. However, to push the corridor miles away to the east to plan for Superstition Vistas is simply ignoring the critical needs we have in our area today that will never be addressed if the corridor is not the western alternative.

Thank you for your consideration.

COMMENT RESPONSE

Comment No. **P-276** | Page 2 of 2

C

Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Comment form

Comment No. **P-277**

Last: Schnepf and Combs

First: N/A

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

(Schnepf + Combs)

A

Laredo Ranch residents - prefer the purple route and please leave the cattle + wildlife + fields in between us and the highway. It's part of why we live here!

B

Contact Information (optional)

Name: _____
Address: _____
Phone: _____
Email Address: _____

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

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ADOT Project No. 999 PN 000 H7454
Federal Aid No. 999-A(365)X
October 2019

COMMENT RESPONSE

Comment No. **P-277** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character

COMMENT

Source: Email

Comment No. **P-278** Last: Schweizer

First: Carl

On Mon, Oct 14, 2019 at 9:14 AM Carl Schweizer <cdblus@yahoo.com> wrote:

A — [

I would prefer the western most route of the proposed northsouth freeway in the region of ENCANTERRA CC where I live in Queen Creek.

Thank you,

Carl W Schweizer

[Sent from Yahoo Mail for iPad](#)

COMMENT

Source: Email

Comment No. **P-279** Last: Scott

First: Angela

From: **Angela Scott** <angela@2deja.com>

Date: Thu, Sep 26, 2019 at 12:38 PM

Subject: 2nd Alignment Concern

To: <northsouth@azdot.gov>

"proposed 25 years ago"

A — [

B — [

C — [

D — [

E — [

In 25 years, the population in Pinal County (San Tan Valley area especially) has quadrupled. We beg of you, do not hold us to the missed opportunity of 25 years ago. The lack of roads and infrastructure in this area has had devastating effects including unbelievable traffic and an increased in accidents (some resulting in death). We have very few routes out of the area, and when there is weather or an accident, we are trapped. This is an awesome, family friendly community, but we are often forgot about. Please don't be one of the many that do.

Angela

COMMENT RESPONSE

Comment No. **P-278** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-279** | Page 1 of 1

A — [See FAQ: Growth and Traffic Congestion

B — [See FAQ: Timing of Freeway Construction

C — [See FAQ: Transportation Network Connectivity

D — [See FAQ: Growth and Traffic Congestion

E — [It is expected that developing an access-controlled facility through the area would improve safety by reducing local congestion and by separating through trips from local trips.

COMMENT

Source: Online

Comment No. **P-280** Last: Shaheen

First: Thomas

- A** [
- B** [
- C** [

Comments: **I favor the preferred route because I believe it will give access to future areas of development and will speed up construction . It will also speed up land acquisition. It will also cause less disturbance to residential areas**

Name: **Thomas Shaheen**

Email: **thomas.shaheen@ymail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 11 September, 2019 - 17:08

COMMENT RESPONSE

Comment No. **P-280** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Timing of Freeway Construction
- C** — [See FAQ: Existing Development

COMMENT

Source: Online

Comment No. **P-281** Last: Shepherd

First: Kenny

Comments: **To whom it may concern,**

A

Please go back to the original W1a/b alignment in Segment 1.

B

The W1a/b alignment will better serve the current and future population of both Queen Creek and San Tan Valley.

C

The ISSUE - The Arizona Department of Transportation (ADOT) has posted their draft of the Tier 1 Environmental Impact Statement for the North-South Corridor. The 55-mile proposed roadway stretches from US 60 in Apache Junction to Interstate 10 in Eloy.

D

The ADOT proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan. Pinal County, along with many municipalities located within it, endorsed route W1a/b in Segment 1 reflecting the needs of their constituents.

E

Of note, studies such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the draft placement of this corridor. The population of San Tan Valley is projected to be near 120,000 in 2030, and increase to more than 155,000 in 2050.

I'm expressing my opinion as a Queen Creek resident because it will also impact my community in the future. Thank you for considering my appeal.

Name: **Kenny Shepherd**

Email: **kshepherd0206@gmail.com**

This submission came from the ADOT internet website.

Submitted: Friday, 18 October, 2019 - 18:11

COMMENT RESPONSE

Comment No. **P-281** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Pinal Regional Transportation Authority Alignment
- D** — [See FAQ: Consistency with San Tan Valley Special Area Plan
- E** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-282**

Last: Shiflet

First: Ron

On Wed, Oct 23, 2019 at 11:51 AM rlshiflet <rlshiflet@gmail.com> wrote:

Please amend the north/south study to include a fix for the traffic jam at the Renaissance Festival. Every year, for 2 months, there is a 13 mile traffic jam.

A

There is already a proposed road going east/west connecting the Renaissance festival with the 202 at Gateway airport.

If your proposed north/south road added this, it would help a lot.

Thanks
Ron Shiflet

COMMENT

Source: Email

Comment No. **P-283**

Last: Shurtz

First: Susanne

On Wed, Oct 23, 2019 at 5:37 PM Sue Shurtz <sue.shurtz@gmail.com> wrote:

Hello,

I have lived in Queen Creek since 2005. It's a wonderful community! I work for the Department of Public Safety and travel 45 miles each way to work. I would love to have the State Route 24 come closer to my home. Originally the next phase was going to be nearer to Queen Creek but now I see it is not.

A

B

Please consider selecting the Western Alternative (W1a/b) which will provide the most transportation options and solutions for my part of the valley.

Thank you for your time.

Susanne Shurtz
(480) 980-5586
sue.shurtz@gmail.com

Sent from my Verizon iPhone

COMMENT RESPONSE

Comment No. **P-282** | Page 1 of 1

A

The North-South Corridor Study purpose and need identifies the proposed corridor as addressing regional connectivity throughout the eastern Pinal County area. While the traffic conditions in Gold Canyon and the area of U.S. Route 60 were evaluated as part of the traffic analysis (refer to the Draft Environmental Impact Statement, Appendix B, Traffic Information, for additional information), addressing traffic issues on U.S. Route 60 through Gold Canyon was not a primary purpose of the North-South Corridor. Solutions for this issue have been evaluated through the US 60 Alignment Study: Superstition Freeway to Florence Junction Environmental Assessment (prepared by the Arizona Department of Transportation). This study and its recommendations were considered in the development of alternatives for a north-south facility.

COMMENT RESPONSE

Comment No. **P-283** | Page 1 of 1

A

See FAQ: Transportation Network Connectivity

B

Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-284** Last: Silverman

First: Jennifer

A

B

Comments: **Please select the W1A/B route or the most western route for freeway expansion for Queen Creek/San Tan Valley. That would me the most needs of residents. Thank you.**

Name: **Jennifer Silverman**

Email: **benjenaz@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 17 October, 2019 - 20:57

COMMENT RESPONSE

Comment No. **P-284** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development

COMMENT

Source: Online

Comment No. **P-285** Last: Smalley

First: Greg

A

Comments: I am against the ADOT preferred E1a,b North-South Freeway proposal for the following reasons:

B

1. You are planning something for the potential future development of the area where you plan the Eastern NS Route when you should be concerned with assisting the current population base in the Queen Creek/Northern STV area. I've heard numbers of 150,000 people in that geographic area. What is the population of the area you say is preferred? Not counting cows.

C

2. How would the above mentioned population base access the Eastern route relative to crossing the canal?

D

3. You probably have traffic pattern models and I would imagine they show traffic from QC/N STV flows west once it gets on a freeway. Your preferred route would force people to go East then North then West to get back to Hwy 60 at Ironwood. How does that solve any congestion issues? It will add to driver's time and frustration level; neither are good for traffic patterns and behavior.

E

3. There is a real need for improved road travel in the QC/N STV area NOW that is developed. Your preferred route will only benefit people that aren't there yet. I understand planning for the future, but you are neglecting a substantial population base that exists TODAY.

4. Your talking points sound good; they just don't match up with putting the freeway in the uninhabited area. For example, "Improve access to future activity centers": what about improving access to EXISTING activity centers? "Enhance

COMMENT RESPONSE

Comment No. **P-285** | Page 1 of 2

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [The Tier 1 Draft Environmental Impact Statement identifies potential traffic interchange locations (refer to Table 2.3-4), based on what Pinal County has identified as routes of regional significance (see Figure 2.1-1). The County’s vision for these routes is to (1) provide continuity across Pinal County and through urban areas and (2) connect to adjacent counties and state highways. When a Tier 2 study advances a project alignment and design, traffic interchange locations and their impact on the environment would be further evaluated.
- D** — [See FAQ: Growth and Traffic Congestion
- E** — [See FAQ: Existing Development

COMMENT

Source: Online

Comment No. **P-285**

Last: Smalley

First: Greg

E

F

transportation system linkages": not for me or the other 100-150,000 people living in my area. I couldn't find distances on your map, but have seen distances overlaid and from Queen Creek, the Western Route is 3+ miles away whereas the Eastern Route is 7+ miles away and over the Canal. It is 11 miles from my house to Hwy 60. The Eastern Route does nothing to enhance my driving experience. "Create a more direct connection to the Eastern portion": the area that has no population.

5. Is the Eastern Route the preferred route because it is easier for ADOT?

PLEASE reconsider your decision and change the preferred route to the W1a,b and serve the existing population which needs your help.

Name: **Greg Smalley**

Email: **gvsmalley@gmail.com**

This submission came from the ADOT internet website.

Submitted: Friday, 18 October, 2019 - 10:59

COMMENT RESPONSE

Comment No. **P-285** | Page 2 of 2

E — [See FAQ: Existing Development

F — [A combination of the eastern action corridor alternatives was found to best meet the purpose and need while minimizing impacts on the human, built, and natural environments. See the Chapter 6, Evaluation of Alternatives, in the Final Environmental Impact Statement.

COMMENT

Source: Email

Comment No. **P-286**

Last: Smith

First: Aaron

A []
B []

On Tue, Oct 22, 2019 at 9:05 PM Aaron Smith <aaron@amqc.net> wrote:

Please go back to the w1a/b alignment for Better service to the population centers in QC and STV.

Thanks,
Aaron Smith

COMMENT

Source: Email

Comment No. **P-287**

Last: Smith

First: Ralph

A []
B []

On Wed, Oct 23, 2019 at 1:32 PM Ralph Smith <rrsjr42@gmail.com> wrote:

I prefer the W1b and W1a route. It would provide easy access to a fast growing area. East route to far East.

COMMENT RESPONSE

Comment No. **P-286** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development

COMMENT RESPONSE

Comment No. **P-287** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-288**

Last: Snow

First: Dawna

On Thu, Oct 17, 2019 at 9:39 PM Dawna Snow <72dsummer@gmail.com> wrote:

A

As a resident of Queen Creek at Ironwood & Pima, and a frequent user of Ironwood to & from my firehouse in AJ, I have looked at the maps regarding the proposed N/S Corridor. Ironwood is a very heavily traveled roadway and traffic is ridiculous. We are looking at the 24 alignment and the N/S Corridor to improve and alleviate this traffic problem and the notable danger associated with it. According to your map, the W1a route is the only option that will remedy the situation. The proposed E1a is too far out of the way for the excessive traffic currently utilizing Ironwood, and as such will not be used instead, causing no solution to the current Ironwood traffic problem. To not solve the Ironwood problem is wholly unacceptable to me as I have personally responded to vehicle wrecks on that roadway, treated severely injured adults and children, and watched numerous people die in front of me. Fixing this over-used, overcrowded, and insufficient roadway is long overdue. The 24 connection & the N/S corridor needs to be one that eliminates the Ironwood problem. I request that ADOT completely scrap the E1a option.

