Scoping Report

US 60 Superior to Globe | MP 222.6 to MP 258.0

PROJECT NO. 060 GI 222 H7162 01 L
FEDERAL NO. STP-060-D (AAL)

ADOT

December 2009

SCOPING REPORT

US 60 SUPERIOR TO GLOBE | MP 222.6 TO MP 258.0

Federal Aid No. STP-060-D(AAL)

ADOT Project No. 060 GI 222 H7162 01L

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INTRODUCTION

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have initiated a study to develop and evaluate alternative concepts for improvement and/or realignment of US Highway 60 (US 60) from west of the Town of Superior at approximately milepost (MP) 222.6 to east of the City of Globe at approximately MP 258.0 in Pinal and Gila counties, Arizona (Figure 1). As part of the requirements set forth under the National Environmental Policy Act (NEPA), FHWA and ADOT requested agency and public input on the proposed improvements to US 60 as part of the scoping process. This report summarizes the public and agency scoping meetings, comments received during the scoping process, and issues that require further consideration in the development of alternatives and the environmental impact statement (EIS).

SCOPING PROCESS OVERVIEW

FHWA initially notified the public of the US 60 study when the Notice of Intent (NOI) to prepare an EIS was published in the Federal Register on April 30, 2009. Since publication of the NOI, FHWA and ADOT have conducted public and agency scoping meetings in early June 2009. FHWA and ADOT conducted public scoping meetings during the first week of June 2009 in Gold Canyon, Globe, and Superior. An agency scoping meeting was held on June 11, 2009 in Superior. The purpose of the meetings was to inform the public and agency representatives about the study and obtain their input on the draft purpose and need; issues, concerns, and opportunities (ICOs).

The same information about the study and corridor alternatives was presented at both the agency and public scoping meetings. Each meeting began with an open house, followed by a brief presentation, and then a question and answer session. Study team members were available at each meeting to answer questions and listen to concerns. Handouts provided to meeting attendees included a project information document, corridor alternatives maps, a comment form, and a comment card. Copies of these materials are provided in Appendix A. Exhibits of the study area, corridor alignments, draft purpose and need, study process, and schedule were displayed during the meeting. Aerial roll plots identifying the study area were also available to view. The presentation provided details about the study background, the NEPA process, environmental and engineering elements, the need for public input, and the next steps in the study process. The public and agencies were encouraged to provide input throughout the study.

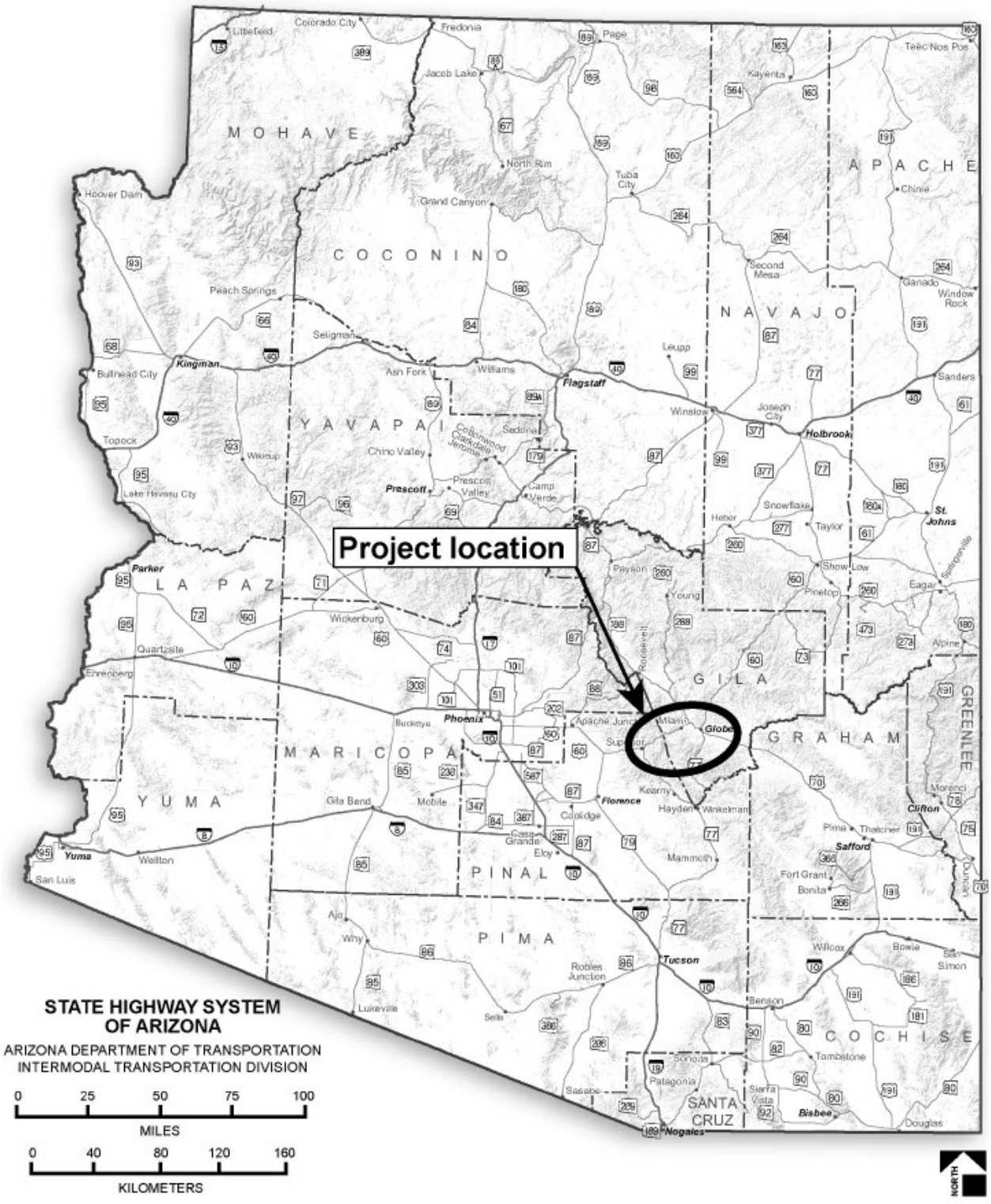


Figure 1. State location map

PUBLIC MEETINGS

Residents, businesses, and other parties interested in the future of US 60 were invited to attend and participate in public scoping meetings for the US 60 study. A project informational flyer was mailed on May 18, 2009 to 44,665 recipients by zip code within the communities of Florence, Peridot, Winkelman, San Carlos, Hayden, Globe, Superior, Apache Junction, Bylaws, Show Low, Miami, Whiteriver, McNary, Pinetop and Kearny, AZ. A public meeting notice was placed in six newspapers and published on May 23, 2009 and May 27, 2009. The newspapers included the *Tribune News*, *San Carlos Apache*, *Arizona Silverbelt*, *Superior Sun*, *Copper Basin News*, and *Eastern Arizona Courier Sun*. The public meeting notice was also provided on the study website (www.azdot.gov/us60study). A copy of the project informational flyer, public meeting notice, and meeting sign-in sheets are attached (Appendix B).

Three public meetings were scheduled to facilitate information exchange and gather public input on the US 60 study. The locations, dates, times, and number of attendees from these meetings are shown in Table 1. The meeting locations were selected based on their proximity to the study area and availability of meeting facilities.

Table 1. Public Scoping Meeting Dates, Times, and Locations

Location	Date and Time	Attendees
Best Western Gold Canyon Inn & Suites 8333 E. Sunrise Sky Drive, Gold Canyon, AZ	June 2, 2009 6-8 pm	50
Globe High School Auditorium, 501 E. Ash Street, Globe, AZ	June 3, 2009 6-8 pm	121
Superior Junior/Senior High School Multi-purpose Room 100 Mary Drive, Superior, AZ	June 4, 2009 6-8 pm	102
	Total	273

Attendees were invited to provide comments, either spoken or written, on the study. Those attendees wishing to speak were given an opportunity to write their comments on comment cards, which were collected and to the extent possible answered during the question and answer session of the meeting. A total of 96 comment cards were collected during the meetings.

Comment forms were also provided for attendees to submit written comments. FHWA and ADOT provided a link to the study website (www.azdot.gov/us60study) with information about the study and an online comment form, and contact information for those who preferred to submit comments via letter, e-mail, fax, or telephone. Comments were requested by July 6, 2009. A total of 89 comment forms and seven letters have been received during the comment period.

Comment Analysis

The collection of spoken and written comments were reviewed and consolidated into critical issues that will be addressed in the development and evaluation of alternatives and in the EIS. The key public concerns generally fall within the following three general categories:

- Purpose and need for the study
- Alternatives
- Environmental considerations

The comments described below are paraphrased from the original comment forms and letters. The full comments are provided in table format in Appendix C. Many of the comments identified similar issues. To avoid duplication and redundancy similar comments were grouped together.

Purpose and Need

Comments were made in support of or requesting more information to support the purpose and need for the project. Generally, the most common trips on US 60 consist of travel for business, recreation, through travel, or local trips. Several comments were made regarding safety, local needs, travel time savings, traffic, tourism, and cost. Table 2 provides a summary of comments that relate to the purpose and need.

Table 2. Summary of Purpose and Need Comments

Topic	Comment
Cost	• The longer the route the more expensive the route; use existing alignment to minimize cost. • Building costs are not justified given the financial crisis.
Local needs	• The project purpose focuses solely on the needs of through-travelers rather than or in addition to the needs of the local rural communities. • Bypassing local communities will be detrimental to small businesses. • Invest in the economic health of local communities.
Safety	• Keep corridor alternatives away from communities and private property for public safety. • High speed road through a residential area would cause accidents.
Tourism	• Prefer alternatives that maintain and enhance tourism access. • Maintain views of the Pinal Mountains in the Miami/Globe area. • Minimize impacts on National Forest Service (NFS) lands and avoid scenic/recreational areas.
Traffic	• By bypassing local communities there would be no traffic interruptions and those that need to enter those areas will still be able to do so. • Local businesses need the through traffic. • Through traffic section of US 60 through Top of the World is very congested.
Travel time savings	• Proposal is too expensive for minimal travel time savings; existing travel time is adequate. • This is one of the most scenic drives in Arizona and there is no reason to speed through it.

Alternatives

Comments on issues, opportunities, and constraints were made in support of or requesting adjustments to published corridor alternatives and development of new corridor alternatives including consideration of public transit. Generally the majority of comments support keeping corridor alternatives close to communities to maintain business access. In opposition, several comments support bypassing communities to reduce traffic congestion and improve safety. Additionally, many comments encourage use of the existing alignment. Table 3 provides a summary of comments that relate to alternatives development.

Table 3. Summary of Comments on Alternatives

Topic	Comment
Access	• Provide and enhance access to local communities to support local businesses.
Alternatives	• Define alternative elimination and selection criteria.
Amenities	• Provide other highway amenities such as a rest stop, bike lane and scenic pullouts
Avoid natural features	• Avoid Devils Canyon, Oak Flat, and the Pinal Mountains.
Bypass	• Bypass communities for safety and to minimize traffic congestion. • Avoid bypasses to ensure the economic health of local communities.
Existing alignment	• Avoid the existing alignment to avoid traffic delays due to construction. • Do not widen through existing residential areas. • Use existing alignment to save costs to taxpayers and minimize impacts on the environment. • Use existing alignment for one direction and add another two lanes for the opposite direction.
New alternatives	• Expand Interstate 10 East instead.
Transit	• Analyze more transit as opposed to road-building.
Segment A	• A-2 is too long and would increase fuel consumption. • A-2 would reduce traffic through town, improve safety, avoid construction-related disruptions, and reduce impacts on Devils Canyon. • Reroute A-2 toward Roosevelt Lake, then tie into SR 188 to Globe-Miami to reduce congestion between Superior and Top of the World and provide a faster, scenic route. • Reroute A-2 northeast to SR 188, then to current US 60 and US 70 at the light by the Golf Course.
	• A-3 would result in businesses impacts if the highway bypasses Superior. • A-3 route is very scenic and driving through the canyon is enjoyable. • Delays are primarily in construction zones on the existing A-3 alignment.
	• A-5 would create a barrier between the Superior Highlands Community and the nearby school. • A-5 would result in impacts on property values, pedestrian access, noise and visual quality for the Superior Highlands Development.
Segment B	• Both directions of the new highway should be north of Signal Mountain • Need passing lanes on existing route. • Need turning lanes on existing route, especially at Apple Valley Road.
	• B-2 would result in impacts on traffic, safety, property access, construction delays, and environmental impacts for Top of the World.
	• B-4 would result in impacts on residential areas. • Water located on the north and south sides of B-4 has to be pumped.

Table 3. Summary of Comments on Alternatives

Topic	Comment
Segment C	• Avoid Mountain Breeze Cemetery. • Move C-2 farther south on Pinto Creek. • Improve the roadway with a new bridge and additional lanes. • Construction of additional passing lanes and the new interchange at Pinto Valley Road would address some of the traffic concerns about US 60. • C-2 would minimize cost.
Segments D and E	• Bypass town; we don't want traffic like Payson. • Highways through towns are good, wide roads; they can be reused. • Stay out of the Pinal Mountains and Icehouse and Six Shooter canyons.

