

Design and Environmental Considerations and Issues

Preliminary investigations have identified the following considerations in the study area:

- Transportation system link
- Steep mountain grades and alignment of curves
- Limited passing opportunities
- Roadway features not meeting current standards
- Traffic congestion
- Crash history
- Intersection improvements
- Slope stability and rockfall hazards
- Access management
- Wildlife movement corridors
- Threatened and Endangered plants and animals
- Environmental Justice
- Wetlands
- Cultural resources
- Forest recreational access
- Drainage
- Existing and planned development
- Economic impacts
- Temporary impacts during construction
- Private property
- Utility conflicts
- Visual resources
- Water resources
- Mines
- Noise & Air Quality
- Hazardous Materials

Study Schedule

At this time, we are in the early part of the planning study, in which the Study Team is seeking input on the issues, concerns and project constraints from the public and government agencies. The input we receive from you will help us identify the critical issues that will be considered with this study.

Over the next few months, the Study Team will further develop and evaluate the improvement alternatives. The issues, concerns, and opportunities that you share tonight will be considered in that process. A follow-up public meeting will be held after the alternative evaluation is complete to share the findings of the study and to get further input from the public.

Your Input

The Arizona Department of Transportation would like to obtain your input regarding concerns and issues associated with the study. Please take the time to put your comments in writing on the comment form, or speak with one of the Study Team members here tonight. The information received will be used in the development of the potential roadway improvements. You may leave your comments tonight, or send your comments by July 6, 2009, as directed on the form.

For More Information, Contact:

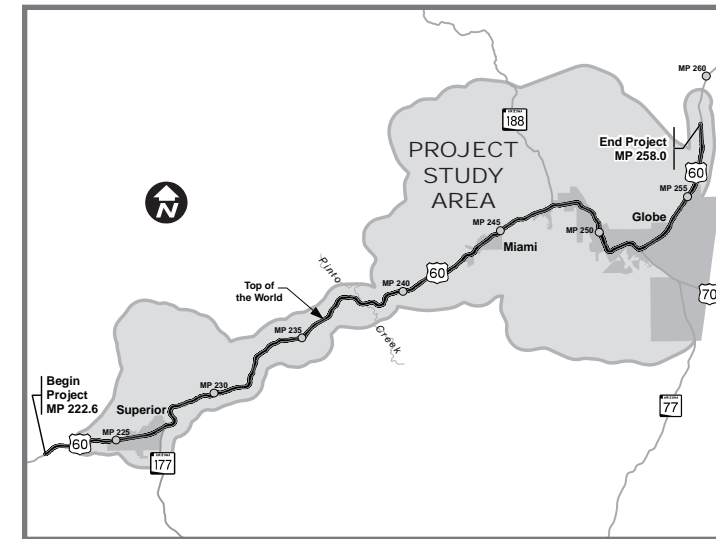
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Project Websites:

www.azdot.gov/highways/active_projects.asp
www.us60study.com

US 60 Superior to Globe

Design Concept Report and Environmental Impact Statement



Study Vicinity Map

Project Website:

www.azdot.gov/highways/active_projects.asp
www.us60study.com

Meeting Purpose and Details

The primary objectives of tonight's meeting are to learn about issues and concerns you feel should be addressed in this project, obtain your input and to listen to your suggestions. The Study Team will work proactively with the public as part of the study process.

About Tonight's Meeting

- Please review the exhibits placed around the room. Study Team members are available to answer questions and provide details.
- A question and answer session will be held following the presentation. To have your question answered in front of the group, please write your question on the yellow card provided and hand it to any Study Team member.
- Your input is important to us. Be sure to complete a comment form. You may leave it with us tonight or submit it to the Study Team by July 6, 2009, as directed on the form.

Public Scoping Meeting June 2, 3, and 4, 2009

The Arizona Department of Transportation (ADOT), in partnership with the Federal Highway Administration (FHWA), has initiated a study that will determine the most appropriate action to improve and/or realign US 60 between Superior and Globe to meet the needs of the traveling public. The project limits extend from milepost (MP) 222.6 west of Superior to MP 258.0 north of Globe.