B

C

Thank you,

D Snow

COMMENT

Source: Email

Comment No. **P-289**

Last: Soper

First: Phil

On Wed, Oct 16, 2019 at 6:11 AM Phil Soper <philsoper@brookfieldres.com> wrote:

A

My wife and I are writing to urge reconsideration of this transportation proposal. We need to extend the new highway to Queen Creek / San Tan Valley in accordance with the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan. Pinal County, along with many municipalities located within it, endorsed route W1a/b in Segment 1.

B

C

The population of the San Tan Valley region is projected to increase to more than 150,000 in the medium term, one of the fastest growing centers in the country. Low speed local roads are already clogging up. They were never intended to carry the current loads, let alone what is projected.

D

We need better transportation access. Please include this alignment in lieu of E1b in the next and subsequent revisions.

Regards,

Phil Soper and Melanie Yach

COMMENT RESPONSE

Comment No. **P-288** | Page 1 of 1

- A** — [See FAQ: Growth and Traffic Congestion
- B** — [It is expected that developing an access-controlled facility through the area would improve safety by reducing local congestion and by separating through trips from local trips.
- C** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-289** | Page 1 of 1

- A** — [See FAQ: Pinal Regional Transportation Authority Alignment
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [See FAQ: Growth and Traffic Congestion
- D** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-290** Last: Sozanski

First: Amber

On Thu, Oct 24, 2019 at 5:52 PM Amber Sozanski <ambski89@gmail.com> wrote:
To Whom It May Concern:

A

I would like to vote against the W1a and W1b sections of the north and south corridor.

Kind Regards,
Amber Sozanski

Sent from my iPhone

COMMENT

Source: Email

Comment No. **P-291** Last: Sozanski

First: Amber

On Thu, Oct 24, 2019 at 7:58 PM Indy <ermcar@gmail.com> wrote:

A

I live in the Castlegate community and I want the preferred east corridor route. This will leave enough distance from the homes that are built here and the families that live here. This will leave room for future development on both side of the proposed freeway.

B

COMMENT RESPONSE

Comment No. **P-290** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-291** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Property Acquisition

COMMENT

Source: Email

Comment No. **P-292** Last: Spall

First: Lea

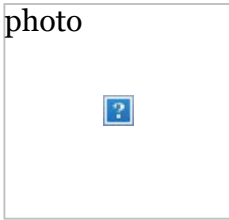
On Tue, Oct 22, 2019 at 7:46 PM Lea Spall, Realtor <leaspall@ntraz.com> wrote:

- A** [
- B** [
- C** [

I have lived and worked in Queen Creek for 18 years. Our town is in dire need of the North South corridor to be closer to QC than the revised plan. The good people here who have struggled thru the traffic congestion have waited a long time for improved roadways. Please consider going back to the original W1a/b alignment in Segment 1. This alignment would be closer to where all the current residences have been built.

Lea Spall CRS, GRI Realtor - Designated Broker, New Traditions Realty

photo



Phone: [480-250-6460](tel:480-250-6460)

Email: LeaSpall@ntraz.com

Website: www.NTRAZ.com

COMMENT RESPONSE

Comment No. **P-292** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [See FAQ: Existing Development

COMMENT

Source: Letter attachment

Comment No. **P-293**

Last: Spear

First: Robert

October 29, 2019

Asadul (Asad) Karim, P.E., Project Manager
Arizona Department of Transportation
205 S. 17th Avenue, MD 605E
Phoenix, AZ 85007

Re: Tier 1 Draft Environmental Impact Statement for the North-South Corridor

Dear Mr. Karim:

As stakeholders in the North-South Corridor (“NSC”), Rosemead Properties, Inc. (“Rosemead”) would like to thank Arizona Department of Transportation (“ADOT”) for the opportunity to review and comment on the NSC Tier 1 Draft Environmental Impact Statement (“EIS”) dated September 2019. Rosemead is eager to work with ADOT to make certain the needs of both Rosemead and ADOT are met. Rosemead submits the following comments on the EIS.

Property Access

A Based on our preliminary review, Rosemead has identified one of its properties east of the NSC along Steele Road, as shown in Attachment A. Rosemead requires access to its property for development and use. Access to this property is required prior to, during, and after construction of the NSC. It is critical that Rosemead and ADOT communicate throughout the planning, design, and construction stages to maintain or improve access to Rosemead’s property during and after the NSC project.

Future Invitations

B Please add Rosemead to all invitations and contact and notice lists ADOT maintains or will create for the NSC, including but not limited to:

1. Invitations to request for technical assistance
2. Scoping and coordination meetings
3. Joint field reviews
4. Substantive and early input on issues of concern
5. Review agreements for issues and required technical studies
6. Review lead agency-approved draft and final environmental documents.

11142 Garvey Avenue • P. O. Box 6010 • El Monte, California 91734 • (818) 448-6183
Please reply to: P. O. Box 29006 • Phoenix, AZ 85038-9006 • (602) 240-6860

COMMENT RESPONSE

Comment No. **P-293** | Page 1 of 3

- A** — [See FAQ: Property Acquisition
- B** — [See FAQ: Timing of Freeway Construction

COMMENT

Source: Letter attachment

Comment No. **P-293**

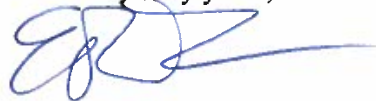
Last: Spear

First: Robert

October 29, 2019
Page 2

Rosemead looks forward to working with ADOT from NSC project commencement to completion.

Very truly yours,



E. Robert Spear
Attorney-in-fact

mc
Enclosure

COMMENT RESPONSE

Comment No. **P-293** | Page 2 of 3

Comments to this letter have been addressed on previous page.

COMMENT

Source: Letter attachment

Comment No. **P-293**

Last: Spear

First: Robert



COMMENT RESPONSE

Comment No. **P-293** | Page 3 of 3

Comments to this letter have been addressed on previous page.

| COMMENT | | | |
|----------------------|--------------------------|---------------|--------------|
| Source: Comment form | Comment No. P-294 | Last: Spencer | First: David |

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

A { Get it done! This area is booming and
transportation has been lacking. I've
been here 20 years and have seen
nothing but slow progress on transportation
issues.

Contact Information (optional)

Name: David Spencer
Address: 5188 E- Pony track, STV
Phone: 480 262-9850
Email Address: dostle@yahoo.com

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

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 Project No. 999 PN 000 H7454
Federal Aid No. 999-A(365)X
October 2019

COMMENT RESPONSE

Comment No. **P-294** | Page 1 of 1

A — [See FAQ: Timing of Freeway Construction

COMMENT

Source: Online

Comment No. **P-295** Last: Spilsbury

First: Adam

Comments: **As a resident of Eloy, I am really excited about the proposed corridor directly linking us to the east valley. My biggest concern is the option that takes the corridor directly to Florence. This option adds unnecessary cost to the project, adds several miles to the route and more fuel consumption. Bypassing Florence to the far west closer to Coolidge and adding an access road if necessary to Florence would be my preferred route. Thank you for your time.**

A [

B [

Name: **Adam Spilsbury**

Email: **Adamjspilsbury@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 24 October, 2019 - 07:36

COMMENT

Source: Email

Comment No. **P-296** Last: Stading

First: Brian

On Fri, Oct 25, 2019 at 10:56 AM Brian <bsmak10@yahoo.com> wrote:

Please pursue the previously adopted and agreed upon W1a/b alignment to benefit the thousands of commuters from the Queen Creek/San Tan Valley area. Anything further east will not be beneficial in reducing the congested roadways that I battle every day.

The proposed corridor may not provide a reasonable benefit to the voters who approved the funding mechanism (PRTA tax). I believe an analysis of the intended transportation impacts over the course of the next 20 years, would show a significantly greater return of investment for the western “preferred” alternative.

Brian Stading
A concerned tax payer

Sent from my iPhone

COMMENT RESPONSE

Comment No. **P-295** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Funding

COMMENT RESPONSE

Comment No. **P-296** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [See FAQ: Pinal Regional Transportation Authority Alignment

COMMENT

Source: Email

Comment No. **P-297**

Last: Starr

First: Josh

On Wed, Oct 23, 2019 at 2:34 PM joshstarr <joshstarr@cox.net> wrote:

- A** — [
- B** — [
- C** — [

Team me as a tax payer that had my taxes increased to pay for this would be to move the alignment closer to San tan valley and queen creek. It wouldn't make sense to have it so far away from where the center of the growth is already occurring.

Josh Starr
480-580-2507

COMMENT

Source: Email

Comment No. **P-298**

Last: Stewart

First: Tanner

On Wed, Oct 23, 2019 at 3:14 PM Tanner Stewart <tannerjstewart@icloud.com> wrote:

- A** — [
- B** — [

We are begging you guys to commit to the original plan of this corridor. The one that brings it in 4 miles closer to queen creek and San Tan. We need major help with commuters in this area. Please consider this.

Sent from my iPhone

COMMENT RESPONSE

Comment No. **P-297** | Page 1 of 1

- A** — [See FAQ: Funding
- B** — [Your alternative preference has been noted. Thank you for your comment.
- C** — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-298** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Transportation Network Connectivity

COMMENT

Source: Email

Comment No. **P-299**

Last: Stoye

First: Diana

On Tue, Oct 22, 2019 at 9:45 PM Diana Stoye <diana.stoye@gmail.com> wrote:

A

B

C

I have reviewed the map referencing the north south freeway. In my opinion, the route outlined in purple would be the preferred route. The "east" route would bring the freeway very close to my home and, in my opinion, would adversely affect property values for the neighborhoods that would be affected. I live in one of these neighborhoods, and do not like the prospect of the traffic noise and lights the east alignment would bring to my little slice of Arizona.

Thank you,

Diana Stoye
5147 E Lonesome Dove Trl
San Tan Valley AZ 85140

COMMENT

Source: Email

Comment No. **P-300**

Last: Supra

First: Pablo

On Tue, Oct 29, 2019 at 5:01 PM Pablo supra <thehubofficallize@gmail.com> wrote:

A

Hello,
I support W1 a/b route
Thank You

COMMENT RESPONSE

Comment No. **P-299** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition
- C** — [See FAQ: Traffic Noise

COMMENT RESPONSE

Comment No. **P-300** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-301**

Last: Taylor

First: David

On Sat, Oct 19, 2019 at 8:52 AM David Taylor <fiestafrog@aol.com> wrote:

A



B



Please consider keeping the north south route as planned. Don't let the cities with their own agendas bully you. Don't run a freeway past all of our houses just because they want the money. Keep it out in the desert where it affects no one.