	• D-1 and E-1 would potentially impact NFS land, increase wildfire potential, visual quality, recreational and canyon areas, exposure to dioxin contamination, wildlife and threatened and endangered species.
	• D-1 and E-1 corridor would move traffic faster, minimize impact on housing areas, infrastructure and private property, and allow for Globe to grow.
	• For D-1, locate interchanges west of Miami and east of Globe with off ramps at Russell Gulch for SR 188, Keller Canyon Road, Ice House Canyon Road, and Six Shooter Canyon Road.
	• D-3 would impact businesses, limited private land, community cohesion, recreational and canyon areas, and these specific land uses:
	  ○ APS substation
	  ○ City of Globe maintenance yard
	  ○ Matlock Gas
	  ○ Railroad tracks
	  ○ Globe Community Center
	  ○ City of Globe water tanks
	  ○ Arizona Water Company
	• D-3 is the shortest and least expensive route, provides easy access for businesses, services, and emergency vehicles, and benefits locals.
	• Connect D-3 to milepost 252.

Segment F	• F-1 and F-3 would be better for routing Phoenix boat traffic (the majority of weekend traffic) to Lake Roosevelt. • F-3 would be located in an area that is already disturbed by mining activities, and would avoid the Pinal Mountain Recreation Area. • Move F-3 farther away from Globe's Round Mountain City Park. • Connect F-3 to F-1 at Radium.

Environmental Considerations

Comments were made regarding public outreach, impacts on air quality, businesses and communities, cultural resources, emergency response, fuel economy, hazardous materials, land use, noise, property values, public outreach, recreation, safety, visual resources, and wildlife. Table 4 provides a summary of comments that relate to specific environmental resource areas.

Table 4. Summary of Environmental Comments

Resource	Comment
Air Quality	• Evaluate air quality impacts through communities and wilderness areas.
Businesses	• Travelers currently use the restaurants and gas stations for rest, food, and fuel. Through travelers are important to local businesses. • Compensate and assist local businesses with potential impacts. • Slow traffic down to preserve small towns and business districts.
Communities	• Avoid bisecting communities. • Avoid Top of the World, Miami, and/or Globe. • Superior Highlands was not identified on the exhibits and needs to be added. • There is not enough room within local communities to expand the existing alignment. • Prohibit commercial development along new alignments to preserve the health of local communities. • Investments in community health early in the process rather than at the end to reassure and stabilize local communities.
Cultural Resources	• Describe effects on archaeological sites. • Coordinate with tribal communities. • Describe effects on historic trail on the south side of the canyon. • A lot of the private land along the creek areas has Native ruins, which would be disturbed,
Emergency Response	• Connect local access roads for emergency vehicles.
Fuel Economy	• Most corridor alternatives add miles, which would require more fuel.
Hazardous Materials	• Contaminated areas (dioxin) in the project area (D-1) are feared to pose a safety hazard to workers and residents if disturbed or to potentially contaminate surface and groundwater.
Land Use	• Minimize impact on and protect NFS lands. • Protect and enhance access to public lands. • Preserve Mountain Breeze Cemetery.
Noise	• Evaluate noise impacts through and adjacent to local communities and residential areas.
Property Values	• Evaluate impacts on property values for corridor alternatives that traverse through or bypass local communities.
Public Outreach	• Website is not up-to-date. • Local communities would like to be more involved. • Improve method of distributing information and follow-up on citizen requests.
Recreation	• Avoid the Pinal Mountain Recreation Area, Madera Peak, and Icehouse and Six Shooter canyons. • Keep access open or improve access to public property to promote recreation.
Safety	• Bypass residential areas to improve safety. A high speed road through a residential area would cause many accidents.
Visual	• Retain the rural and visual (scenic) character of the area.
Wildlife	• Evaluate impacts on wildlife for corridor alternatives that traverse through NFS land and wilderness areas. • Keep the existing alignment to minimize impacts on wildlife.

AGENCY MEETINGS

The purpose of the agency scoping meeting was to provide the agency representatives with preliminary study information and to receive input from them about any issues that they feel should be evaluated. Including the members of the US 60 Study Team, 30 individuals attended this meeting on June 11, 2009. A copy of the agency scoping invitation letter, mailing list, and sign-in sheet is attached (Appendix D). Representatives from the following agencies attended the meeting:

Federal Agencies	State Agencies	Local Agencies
FHWA	ADOT	City of Globe
Tonto National Forest (TNF)	Arizona State Parks (ASP)	Gila County
US Army Corps of Engineers (Corps)	Arizona Game and Fish Department (AGFD)	Pinal County
		Town of Superior

Handouts that were provided to the agency meeting attendees differed slightly from those provided at the public scoping meetings. The agency meeting handouts included an agenda, the Notice of Intent (NOI) that was published in the Federal Register, the June 2009 draft statement of Purpose and Need, May 2009 ICOs, notes for the PowerPoint presentation, information describing the public scoping process, and a copy of the public comment form (Appendix E).

After the presentation, agency representatives were invited to provide comments on the draft purpose and need statement, and ICOs. Comment forms were also provided for agency representatives to submit written comments. FHWA and ADOT also provided a link to the study website (www.azdot.gov/us60study) with information about the study and an online comment form, and contact information for those who preferred to submit comments via letter, e-mail, fax, or telephone. Comments were requested by July 6, 2009.

Letters were received from AGFD (May 21 and June 15, 2009), Corps (May 26, 2009), TNF (June 4, 2009), Arizona State Historic Preservation Office (SHPO) (June 25, 2009), and the United States Environmental Protection Agency (EPA) (July 6, 2009). A copy of each letter is attached (Appendix F). The TNF and Corps letter indicated their acceptance of the cooperating agency role and the AGFD letter indicated their acceptance of the participating agency role. The EPA letter indicated their preference to serve as a participating agency rather than a cooperating agency due to resource restraints.

Comment Analysis

The ICOs have been revised based on agency comments provided during the meeting. The revised ICOs are provided in Appendix G. The collection of spoken and written comments were reviewed and consolidated into critical issues that will be addressed in the development and evaluation of alternatives and in the EIS. Similar to the input from the public scoping meetings, the key agency concerns fell within the same three general categories:

- Purpose and need for the study
- Alternatives
- Environmental considerations

Purpose and Need

EPA and AGFD provided comments on the draft purpose and need. The EPA requested level of detail expectations, while the AGFD inquired about cost and safety. Table 5 provides a summary of agency comments on the draft purpose and need.

Table 5. Summary of Purpose and Need Comments

Topic	Agency	Comment
Cost	AGFD	• Overall, the purpose and need does not seem great enough to justify the project's cost or environmental impacts.
Level of Detail	EPA	• Clearly identify the underlying purpose and need that is the basis for proposing the range of alternatives (40 CFR 1502.13). • The purpose and need statement should be a clear, objective statement of the rationale for a proposed project, as it provides the framework for identifying alternatives. • Specifically, the need must be articulated and justified with consideration of the existing facilities in the area.
Safety	AGFD	• According to the purpose and need, the improvements would increase speeds and modify the alignment. The main concern is safety. There doesn't seem to be much data that shows if increasing speeds increases safety. Recommend conducting a safety study before and after the proposed US 60 improvements.

Alternatives

The summary of comments related to the alternatives is provided in Table 6.

Table 6. Summary of Comments on Alternatives

Topic	Agency	Comment
Access Control	TNF	• Access management would need to be evaluated where proposed corridor alignments skirt or traverse across TNF lands. • ADOT and FHWA should coordinate on the TNF Access Management Program. • One of the objectives is to prevent private land owners from developing nonconforming uses adjacent to TNF lands. • For each corridor alternative, evaluate access that is safe for the public and consistent with TNF objectives.
	FHWA	• Access control should be evaluated for the entire length of the study area. • Determine if access points are located on private or public lands.
Alternatives	TNF	• Address TNF concerns about the A-2, D-1. D-3, J, and K alternatives.
Cost	City of Globe	• Evaluate the cost/benefits. Perhaps evaluate the option for climbing lanes to reduce cost rather than bring roadway up to design standards.
Design Criteria	City of Globe	• Globe area gas line was eliminated. 7% grade exceeds ADOT design criteria of 5%. Consider additional mining area. Biggest challenge is terrain.
	TNF	• Identify if ADOT has a design exception for grades.
	FHWA	• Explain the engineering in the canyon and the criteria for implementing different types of improvements.
New Alternatives	Town of Superior	• The road should be closer to the airport rather than closer to the Boyce Thompson Arboretum at MP 223. • Prefer corridor alternative A-5d.
	FHWA	• Encourage the development of context sensitive designs.
Right-of-Way	City of Globe	• Interim improvements on existing right-of-way should be considered.
	FHWA	• Implement interim improvements into the future project to eliminate throw-away.
Tunneling	EPA	• Discuss the tunneling methodology to be utilized and the corresponding environmental impacts. • Identify specific design measures and options to insure that the full scope of environmental impacts associated with tunneling are considered in the project design.

Environmental Considerations

The majority of the agency comments focused on specific environmental resources and the NEPA process. Table 7 provides a summary of agency comments on environmental resources and the NEPA process.

Table 7. Summary of Environmental Comments

Resource	Agency	Comment
Air Quality	EPA	• Provide a detailed discussion of ambient air conditions and potential air quality impacts for each fully evaluated alternative. • Provide a construction emissions mitigation plan for fugitive dust and diesel particulate matter in the Draft EIS and the Record of Decision. Include the specific air quality mitigation measures outlined in the letter.
Biology	TNF	• Under Biological Resources, revise the statement that owl habitat would be identified as soon as possible to apply to all threatened and endangered species. • Numerous wildlife species occupy the areas affected by the A-2 and D-1 alternatives. A new four lane divided highway would create significant wildlife habitat connectivity issues.
	EPA	• Address impacts on wildlife movement, • Avoid and/or minimize impacts on threatened and endangered species and associated habitats, as well as preserves, parks, and restoration and habitat management areas. • Specifically address the recent efforts to introduce Bighorn Sheep in the Superstition Mountains to the north and the Mineral Mountains to the south and how this study may affect those efforts. • Recommendations on methodology were provided in the letter.
	FHWA	• Identify specific species of concern within the study area and the size or types of crossings that would be needed.
	AGFD	• Proposed improvements would have many negative impacts on wildlife and the environment through habitat degradation and increased fragmentation. • Studies need to be conducted to address habitat fragmentation and identify mitigation measures. • Animal/vehicle accident counts are needed in the area. • Retain access to roads in the TNF Access Management Plan. • New tunnels would provide potential opportunities where wildlife could go over the highway. • As much as possible stick to the existing corridor, avoid construction in previously undisturbed areas to help reduce further habitat fragmentation, and eliminate the Peachville Mountain alternative. • Select native plants for right-of-way landscaping. Avoid plants that would create a lot of fine fuels to reduce fire hazards.
	ADOT Globe District	• Request for local participation in AGFD animal crossing studies.
	ASP Boyce Thompson Arboretum	• Alignment should be moved north of the Boyce Thompson Arboretum. Plants at the arboretum were planted over 80 years ago. Minimize impacts on waters and the potential for dams to form, which may impact vegetation.
Cultural Resources	ADOT	• Revise ICOs with general terms for cultural resources and inclusion of tribes in addition to the San Carlos Apache Nation who may be interested in the study.

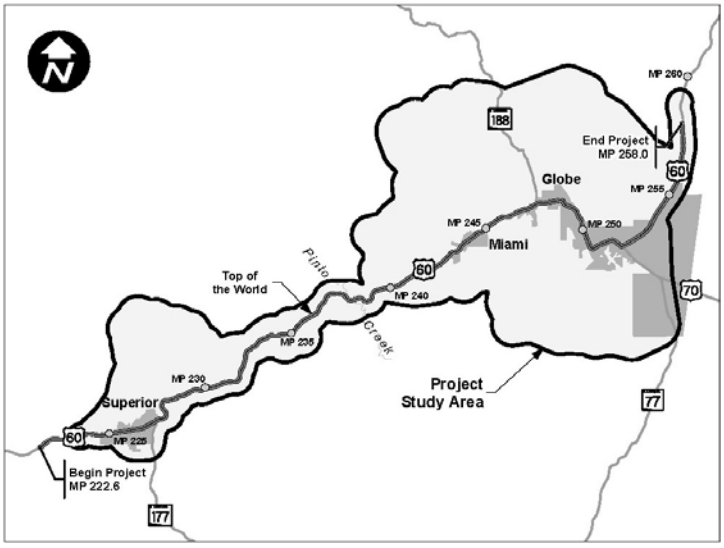
Table 7. Summary of Environmental Comments

Resource	Agency	Comment
Cultural Resources (continued)	SHPO	• SHPO is concerned that the alternatives elimination process is preceding Section 106 consultation. • Since the study identifies effects on towns, that have eligible properties and historic districts, and on portions of roadways that may qualify as scenic, initiating Section 106 is past due. • SHPO acknowledges that FHWA intends to assume lead responsibilities for compliance under Section 106 of the NHPA.
Cumulative and Indirect Impacts	EPA	• Evaluate cumulative impacts which include "identifiable present effects" to various resources attributed to past actions. Follow the cumulative impacts evaluation methodology provided in the letter. • Improved access to undeveloped areas may affect the location and timing of growth on surrounding lands. The project would benefit from a growth-related impacts analysis early in the process. The requirements of such an analysis are outlined in the letter and should be followed.
Floodplains	Pinal County	• Identify upstream and downstream impacts on floodplains. Changes to floodplains need to be incorporated into Federal Emergency Management Agency maps through Letters of Map Revision.
Growth	TNF	• Alternatives A-2 and D-1 would provide access to extensive areas of NFS lands that are currently not intensively used by the public and would result in many new forest management issues.
	EPA	• Discuss how future growth projections have been or could be significantly impacted by recent economic factors, such as the continued downturn in the housing market, the more recent credit crisis, and the sustained economic recession, which will likely have a slowing impact on growth in these areas.
Jurisdictional Waters	EPA	• Coordination with the Corps and EPA regularly to ensure that the alternatives analysis required for Section 404 permitting is integrated with the NEPA process. Recommendations on methodology were provided in the letter. • Waters assessment should be of an appropriate scope and detail to identify sensitive areas or aquatic systems. • Include a complete systematic analysis for drainage crossings. • Identify avoidance or mitigation measures.
	Corps	• Revise Environmental ICOs, under Clean Water Act Permitting, with the goal of avoiding washes if possible, and the cost of mitigation if unavoidable.
Mining	AGFD	• For alternatives that involve realigning through the canyon, excess materials should be used to cap off mines.
Mitigation	TNF	• Extensive mitigation for recreational, OHV, fire management, wildlife, access control, and lands management would be needed should either Alternative A-2 or D-1 be considered for further study.
Noise/Access Management	TNF	• The proximity of A-2 to the Superstition Wilderness could adversely affect wilderness values by generating traffic noise as well as problems associated with unauthorized access by off highway vehicles.
Schedule	Town of Superior	• The town is concerned about construction timing of current local roadway improvements and future improvements proposed with this study.
Unmanageable parcels of NFS lands	TNF	• Alternatives would result in fragmentation of NFS lands, resulting in economic and management issues. Consider alternatives that would minimize the amount of fragmented lands. Add this concern to the Social and Economic ICOs.