US 60 is a major east-west regional transportation route through central Arizona that provides a major commercial and recreational connection for statewide and interstate traffic. The combination of a two-lane mountainous roadway, urban conditions, and vehicle mix slows traffic along US 60 and does not meet travel speed expectations of the regional traveler. Continuing regional and local traffic volume growth will increase congestion and operational problems. Based on the deficiencies of the existing highway and the projected traffic volume growth, the project is needed to improve traffic service and regional connectivity, reduce the potential for traffic crashes and fatalities, and enhance access to areas for public use.

The proposed highway improvements may involve the relocation of the existing route on a new alignment north or south of the current highway between Superior and Miami, and construction of a four-lane divided highway throughout this mountainous section. Within the Miami and Globe urban area spot improvements may be made to enhance safety and to smooth traffic flow. However, to meet the needs of the through traveler, a new roadway with controlled access is desired to provide an alternate route around the Miami and Globe urban area.

Project Background

A 2004 Feasibility Study resulted in a number of possible corridor alternatives. Additional corridor alternatives have since been proposed and are being evaluated (Figure 1). Based on the preliminary public input and the results from the overview studies, FHWA and ADOT will proceed with an Environmental Impact Statement (EIS). The EIS will more fully evaluate a full range of reasonable alternatives, including the No Action Alternative, and their potential impacts on the human and natural environment.

Corridor Alternatives

A 2004 Feasibility Study identified and recommended corridor alternatives to be developed further in this study project, and provided a starting point for the development of the corridor. A total of nine corridor alternatives were recommended to be carried forward from the 2004 Feasibility Report, and an additional five corridor alternatives have subsequently been developed for consideration. The corridor alternatives were then evaluated for feasibility based on engineering and environmental evaluation criteria. The evaluation criteria were based on input from the public during the feasibility study and input received from governmental agency representatives during the initial phase of this study. After the feasibility evaluation of the corridor alternatives, the Study Team are recommending further detailed study be conducted within the corridors shown in Figure 1. The following is a brief description of these corridor alternatives retained for further evaluation.

Segment A Corridor Alternatives (Boyce Thompson Arboretum State Park to Oak Flat) (See Figure 2)

- A-2** This corridor is located to the north of the Town of Superior and extends approximately five miles north of the existing highway from just east of Boyce Thompson Arboretum State Park to just west of Devils Canyon. The A-2 Corridor Alternative wraps around the north side of Peachville Mountain and then transverses down the north side of upper Queen Creek. It heads east along the south side of the APS Substation tying into the Corridor Alternative B-2 alignment in Segment B.
- A-3** This corridor basically follows the existing US 60 roadway alignment through Superior and Queen Creek canyon.
- A-5** This corridor is located to the south of Superior and extends approximately one mile south of the existing highway. It curves east around the Superior High School to SR 177 and then climbs up the west side of Cross Mountain. The A-5 Corridor Alternative continues to climb up the south slope of Queen Creek Canyon and connects back into the existing US 60 east of the Queen Creek Tunnel.

Segment B Corridor Alternatives (Oak Flat to the Pinal/Gila County line) (See Figure 3)

- B-2** This corridor generally follows the high-voltage power lines north of the existing roadway on the plateau above the canyons where the existing road is located and stays north of the residential development in the Top of the World area.
- B-3** This corridor basically follows the existing US 60 roadway alignment through Devils Canyon, Iron Springs Canyon, and through the Top of the World community.
- B-5** This corridor is located between the B-2 and B-3 Corridor Alternatives and follows along the north slope of Iron Springs Canyon. It ties into the B-2 Corridor Alternative west of Devils Canyon and then connects back into the existing roadway alignment just west of Top of the World.

Segment C Corridor Alternatives (Pinal/Gila County line to Pinto Valley Road) (See Figure 4)

- C-1** This corridor basically follows the existing US 60 roadway alignment from Pinal/Gila County line to Pinto Valley Road and crosses Pinto Creek. A portion of this corridor extends just north of the existing road where it crosses Pinto Creek.
- C-2** This corridor is located to the south of existing roadway and existing Pinto Creek Bridge and generally follows the original roadway alignment.