David Taylor

COMMENT

Source: Online

Comment No. **P-302**

Last: Taylor

First: Gary

A



B



Comments: **My Suggestion is spend the money to upgrade the northsouth roads (60,79,287,87) already in place. If developers want a new road let them pay for it thru property value! Higher property value means higher annual taxes.**

Name: **GARY TAYLOR**

Email: **gtthunderbird@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 12 September, 2019 - 08:12

COMMENT RESPONSE

Comment No. **P-301** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Community Character

COMMENT RESPONSE

Comment No. **P-302** | Page 1 of 1

A — [The study team considered modal alternatives such as improvements to existing routes. Such improvements would not meet projected travel demand in the study area. See the Final Environmental Impact Statement, Section 2.2.2.3, *What Alternatives Were Considered?*, for further discussion.

B — [See FAQ: Funding

COMMENT

Source: Online

Comment No. **P-303** Last: Taylor

First: Gary

A

Comments: **How about fixing the current highways and interstates that are in deplorable condition before building more roads when ADOT cannot maintain the ones already built.**

Name: **Gary Taylor**

Email: **gtayloral31@gmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 22 October, 2019 - 16:04

COMMENT RESPONSE

Comment No. **P-303** | Page 1 of 1

A

The Arizona Department of Transportation strives to maintain its existing transportation facilities in good condition while also planning for future travel needs that will be generated by the continued growth of Arizona communities and interstate commerce.

COMMENT

Source: Email

Comment No. **P-304** Last: Temple

First: Josh

On Tue, Oct 22, 2019 at 9:45 AM JT <josh@helix33.com> wrote:

Hello,

My name is Josh Temple, I own a house near Hunt Highway and Thompson roads. I need to drive to Scottsdale every morning for work. I've tried just about every road possible to make my journey to the 202 fairly reasonable, but it still take about 30 minutes to get there. Ellsworth is not only at full capacity, but also extremely dangerous with cars barely being able to make it through intersections without getting left hanging in incoming traffic.

Anyway, I'm sure you know the hardships we are having in Queen Creek/STV at this point regarding transportation.

A

I am hoping that you will consider a North/South Corridor that is as close as possible to the West in order to service Queen Creek as well as STV. I see new subdivisions popping up all over the place and we can't currently handle the load and can't imagine what it's going to be like in 2 - 5 years from now if we don't get relief soon.

B

Please help us to have a safe drive around our city and provide an easier way to get from our homes to the freeway around us.

Thank you very much for your time.

Josh Temple

COMMENT RESPONSE

Comment No. **P-304** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Online

Comment No. **P-305** Last: Thomas

First: Zachary

- A
- B
- C
- D
- E
- F
- G
- H

Comments: **Designating a corridor so distant from current population and so close to US60-AZ-79 is tremendously irresponsible. Most current Pinal County residents have no use for the Northern section as your Appendix B shows, due to significant backtrack for predominant flow, leaving them to continue using saturated roads. Expanding US60-AZ-79 and dedicating ROW for the northern section would save a lot of money and disturb the environment far less if through traffic is the primary concern, given the meandering preferred alternative only saves about 2 miles off the current Florence-Phoenix distance. The desire to serve future development east of both alignments is noble, but ignoring the existing population only exacerbates the impacts of the eventual solution for existing and near-term residents. The scoring for the impacts of these alignments is absurdly skewed. For example. The current undisturbed lands of the eastern alignment are listed as the same amount moderate impact to wildlife as the the western alignment, which is listed as having a more significant impact to farms. It should be one or the other, but not both. You also seem to have identified the seasonal residents of the mobile home community adjacent to Ironwood Dr as low income/disadvantaged, which is inaccurate at best and could have been easily avoided were the interchange centered on Idaho Rd. I've reviewed quite a few EIS over the past 25 years, and this one is certainly the worst. It reeks of incompetence and/or corrupt intent.**

Name: **Zachary Thomas**

Email: **zacharythomas@gmail.com**

This submission came from the ADOT internet website.

Submitted: Monday, 28 October, 2019 - 19:46

COMMENT RESPONSE

Comment No. **P-305** | Page 1 of 1

- A** — Your alternative preference has been noted. Thank you for your comment.
- B** — See FAQ: Growth and Traffic Congestion
- C** — State Route 79 was considered as an alternative but was not carried forward because it is far from existing and planned development, is east of the Central Arizona Project Canal and thus would require unplanned extensions of east-to-west roads, and would not relieve traffic congestion in the study area. See the Final Environmental Impact Statement Section 2.2.2.3 for additional discussion.
- D** — See FAQ: Growth and Traffic Congestion
- E** — See FAQ: Existing Development
- F** — We were unable to locate the specific text the commenter is referencing. The Draft Environmental Impact Statement was searched for the term “undisturbed lands,” and “undisturbed” appears one time, and not in this context.
- G** — The commenter is correct in this assessment: in terms of wildlife, the Eastern Alternatives (E1a and E1b) have slightly more risk (moderate) compared with the Western Alternatives (W1a and W1b), whereas the Western Alternatives have a high risk to prime and unique farmland, compared with the Eastern Alternatives.
- H** — Identification of minority and low-income populations is based on U.S. Census Bureau data, and low-income is also based on American Community Survey data, which is statistically valid but not necessarily 100 percent accurate. The analysis prepared at this Tier 1 level provides an assessment of risks to populations protected under environmental justice.
- H** — It is important to note that this is a Tier 1 Environmental Impact Statement, which is different from a project-level environmental impact statement, typically prepared and reviewed for infrastructure improvement projects subject to the National Environmental Policy Act. A Tier 1 Environmental Impact Statement for a long corridor such as this one examines the risks of impacts and, therefore, presents the analysis differently than most environmental impact statement documents.

COMMENT

Source: Email

Comment No. **P-306** Last: Thompson

First: Jon

On Tue, Oct 15, 2019 at 11:58 PM JON M. THOMPSON <THOMPSON5155@msn.com> wrote:

To: Study Team

I have had a chance to review the data my husband has brought home as well as the study/document itself. I find it to be very informative. I have read a number of the local news articles from the surrounding areas as there have been meetings in their towns and not in Coolidge and I see some are not pleased with the results of this study. As I read the study I noticed there were pros and cons to the proposed routes. But there appeared to be less bad options to the route the study recommended, which is the E4 Alternative corridor alternative in Segment 4. I see there were more positives in the E4 as it would better support regional land use plans, preserve historic structures, have a much lower risk of adverse impacts on the human and built environment, would not cause or contribute to violation of state water quality standards or toxic effluent standards, and would not jeopardize the continued existence of federally listed endangered and threatened species or their critical habitats, nor protected native plants. I support the route that is being proposed by this study. I realize the study can not take into account financial matters but as a tax payer in Pinal County I feel since the County has already purchased a portion of land for the freeway and developers' have indicated they will donate land that the cost to build would be less thus saving me the taxpayer money. I do not see how taking out a two lane highway that already exists and replacing it with a four lane parkway/freeway gives you more lane volume to move traffic than leaving the two lane highway and adding a four lane parkway/freeway that could also act as a detour route in the event of an emergency/major accident/event on the surrounding freeways. I would think six lanes would move more than four lanes of traffic; that is why we add lanes to existing freeway, right? If not why are we trying to widen I-10 between Casa Grande and Phoenix? Anyway, I appreciate any consideration you may give this correspondence. And at the risk of it being taken the wrong way I would point out that a large portion of the N/S freeway runs through Coolidge and our population is a mobile population unlike our neighboring communities who have a great number of citizens who don't leave their residences for years at a time. So while we may have a smaller population ours utilize the roadways. Thank you.

Johnna Thompson

Sent from [Mail](#) for Windows 10

COMMENT RESPONSE

Comment No. **P-306** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Funding
- C** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-307** Last: Thompson

First: Shelley

On Tue, Oct 22, 2019 at 8:33 PM Shelley Thompson <thompson_trio@msn.com> wrote:

A

I would suggest that you pursue the previously adopted and agreed upon W1a/b alignment since it will prove of greatest benefit to the tens of thousands of commuters from Queen Creek, San Tan Valley, Apache Junction and Mesa that have very limited freeway access today and suffer from a lesser quality of life.

B

Please note:

C

- The proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan as approved by the voters on November 7, 2017.

D

- The proposed corridor may not provide a reasonable benefit to the voters who approved the funding mechanism (PRTA tax). We believe an analysis of the intended transportation impacts over the course of the next 20 years, would show a significantly greater return of investment for the western “preferred” alternative.

E

- The economic development impact would be much more substantial with the selection of the western alignment due to population growth and anticipated projections for the 2020 Census.

F

- Studies, such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the ADOT proposal.

Thank you
Shelley Thompson
Former Queen Creek resident
Current Mesa D6 resident

Sent from Shelley's iPhone

COMMENT RESPONSE

Comment No. **P-307** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development
- C** — [See FAQ: Pinal Regional Transportation Authority Alignment
- D** — [See FAQ: Funding
- E** — [See FAQ: Economic Development
- F** — [See FAQ: Consistency with San Tan Valley Special Area Plan

COMMENT

Source: Online

Comment No. **P-308** Last: Thornburg

First: Meghan

A —
B —

Comments: **The Western Alternative (W1a/b) will provide the most transportation options and solutions for the area.**

Name: **Meghan Thornburg**

Email: **Meggie1413@aol.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 12:50

COMMENT

Source: Email

Comment No. **P-309** Last: Tieman

First: Jared

A —

On Thu, Oct 24, 2019 at 6:27 AM Jared Tieman <jtieman@streetlightsres.com> wrote:

The new road needs to stay as close to Queen Creek as possible from the Loop 202, please.

Jared Tieman | Project Manager

5080 N. 40th St., Ste. 475 | Phoenix, AZ 85018

C (602) 909-0974

jtieman@streetlightsres.com | www.streetlightsres.com

STREET LIGHTS
RESIDENTIAL

COMMENT RESPONSE

Comment No. **P-308** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Transportation Network Connectivity

COMMENT RESPONSE

Comment No. **P-309** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-310**

Last: Tilton

First: Jada

On Fri, Oct 18, 2019 at 10:57 AM Jada Monroe <jada.monroe@me.com> wrote:

A

As a resident of STV, my family and I are requesting that this proposed freeway remain in the far east, which is your original proposal (w1 a/b). For individuals who moved to the country, moving it closer to our homes only brings a whole host of problems with it, including noise pollution.

B

Please don't allow politicians to bully you into thinking their view is correct. Take into consideration the people who currently reside out here, who raise animals on their property.

C

We will continue to aggressive oppose any additional alternatives to this. If QC wants better access to it, then they can run it through Center of town down Ellsworth. Please allow what made QC/STV an desirable place to be, desirable! Farmers are constantly pushed out. Let's leave the wide open spaces, and put the freeway on the east side is the CAC!

Thank you for your time and consideration.

Jada Tilton

COMMENT RESPONSE

Comment No. **P-310** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Traffic Noise
- C** — [See FAQ: Community Character

COMMENT

Source: Email

Comment No. **P-311**

Last: Tinjum

First: Pat

On Thu, Oct 24, 2019 at 8:37 AM Pat Tinjum <prairiebirder@me.com> wrote:

Hello,

I am writing to comment on the above captioned study for the North-South Corridor.

A

B

I think the **Preferred Corridor alternative (E1B)** makes the most sense. Planning for growth and future transportation opportunities requires this kind of forward-thinking road building. The farther east road will better serve our transportation needs for the future.

Thank you for accepting my comment.