Appendix A. Public Meeting Materials

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 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 sheet. 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 form 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)

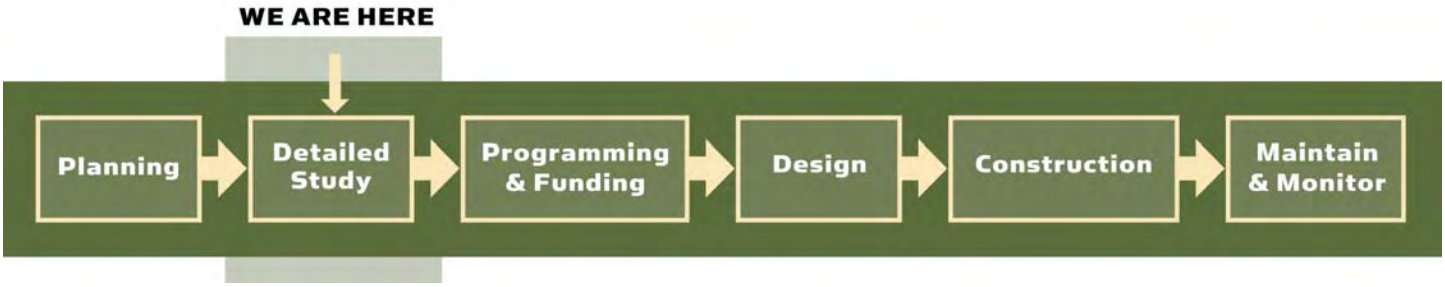
D-1 This corridor is located to the south of Miami/Globe following the foothills of the Pinal Mountains in the Tonto National Forest.

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 of not to advance an alternative design. ***This is the current Phase of this 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.

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 tonight will help us identify the critical issues that will be considered with this study.

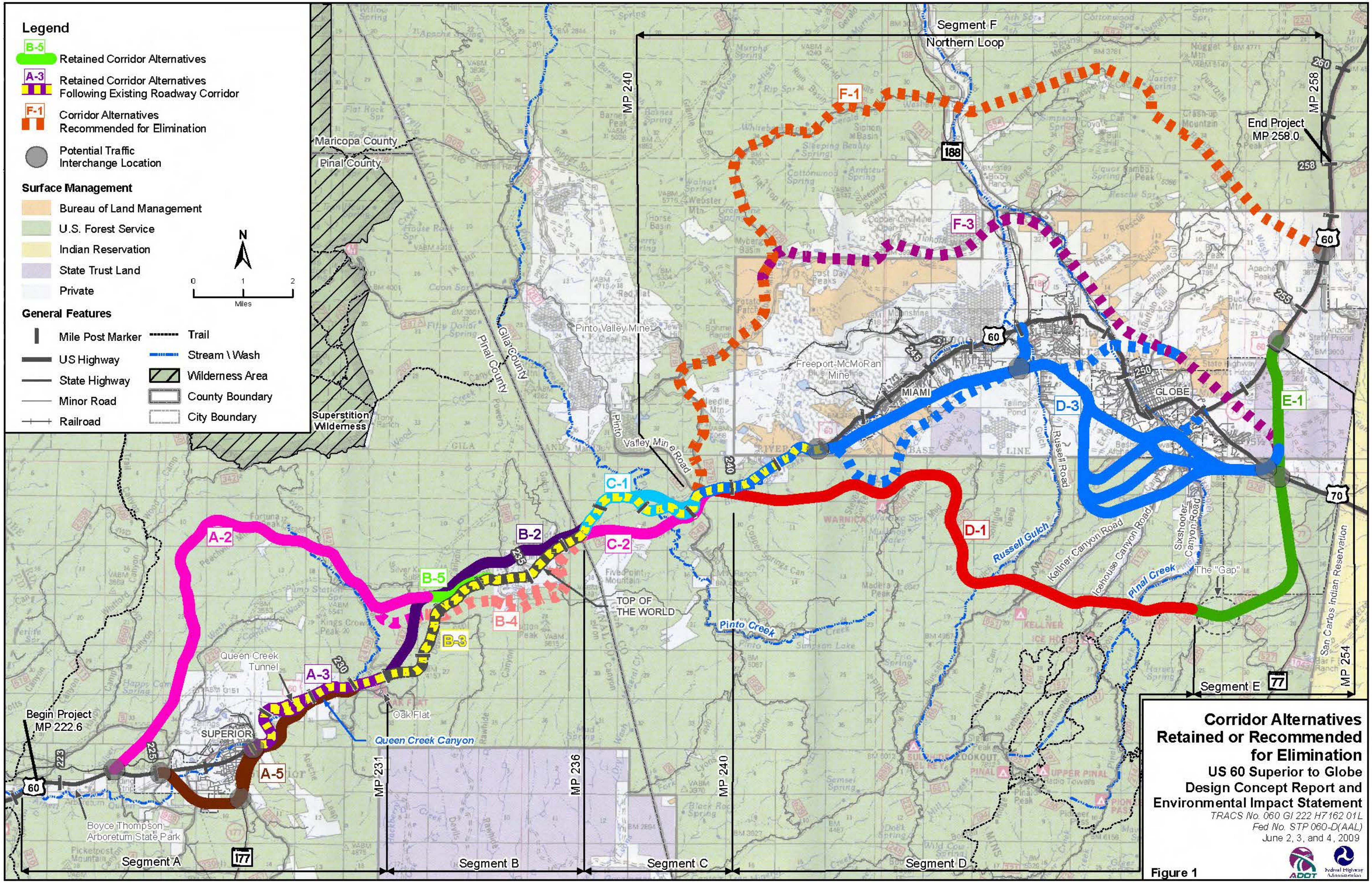
Over the next few months, the Study Team will further develop and evaluate the improvement alternatives. The issues, concerns, and opportunities that you share tonight will be considered in that process. A follow-up public meeting will be held after the alternative evaluation is complete to share the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

- Tazeen Ahmed, Project Manager
  ADOT Predesign
  205 S. 17th Avenue, MD 605E
  Phoenix, AZ 85007
  Phone: 602-712-8542
  Email: tahmed@azdot.gov
- Bill Pederson, Public Information Officer
  206 S. 17th Avenue, MD 118E
  Phoenix, AZ 85007
  Phone: 602-712-8069
  Email: bpederson@azdot.gov
- Jerry Barnes, District Engineer
  ADOT Globe District
  PO Box 2717, MD G300
  Globe, AZ 85502
  Phone: 928-402-5612
  Email: jbarnes@azdot.gov


Legend
B-5
Retained Corridor Alternatives
A-3
Retained Corridor Alternatives Following Existing Roadway Corridor
F-1
Corridor Alternatives Recommended for Elimination
Potential Traffic Interchange Location
Surface Management
Bureau of Land Management
U.S. Forest Service
Indian Reservation
State Trust Land
Private
General Features
Mile Post Marker
US Highway
State Highway
Minor Road
Railroad
Trail
Stream \ Wash
Wilderness Area
County Boundary
City Boundary
N
0 1 2
Miles
Segment F
Northern Loop
MP 240
MP 258
End Project MP 258.0
F-1
F-3
Maricopa County
Pinal County
Superstition Wilderness
Pinto Valley Mine
Freeport-McMoRan Mine
MIAMI
GLOBE
D-3
D-1
E-1
C-1
C-2
B-2
B-5
B-3
B-4
A-2
A-3
A-5
Valley Mine Road
Russell Road
Russell Gulch
Kellner Canyon Road
Icehouse Canyon Road
Sixshooter Canyon Road
Pinal Creek
Pinto Creek
The "Gap"
TOP OF THE WORLD
Queen Creek Tunnel
Queen Creek Canyon
Oak Flat
SUPERIOR
Begin Project MP 222.6
Boyce Thompson Arboretum State Park
San Carlos Indian Reservation
MP 231
MP 236
MP 240
MP 254
Segment A
Segment B
Segment C
Segment D
Segment E
60
70
77
177
188