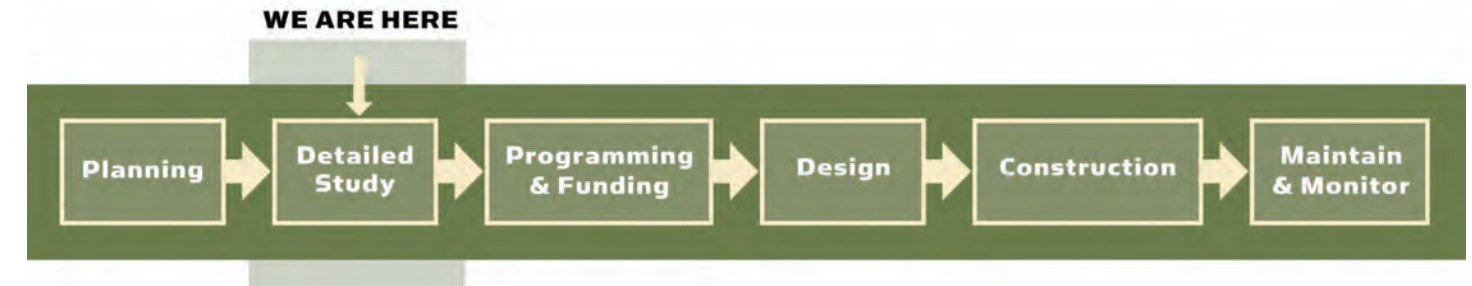
Segment D Corridor Alternatives (The area south of Miami/Globe from Pinto Valley Road to the “The Gap” south of Globe) (See Figure 5)

- D-1** This corridor is located to the south of Miami/Globe following the foothills of the Pinal Mountains in the Tonto National Forest.
- D-3** This corridor is located to the south of Miami/Globe following the foothills just south of Miami/Globe.

Segment E Corridor Alternative (from “The Gap” south of Globe to US 60 near MP 254 northeast of Globe) (See Figure 5)

- E-1** This corridor is located to the south and east of Miami/Globe connecting the D-1 Corridor Alternative to US 70 and US 60 north of Globe.

Highway Development Process



Planning

Highway planning to determine potential corridors and improvements is conducted well in advance of design and construction. Area population growth, anticipated land use, jurisdictional responsibilities, and other factors are used to determine the need, feasibility, and general location of future improvements. For this project corridor, this effort was completed during the Feasibility Study phase of this project, initiated in 1999 and completed in October 2004.

Detailed Study

The study phase establishes the location (alignment) and basic characteristics (number of lanes, type of traffic interchange, etc.) of a roadway. Accompanying this are detailed environmental studies, identification and evaluation of alternatives, general cost estimates, coordination with public and private partners, and the determination of feasibility to move into the design phase. Pending the findings of the study, FHWA and ADOT will decide whether or not to advance an alternative design. ***This is the current Phase of the US 60 improvement project.***

Programming & Funding

The State Transportation Board develops the Five-Year Transportation Facilities Construction Program to fund the design and construction of transportation projects throughout Arizona. Projects are prioritized for the program to the guidelines set under the Arizona Priority Programming Law.

Design

The Design of a roadway involves several stages of detailed engineering and technical review and interim levels of approval. The final design of a roadway is represented in plans and specifications that construction contractors use to prepare construction bids. During final design, ADOT requires new right-of-way required for the roadway improvements.

Construction

Road construction for projects is based on detailed plans and specifications provided to the contractor following the approved design. As construction occurs, ADOT continually looks for ways to improve the construction process for maximum efficiency and minimal community impact.

Maintain & Monitor

ADOT will maintain the facility and will monitor it to assure it continues to meet the needs of the traveling public.

Environmental Study Process

The corridor alternatives will be developed with public and agency input and evaluated for potential environmental consequences in accordance with the National Environmental Policy Act (NEPA). NEPA requires federal agencies to include environmental impact considerations in their planning and decision-making processes.