Sincerely,

Pat Tinjum

COMMENT

Source: Email

Comment No. **P-312**

Last: Tolar

First: Phyl

On Thu, Oct 24, 2019 at 11:57 AM Phyl tolar <bptol0709@yahoo.com> wrote:

A

B

C

First let me say I think the N-S corridor is a good idea and much needed. There has been so much growth since we moved here 10 years ago and it does not look like it is going to slow down. However as a resident of Castlegate in San Tan Valley, I obviously do not want it so close to our residential neighborhood. I understand you have a couple ideas on where to actually place it and it would not only benefit us and our neighborhood to place it a comfortable distance east of us (which is open land and not detrimental to residences) it would still relieve the congestion on ironwood. Please take this into consideration when making your decision. Thank you in advance.

[Sent from Yahoo Mail on Android](#)

COMMENT RESPONSE

Comment No. **P-311** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-312** | Page 1 of 1

- A** — [Your comment has been noted and is appreciated.
- B** — [See FAQ: Growth and Traffic Congestion
- C** — [See FAQ: Property Acquisition

COMMENT

Source: Online

Comment No. **P-313**

Last: Toscano

First: Ray

10/27/2019 6:40:10 AM

The proposed route through Avra Valley for this new highway is a terrible idea that would disturb too many valuable natural resources and cultural areas.

A

The state can't keep up with the maintenance of its current highway system, additional highways will just make this worse.

B

I-19 & I-10 improvements in the Tucson area would be a much better approach to improving traffic flow in this area. And a high speed rail line between Tucson & Phoenix would help even more

jlist@thetoscans.com

COMMENT

Source: Email

Comment No. **P-314**

Last: Trimmer

First: Aaron

On Wed, Oct 16, 2019 at 12:35 PM tram480 . <tram480@gmail.com> wrote:

To whom it may concern,

A

B

C

I want to voice my opposition to the proposed section of the corridor W1a/W1b near Combs rd and Sierra Vista rd. I live right there, this would severely impact my well being and property value. The freeway would be seen and heard from my home. I live in that area to be away from "city aspect" and want it to stay that way.

Thank you!
Aaron Trimmer

4680 E. Horse Mesa Trl

COMMENT RESPONSE

Comment No. **P-313** | Page 1 of 1

A

The North-South Corridor study area does not encompass Avra Valley or Interstate 19. Interstate 10 passes through only the far southern portion of the study area, and thus widening Interstate 10 would not meet the purpose and need of enhancing the transportation network within the study area. Additionally, another purpose of the North-South Corridor is to provide an alternative to avoid congestion on Interstate 10. See the Final Environmental Impact Statement, Section 1.5, Purpose of the Proposed Action.

B

See FAQ: Multimodal Transportation

COMMENT RESPONSE

Comment No. **P-314** | Page 1 of 1

A

Your alternative preference has been noted. Thank you for your comment.

B

See FAQ: Property Acquisition

C

See FAQ: Community Character

COMMENT

Source: Email

Comment No. **P-315**

Last: Trimmer

First: Aaron

On Tue, Oct 29, 2019 at 7:40 PM Aaron Trimmer <tram480@yahoo.com> wrote:

A —
B —

I'm very against the W1a/W1b section of the North South Corridor. It's just too close to so many homes. Keep it out in the desert away from homes.

Thank you!

[Sent from Yahoo Mail on Android](#)

COMMENT

Source: Email

Comment No. **P-316**

Last: Trimmer

First: Caitlyn

On Sat, Oct 26, 2019 at 1:30 PM Caitlyn Trimmer <caitlyn.trimmer@gmail.com> wrote:

A —
B —

I don't want W1a/W1b as it would go right by my home. It would be too close to so many homes and force some people out of their homes.

Caitlyn

COMMENT RESPONSE

Comment No. **P-315** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-316** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT

Source: Online

Comment No. **P-317**

Last: Trotter

First: Baylee

A —
B —

Comments: **It's very important to Build! Hurry up!**

Name: **Baylee Trotter**

Email: **Trotterbaylee@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 08:12

COMMENT

Source: Email

Comment No. **P-318**

Last: Trujillo

First: Dan

Hello,

I am a resident of the Town of Queen Creek.

A —
B —

I prefer the Western Alignment of the North-South Freeway to enable access to the freeway without having to travel farther east to do so.

Thank you for your consideration.

Regards,

Dan

COMMENT RESPONSE

Comment No. **P-317** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Timing of Freeway Construction

COMMENT RESPONSE

Comment No. **P-318** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development

COMMENT

Source: Online

Comment No. **P-319**

Last: Tybur

First: William

A

Comments: **My comments about the North-South Corridor Study follow, I am in full support of this project.**

I am involved with Danrick Builders, the company developing almost four sq. miles of farmland west of Casa Grande, about seven miles from I-10, just 1/2 mile south of Interstate 8. The Attesa project will be a master-planned community including race tracks, entertainment and hospitality, industrial, residential, special events, etc.

At first blush one might think this proposed parkway would have no impact on us, as the new road is intended to promote faster, safer and more efficient travel between the far east Valley and Casa Grande, Eloy, Florence, etc.

Our property is going to attract visitors. The east Valley is growing by leaps and bounds.

But if a race fan, concert-goer, etc. in Apache Junction, Queen Creek or San Tan Valley wants to come to Attesa, it's a 40-minute trip to get to Interstate 10, OR a circuitous, slow and frustrating journey over 'highways' that used to be farm roads in order to get to Coolidge -- which is still 20 miles away from Casa Grande.

I believe this road is critical to continued growth and prosperity for ALL people in Pinal County. It will reduce the pollution from cars and trucks that have start and stop and slow down while making every trip shorter and safer.

B

C

Name: **William P. Tybur**

Email: **william.tybur@danrickbuilders.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 12:51

COMMENT RESPONSE

Comment No. **P-319** | Page 1 of 1

- A** — [Your comment has been noted and is appreciated.
- B** — [See FAQ: Economic Development
- C** — [See FAQ: Air Quality

COMMENT

Source: Online

Comment No. **P-320**

Last: Unstad

First: Judy

A

Comments: **Will this new northsouth freeway go through Apache Junction? I cannot tell by the map that was provided in the newspaper. I would like to see more defined proposed roadways you are considering.
Thank you.**

Name: **Judy Unstad**

Email: **jeumissy@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 18 September, 2019 - 21:35

COMMENT

Source: Online

Comment No. **P-321**

Last: Vaillancourt

First: Stacy

A

B

Comments: **I live in Queen Creek and the traffic on Ellsworth road is awful. Most of this traffic is coming from residents that live further East and there only way to the freeway is either Ellsworth or Ironwood road. I would prefer to see the freeway be built onto the WEST route. It would allow closer freeway access to San Tan valley residents and alleviate the congestion we have in Queen Creek**

Name: **Stacy Vaillancourt**

Email: **stacyv@cox.net**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 21:13

COMMENT RESPONSE

Comment No. **P-320** | Page 1 of 1

- A** — [The North-South Corridor would pass through Apache Junction at its connection with U.S. Route 60.

COMMENT RESPONSE

Comment No. **P-321** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-322** Last: Valenzano

First: James

From: **James Valenzano** <jimi.valenzano@gmail.com>
Date: Tue, Sep 17, 2019 at 5:07 AM
Subject: Question
To: northsouth@azdot.gov <northsouth@azdot.gov>

A

Hello I have just been handed a copy of your proposal for a new highway.
My question is is how will this impact my home? I live at 11691 e lupine lane in flirence.

B

Some are worried that the construction will be running very close to Magma ranch and quail run. Can you please explain?

Respectfully
Jimi Valenzano

COMMENT

Source: Email

Comment No. **P-323** Last: Valenzano

First: James

From: **James Valenzano** <jimi.valenzano@gmail.com>
Date: Fri, Sep 20, 2019 at 2:45 PM
Subject: Noth south freeway
To: <northsouth@azdot.gov>

A

To whom it may concern.
I was wondering if you have considered all the disruption you will cause to all of us in magma ranch one by having a freeway/highway so close to our homes? I for one an dead set against having it so close to my home.

I moved here to get away from all of that nonsense and now this lovely project will totally wreck my home value along with others.

B

My suggestion to you is start it in aj at the 60 and run it through New Mexico down to the i10.
Please find another way to run this project and make sure it is not close to the homes in magma ranch.

Respectfully

Jimi Valenzano
Florence

COMMENT RESPONSE

Comment No. **P-322** | Page 1 of 1

- A** — [The Preferred Alternative (E1b Alternative) would be located to the west of the identified property. No direct impacts on the property would occur. The Preferred Alternative would be located west of the Magma Ranch neighborhood and east of the Quail Run neighborhood.
- B** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-323** | Page 1 of 1

- A** — [See FAQ: Property Acquisition
- B** — [A transportation corridor extending as far east as New Mexico would not meet the proposed action's purpose to improve regional mobility and transportation network connectivity in the study area, among other goals.

COMMENT

Source: Online

Comment No. **P-324**

Last: Van Gelder

First: Dennis

10/24/2019 10:22:29 AM

A



Looks good to me!

dnlatgr@q.com

COMMENT

Source: Online

Comment No. **P-325**

Last: Van Rensburg

First: Louise and John

10/25/2019 9:51:48 AM

A



As a resident of Encanterra soon to be part of Queen Creek my husband and I support the more western alignment of the proposed north-south corridor. It would help greatly the vast majority of the residents and prevent having to go further east to go north. It seems logical and from an environment perspective it would reduce additional pollution by cutting on travel miles. Something to consider when we are all trying to go Green!

B



louise.vanrensburg@yahoo.com

COMMENT RESPONSE

Comment No. **P-324** | Page 1 of 1

A — [Your comment has been noted and is appreciated.

COMMENT RESPONSE

Comment No. **P-325** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Air Quality

COMMENT

Source: Email

Comment No. **P-326** Last: Vellutini

First: Joe

On Tue, Oct 22, 2019 at 5:36 PM Jvellutini <jvellutini@aol.com> wrote:

Hello,

A

As a resident of Queen Creek, I would like to request that you please build the proposed road nearer to Queen Creek and Ironwood Rd.

B

As you are no doubt aware, there are precious few north/south surface streets that go through town especially on the east end. And our 130,000 neighbors to the south in San Tan must use Ellsworth, Rittenhouse and Ironwood which always run in excess of capacity.

C

I have no doubt that someday another north south corridor even further east will be needed as it seems the developers are always a decade or two out in front of the state/AZdot. Perhaps you should just build both routes now. It is always cheaper to build in today's dollars than in future dollars, right? You could always start taxing corporations because we all know they ain't paying for jack shit as it is.

Kindest Regards,
Joe Vellutini
21942 E Maya Rd
Queen Creek, AZ 85142.

Sent from my iPhone

COMMENT RESPONSE

Comment No. **P-326** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Transportation Network Connectivity
- C** — [See FAQ: Funding

COMMENT

Source: Online

Comment No. **P-327**

Last: Warbington

First: Carthy

A

B

Comments: **Please keep the far eastern corridor, Eb1. We sure don,t need the freeway traffic running down Pima rd. That would destroy our neighborhood. Queen Creek Rancho,s. We have lived here for more than 20 yrs, along with many others. We plan on staying here and do not want the traffic in our neighborhood. Thank you.**

Name: **Carthy Warbington**

Email: **Lazywdart1@msn.com**

This submission came from the ADOT internet website.