Corridor Alternatives Retained or Recommended for Elimination

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

TRACS No. 060 GI 222 H7162 01L
Fed No. STP 060-D(AAL)
June 2, 3, and 4, 2009

Figure 1

Figure 2

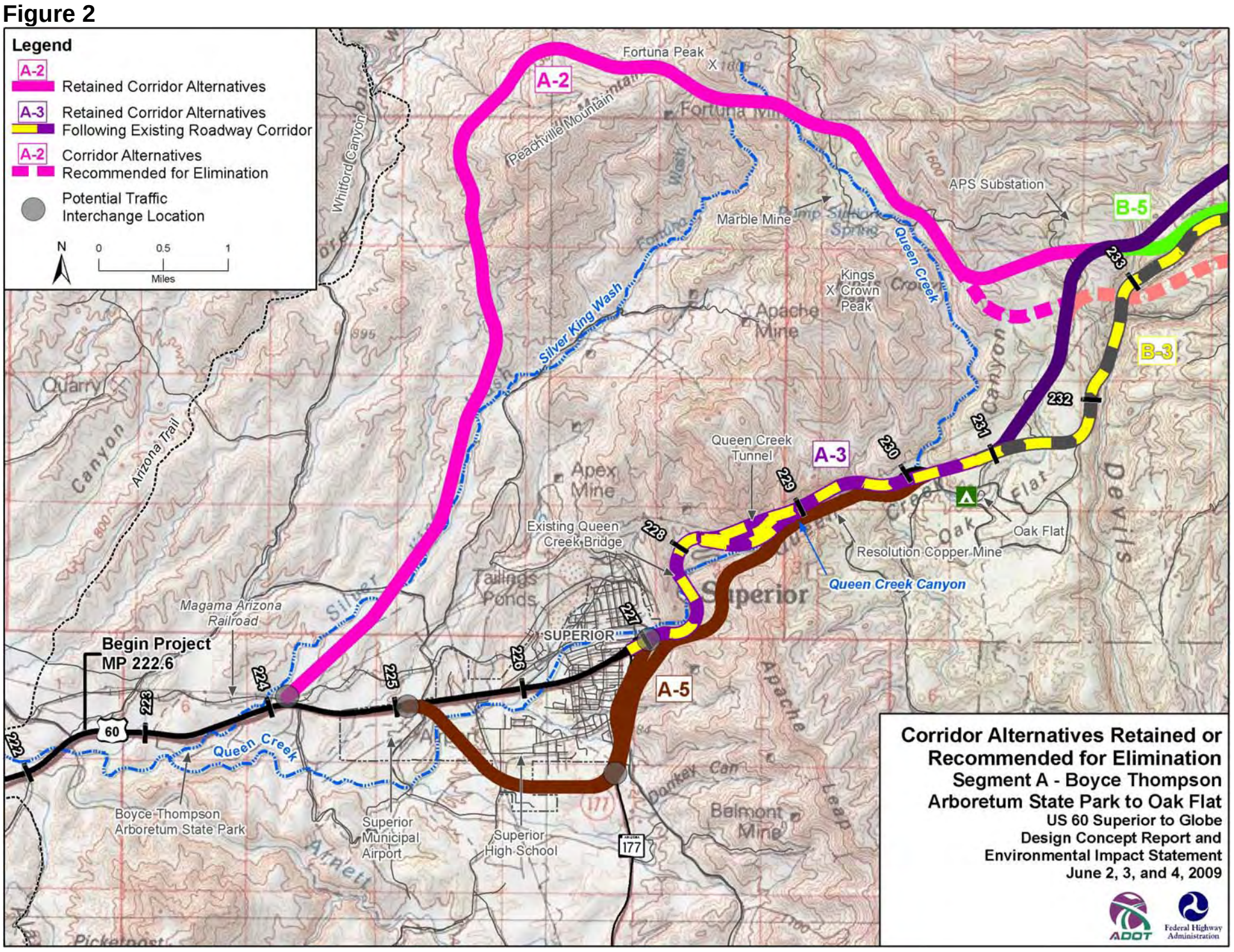


Figure 3

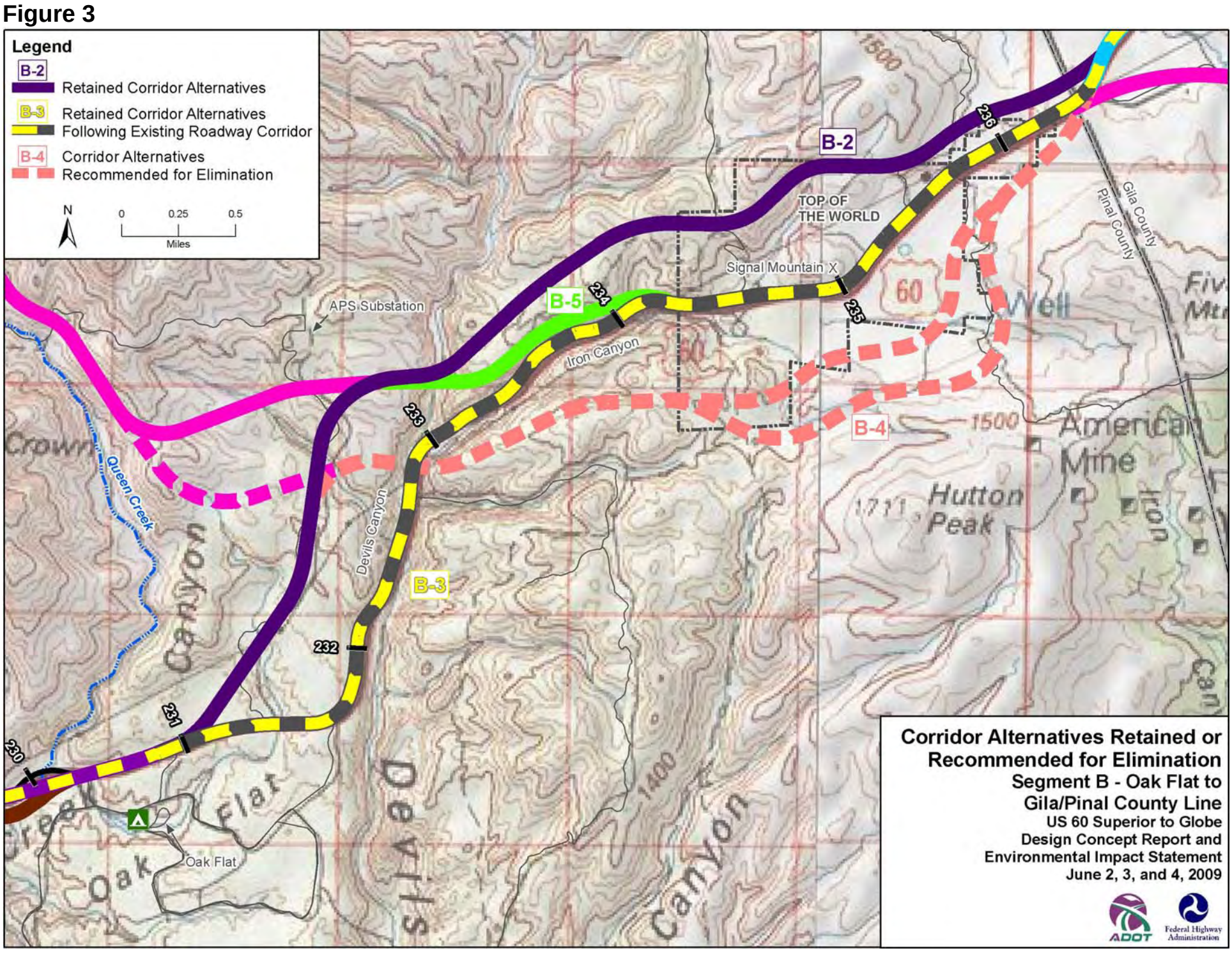


Figure 4

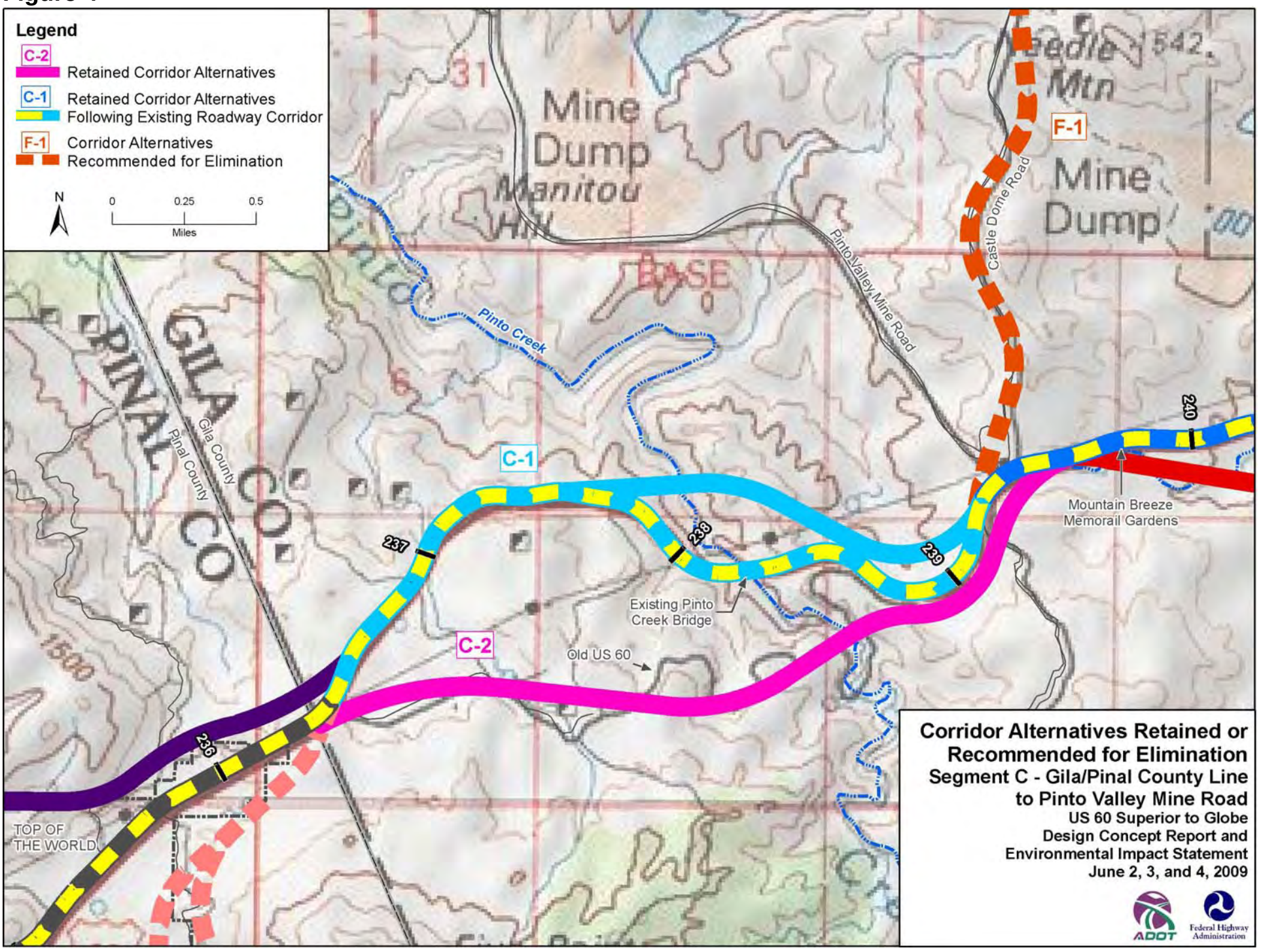
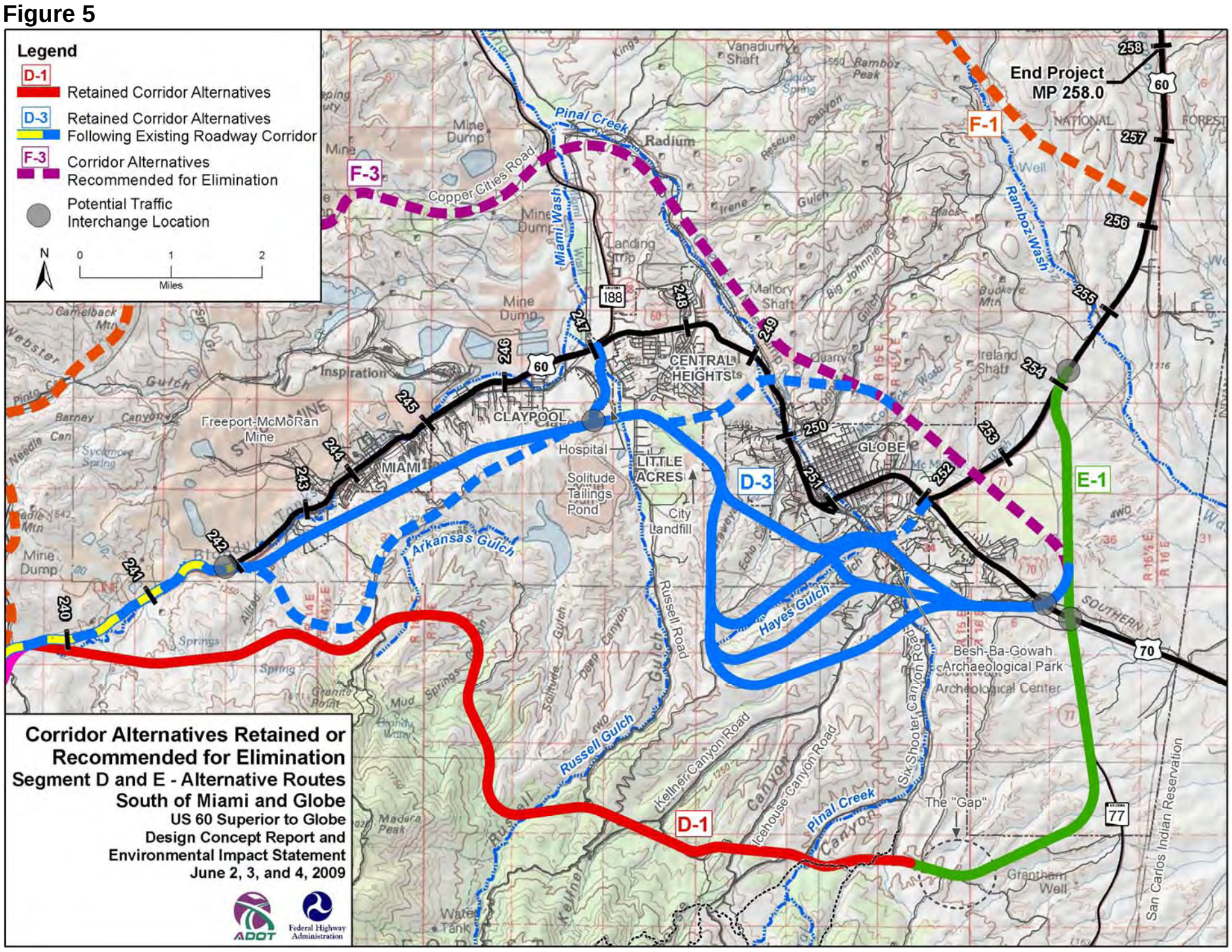


Figure 5



ARIZONA DEPARTMENT OF TRANSPORTATION

US 60 Superior to Globe

Location/Design Concept Report & Environmental Impact Statement

COMMENT FORM

June 2009

MP 222.6 to MP 258.0

The project team is conducting an extensive public involvement plan in order to determine the future of the US 60 Corridor between Superior and Globe. Please take a moment to comment on the questions below to help us plan a better highway.

1. ***In what community do you reside?***

2. ***What is your most common use of the current US 60 roadway?***

   _____ Business _____ Recreation _____ Through travel

   _____ Other _____

3. ***Please rank the following items from 1 to 10 using a 1 for the item of most importance and a 10 for the item of least importance in terms of planning improvements to US 60:***

   _____ Safety _____ Access and property impacts _____ Reuse of existing roadway

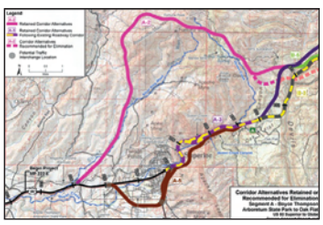
   _____ Travel time _____ Emergency vehicle response time _____ Truck/RV travel

   _____ Length of route _____ Alternative routes for through traffic _____ Costs

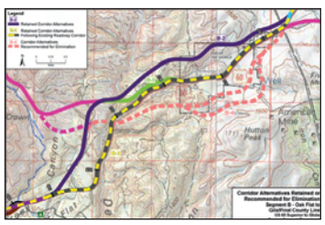
   _____ Environmental, business, and community impacts

4. ***Do you belong to or know of any groups or organizations that you would like us to include in our mailing list? Please provide as much information as possible.*** (Name of individuals, groups, or organizations, contact names, mailing address, e-mail, etc.)