An EIS will be prepared concurrent with the engineering study. Currently, the Study Team is gathering information on the study area to identify potential constraints and issues.

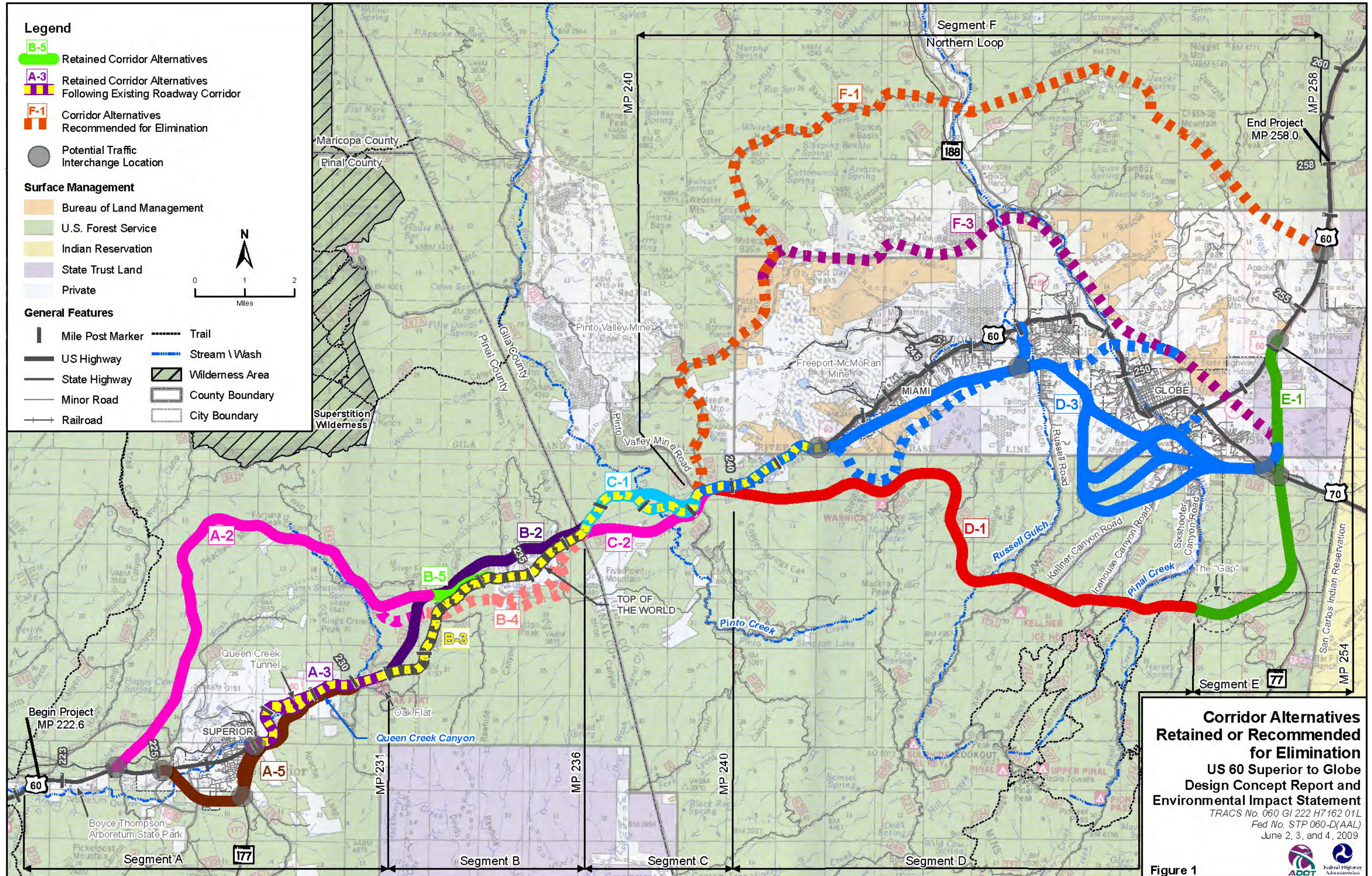


Figure 2

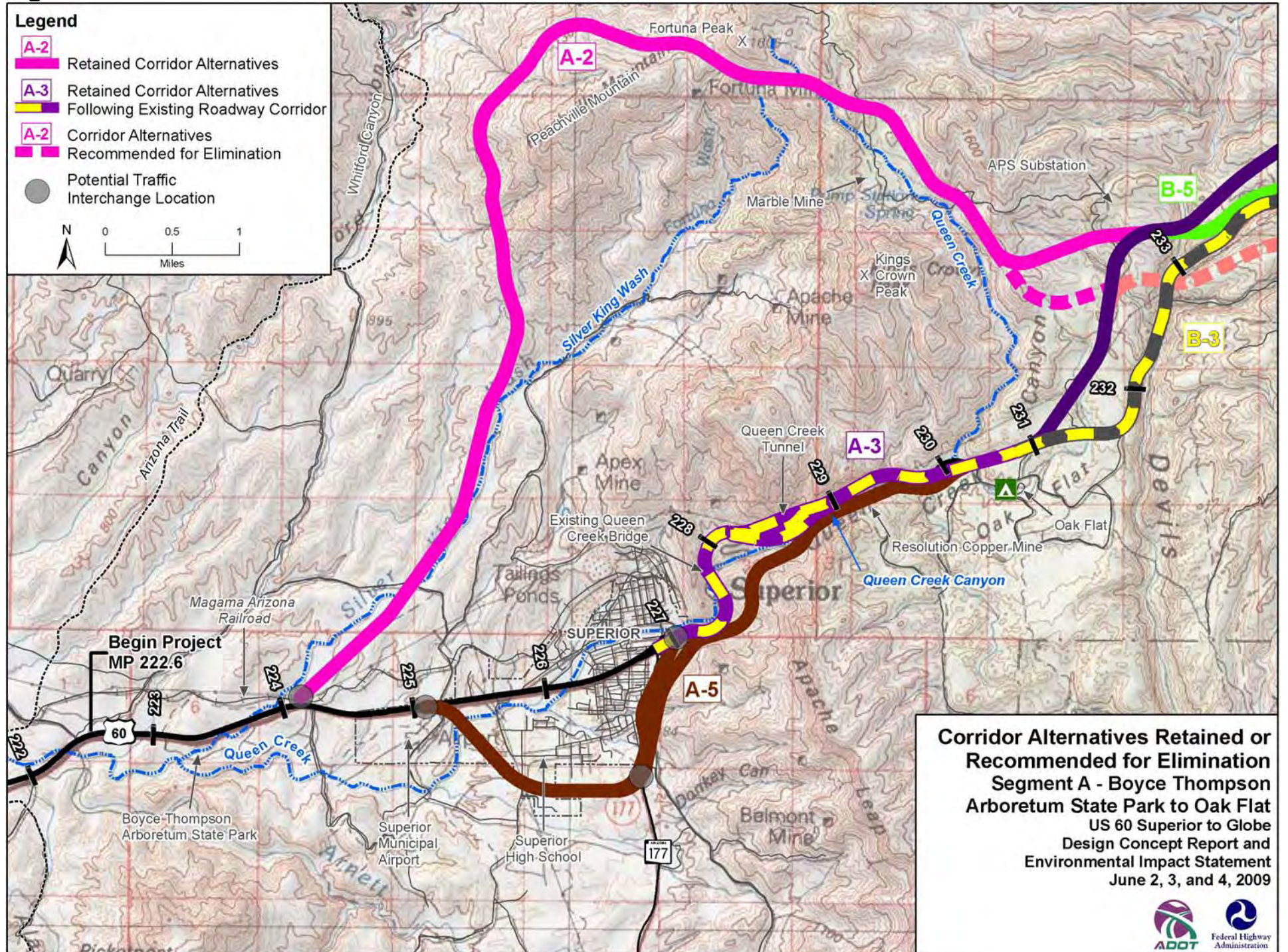


Figure 3