Submitted: Sunday, 20 October, 2019 - 19:07

COMMENT

Source: Online

Comment No. **P-328**

Last: Washburn

First: Alfred

A

Comments: **I like the preferred route. I think it will be more useful in the future.**

Name: **Alfred Washburn**

Email: **alw.oracleman@gmail.com**

This submission came from the ADOT internet website.

Submitted: Sunday, 20 October, 2019 - 08:54

COMMENT RESPONSE

Comment No. **P-327** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character

COMMENT RESPONSE

Comment No. **P-328** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Public hearing - verbal

Comment No. **P-329**

Last: Washburn

First: Dan

15 DAN WASHBURN: Thank you. I want to offer my
16 thanks for you being here. I appreciate -- oh, I'm Dan
17 Washburn. Do I need to spell the last name, too?

18 MARSHA MILLER: No.

19 DAN WASHBURN: Thanks. Thank you for being here
20 and I appreciate the notice that was provided.

21 What I do want to say without -- with at least
22 making a point that I think there are many San Tan Valley
23 residents that would appreciate the opportunity to have a voice.
24 We don't. We don't have a city council. We don't have anyone
25 to speak on our behalf. And so if there was an opportunity for
A 1 ADOT to somehow reach out a little bit further, noting that
2 unlike most municipalities, like a lot of the ZIP codes were
3 from Florence and Queen Creek. They have an opportunity to have
4 a voice. But unfortunately, San Tan Valley doesn't. And so if
5 you could just, I guess, extend that additional effort to reach
6 out, and perhaps in another way, perhaps a -- hold perhaps
7 further hearings to give them an opportunity. I think that
8 would be -- I think you'd find there -- you might find more
9 support or more direction, better direction. But right now, I
10 think most of these folks are from San Tan Valley that don't --
11 that's a really small fraction of what I think really would like
12 to provide their input.

13 Truthfully, either way, I would be happy. I'm
14 not going to be dissatisfied. I appreciate both routes that
15 were offered. I think the yellow one that was offered
B 16 represents something that would benefit San Tan Valley a whole
17 lot sooner than later, and there's not been much to benefit San
18 Tan Valley, so that's it. Thank you.

COMMENT RESPONSE

Comment No. **P-329** | Page 1 of 1

A — [See FAQ: Existing Development

B — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-330**

Last: Washburn

First: Marcia

A

Comments: **I support the Preferred Corridor Alternative wholeheartedly. I feel it is most practical and the least impactful to current residents.**

Name: **Marcia Washburn**

Email: **mlwashburn@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 15:54

COMMENT

Source: Email

Comment No. **P-331**

Last: Weaver

First: Hannah

A

B

C

On Thu, Oct 24, 2019 at 9:59 AM Hannah Weaver <hnnhlweaver@gmail.com> wrote:

Please revert the plan to W1a/b alignment in segment 1 for this roadway project as this would help alleviate the traffic. The further highway will not be utilized nearly as much or benefit the majority of residents.

COMMENT RESPONSE

Comment No. **P-330** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-331** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Growth and Traffic Congestion

C — [See FAQ: Existing Development

COMMENT

Source: Email

Comment No. **P-332**

Last: Weight

First: Chandler

On Wed, Oct 23, 2019 at 10:18 AM Chandler Weight <Chandler.Weight@phoenix.edu> wrote:

A []
B []

The original plan, or the W1a/b alignment in Segment 1 is what should be used for the North South Freeway. This will accommodate the growth in Queen Creek and San Tan Valley as was the original plan.

Chandler Weight

Senior Enrollment Representative

College of Humanities and Sciences

University of Phoenix

Online Campus | 1625 Fountainhead Parkway, Mail Stop: CF-M400 Tempe, AZ 85282 | direct 602.387.5428 | toll-free 866.484.1815 ext.387.5428

COMMENT

Source: Email

Comment No. **P-333**

Last: Welchman

First: Brad

On Fri, Oct 18, 2019 at 2:36 PM bradley Welchman <juicewelchman@yahoo.com> wrote:
To who is may concern,

A []
B []
C []

I am disappointed that ADOT is choosing the easter most alignment or E1B. As a tax payer at the town of Queen Creek this alignment is not as beneficial to the current population and daily traffic congestion that is here in Queen Creek and San Tan Valley. If would be most beneficial for the current population in this area for ADOT to choose the W1a/b alignment. It only makes sense that those who are now paying for it will be able to benefit from this new alignment. My hope is that you would change to the alignment W1a/b.

Thank You for your time!

Brad Welchman
20198 E Camina Buena Vista
Queen Creek 85142

[Sent from Yahoo Mail on Android](#)

COMMENT RESPONSE

Comment No. **P-332** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT RESPONSE

Comment No. **P-333** | Page 1 of 1

- A** — [See FAQ: Growth and Traffic Congestion
- B** — [See FAQ: Funding
- C** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-334** Last: Wackerman

First: Kent

On Fri, Oct 18, 2019 at 8:09 AM Kent Wackerman <kwackerman@kc.rr.com> wrote:
With regard to the North-South Corridor Study, I am in favor of going back to the original " W1a/b alignment in Segment 1 ".

A — [

B — [

The proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan. Pinal County, along with many municipalities located within it, endorsed route W1a/b in Segment 1. I believe the original alignment will better serve the growing population of Pinal County.

Thank you for the opportunity to comment.

Kent Wackerman
1574 East Alegria Road
San Tan Valley, AZ

Sent from my iPad

COMMENT

Source: Email

Comment No. **P-335** Last: Whitham

First: Jackie

On Wed, Oct 23, 2019 at 6:00 PM Jackie Whitham <whithamj@gmail.com> wrote:

Dear ADOT,
As a citizen of Pinal County, resident of Encanterra, I am concerned about the proposed change of the North/South freeway alignment.

A — [

We much prefer the Pinal Regional Transportation Authority (PRTA) plan. The original plan will better serve those living in this rapidly growing area.

B — [

Please consider returning to the original W1a/b alignment plan.

Respectfully,
Wayne and Jackie Whitham
1694 E Azafran Trail, San Tan Valley, Az 85140

COMMENT RESPONSE

Comment No. **P-334** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Pinal Regional Transportation Authority Alignment

COMMENT RESPONSE

Comment No. **P-335** | Page 1 of 1

- A** — [See FAQ: Pinal Regional Transportation Authority Alignment
- B** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-336** Last: Wilbourn

First: Lenny

A

Comments: **My family and I just recently move to San Tan, the E1A & E1B look to have the same amount of convenience without putting the new highway right in our backyard.**

Name: **Lenny Wilbourn**

Email: **morfeeis@hotmail.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 22 October, 2019 - 20:54

COMMENT

Source: Online

Comment No. **P-337** Last: Willcut

First: K.

A

B

Comments: **After reading the provided material regarding different route options for the north-south corridor, the option I would support is the eastern route for the north south corridor. The eastern route appears to have the least impact to existing communities in many ways, including noise levels.**

Name: **K. Willcut**

Email: **kloopy12@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 17 September, 2019 - 21:09

COMMENT RESPONSE

Comment No. **P-336** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-337** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Traffic Noise

COMMENT

Source: Online

Comment No. **P-338** Last: Willcut

First: M.

- A** [
- B** [
- C** [

Comments: **I recommend the eastern route for the north south corridor. It would be nice to have a buffer between the freeway and the current existing community's. Not to mention the noise impact of construction, and when the freeway is in place. There are some nice properties out this way that would be negatively impacted by the western route.**

Name: **M. Willcut**

Email: **mwtron456@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 17 September, 2019 - 21:19

COMMENT

Source: Email

Comment No. **P-339** Last: Williams

First: Terre

- A** [
- B** [

On Fri, Oct 18, 2019 at 12:28 PM Terre Williams <terrew@icloud.com> wrote:

I am a resident of South Queen Creek / San Tan Valley area. I am writing to request that you revert back to the W1a/b alignment in Segment 1. I believe this will better serve the projected population of this area from 2030-2050.

Kind regards,

Terre Williams
1376 E Copper Hollow
San Tan Valley, AZ 85140

COMMENT RESPONSE

Comment No. **P-338** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Traffic Noise
- C** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-339** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion.

COMMENT

Source: Letter attachment

Comment No. **P-340**

Last: Williams

First: Todd

Arizona Department of Transportation
c/o ADOT Communications
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007
northsouth@azdot.gov

October 29, 2019

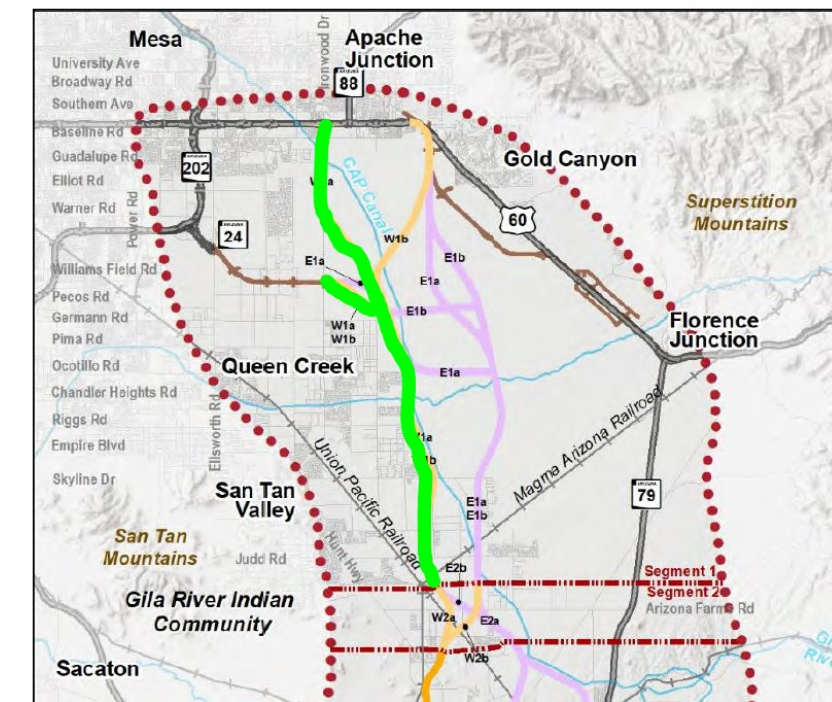
Subject: Comments on the Tier 1 Draft Environmental Impact Statement (DEIS) – North-South Corridor Study

Dear ADOT Environmental Review Team:

I have reviewed the request for comments on the Tier 1 DEIS (North-South Corridor Study) and would like to provide the following comments. I am a private citizen that lives in San Tan Valley, AZ and I commute daily 50 miles each way to downtown Phoenix for work. I have lived in the San Tan Valley area for over 12 years and congestion has only gotten worse over the years.

I am supportive of the North-South Corridor Study, and I do believe a highway should be built but I am in disagreement with the preferred corridor alignment proposed by ADOT (Alternative 7: p.S-30). My comments are focused specifically on segment 1 where I live. My preferred alignment is W1a that travels south from US60 through to the bottom of segment 1, including the W1a branch off of SR24 (see graphic below).