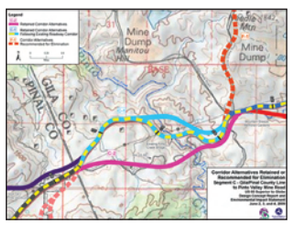
5. **(Reference the attached larger version segment maps when reponding to this question)**
   Please indicate your preferred alternative within each segment, or on the corresponding attached map, draw a line to illustrate your preferred alignment. (Remember to return your marked-up map sheet with your comment form. Larger versions of segment alternatives can also be found at www.us60study.com)



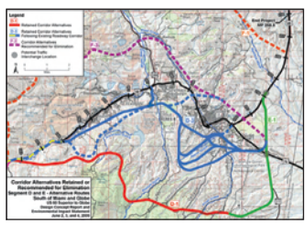
Segment A Comment _____



Segment B Comment _____



Segment C Comment _____



Segments D & E Comment _____

6. ***Additional comments:*** _____

Appendix B. Public Meeting Flyer and Sign-In Sheets

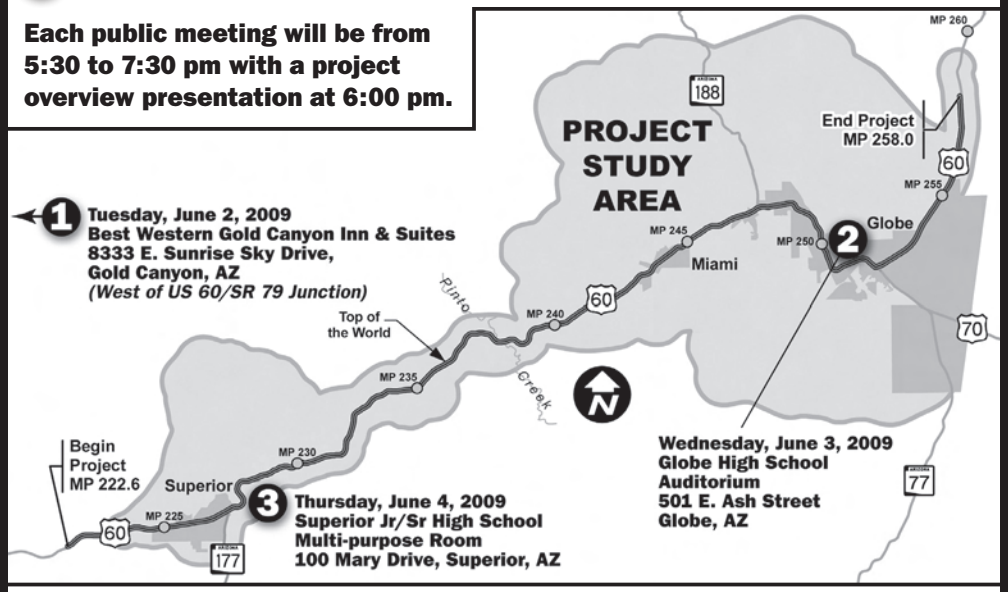
ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS
OPEN HOUSE

Your Input is Needed on
US 60 Superior to Globe
Location/Design Concept Report & Environmental Impact Statement

1. **Tuesday, June 2, 2009 – Best Western Gold Canyon Inn & Suites 8333 E. Sunrise Sky Drive, Gold Canyon, AZ**
2. **Wednesday, June 3, 2009 – Globe High School, Auditorium 501 E. Ash Street, Globe, AZ**
3. **Thursday, June 4, 2009 – Superior Jr/Sr High School, Multi-purpose Room, 100 Mary Drive, Superior, AZ**

Each public meeting will be from 5:30 to 7:30 pm with a project overview presentation at 6:00 pm.



Residents, businesses, and others interested in the future of US 60 are invited to attend an Open House for the US 60 Location/Design Concept Report & Environmental Impact Statement. The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA), has initiated a study to identify alternatives that would improve traffic flow and safety on US 60 from Milepost (MP) 222.6 (west of Superior) to MP 258.0 (east of Globe). The alternatives, such as constructing additional lanes and consolidating access points in the study area, will be evaluated for potential environmental, social, and economic impacts.

The purpose of the meetings is to gather public input on issues, concerns, and opportunities to be considered during the study. At each public meeting, a project overview presentation will be made at 6:00 pm. The comments received from this meeting will be used to help identify critical issues to be addressed in the development and evaluations of the alternatives. Study team members will be present to answer your questions and address your concerns. Map displays will be available for viewing.

For additional technical and project information or to submit comments in writing, please contact Tazeen Ahmed c/o Kathy or Priscilla at 1-888-472-1930; fax to (850) 885-0311; mail ADOT, 110 S. Church Avenue, Suite 3350, Tucson, AZ 85701-7617; or e-mail Kathy@kaneenpr.com. Written comments should be submitted by July 6, 2009. Comment forms will be available at the Open House and can be downloaded from the Web site **www.US60study.com**.

Americans with Disabilities Act: Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Kathy or Priscilla at 1-888-472-1930, fax to (520) 885-0311, or e-mail at Kathy@kaneenpr.com. Requests should be made as early as possible to allow time to arrange the accommodation. This document is available in alternate formats by contacting Kathy or Priscilla.

For Additional Meeting Information, Please Contact Kathy or Priscilla at 1-888-472-1930, or Fax to (520) 885-0311, or E-mail at Kathy@kaneenpr.com.

JERRY D. BARNES, P.E.
District Engineer

FLOYD ROEHRICH JR., P.E.
State Engineer

TAZEEN AHMED
Project Manager

THIS NEWSPAPER NOTICE AND OTHER PROJECT INFORMATION ARE AVAILABLE AT
WWW.ADOTENVIRONMENTAL.COM/PUBLIC_MEETING_NOTICES.ASP

ADOT PROJECT NO. 060 GI 222 H7162 01 L FHWA PROJECT NO. STP-060-D(AAL)

100016

US 60 Superior to Globe
Public Scoping Meetings

June 2, 2009
Gold Canyon

	Name	Organization	Address	City	State	Zip	Email
21	Dave Anderson	Beautiful Mt. Properties LLC	3425 E. Cherokee St.	Phx	Az	85044	davebarban@cox.net
22	Terry Vanderplas		52158 E. Black Jack	Miami	Az	85539	tvdp_us@yahoo.com
23	Don Beltrand	—	800 Queen Mary	Q.V.	AS	85218	Don Beltrand@Yahoo.Com
24	Mitchell Michaels (duplicate)	Spirit of the Truth Fellowship Ch	51345 Apple Valley Rd	Miami	AZ	85539	Mrayncloud@wmconnect.com
25	Lori Wirtz	—	4199 Las Arbolitas Tr	G. Canyon	"	85237	
26	Teresa Vanderplas		52158 E. Black Jack Rd.	Miami	AZ	85539	
27	Becky DeFord	Mountain Shadows MHP	8696 Six Shooter Cyn	Globe	Az	85501	dddeford@ibimi.com
28	David DeFord	"	"	"	"	"	"
29	Ralph Choate	Resident	53440 Sutton Place	Top of the World	AS	85539	ralphchoate@yahoo.com
30	Betty Choate	"	"	"	"	"	—
31	Bill & Joyce Shafer	"	7151 E. Hwy 60 #10	Gold Canyon	AZ	85118	
32	Don Bakken	Resident	7373 Hwy 60 #184	"	"	85218	
33	Merlin Giddlespergen	Copper Mountain Motel	577 W. Kiser	Superior		85273	—
34	John Tameron	Los Hermanos Rest.	~~P.O. Box~~ L. 2185 S. Smith	Superior	AZ	85273	jtameron@hughes
35	Sam Tocci	RESIDENT	4198 CELEBRATION	GOLD CANYON	AZ	85218	
36	Judith Tocci	"	"	"	"	"	
37	Jim Vaaler	Sierra Club	4038 E. Turney Avenue	Phoenix	AZ	85018	jimvaaler@msn.com
38	Vicki Kilvinger	Florence Town Mayor	Ohio Ave	Florence	A	85232	
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ADOT

Federal Highway Administration

US 60 Superior to Globe

Public Scoping Meetings

June 2, 2009
Gold Canyon

	Name	Organization	Address	City	State	Zip	Email
1	Joe Downey		7373 E US 60	GC	AZ	85218	
2	Bill FERN		8282 E Sweet Bush Ln	GC	AZ	85218	
3	JIM GREEN		140 W Copper St	SUPERIOR	AZ	85273	JG@140copper.NET
4	Randy Phillips		51305 Apple Valley rd	Top of the world	AZ	85539	RPhillips78@hotmail.com
5	Geri Hamlet		51195 Apple Valley Rd.	Miami,	Az	85539	ghamlet@theriver.com
6	Wayne Hamlet		P.O. Box 1957	Claypool	Az	85532	Same
7	Don Leeseberg		7373 E US Hwy 60 #Win.	Gold Canyon	AZ	85218	dleeseberg@yahoo.com
8	Bruce Wittig		1681 N. Cavendish St	Queen Valley	AZ	85218	bwittig4@mchsi.com
9	BARBARA BLACKMAN	AUDUBON	5741 E FORGE CIR	MESA	AZ	85206	[illegible]@yahoo.com
10	BARBARA BROWN		204 E. [illegible]	FLORENCE	AZ	85232	—
11	Barbara Linkins		8317 S Mt. Air Lane	G. C.	AZ	85118	blinkins2@aol.com.
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100016

US 60 Superior to Globe
Public Scoping Meetings

June 2, 2009
Gold Canyon

	Name	Organization	Address	City	State	Zip	Email
40	G PHAM	CITY OF AJ	575 E BASELINE AVE	AJ	AZ		gpham@ajcity.net
41	LARRY DICKSON	SELF	6640 S. SOLADO PL	GOLD CANYON	AZ		AZGLDICKSON@GMAIL.COM
42	Don Schaefer	"	10198 E. Rugged Mt Dr	" "	"		donschaefer369@gmail.com
43	Tom Grumbly	Self	5076 S Kings Ranch Rd	Gold Canyon	AZ		tom.grumbly@gmail.com
44	Mahmoud Omar		5882 S. Hawk Rd	Globe			
45	John Olson	self	10101 E. Dinosaur Ridge Rd	Gold Canyon	AZ	85118	johnOLSONASSOCIATESLLC.com
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100016

ADOT

Federal Highway Administration

US 60 Superior to Globe

Public Scoping Meetings

June 2, 2009
Gold Canyon

	Name	Organization	Address	City	State	Zip	Email
116	Gene Grefe	Beautiful Mountain Properties LLC	1142 E. Wesleyan Dr	Tempe	Az	85282	GGASUFAN@COX.NET
117	Michael F. Guerrero		P.O. Box 787	Miami	AZ	85539	—
118	Clarence Harden		5670 S. McKinney St.	Globe	AZ.	85501	—
119	Franklin F. Jones		P.O. Box 340	Kearny	AZ	85237	
120	Louis Winkelmann		5673 S. Palo Blanco	Gold Canyon	AZ	85218	
121	Jim McBroom		80678 [illegible] Dr.	Miami Az.	Az	85539	JimMcBroom@AOL.com
122	Brad Ross	Resolution Copper Co.	102 Magma Heights S[illegible]	Superior		85273	brad.ross@riotinto.com
123	Bill Norton	First Presbyterian Church Globe	318 S. Hill St., PO Box 1362	Globe	Az	85502	pastorbill.globepres@cox.net
124	Roberta Russell		5095 S, Dusty Coyote	Gold Canyon	AZ	85218	RobertaRussell@MCHSI.COM
125	Maxine Brown	CAAG	1075 S. Idaho Rd	Apache Junction	AZ	85219	mleather@caag.central.org
126	Curtis Brown		6908 S. Crimson Sky Place	Gold Canyon	AZ	85218	popye@mchsi.com
127	Don Steuter	Sierra Club	2508 E. Heatherbrae	Phx	Az	85016	dsteuter@hotmail.com
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100016

US 60 Superior to Globe
Public Scoping Meetings

June 2, 2009
Gold Canyon

	Name	Organization	Address	City	State	Zip	Email
135	PAT TANNA	BEST WESTERN GOLD CANYON	6333 E. SUNNYSLOPE DR	Gold Canyon	AZ	85218	bwgcanyon@aol.com
136	Dolly Winkelman	MBV Host Affairs	5673 S. PALO BLANCO DR	GOLD CANYON	AZ	85118	
137	FRANK WELSH	CONSERVATION COMMITTEE Maricopa Audubon	5141 E. Forge Cir.	Mesa	AZ	85206	
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100016/Public Scoping Mtgs sign in sheets 6/09

US 60 Superior to Globe
Public Scoping Meetings

June 3, 2009
Globe

ADOT | Federal Highway Administration

	Name	Organization	Address	City	State	Zip	Email
1	Jean Crowley	—	1416 E. Sierra Vista	Globe	Az	85501	
2	John Mercer		1406 E. Sierra Vista	Globe	Az	85501	
3	Jessie Dooly		P.O. Box 436 Miami	"	AZ	85539	[illegible]
4	Jesse R. Bryant	Copper Country News	1416 E. Ash Globe, Az 8	Globe	Az	85501	Globecen@yahoo.com
5	Rick Smithson	Big O Tires	1790 N. Broad St	Globe	AZ	85501	bigoshell@cableone.net
6	Pat & Manuel Romero		9149 S. Six Shooter Cyn Rd	Globe	AZ	85501	peppers@cableone.net
7	James Baker		5223 S Black Jack Rd	Miami	AZ	85539	—
8	Hilda Baker		"	"	"	"	—
9	GP Alongi		6797 S Russell Rd	Globe	AZ	85501	
10	Armida Bittner	private citizen	389 W Lipton Ave	Globe	Az	85501	—
11	Rosemary Castaneda	Miami Citizen	1003 W Live Oak	Miami	Az	85539	
12	James & Gayle Bocker	citizen		Globe		85501	
13	Tom & Nancy Brierley		8035 Winchester Dr.	Globe	Az	85501	
14	LT. Jaime Escobedo	Az. Dept. of Public Safety	1902 Hwy 60/77	Globe	Az	85501	
15	Scott D Cunningham	[illegible]	Po Box 876	Globe	AZ	85502	
16	Rick Powers	Jacobs	Po Box 2743	Globe	Az	85502	rlpowers@cableone.net
17	Ric & Tina Rose		38374 Hwy 60	Superior	AZ	85273	tinarose@gmail.com
18	Anita Lewis	—	7959 S Pinal View Rd	Globe	AZ	85501	
19	Marilyn Schuette Mickle		508 E Sullivan St.	Miami	AZ	85539	m-schuette@hotmail.com
20	David & Rebecca Baker	Top of the World Res.	51961 E. Black Jack Rd	Miami	Az	85539	rbeccarain@aol.com