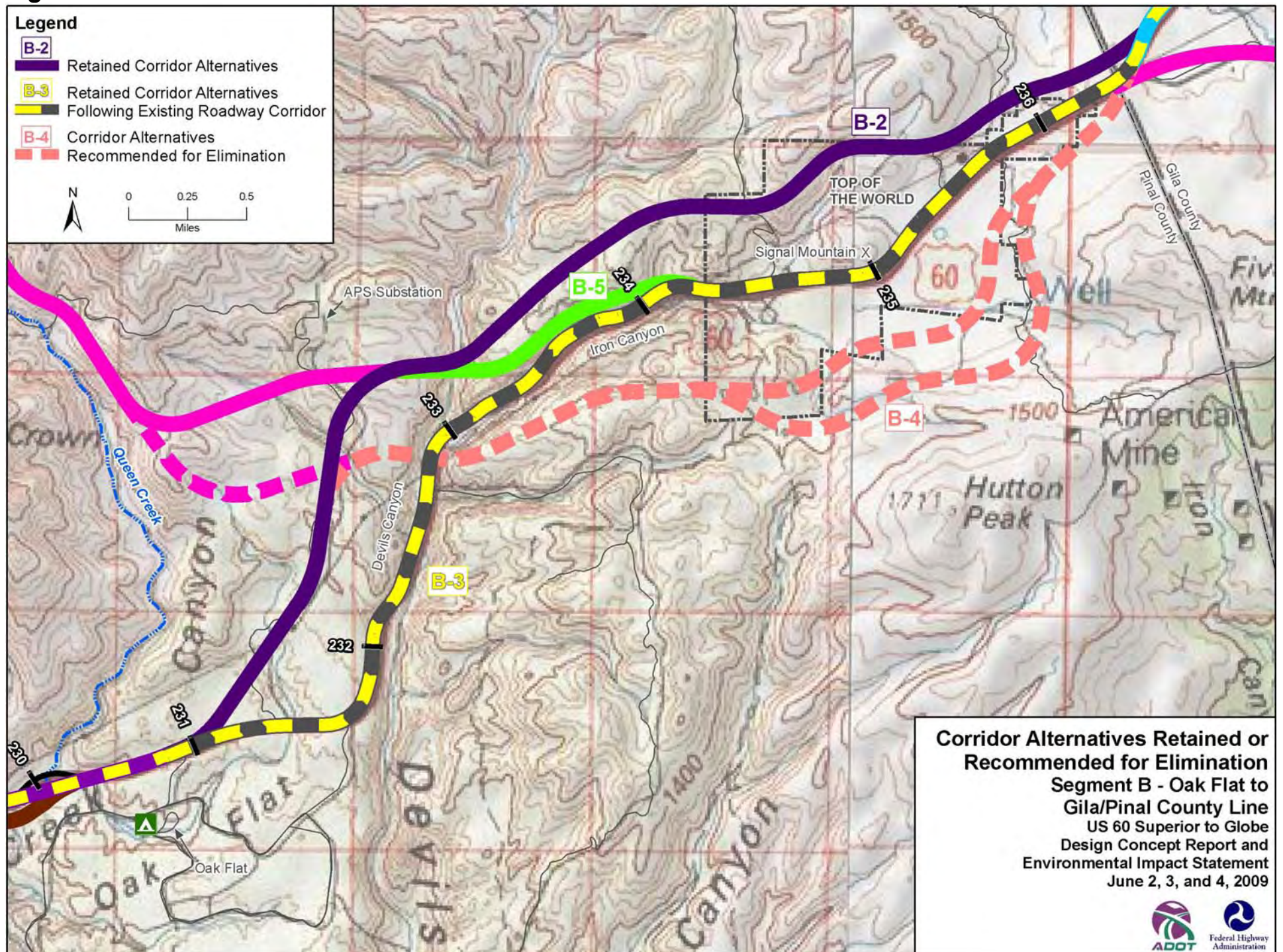


Figure 4

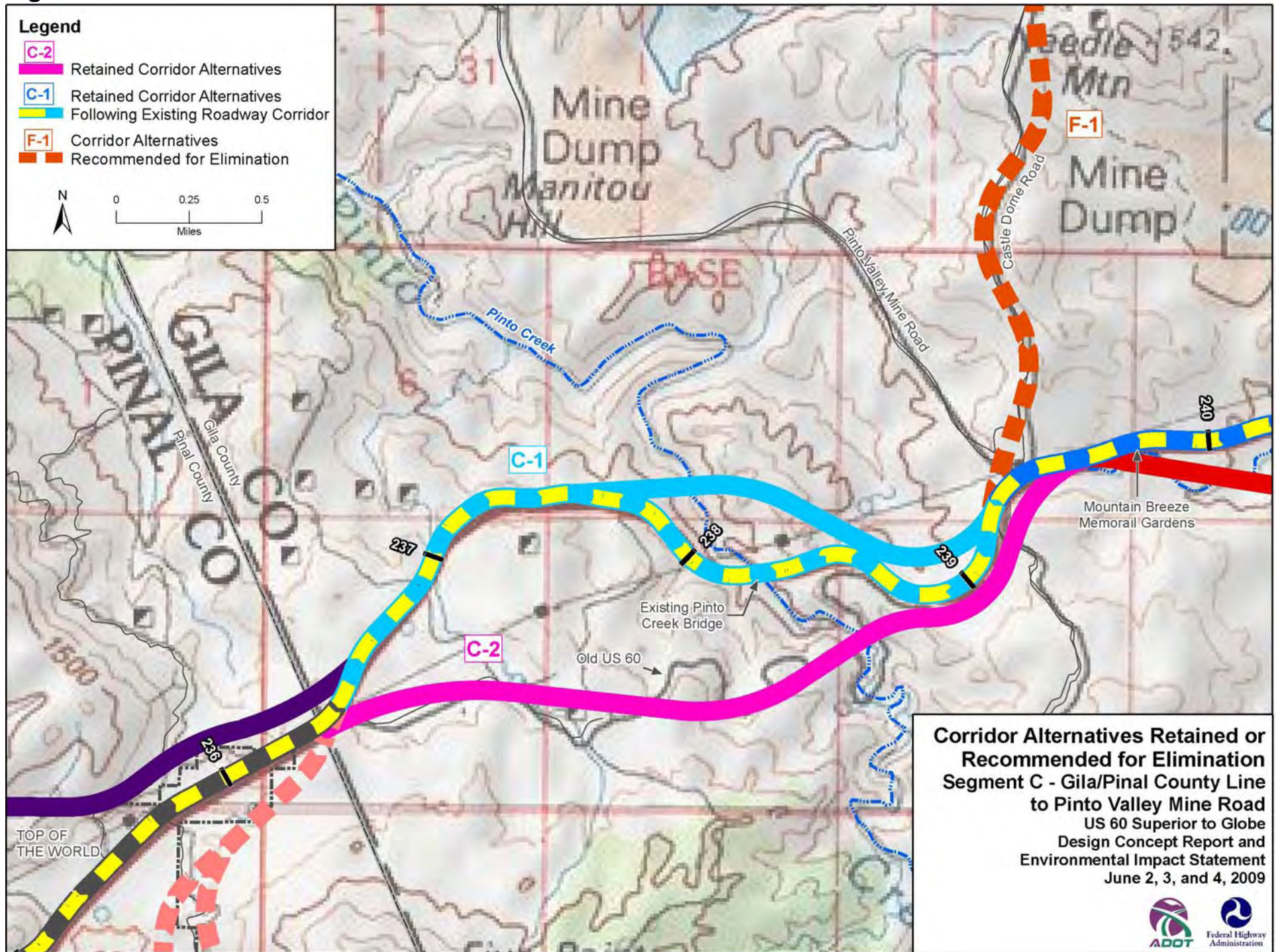


Figure 5