A



COMMENT RESPONSE

Comment No. **P-340** | Page 1 of 7

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Letter attachment

Comment No. **P-340**

Last: Williams

First: Todd

I do believe there are some fundamental flaws with the arguments outlined in the draft EIS and would encourage ADOT to look at additional information I present below which I believe provides a stronger argument for a preferred alignment which would follow W1a in segment 1.

Currently the San Tan Valley area is the largest unincorporated area in Pinal County with a population base of approximately 100,000 residents. This area is expected to grow to 129,000 residents by 2040 (MAG forecast data). Congestion has become a bigger issue and a solution for local residents is needed now. Those traveling to Phoenix from San Tan Valley either travel up Ironwood or they work their way through Queen Creek to reach the 202, SR24 or US60. This creates more congestion. In the corridor study area, 2015 LOS conditions are shown in figure 1.4-7. As can be seen, the LOS levels for key routes such as Ironwood Drive, Hunt Highway and Ellsworth Road are already challenging (LOS D-F). If you live in the Queen Creek/San Tan Valley areas and are traveling to Phoenix or the east valley, there are only 2 main ways in and 2 ways out and those are Ironwood Drive and Ellsworth Road. As is noted with the no-action alternative (figure 2.5-1) the LOS is significantly worse in 2040 showing failing LOS grades through much of the area in table 2.5-1.

There are six key elements to the purpose and need. They are as follows:

- 1) Enhance the transportation network to accommodate existing and future populations.
- 2) Improve access to future activity centers.
- 3) Improve regional mobility.
- 4) Provide an alternative to avoid congestion on I-10.
- 5) Improve north to south connectivity.
- 6) Integrate the region's transportation network.

Other **desired outcomes** of the transportation benefits achieved by the plan would be to:

- 1) Protect and enhance the natural environment along the Corridor.
- 2) Supporting local and regional land use plans and preservation goals.
- 3) Supporting equitable economic opportunities.
- 4) Complementing other planned transportation improvements along new and established corridors in the study area.

B

In the DEIS, there was no reference to the San Tan Valley Special Area Plan which was finalized October 31, 2018. It discusses many of the challenges faced with transportation and economic growth in the area. The importance of a north-south freeway corridor is important to the area and consideration to moving the alignment closer to the existing population center (W1a and W1b alternatives) would be beneficial and would help to better integrate San Tan Valley within the region (items, 1,2,3,4 and 6 of the Purpose and Need).

COMMENT RESPONSE

Comment No. **P-340** | Page 2 of 7

B — [See FAQ: Consistency with San Tan Valley Special Area Plan

COMMENT

Source: Letter attachment

Comment No. **P-340**

Last: Williams

First: Todd

According to the San Tan Valley Special Area Plan, “San Tan Valley now represents over 25% of the County’s population today. It is expected to increase by 54% over the next 34 years. San Tan Valley will most likely continue to attract the two largest generations, Baby Boomers and Millennials. According to studies completed by the American Planning Association, these two groups demand similar things. They want walkable neighborhoods, smaller homes, places that create unique experiences, and multiple transportation choices (p. 9 of the San Tan Valley Special Area plan).”

The large voter base located in San Tan Valley along the Western W1a alternative needs a solution now. As a registered tax payer in Pinal County, I voted to support Propositions 416 and 417 in 2017 to create a dedicated funding source for freeways. The eastern alignment as proposed ignores the will of the voters and does not provide any tangible benefit to the majority of taxpayers funding the construction. Logistically for commuters traveling to Phoenix from San Tan Valley or Queen Creek, it does not make sense for them to travel 3-8 miles to go east, then north, then west to Phoenix. It would provide little benefit to commuters from San Tan Valley and Queen Creek. As a regular commuter to Phoenix, I would not take this route if I had to drive east only to go west. The highway should be a route that services the transportation needs of San Tan Valley and Town of Queen Creek residents, it should help reduce congestion and help with the economic development of the region.

C

ADOT seems to focus on future population areas including: Superstition Vistas and Lost Dutchman Heights (formerly known as Portalis). These developments likely influenced the proposed eastern alignment, but near-term population projections for the area do not support this. Although projections for Superstition Vistas may be significant, they are not reflected in the 2040 planning horizon as documented in the State Demographer’s projections (p.S-17). Table 4.4-1 also says construction of the project is anticipated to take place over several decades. The Superstitions Vista project is a concept, it is not a project that has reality over the next few decades. Development on State Land is often a lengthy and difficult process. As an example, the Desert Ridge area north of Phoenix has taken a long time to develop even after 40 years of planning. East of the CAP canal where the alignment is proposed there are approximately 3,200 people. That figure is only expected to increase to 27,000 people by 2040 despite plans for the development of the Superstition Vistas on State Trust lands. This is a small number relative to the predicted population base in the San Tan Valley area (129,000). The freeway should service the needs of 129,000 residents more than it should service the needs of 27,000 residents. With this being a tiered EIS, population predictions/assumptions could be better evaluated/confirmed after the 2020 census when tier 2 analyses would likely be done.

D

The San Tan Valley region (i.e. 100,000 people) greatly needs an improved regional transportation system and having the North-South freeway through the populated areas would greatly help this massive problem. Additionally, a new freeway in proximity to San Tan Valley would provide numerous additional needed opportunities for commercial and employment land uses which will have the potential to bolster the economy in this area (especially if San Tan Valley area becomes a municipality in the future).

E

F

The Town of Queen Creek is the largest incorporated community in the study area. They have performed numerous studies that support economic growth in the region and they highlight the importance of good transportation options in and near their community. These planning efforts include, the Queen Creek North Specific Area Plan and the Town of Queen Creek General Plan which is currently being updated. In both plans, the North-South Corridor Extension and SR24 connections are seen as

G

COMMENT RESPONSE

Comment No. **P-340** | Page 3 of 7

- C** — See FAQ: Pinal Regional Transportation Authority Alignment
- D** — See FAQ: Growth and Traffic Congestion
- E** — See FAQ: Transportation Network Connectivity
- F** — See FAQ: Economic Development
- G** — See FAQ: Transportation Network Connectivity

| COMMENT | | | |
|---------------------------|--------------------------|----------------|-------------|
| Source: Letter attachment | Comment No. P-340 | Last: Williams | First: Todd |

G — strengths and the lack of direct freeway access is a weakness. A key transportation goal in the North Area Specific Plan is to minimize cut-through traffic through Queen Creek. A western alignment would provide that.

With respect to item 2 of the purpose and need, the new corridor would benefit the study area’s new activity and population centers and underdeveloped lands identified for conversion that are in various stages of the local or regional planning processes. See the 2018 Town of Queen Creek Masterplan and the Queen Creek North Specific Area Plan and the San Tan Valley Special Area Plan.

H — In the Town’s North Specific Area Plan there is a focus on reexamining the long-range plan, the investment in infrastructure, and regional cooperation to ensure the best use of resources and improve quality of life for all. This approach helps to ensure that the Town has a strong presence in the ultimate build-out of the Phoenix/Mesa Gateway region as one of the most vital employment hubs in the Phoenix metro area. This also includes access to the ASU Polytechnic Institute. These are both areas of high economic importance and growth to the region. A freeway alignment close to this area would greatly benefit the Town of Queen Creek and San Tan Valley area.

I — In terms of item 3, improving regional mobility, the new corridor would provide additional roadway capacity ahead of full development build-out to avoid congestion associated with anticipated growth.

J — Although this is the case, it is not ideal as this will require the widening of major arterials on east/west axis and extending them for miles without the development needed to warrant the location. ADOT’s preferred layout creates a situation where leap frog development is encouraged.

Regarding the ability to improve north to south connectivity (item 5 of the purpose and need), the new corridor would connect eastern portions of the Phoenix metropolitan area with Pinal County and destinations to the south, including Tucson. However, the preferred location is far from existing highly populated residential areas in both Queen Creek and Pinal County (i.e. “San Tan Valley” area). The freeway should be located within closer proximity to the already existing residential areas as they are the users that are currently creating the need.

K — Regarding item 4 (providing an alternative to avoid congestion on I-10) and item 6 (integrating the region’s transportation network), the new corridor would provide an un-fragmented alternative to I-10 to reduce traffic delays at full development build-out. The new corridor would provide a critical link missing, in the transportation network to provide regional connectivity. It is my opinion that a western alignment would better serve this purpose.

It is noted in the DEIS that it was qualitative in nature vs. quantitative (S-14). There is a concern that without quantitative information, such as accurate population projections, current population counts (particularly those areas directly east and south of Queen Creek) the most informed decisions have yet to be made.

L — In segments 3 and 4 it appears that the preferred route runs within close proximity to major residential areas (Coolidge, Florence), however in segment 1 the preferred layout is far from residential areas in Queen Creek. Queen Creek has a higher population then Florence and Coolidge combined according to 2017 numbers. The preferred layout underserves the current most populous municipality and unincorporated population in Pinal County.

COMMENT RESPONSE

Comment No. **P-340** | Page 4 of 7

- G** — See FAQ: Transportation Network Connectivity
- H** — See FAQ: Economic Development
- I** — See FAQ: Growth and Traffic Congestion
- J** — The area of the Preferred Alternative is land owned and managed by the Arizona State Land Department for the benefit of several public entities that receive proceeds from the lease or sale of said land. The Department has indicated that it sees this as a growth area (“Superstition Vistas”), and it has been involved in planning for the eventual disposition of the land. The undeveloped state of the land today cannot overshadow the fact that the land is anticipated to be developed.
- K** — See FAQ: Growth and Traffic Congestion
- L** — See FAQ: Existing Development

COMMENT

Source: Letter attachment

Comment No. **P-340**

Last: Williams

First: Todd

I believe that some of the flaws associated with ADOT’s preferred alignment, violate FHWA policy (23 CFR § 109) and also do not adequately meet the purpose and need as outlined by ADOT.

FHWA Policy (23 CFR § 109)

that possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest, taking into consideration the need for **fast, safe and efficient transportation, public services**, and the costs of eliminating or minimizing such adverse effects and the following: (1.) air, noise, and water pollution; (2.) destruction or disruption of man-made and natural resources, aesthetic values, community cohesion and the availability of public facilities and services; (3.) **adverse employment effects**, and tax and property values losses; (4.) injurious displacement of people, businesses and farms; and (5.) **disruption of desirable community and regional growth**.

The alignment as is does not provide a fast, safe and efficient transportation network or public services. It also has the potential to create adverse employment effects and the disruption of desirable community and regional growth if we continue to have serious transportation problems that are only going to get worse.