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100016

US 60 Superior to Globe
Public Scoping Meetings

June 3, 2009
~~June 2, 2009~~
~~Gold Canyon~~
GLOBE

	Name	Organization	Address	City	State	Zip	Email
97	Lana Newsom		7081 E Sayalina Pl	Tucson	AZ	85715	
98	Joe SKAMEL		660 ASH ST	GLOBE	AZ	85501	
99	Barbara Parker		9870 S. Six Shooter	Cobre	AZ	85501	
100	Stan Parker		9870 S Six Shooter	Globe	AZ	85501	
101	Kim & Uban McSpadden		601 N. Broad St	Globe	AZ	85501	mcspaddenford@cableone.net
102	John Libynski		1865 Cedar Ave	Miami	AZ	85539	9oldensound@cableone.net
103	Ellen Kretsch	Chamber	1360 N. Broad	Globe	AZ	85501	director@globemiamichamber.com
104	Frank R Garcia		406 N. 4th St	Globe	"	8559	
105	Ralph Choate	Resident	53440 Sutton	Top of the World	AZ	85539	
106	Claudia Reitz			Globe	AZ	8552	
107	Robert Baeza	Resident	1041 W. Sullivan St	Miami	AZ	85539	
108	RAY PINI	Town of Miami	500 Sullivan	Miami	AZ	85539	MIAMIMANAGER@CABLEONE.NET
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ADOT

Federal Highway Administration

US 60 Superior to Globe

Public Scoping Meetings

June 3, 2009
Globe

	Name	Organization	Address	City	State	Zip	Email
1	Desmond Bolser	City of Globe		Globe	AZ	85501	dbolser@cityofglobe.
2	Ed Lisk		51600 Signal Rd	Miami	Az	85539	thomas-lisk@ftd.com.
3	Diane Lisk		" "	"	"	"	mslisk45@hotmail.com
4	Ann Geschwindner		5450 Story St	Claypool	AZ		
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100016

US 60 Superior to Globe
Public Scoping Meetings

June 3, 2009
Globe

	Name	Organization	Address	City	State	Zip	Email
1	Barb Benjamin	Resident	PO Box 1859	Claypool	Az	85532	
2	Cecil Thompson	"	HC 1 Sp 96	Peridot	Az	85542	
3	JAMES J. Brockert	Globe Schools	654 E Ash ST	Globe	Az	85501	
4	Sam Hadgett		5900 MAIN St #47	Globe	Az	85501	
5	Jerry Munoz		716 N N 9th ave	miami	Az	85539	
6	Terry Wheeler	Globe City Council	P.O. Box 2792	Globe	Az	85502	
7	Diane Wheeler						
8	Susan Hanson	Miami Town Council	517 Sullivan St.	Miami	Az.	85539	JOSHUATREELAMPSHADES@yahoo.com
9	Ramona J. Johnson	Resident	P.O Box 2645	Globe	Az	85502	
10	Frances Jones	Resident	234 S Fran...	Miami	AZ	85539	
11	David Chapman	Resident	Box 155 S.C. Az	S Carlos	Az	85550	Darrol.Chapman@yahoo.com
12	Larry Hanson	City of Globe	150 N. Pine St	Globe	Az	85501	
13	Lisa Nye / McKenzie Nye		PO Box 2492	Globe	Az	85502	dgglobe@hotmail.com
14	Carol DiVenuto	Globe resident	PO Box 1593	Globe	Az	85502	
15	KELLY HETZLER	RESIDENT	8770 S. SPRINGFIELD RD	GLOBE	AZ	85501	khetzler@hotmail.com
16	BRANDON PARKER	Resident	8441 S. Wesson Rd.	Globe	AZ	85501	bkp@bkpconsultants.
17	Shannon Coons	Gila County	HC 02 Box 196	Globe	Az	85501	
18	Shirley Dawson	Gila County	1400 E. Ash	Globe	Az	85501	
19	Gregory P. Gott	" "	2283 Angel Way	Globe	AZ	85501	gottoaz@yahoo
20							

100016

US 60 Superior to Globe
Public Scoping Meetings

June 3, 2009
Globe

	Name	Organization	Address	City	State	Zip	Email
1	Ken Hess	Hc2 Box 462	2880 N Hicks Rd	Globe	AZ	85501	
2	Maria Lucia Medina	Town of Miami	269 N. Pine Ave	Miami	Az	85539	
3	Jose Angel Medina	Town of Miami	269 N. Pine Ave	Miami	AZ	85539	jamedinasr@cableone.net
4	Linda Clark	Superior RV Park	1113 W. U.S Hwy 60	Superior	Az	85273	lawlines@msn.com
5	Howard Clark	" " "	" " "	"	"	"	"
6	Gr Guerena	Globe	305 S. Sixth St	Globe	Az	85501	
7	Dale Metz	Miami	802 1st Ave	Miami	Az	85539	dale1m@cableone.net
8	E.A. Zoeur		1280 E Skyline Dr.	Globe	Az	85501	
9	Carl + Ellen Hoff		644 N Sagauro	Mesa	Az	85201	
10	Keith Johnson		774 S Ice house	Globe	AZ	85501	
11	Alan Scott		251 W Sherwood	Globe	Az	85501	
12	James B Rasmussen		1081 E. Manzanita Dr	Globe	AZ	85501	jbrasmussen@cableone.net
13	Richard Wilde	San Carlos Schools	PO Box 207 San Carlos	San Carlos	AZ	85550	rwylde@yahoo.com
14	J. C. LARIMORE		7713 S KIVA	GLOBE	AZ	85501	
15	BILL COOR	Arizona Resources Min.	390 E Sycamore	Globe	AZ	85501	
16	Thea Wilshire	Globe City Council	630 So. 3rd St.	Globe	Az	85501	DrTheaW@yahoo.com
17	Morris Ashkie	Freeport McMoRan	P.O. Box 4444, Claypool AZ	Claypool	AZ	85532	Mashkie@FMI.com
18	CONNIE HOWARD		500 SO. 4TH ST.	GLOBE	AZ	85501	
19	Edd Dawson	San Carlos Tribal Council	PO Box 10 San Carlos	Globe	AZ	85501	eddadawson@hotmail.com
20	Fernando Shipley	City of Globe	150 W. Pine St Globe	Globe	AZ	85501	fernando@fernandoshipley.com

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US 60 Superior to Globe

Public Scoping Meetings

ADOT — Federal Highway Administration

June 3, 2009
Globe

	Name	Organization	Address	City	State	Zip	Email
1	Phillip K Sims	—	180 Holly Rd.	Globe	AZ	85501	
2	Michael F. Guerrero		P.O. Box 787	Miami	AZ	85539	
3	Clarence Harden		5671 McKinney St	Globe	AZ	85501	
4	FRANK BAROLDY		196 GLANCE ST.	GLOBE	AZ	85501	
5	Stanley [illegible]		1001 E Sycamore	Globe	AZ	85501	
6	Linda Pearce		P.O. Box 52	Claypool	AZ	85532	
7	Bill Clemmens		1300 W. Laurel St.	Miami	AZ	85539	
8	Roxie Hadley		416 W. Sullivan St	Miami	AZ	85539	cowgirlantiques@yahoo.com
9	DS WANDER	AZ DPS	1902 HWY 60/77	GLOBE	AZ	85501	
10	JOANNE ZACHE		5737 S. MIAMI GARDENS	MIAMI	AZ	85539	joannez@cableone.net
11	Bob Zache		"	"	"	"	"
12	Gary Swinney		1257 E Blazer Dr	Globe	AZ	85501	
13	NICKOLI EILERTSEN		663 N HOBSON	MESA	AZ	85203	nickoli.eilertsen@gmail.com
14	[illegible]		P.O Box 2378	Globe	AZ	85502	
15	Marlene Tiede		420 W Live Oak St	Miami	AZ	85539	thebookbank@cableone.net
16	Merlin & Judy Bowman		5798 Shadehill Ln	Miami	AZ	85539	
17	DICK MICKLE		310 N. BURCH	MIAMI	AZ	85539	dikmkkle@Hotmail.com
18	KENNETH C. JONES		234 S FRANZ	MIAMI	AZ	85539	
19	Chuy Canizales		258 N. [illegible] Canyon	Miami	AZ	85539	jesus_canizales@[illegible].com
20	Fred C Danforth		5658 Miami Gardens	Miami	AZ	85539	fredlue@cableone.net

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US 60 Superior to Globe
Public Scoping Meetings

June 3, 2009
Globe

	Name	Organization	Address	City	State	Zip	Email
1	D. Greenwalt	HANDIMAN CANN	450 PINAL ST	GLOBE	AZ	85501	NA
2	R. Greenwalt	"	"	"	"	"	"
3	Steve Rodgers		299 S. Altaverest	Miami	AZ	85539	
4	EL Thompson	Self	HC-1 SP. 80	PERIDOT	AZ	85542	
5	Marian Reams	self	1152 E Blazer	Globe	AZ	85501	
6	MARY ANN UHL	City Council Globe	1105 E MAPLE	Globe	AZ	85501	MARUHL@CABLEONE.NET
7	CARLO CARDELLA	APS	5994 ELECTRIC DR 1185 GLOBE ST	GLOBE	AZ	85501	CARLO.CARDELLA@APS.COM
8	RICK L. BARELA	SELF		GLOBE	AZ	85501	BARELA.OB
9	Dick T. Miller	Self	209 N. Wylie Dr. Miami	Miami	AZ	85539	dickjmiller@yahoo.com
10	BRENT CARAWAY	SELF	1371 S. DAYBREAK DR. GLOBE	GLOBE	AZ	85501	BRENTKAREN@CABLEONE.NET
11	Joni Stahlnecker	Self	8789 S. Kellner Cyn Rd Globe	Globe	AZ	85501	
12	Laurie Manzano	Self	8789 S. Kellner Cyn. Rd	Globe	AZ	85501	
13	RICHARD REITZ	USFS	7680 S. SIXSHOOTER CANYON ROAD	GLOBE	AZ	85501	rreitz@fs.fed.us
14	BILL HARMON	ADOT SAFFORD	2082 E HWY 70	SAFFORD	AZ	85546	bharmon@az.dot.gov
15	Tom Engel	ADOT "	"	"	"	"	
16	JIM ATTEBERY	SELF	8082 E. MARLIN DR	GLOBE	AZ	85501	
17	Mitchell Michaels	Spirit of the Truth Bap Ch	51345 Apple Valley Rd	Miami	AZ	85539	
18	Arnette Moorhead	none	1933 S. Adonis Ave	Miami	AZ	85539	arnoorhead@Cableone.Net
19	Mary Anne Morena	MAM Resources	PO Box 489	Claypool	AZ	85532	mamorano@cableone.net
20	Jean R. Cook	ARM	1385 E MONTEREY DR	GLOBE	AZ	85501	Jeannbill2@Juno.com

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US 60 Superior to Globe
Public Scoping Meetings

June 4, 2009
Superior

	Name	Organization	Address	City	State	Zip	Email
1	Avis Hawks		86 W Sunset	Superior	AZ		
2	Susan Mashaw		202 Gray Dr	Superior	AZ	85273	
3	Matt Mashaw		202 Gray Dr.	Superior	Az	85273	
4	Steve Gregerson		15156 Signal Mt. Rd	Gold Cyn	Az	85218	stevegregerson@hotmail.com
5	Ben Mason						
6	JENNIE TAMERON		887 WILHOIT ST.	SUPERIOR	AZ	85273	NANAROSIEX2_57@MSN.COM
7	Joanne Pizkin		921 S Lobb Ave	"	"	"	
8	ALBO GUZMAN	ALBO TRUCKING	P.O. BOX-K	SUP	AZ	85273	
9	ADAM HAWKINS	RESOLUTION COPPER	102 W. MAIN ST	SUPERIOR	AZ	85273	ADAM.HAWKINS@RESOLUTIONCOPPER.COM
10	MICHAEL PEGNAM	GOLDER ASSOCIATES	4730 N. ORACLE ROAD, STE 210 TUCSON, AZ 85705	TUCSON	AZ	85705	mpegnam@golder.com
11	Thomas Rapp		Box 609 KEARNY	KEARNY	AZ	85237	
12	Karl Volkert		105 W. Carney	Superior	AZ	85073	
13	Melissa Rabago	Superior resident	471 Highland Dr	Superior	AZ	85273	mrabago2002@yahoo.com
14	DAVID RABAGO	SUPERIOR RESIDENT	421 HIGHLANDS	SUPERIOR	AZ	85273	SUPERIORREDBEAR@YAHOO.COM
15	Gladys Phillips		51305 Apache Valley Rd	Miami	Az	85539	Wakatman@hotmail.com
16	Scott Wood	TONTO NF	2324 E. McDOWELL RD.	PHOENIX	AZ	85006	SEWOOD01@FS.FED.US
17	[illegible]	Superior	[illegible]	Superior			
18	D Rabago		1111 W. Hwy 60	Superior	Az	85173	
19	Melanie Oliver	Town of Superior	271 W. Main St.	Superior	Az	85273	townmanager@superioraz.com
20	Mark Taylor	MIAMI	1340 Kelly St	Miami	AZ	85539	