One of the biggest gaps I noted in the DEIS is the lack of a detailed look at a multimodal economic solution to transportation. As is noted in the 2018 Town of Queen Creek General Plan, there is a focus on fostering economic development through an integrated multimodal transportation system. (p. 57 Strategy 1F: Promote multi-jurisdictional transportation planning involving the Town, adjacent municipalities, and counties that share a common transportation system and face common transportation issues). The DEIS discussion on Passenger Rail and Transit is very brief and not adequate. Based on the ROD for the Arizona Passenger Rail Corridor study, one of the three alternatives for Commuter Rail is the “yellow” alternative which uses the Union Pacific Railroad (UPRR) right of way through Queen Creek and includes one station in the vicinity of Rittenhouse and Ellsworth Loop roads. Of the three remaining alternatives, the “Yellow” alternative was identified as the preferred alternative. The potential for a commuter rail station in the Town Center, with the possibility of additional stations in Queen Creek, provides a unique opportunity for transit-oriented development. Freeway access and transit service to future passenger rail is a critical component of an effective multimodal solution. Evidence supporting a multimodal solution is exhibited in the North-South Corridor Study Alternatives Selection Report (October 2014) (Figure 26 – Modal alternatives selection). This supports a multimodal, multidimensional solution to address transportation demand in the study area. With multiple modes, TDM/TSM, transit and arterial improvements and a major transportation facility in the study area, approximately 90% of transportation needs can be met as outlined in this graphic. As written, the DEIS is lacking this multimodal approach. I would encourage ADOT to consider how Commuter Rail and Transit systems could connect to the final North-South Corridor freeway alignment. The potential

COMMENT RESPONSE

Comment No. **P-340** | Page 5 of 7

M

The Preferred Alternative is considered to meet the proposed action's stated purpose and need. The process followed National Environmental Policy Act guidelines for the evaluation of impacts on the resources cited.

N

See FAQ: Multimodal Transportation

O

The Draft Environmental Impact Statement discusses passenger rail in Section 1.2.6, noting that a proposed passenger rail line between Tucson and Phoenix would be concurrent with the North-South Corridor between Interstate 10 and the Magma Arizona Railroad and would address intercity demand for passenger rail service. Transit is discussed in Section 1.2.4, noting that public transit service in Pinal County is limited and discussing transit planning efforts in Pinal and Maricopa Counties. Existing transit service is further discussed in Sections 2.1.2.3 and 4.3.3.

COMMENT

Source: Letter attachment

Comment No. **P-340**

Last: Williams

First: Todd

addition of commuter rail in the area has the potential to reduce freeway congestion for those that commute daily to Phoenix from the area.

With regards to the resource evaluations and the environmental consequences from the tier 1 study, observations are very preliminary and sometimes misleading. Tier 2 studies should be performed to determine the true extent of environmental consequences as the corridor is further refined. In many cases design can be influenced and effective mitigation can be achieved with minimal impact on the environment (see Apache Junction High School example. On p.3-67 it is stated that during tier 2 studies, the interchange could be designed to avoid direct impacts to the recreational facilities associated with Apache Junction High School), however, it is painted in a negative light concluding that an eastern alignment may be better. I disagree with this specifically due to the fact that many of these items can be non issues after a tier 2 evaluation. As is noted with the discussion on 4f issues, preliminary observations are misleading and not appropriate (see p. 3-214 bottom of page and p. 3-215). As described in Section 3.19.1, the Section 4(f) regulations allow for a preliminary Section 4(f) approval to be made at the time of a Tier 1 EIS [23 CFR § 774.7(e)(1)]; however, the project detail at the corridor level in this Section 4(f) overview is not sufficient to address the specific criteria for determining a Section 4(f) use. In particular, it cannot be determined if or how future design elements (for example, roadway features) would have an effect on parks or on historic properties under 36 CFR Part 800, or if and how those elements would affect the features, attributes, or activities that qualify a park, recreation area, or wildlife and waterfowl refuge for protection under Section 4(f). Moreover, there are several identified unevaluated potential historic properties that would be evaluated in subsequent Tier 2 studies; therefore, it is unknown at this time whether they would be considered Section 4(f) properties and to what extent, if at all, they would be affected by the Tier 2 alignments. For these reasons, although the regulations allow that a Tier 1 EIS may include a preliminary Section 4(f) approval, such an approval will not be made in this case for the NSCS Tier 1 EIS). If no determination can be made at this level of analysis, statements like that above should not be made.

Another misleading statement includes the discussion regarding land use compatability. Language for the eastern alignments suggests that since most land is undeveloped more opportunities may exist to design an alignment that minimizes impacts on existing development and can lessen impacts. Although it may be true there is more area to design within, impacts may in fact be more severe as you are impacting virgin lands. There are many unknowns including impacts to wildlife in the area east of the CAP canal, the number of potential archaeological sites (only 20% of the eastern alternative area has been surveyed vs. 60% for western alternatives; p.3-172), floodplains and water resources that may in fact result in greater impacts. It is too early to make this type of statement until a tier 2 analysis has been done. As is typical during all highway projects, there will be impacts. By being proactive and doing a more defined tier 2 analysis, impacted locations within the built environment can be avoided, minimized or mitigated. It is believed that with a preferred western alignment (W1a) impacts will be less than those of the eastern alignments.

COMMENT RESPONSE

Comment No. **P-340** | Page 6 of 7

P

A Tier 1 Environmental Impact Statement is primarily based on readily available data and includes an assessment of impacts within a much larger corridor than what would actually be needed for the facility. It is not appropriate to lay out a specific alignment and project footprint at this phase of project development; therefore, many of the findings related to environmental impacts are general in nature, qualitative instead of quantitative, and based on the risk of impacts.

Q

See FAQ: Pinal Regional Transportation Authority Alignment

COMMENT

Source: Letter attachment

Comment No. **P-340**

Last: Williams

First: Todd

In conclusion I appreciate the opportunity to comment on the DEIS. I do disagree with the preferred alignment proposed by ADOT and recommend that ADOT seriously reconsider the W1a western alignment including W1a connecting to SR24 in segment 1. I do not believe the arguments made by ADOT articulates and meets all components of the purpose and need. I do believe that the economics and population base in the Queen Creek area and San Tan Valley would be better served by the W1a western alignment for segment 1. Transportation needs are needed now for an existing population base and are not needed for a future unknown population that may not exist for many more years. I also encourage a good hard look at incorporating passenger rail and transit into the preferred alignment. A multimodal solution could be very effective at meeting the purpose and need outlined above.

Sincerely,



Todd G. Williams
1455 E. Baker Drive
San Tan Valley, AZ 85140
toddgwaz@cox.net
602-810-0050 Cell

COMMENT RESPONSE

Comment No. **P-340** | Page 7 of 7

Comments to this letter have been addressed on previous pages.

COMMENT

Source: Email

Comment No. **P-341**

Last: Winterbotham

First: Sally

A

To: [salherb; ADOT NSCS](#)

Subject: Re: Please reconsider your eastern alignment for the North South corridor thru Pinal County. San Tan Valley residents including myself commute and travel daily out of San Tan Valley going west to Tempe, Mesa, Phoenix etc. We come down Ellsworth mainly ...

Date: Wednesday, October 30, 2019 5:40:36 PM

Thank you for your comments on the North-South Corridor Study. They have been forwarded to the study team for review and inclusion in the public record.

On Sun, Oct 27, 2019 at 11:34 AM salherb <salherb@q.com> wrote:

. Sally Winterbotham San Tan Valley resident.

Sent from my T-Mobile 4G LTE Device

COMMENT

Source: Email

Comment No. **P-342**

Last: Zadoks

First: Sheila

A

B

On Wed, Oct 23, 2019 at 9:25 AM Zooks 64 <zooks64@gmail.com> wrote:

Please to go back to the original W1a/b alignment in Segment 1. The proposed location doesn't make any sense based on current growth and projections leaving a long distance to freeway for too many people.

[Sheila Zadoks](#)

COMMENT RESPONSE

Comment No. **P-341** | Page 1 of 1

A — Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-342** | Page 1 of 1

A — Your alternative preference has been noted. Thank you for your comment.

B — See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-343**

Last: Zapata

First: Fernando

10/23/2019 6:42:12 PM

I was not able to attend the meeting at Poston Butte so, I am voicing my opinion here. We have lived in San Tan Valley (southern part of Johnson Ranch) these past four years, a time of population growth and important local infrastructure development in the area. That said, there are still only local street routes for the high volume of traffic traveling from San Tan Valley into areas north and west of San Tan Valley. The proposed Preferred North-South corridor, in my opinion, is too far east to adequately address the reality of the immediate need for highway access into and out of the San Tan Valley area for the 100,000 plus residents here. I would hope that ADOT would consider a preferred route that is west of the current one.

A

B

Fernando Zapata
Virtru Protection OFF

COMMENT

Source: Online

Comment No. **P-344**

Last: Zeis

First: Megan

A

B

Comments: **Please go back to the original W a/b plan for the north south corridor. Makes more sense for the growing population boom in San Tan Valley.**

Name: **Megan Zeis**

Email: **Mea12282@hotmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 04:29

COMMENT RESPONSE

Comment No. **P-343** | Page 1 of 1

- A** — [See FAQ: Growth and Traffic Congestion
- B** — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-344** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Email

Comment No. **P-345** Last: N/A

First: Carli

On Fri, Oct 18, 2019 at 10:58 AM pbgirl1711 <pbgirl1711@yahoo.com> wrote:

To Whom it May Concern,

A

As a Queen Creek Resident, I'm asking you (ADOT) to go back to the original W1a/b alignment in Segment 1.

B

This is related to the future North/South Freeway. Now, understand that I'm asking you to do this for my children and grandchildren

That said, it's our (my) responsibility to participate in an plan these things for the future.

C

The new ADOT proposed alignment differs from the alignment incorporated into the Pinal Regional Transportation Authority (PRTA) Plan. Pinal County, along with many municipalities located within it, endorsed route W1a/b in Segment 1.

D

Of note, studies such as the San Tan Valley Special Area plan, approved in 2018, do not appear to have been taken into consideration in the draft placement of this corridor. The population of San Tan Valley is projected to be near 120,000 in 2030, and increase to more than 155,000 in 2050.

E

Thank you
Carli

Sent on my Boost Mobile Samsung Galaxy S8.

COMMENT RESPONSE

Comment No. **P-345** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Timing of Freeway Construction
- C** — [See FAQ: Pinal Regional Transportation Authority Alignment
- D** — [See FAQ: Consistency with San Tan Valley Special Area Plan
- E** — [See FAQ: Growth and Traffic Congestion

COMMENT

Source: Online

Comment No. **P-346** Last: N/A

First: David

A



Comments: **Looks and sounds like a great idea!!**

Name: **David**

Email: **Penne_david@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 21:13

COMMENT

Source: Online

Comment No. **P-347** Last: N/A

First: Dianna

10/28/2019 3:13:05 PM

I moved to the area of Germann and Schneff in 2004. Since that time I have witnessed intense growth. I was actively involved when ADOT first held the NS corridor public meetings. I vividly remember the outrage at the proposal to cut through our neighborhoods. Following that meeting the proposed route was reconsidered and moved east. I was unaware that the route was again up for discussion and that some Queen Creek residents and politicians were campaigning for the West route because it was closer to their community. A shorter travel time is not enough justification to recklessly impact the lives of so many established residents in San Tan Valley. I read the impact study and clearly the ADOT preferred Eastern route is the superior route when everything and everyone is taken into consideration. This decision must be based on the totality of the impact to humans, natural resources, and wildlife, and NOT simply because its "closer". Route E1b is my preferred route for segment 1 and I agree with ADOT's preferred routes for the rest of the segments.

A



B



C



mdiannaaz@msn.com

COMMENT RESPONSE

Comment No. **P-346** | Page 1 of 1

A — [Your comment has been noted and is appreciated.