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US 60 Superior to Globe

Public Scoping Meetings

June ~~3~~ 4, 2009
~~Globe~~ Superior

	Name	Organization	Address	City	State	Zip	Email
1	Ed Eisele	Yes	105 W Sunset	Superior	AZ	85273	
2	Dennis Gossman		51892 Shadehill	Miami	AZ	85539	
3	David Pfotte		224 W. Heiner Dr.	Superior	AZ	85273	
4	Joe L. Castro		211 Pinal Ave Superior, AZ 85273	Superior	AZ	85273	
5	Les Morris		260 N. Magma	"	"	85273	
6	Bill & Sue Anderson		78 W Sunset	Superior	✓	85273	sasedona@juno.com
7	Debra Sommers	Town of Kearny		Kearny	AZ	85237	
8	Richard A. James	Los Hermanos Rest	887 Wildroyt St.	Superior	Az	85273	
9	Mike McKee	—	228 Heiner Dr.	Superior	AZ	85173	
10	donna hanna		1942 S Emerson	Mesa	AZ	85210	
11	Merrilee Kinney & Dan Levendowski		70 W Copper Street	Superior	AZ	85273	
12	George Hunt			Kelvin	AZ	85237	
13	Gerri Hunt			Kelvin	AZ	85237	
14	Bert Archer	Toast Bakery & Bistro	180 Main St Superior	Superior	AZ	85273	
15	Pamela Dalton-Rabago	Dalton RE / Resident	533 Hill St, Superior		AZ	85273	pamela@daltonrealtyaz.com
16	Jim McBroom		50678 Dacite Dr.	Miami	AZ	85539	JIMMCBROOM@AOL.COM
17	David D. Avendano		38602 Hy 60	Superior Ariz		85173	
18	Sam & Jan Layne		450 S. Bridge St	Superior		85273	a3acouple@yahoo.com
19	Silvia & Melvin Werre		50954 Apple Valley Rd	Miami		85539	SWERRE@AOL.COM
20	Paul Burghard		777 Fegan St Globe AZ	Globe AZ	AZ	85501	PABLONSALLY@CABLEONE.NET

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US 60 Superior to Globe
Public Scoping Meetings

June 2, 2009
~~Globe~~ Superior

	Name	Organization	Address	City	State	Zip	Email
154	Sheila Foust		417 Picket Post DR	Superior	Az	85273	
155	Michael Donahoo		52744 E. U.S. Hwy. 60, Sp. 65	Miami	Az	85539	
156	PETE RIOS	PINAL CNTY SUPER.	BOX 451	HAYDEN	AZ	85235	friopete@aol.com
157	SHERRY FIGAROA		1710 Ranch Drive	Superior	Az	85273	figaroa@worldnet.att.net
158	GladysChisholm		78 W. Porphyry St	Superior	AZ	85273	
159	JOE WELLER		304 BRISTOL RD	KEARNY	AZ	85237	
160	Floyd Ingram		Box 1566	Claypool	Az	85532	
161	GARY WILSON JR		13895 S. Toler Place Tucson AZ 85736	Tucson	AZ	85736	
162	Gary Hanna	Tonto National Forest	2324 E. McDowell Rd.	Phoenix	AZ	85006	ghanna@fs.fed.us
163	MARVEL ORTEGA		370 KELLNER	Superior	Ariz	85273	
164	Kathy William (manager)	CJS Ranch	P.O. Box 592	Miami	AZ	85539	
165	Rebecca Brothers	Town of Superior	271 W. MAIN St.	Superior	AZ	85273	pubworksdir@superior-arizona.com
166	Judah Nelson		Box 654	Superior	AZ	85273	
167	Polly Drakovich	Superior Resident (property owner)	Box 335	Superior	AZ	85273	———
168	Cherlie Trimble	Resident	38496 Hwy 60	Superior	Az	85273	
169	Mila Lira	Resident/Biz Owner	PO Box 125 Supr	Superi	Az	85273	
170	Mila Lira for Mike Cabrus	Maguire Realty	261 E Main	Superi	Az	85273	
171	Dennis Van Corp		479 Copper St	Superior	AZ	85273	
172	JONATHAN KOEN	RESIDENT	919 W. HIGHLAND ST	"	"	"	

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US 60 Superior to Globe
Public Scoping Meetings

June 4, 2009
Superior

	Name	Organization	Address	City	State	Zip	Email
78	ROBERT WILSON	CITIZEN - TOP OF THE WORLD	~~52850~~ P.O. BOX 141 SUP	Superior	AZ	85273	RobertwilsonG4@Gmail.com
79	KATHY NORIEGA	RESIDENT - SUPERIOR	202 W. PALO FIERRO PL	SUPERIOR	AZ	85273	
80	FREDDIE MIRAMON	Resident - Superior	101 SARGENTO R	Superior	AZ	85273	
81	CARL WM. VOGLER SR.	Resident - Superior	502 S. Church Ave - P.O. Box 281	Superior	AZ	85173	
82	Margaret Gaxiola	Town of Kearny	Box 629	Kearny	AZ	85237	
83	ROY DUSTIN		53747 HWY 60	MIAMI	AZ	85539	
84	Dewey Roof		PO Box 952 Superior	Superior	AZ	85273	
85	Rick Reig		7089 E. Veracruz Way	Gold Canyon	AZ	85218	
86	David Salisbury	Resolution Copper	122 Magma Heights	Superior	AZ	85273	
87	Don Zobel	SOS	5625 No Dacite Rd	Miami	AZ	85539	
88	Lynn Heglie	Superior Connect	209 N. Lobb	Superior	AZ.	85273	
89	ZOLA HALL	KEARNY RES	P.O. Box 609	KEARNY	AZ	85237	
90	LISA FERNANDEZ	Resident / Business	798 Wright	Superior	AZ	85173	N/A
91	BRADLEY M. SOMERO	GLOBE ACE HARDWARE	1930 E. 16th St.	Globe	AZ	85501	bms@globeace.com
92	JoAnn Besich	Resident	217 Smith P.O.B. 55	Superior	AZ	85273	nanijoann@yahoo.com
93	CINDY TRACY	RESPONSE	SUPERIOR SUP				
94	Jim Ratz		51728 E Hwy 60 Miami	Miami	AZ	85539	
95	Amy Ratz		" " "	"	"	"	
96	MARIO SANCHEZ	RESIDENT - SUPERIOR	331 W. Poco Verde Dr.	Superior	AZ	85273	Superiorenvironmental@gmail.com

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US 60 Superior to Globe

Public Scoping Meetings

June 4, 2009

Superior

	Name	Organization	Address	City	State	Zip	Email
173	Lorrie Polley		PO box 444	Superior	AZ	85173	lorriepolley@gmail.com
174	Dan Sloan	Southwest Towing	5004 Hwy 60	Superior	Az	85273	Suze River Dot Com.
175							
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Kathy -
These have all been put on a spread sheet on the server: 100016/Public Scoping.
Let me know if you need anything else.
Andrea

June 4, 2009
10016
[redacted]
Superior

US 60 Superior to Globe

Public Scoping Meetings

	Name	Organization	Address	City	State	Zip	Email
1	Tina Aguirre		417 Highlands Dr.	Superior	AZ	85273	tina@ubiquhotel.com
2	✓ D. Rabago		409 Highlands Dr	Superior	Az	85273	drab55@yahoo.com
3	R Gresham		5219 S E Blackjack Rd	Miami	AZ	85539	rich@rdmopps.com
4	Henry Gutierrez		417 Highlands	Superior	A	85273	
5	PETER BRONSON		503 W. LIVE OAK ST	MIAMI	AZ	85539	
6	GILBERT BAEZ		52744 E HWY. 60 SP33	MIAMI	AZ	85539	SINALOA856@HOTMAIL.COM
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130016

ADOT

Federal Highway Administration

US 60 Superior to Globe

Public Scoping Meetings

June 4, 2009 ~~Coolidge~~ Superior

	Name	Organization	Address	City	State	Zip	Email
59	Betsy Brandt	ASU - SHESC	Box 872402	Tempe	AZ	85287-2402	betsy.brandt@asu.edu
60	Jim Clark		Top of the World				
61	Bud Polley	COPPER TRIANGLE MINING SUPPLY	160 MAIN ST 85173 SUPERIOR	Superior	AZ	85173	
62	Olga Lopez	Vice Mayor Superior	898 S. Stone Superior			85173	olgadlopez54@msn.com
63	Ajd DeZeeuw	Town of Superior	271 W Sunset Dr. Superior				financedirector@superior-arizona.com
64	MAYOR HING	Town of Superior	Superior		AZ	85273	MAYORHING1@HOTMAIL.COM
65	BERNYM WILBRINK		3510 E. JASMINE CIR.	MESA	AZ	85213	BERNYM.WILBRINK@JACOBS.COM
66	Manuel Ruiz	Superior	Bx BC - Sup	Superior	AZ	85273	
67	Roxie Hadley	Cowgirl Antiques	416 Sullivan St	Miami	AZ	85539	cowgirlantiques@yahoo.com
68	Gloria M. Marty		210 Palo Fierro Dr.	Superior	AZ	85271	—
69	Carlos R. Marty		"	"	"	"	
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Appendix C. Public Comments

Summary of Public Comments and Questions, Proposed US 60 Superior to Globe Project, Public Open Houses, June 2009

Issue	Sub-Issue	Comment/Question
Purpose and Need	Need	• What is the specific nature of the traffic problem in the project area? • What is the threshold traffic volume that triggers road improvements? • How were the growth projections made? • How does the traffic problem in this project area compare to other traffic problem areas in the State (such as Phoenix)? • Does the saving of 18 minutes of driving time justify the expenditure and the costs to the rural community?
	Purpose	• The Statement of Purpose should be revised to serve local communities, not just through-travelers. • Why does the highway need to be re-routed and designed for higher speeds? • Is the purpose of the project to improve US 60 for Resolution Copper?
Project Funding		• What are the sources of funding for this project? • What is the projected cost of each alternative route? • Does the project cost justify the travel time saved? • Is the project cost justified when Arizona is in a state of financial crisis? • Is a benefit/cost analysis necessary? • Will Highway User's Funds be eliminated if alternative routes are selected? • Could this be a "Main Street" America "demonstration project" and receive special funding? • If the Town of Superior contributes funding, how does that affect the proposed southern or northern bypass of Superior?
Public Process		• Will there be project updates and more meetings in local communities as well as in Phoenix where much of the through-traffic originates? • ADOT should work more closely with local communities and area residents. • The project web site and meeting materials need to be updated to reflect what is actually being proposed to assist the public with understanding and commenting on the project and alternatives. • Disappointed with project team not showing Superior Highlands development on maps (Figure 2)
Project Schedule		• Please provide a project schedule which shows dates for detailed design, land acquisition, and construction. • How long will this project take?
Project Alternatives	Existing (Keep)	• This route is a major East-West corridor for bicyclists; add a wide shoulder/bike lane. • Will NEPA include an alternative that promotes mass transit rather than road building? If not, why not? • Keep and improve existing road. • Use existing route so as not to impact local businesses or disturb National Forest land. • Use existing corridor as much as possible. Widen as needed. Construct 4 lanes through developed areas, with a median, sidewalk, controlled lateral access, street lighting and low water/low maintenance landscaping.