COMMENT RESPONSE

Comment No. **P-347** | Page 1 of 1

A — [See FAQ: Property Acquisition

B — [The process of identifying a Selected Alternative involved a consideration of traffic operations; land use planning; impacts on the human, built, and natural environment; and stakeholder input. See the Final Environmental Impact Statement, Chapter 6, Evaluation of Alternatives, for further discussion.

C — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-348** Last: N/A

First: Emily

A

Comments: **hi. The most helpful thing would be to know the location so we can understand the impact of noise and traffic to our neighborhood. I am mostly concerned of freeway noise. Country Mini Farms on ocotillo and Gantzel.**

Name: **emily**

Email: **penrod**

This submission came from the ADOT internet website.

Submitted: Thursday, 24 October, 2019 - 12:29

COMMENT

Source: Online

Comment No. **P-349** Last: N/A

First: Heather

A

Comments: **E1b**

Name: **Heather**

Email: **Outloud2019@gmail.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 16 October, 2019 - 10:26

COMMENT RESPONSE

Comment No. **P-348** | Page 1 of 1

A — [See FAQ: Traffic Noise

COMMENT RESPONSE

Comment No. **P-349** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-350**

Last: N/A

First: Kristen

10/24/2019 6:52:27 PM

A

B

I live in the castlegate community in San tan valley. I would like to see the eastern alternative route selected. The Western route would go alongside the back of my community and I do not want to see the noise and related problems next to our neighborhood. I would prefer it be the eastern alternative so that future residences could be built with consideration of where the route will be. I purchased my home 9 years ago for the quiet and placement it has. The Western route would completely eliminate the reasons for where I bought my home. As for some queen creek groups preferring the western I believe they could reach and catch the eastern alternative route closer to ironwood. I do not want this up against my community.

Kctraveler88@gmail.com

COMMENT

Source: Email

Comment No. **P-351**

Last: N/A

First: Richard

A

B

C

On Tue, Oct 22, 2019 at 10:59 PM rtinez1 <rtinez1@cox.net> wrote:

I do not agree with this route. Way too close to current neighborhood. Will interrupt the peace and quiet of the area.. highly against it!

Thanks

Richard

Sent from my Verizon, Samsung Galaxy smartphone

COMMENT RESPONSE

Comment No. **P-350** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Property Acquisition

COMMENT RESPONSE

Comment No. **P-351** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Community Character
- C** — [See FAQ: Traffic Noise

COMMENT

Source: Online

Comment No. **P-352** Last: N/A

First: Roman

A [

Comments: **On Oct. 10, 2019 the ADOT Project Line received a voicemail from, Roman, 941.565.0137. He stated that the corridor was a good idea for the area.**

Name: **Roman**

Email:

This submission came from the ADOT internet website.

Submitted: Friday, 11 October, 2019 - 15:08

COMMENT

Source: Online

Comment No. **P-353** Last: N/A

First: Terry

A [
B [

Comments: **Please use the route endorsed by Queen Creek and Pinal County which is much closer to populations than the farther east route.**

Name: **Terry**

Email: **Terryf402@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Friday, 18 October, 2019 - 07:59

COMMENT RESPONSE

Comment No. **P-352** | Page 1 of 1

A — [Your comment has been noted and is appreciated.

COMMENT RESPONSE

Comment No. **P-353** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

B — [See FAQ: Existing Development

COMMENT

Source: Online

Comment No. **P-354** Last: N/A

First: Vicki

Comments: **As an active resident in the San Tan Valley area, who has reviewed the map and attended the meeting, I wish to make the following comments. The best route(s) to alleviate future traffic concerns and serve the residents in the area, are W1b&A going off of the Idaho Road area. The main reason is that with the CAP canal, freeway exits to service existing residents and roads, will be extremely difficult with the E1b preferred route. However, if E1b is selected, I ask that you seriously consider the E2b/W2b interchange and bring the remainder of the freeway along the route that will best help the residents that are paying the taxes to make this freeway a possibility.**

- A** [
- B** [
- C** [

Name: **Vicki**

Email: **vickigeneh@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Wednesday, 23 October, 2019 - 10:07

COMMENT

Source: Online

Comment No. **P-355** Last: N/A

First: N/A

Comments: **The Eastern-most corridor and options should be selected. This puts the corridor closest to Florence which is the best public-safety option. There are a large number of prison employees that travel from other areas. There is also a lot of prison transportation each day. The corridor being in the Eastern-most option will assist with this traffic and be safer for the community, as there will be quick interstate access while transporting prisoners. The Western options are much too close to existing and planned residential communities, and will also be transporting prisoners closer to residential communities before accessing the corridor.**

- A** [
- B** [

Name:

Email:

This submission came from the ADOT internet website.

Submitted: Friday, 18 October, 2019 - 17:47

COMMENT RESPONSE

Comment No. **P-354** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [This issue is addressed in the Draft Environmental Impact Statement, in Chapter 2, Alternatives. A system traffic interchange at Idaho Road may require collector-distributor roads to route traffic from Ironwood Drive to U.S. Route 60, since a service traffic interchange at Ironwood Drive would be close to the system traffic interchange at Idaho Road, and Ironwood Drive is a busier route than Idaho Road, with through traffic.
- C** — [In commenting on the Draft Environmental Impact Statement, the U.S. Bureau of Reclamation noted the W1b Alternative is surrounded by Reclamation property, and that the W1a/W1b Alternatives are undesirable because of concerns about the Central Arizona Project Canal, a critical regional resource.
- C** — [While the Western Alternatives (W1a and W1b) provide the greatest traffic relief for the study area, other environmental impacts of the W1a and W1b Alternatives are such that the E1b Alternative was selected. The Central Arizona Project Canal does hinder access, but similar to railroad crossings in the area, as development occurs, crossings will need to be developed (similar to elsewhere on its route where it passes populated areas; as an example, the North-South Corridor Preferred Alternative would introduce two such crossings).

COMMENT RESPONSE

Comment No. **P-355** | Page 1 of 1

- A** — [Your alternative preference has been noted. Thank you for your comment.
- B** — [See FAQ: Existing Development

COMMENT

Source: Comment form

Comment No. **P-356**

Last: N/A

First: N/A

Thank you for participating in the North-South Corridor Study Draft Tier 1 Environmental Impact Statement (EIS) public comment process. The Arizona Department of Transportation (ADOT) encourages all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period and will identify a Selected Alternative (either a Build Alternative or the No-Build Alternative).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations. Please comment in the space provided below. You may use the back of this page or additional comment forms as needed. Please print clearly.

A [

*The sooner the better, Only 2 roads
out of STV / D.C* ^{N-5}

Contact Information (optional)

Name: _____

Address: _____

Phone: _____

Email Address: _____

Thank you for your participation. Send in comments or completed form by mail by October 29, 2019 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/NorthSouthStudy

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 Project No. 999 PN 000 H7454
Federal Aid No. 999-A(365)X
October 2019

COMMENT RESPONSE

Comment No. **P-356** | Page 1 of 1

A — [See FAQ: Timing of Freeway Construction

COMMENT

Source: Email

Comment No. **P-357**

Last: N/A

First: N/A

On Tue, Sep 10, 2019 at 3:48 PM Fiestafrog <fiestafrog@aol.com> wrote:

A — [

Is there a final map yet?

Sent from my iPhone

COMMENT

Source: Email

Comment No. **P-358**

Last: N/A

First: N/A

On Wed, Oct 23, 2019 at 4:32 PM <+14088914735@mymetropcs.com> wrote:

A — [

Please make thos a priority. Too many people are dying while a project sits on hold for 20 years.

B — [

COMMENT RESPONSE

Comment No. **P-357** | Page 1 of 1

- A** — [A map of the selected corridor is shown in Figure 6.3-1 in the Final Environmental Impact Statement. Future Tier 2 studies would further refine the proposed freeway's alignment.

COMMENT RESPONSE

Comment No. **P-358** | Page 1 of 1

- A** — [Your comment has been noted and is appreciated.
- B** — [See FAQ: Timing of Freeway Construction

COMMENT

Source: Email

Comment No. **P-359**

Last: N/A

First: N/A

A — [

On Thu, Sep 19, 2019 at 5:16 AM Fiestafrog <fiestafrog@aol.com> wrote:

Do you know when they will know which alternate route will be used?

Sent from my iPhone

COMMENT

Source: Email

Comment No. **P-360**

Last: N/A

First: N/A

A — [

On Fri, Oct 18, 2019 at 7:58 AM Terry <terryf402@yahoo.com> wrote:

Please use the route endorsed by Queen Creek and Pinal County which is much closer to populations than the farther east route.

COMMENT RESPONSE

Comment No. **P-359** | Page 1 of 1

A — [See FAQ: Timing of Freeway Construction

COMMENT RESPONSE

Comment No. **P-360** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Online

Comment No. **P-361** Last: N/A

First: N/A

A

Comments: **The North-South Corridor is a vital transportation corridor that needs to get on the fast-track to getting at least an interim divided hwy constructed between the proposed SR 24 and SR 287, similar to what you've done with the Loop 303 between Lake Pleasant Pkwy and I-17. Another interim example is the Mountain View Corridor in the Salt Lake City valley. This interim roadway would help improve the traffic congestion in the portions of Pinal County in the San Tan Valley and soon NW Florence area to connect with the expanding southeast valley of the City of Mesa and Town of Queen Creek. If funding is the problem, then bring the State Land Department and the developers in this area on board and perhaps another private-public partnership would open up an opportunity to help connect this growing region and bring new commerce to this area.**

B

C

Name:

Email:

This submission came from the ADOT internet website.

Submitted: Thursday, 24 October, 2019 - 08:01

COMMENT RESPONSE

Comment No. **P-361** | Page 1 of 1

A

The North-South Corridor is being evaluated through a tiered environmental impact statement process. The current Tier 1 process is recommending a 1,500-foot-wide corridor for the facility, and future Tier 2 studies would define a specific route location. The Tier 2 studies would also outline the construction schedule, including the potential for interim facilities. See the Final Environmental Impact Statement, Section 2.2.4.

B

Funding considerations are addressed in the implementation plan (prepared as part of the Final Environmental Impact Statement).

C

See FAQ: Funding

COMMENT

Source: Online

Comment No. **P-362** Last: N/A

First: N/A

A — [

Comments: **Too far west**

Name:

Email:

This submission came from the ADOT internet website.

Submitted: Tuesday, 22 October, 2019 - 21:26

COMMENT

Source: Online

Comment No. **P-363** Last: N/A

First: N/A

A — [

Comments: **Too far east for existing residents**

Name:

Email:

This submission came from the ADOT internet website.

Submitted: Tuesday, 22 October, 2019 - 21:27

COMMENT RESPONSE

Comment No. **P-362** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT RESPONSE

Comment No. **P-363** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.

COMMENT

Source: Email

Comment No. **P-364**

Last: Clements

First: Robert

On Tue, Oct 29, 2019 at 9:05 PM Haz 531 <Hazard531@msn.com> wrote:

A



I support the ADOT Proposed corridor.

Robert Clements

San Tan Valley, AZ

Sent from [Mail](#) for Windows 10

COMMENT RESPONSE

Comment No. **P-364** | Page 1 of 1

A — [Your alternative preference has been noted. Thank you for your comment.