Issue	Sub-Issue	Comment/Question
		• Don't bypass Globe, Miami or Superior • Choose a bypass route that comes as close to Globe and Miami as feasibly possible. • Take out 2 stoplights in Miami, install turn lanes at the other 2 stoplights, and paint parking spaces wherever they work safely. • Add at least 2-3 exits (and signage) that will make safe, easy, appealing travel through downtown Miami and downtown Globe • Use signage to direct cars to business district and trucks to the 4-lane highway. • Incorporate recent US 60 road improvements in future improvement plans (e.g., divided highways in Gonzales Pass area). • From Superior (MP 227) to end, just widen existing road. Do not relocate. • Keep the new highway out of Top of the World. • Prefers routes through developed areas/middle of town. • Prefer the existing route to reduce impacts to the environment and wildlife. • The route with the fewest bridges should be considered. • Need a turn lane or exit from US 60 at Apple Valley Road. • What will happen to the existing road through Miami-Globe that will still carry the 60's local traffic? Will it be safe? Will it be improved? Who will maintain it? • Have one speed limit listed between Miami and Globe, not three as it now is. • Why is it not cheaper to follow closer to the existing road since it looks to be a lot straighter and certainly a lot shorter than any of the proposed routes? • Are any of these roads being considered for toll roads? • What about double decking over the existing roadway in the narrow corridor areas? • How are our bridges and tunnel supposed to accommodate the wider lanes "funneling" down? • What needs to be done to the existing 60 through Globe-Miami to continue its use? • Do not impact Pinal Mountains and Madera Peak. Improve what we already have. • Recommend considerations for study of 4 lane road with traffic light system at key points similar to road system at Gold Canyon. • Why cannot only one 2 lane highway be built and the existing Hwy 60 road be used as the other 2 lane road? • Expand Interstate 10 East instead. • Continue the divided highway improvements that were recently completed to Superior to accommodate traffic. • What would happen to the existing roadway after construction? Access to existing roadway? • Would commercial vehicles be required to use the new route or would they be allowed to use the "scenic route" if

Issue	Sub-Issue	Comment/Question
		it remains open? • Do not expand highway through Top of the World. • Do not bypass the Globe-Miami area. • Re-routing lake-bound traffic to the south of the Globe-Miami area would result in traffic doubling back through Globe to reach their destinations, undermining the purpose of having bypass routes. • Conduct a traffic study of the type of traffic going through Globe-Miami on weekends during the summer and on long weekends.
Project Alternatives	Existing (Change)	• ADOT did a great job on Gonzales Pass. Do something like that for this project. • It'd be nice if the road would still be scenic and have pull-offs for beautiful views. Include one rest area. • You could keep the 2 lane road as is and make it one way only and build only a 2 lane road on whichever route is chosen. (Great for avoiding headlights of oncoming cars). • Please bypass Top of the World. Any additional traffic there is too dangerous – it's bad enough now. • Use reconstruction of SR 87 near Sunflower as a model. Highway was routed out of the valley. • Need a bypass to let the through traffic by and let the locals to their bus. Traffic in Globe/Miami area has doubled in the last 15 years. • It is important to have major trucking and mine trucking bypass the downtown areas.
Project Alternatives	Alternatives (General)	• What were the criteria used to eliminate and select alternatives? • All of the alternatives bypass business districts in all communities in the study area. • How will Top of the World and its residents be affected? • Globe is looking at annexing land northeast of its downtown for commercial and residential expansion along Highway 60. • How many interchanges are planned for business access? • How will cross-streets be dealt with? • What is the total length of each alternative route? • Alignments are not close to the communities. • Concerned about possible impacts to Silver King, Queen Creek (new bridges) and Devil's Canyon.
Project Alternatives	Alternatives (Specific)	• Are off ramps planned for D-3? • Will there be off ramps from D-1 into Miami and Globe? • Alternative Corridor Routes D-1, D-3, E-1 and F-1 would bypass all businesses and Globe's future development land to the northeast of its downtown along Highway 60 North. • Segments A-3, B-3, C-2, D-1, E-1. Capacity and safety are major considerations for route selection. • D-3 Alternative – Looks like it would affect quite a lot of the <u>little</u> private land there is, so why would this even

Issue	Sub-Issue	Comment/Question
		be considered? Also, take into account that a lot of the private land along the creek areas has Native ruins, which would be disturbed, causing <u>many</u> delays. • If you bring the noise of traffic to Ice House and Six Shooter, will there be access to the new road using D-3? • If D-1 is selected, no land is available for development as it is federal land. • What are the pros and cons of widening Hwy 60 as it exists in Superior? • If the A-3 alternative is selected, how will the cross streets be dealt with? • If both directions go through Top of the World, what is the distance between each direction? • Existing roadway should be a feeder road to Top of the World. • D-1 passes through a 1969 dioxin (Agent Orange) dump site. • Route D-1 would impact many of the canyons in the Pinal Mountains – Six Shooter and Icehouse, etc. I would not want this alignment.
Project Alternatives	Alternatives (Eliminated)	• Why was the route through Copper Hills discarded? • Only the corridors recommended for elimination would satisfy ADOT's need to accommodate the boat and tourist traffic to Roosevelt Lake and the Tonto Basin recreation areas.
Socioeconomics		• The US 60 business district will be negatively impacted as the towns depend on tourism. This is a hub for travel to the White Mountains with travelers using the community for fuel, food and other needs. It is important to this community to have travelers stop. • Businesses on US 60 have sustained Superior since the mine closed. • Commercial development along any new bypass should be prohibited. • Project budget should include grants and funding for the bypassed communities. • Have there been any studies on the economic impact of this project on local communities? If yes, what were the results? • Will the contractors use local labor? Union labor? • Access to local business communities is very important to health of local economies; what are plans for access? • How many jobs will this project create? • Why are disruption of neighborhoods and public safety <u>not</u> one of the 5 considerations? • Need to identify a bypass route around Top of the World. • Highways create barriers for cities and towns that lead to cultural, ethnic and economic divisions.
Public Safety and Access		• How will Superior pedestrians cross the highway? • Highway construction in the area of dioxin/Agent Orange contamination will pose safety hazards for workers and residents and potential contamination of well water and creeks during heavy rains. • Connecting access roads between divided highways should be incorporated for emergency purposes.

Issue	Sub-Issue	Comment/Question
		• Get rid of the guardrails form Superior to Gonzales Pass to reduce fatalities. • What is the process for getting stoplights now in select problem areas (De Marco's restaurant)? • Choose a single, safe consistent speed limit from the west end of Miami to the east end of Globe and enforce it through a combination of multi-agency effort, photo radar and red-light cameras. • A high speed road through Top of the World would cause many accidents. • Segments A-3, B-3, C-2, D-1, E-1. Capacity and safety are major considerations for route selection. • This project will force more traffic south on 177 to Winkelman to Globe (via 77). There is a significant safety problem on 177 on the Dallas Divide (MP 159 to 162). This safety problem will only worsen with more traffic. • With all of the blasting that has been happening, why aren't our bridges being checked for stability more frequently?
Traffic Flow/volume		• A new highway would provide a shorter route to Lordsburg. This will increase truck and other traffic from the Phoenix area and beyond. • US 60 can no longer accommodate the traffic from Superior to Miami without passing lanes. • It is very difficult to turn off US 60 at Apple Valley Road. Need a turn lane or way to exit the highway without getting rear-ended. • If the new highway makes Superior, Top of the World, Miami and Globe grow and become bedroom communities and increases traffic, how does the project solve any long-term problems? • The current route is both unsafe for local residents and inconvenient for through traffic. • Making a 5-lane road through the Top of the World would cause many long interruptions and there would be no room for expansion. • A high speed road through this residential area [Top of the World] would cause many accidents. Vehicles travel at 55 & 60 mph now and would increase to 75 and 80 mph. • Bypassing Superior, the Top of the World, Miami and Globe would prevent construction-related delays to local traffic. • Make people obey speed limits on existing road. • The existing passing lanes provide for an even flow of traffic. • Delays on US 60 are primarily due to construction. • What is an estimate of traffic increase through Gold Canyon area if this project is completed? What exists at the projected end of this highway? • US 60 through Top of the World is now rated "F" for both traffic and access. If a 4 lane highway existed at this moment, what would the rating be for traffic and access? And if access is rated better than "F," how would that higher rating be accomplished?

Issue	Sub-Issue	Comment/Question
Noise		• How will noise impacts be mitigated? • How will noise pollution be contained on the D-3 alternative through the Ice House and Six Shooter Canyons?
Land Tenure		• Is there a cost for right-of-ways on Forest Service lands? • Use previously impacted land as much as possible. • Work with cities and counties to guide business relocation and land assemblage. • Assist Miami with annexation to bring property between current limits and new alignment as soon as possible. • Will NEPA analyze the impact to Forest Service lands south of the Silver King Road alignment? Could this land become privatized and developed in the future? • How will potential property sales be impacted with unsettled alternatives? • Is private land ownership preventing the widening of the existing road? • How will private land v. public land be evaluated?
Recreation		• Keep access open or improve access to public land to promote recreation and public use. • Stay out of the Pinal Mountains; it will ruin the environment and our recreation. • Will the Pinal Mountain Recreation Area be impacted? • What is the impact to the historic trail on the south side of the canyon?
Riparian/ Water		• The impacts to Silver King, Queen Creek and Devil's Canyon need to be weighed against the alternatives. • Do not put a 4-lane road over one of the only 5 natural oases that Arizona has. • Waterways will be channelized, and infiltration and percolation will be reduced, impacting the few riparian and wetland habitats that exist in the Pinal Mountains. • Groundwater recharge in the Pinal Creek and Cutter aquifers will be reduced. • Preserve perennial streams.
Vegetation		• All of the alternatives would slice through previously undisturbed or minimally disturbed land. • Removing desert top soil can result in erosion and problems with invasive species.
Wilderness		• Analyze air, noise, and visual impacts of the Silver King alignment on the Superstition Wilderness
Visual		• Devil's Canyon is beautiful and should not be bypassed. How will the existing picturesque rock formations be affected? • Will there be scenic pullouts for views? • Do not change the existing beauty of the area. • Segments D, E and F will adversely impact the view of the Pinal Mountains, which is a key tourist draw. Please reconsider the F3 route. • Make any new roadways scenic roadways.

Issue	Sub-Issue	Comment/Question
		• This is one of the most scenic drives in Arizona; it is not necessary to speed through it. • What happened to the scenic Hwy 60 between Superior and Globe?
Wildlife		• What are the impacts to plants and wildlife? • What provisions are being made for wildlife crossings? • Alternative routes would negatively impact/"carve up" surrounding area.
Cultural		• How many archaeological sites will be impacted and/or require salvage? • Have you received any objections from Tribal communities? • Will the historic trail on the south side of the canyon be destroyed? • A lot of the private land along the creek areas has Native ruins, which would be disturbed, causing many delays.
Other		• Provide public transportation for these small towns. Bus service was cancelled years ago. • Are the 80% construction drawings for US 60 near Gold Canyon completed? • Is the preliminary environmental impact statement publicly available on the website or where? • Is URS a subsidiary of BHP or is BHP a subsidiary or partner of URS? • We attended a meeting in Superior about four years ago soliciting information about the things residents considered important. Two of us signed up to be on a steering committee. Neither of us was ever contacted.

Appendix D. Agency Scoping Letters and Meeting Sign-In Sheets

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

John S. Halikowski
Director

Floyd Roehrich Jr.
State Engineer

May 15, 2009

Russ Haughey
Habitat Program Manager, Region VI
Arizona Game and Fish Department
7200 E. University Drive
Mesa, AZ 85207

RE: STP-060-D(AAL)
060 GI 222 H7162 01L
US 60 Superior to Globe
Agency Scoping Meeting Invitation

Dear Mr. Haughey:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have initiated a study to develop and evaluate alternative concepts for improvement and/or realignment of US Highway (US) 60 from the Town of Superior at approximately milepost (MP) 222.6 to east of the City of Globe at approximately MP 258.0 in Pinal and Gila counties, Arizona (Figure 1). This study will evaluate alternative concepts for highway improvement on both existing and new alignment. As part of the requirements set forth under the National Environmental Policy Act (NEPA), FHWA and ADOT are requesting agency and public input on the proposed improvements to US 60. We are requesting your participation at the agency scoping meeting scheduled for Thursday, June 11, 2009 from 9:00 a.m. to 12:00 p.m. at the Superior High School Multi-purpose Room, 100 Mary Drive, Superior, AZ 85273. A map of the meeting location (Figure 2) and the agenda is attached. In addition to the agency scoping meeting, public scoping meetings are scheduled for the first week of June 2009 in Gold Canyon, Globe, and Superior, AZ.

A 2004 US 60 Feasibility Study identified a number of possible corridor alternatives. Since completion of the Feasibility Study, a number of corridor alternatives were eliminated and additional corridor alternatives were proposed (Figure 3). Based on the preliminary public input and the results from the Feasibility Study, FHWA and ADOT will proceed with an Environmental Impact Statement (EIS) to more fully evaluate a full range of reasonable alternatives, including the No Action Alternative, and their potential impacts on the environment. The proposed project evaluation will include, but not be limited to potential impacts on residential and commercial development, cultural resources, mining, Threatened and Endangered Species, jurisdictional waters of the US, scenic resources, air and noise quality, hazardous materials, and secondary and cumulative impacts.

To ensure that the full range of issues related to the proposed highway improvements are identified and addressed, your comments and suggestions are needed. The Issues, Concerns, and Opportunities Summary from the August 1999 Public Meeting for the 2004 Feasibility Study and the May 2008 Agency Partnering Meeting are attached for your reference. More information about the proposed improvements to US 60 will be presented at the agency scoping meetings.

ADOT and FHWA would appreciate your attendance at the agency scoping meeting. Your participation and input are an integral component of this study and the NEPA process. An RSVP from you, or a representative, is requested by June 8, 2009. To RSVP or submit comments or questions please contact:

Arizona Department of Transportation
Dee Phan
c/o Diane Simpson-Colebank
Logan Simpson Design Inc.
51 West Third Street, Suite 450
Tempe, AZ 85281

Diane can also be reached by telephone at (480) 967-1343 or by e-mail at dsimpson@lsdaz.com. FHWA and ADOT look forward to working with you on this study and thank you for your time and commitment to improving transportation within the region.

Sincerely,

Dee Phan
Environmental Planner
Environmental Planning Group

dp:dsc

Enclosures: Figure 1. State location map
Figure 2. Agency scoping meeting location map
Figure 3. Corridor alternatives map
Agency Scoping Meeting Agenda
August 1999 and May 2008 Issues, Concerns, and Opportunities Summary

c: Mary Frye, FHWA
Aryan Lirange, FHWA
Jerry Barnes, ADOT Globe District Engineer
Wayne Grainger, ADOT Globe District Development
Tazeen Ahmed, ADOT Roadway Predesign Section
Vicki Bever, ADOT Statewide Project Management
Dee Phan, ADOT Environmental Planning Group
Dale Wiggins, URS Corporation
Diane Simpson-Colebank, Logan Simpson Design Inc.

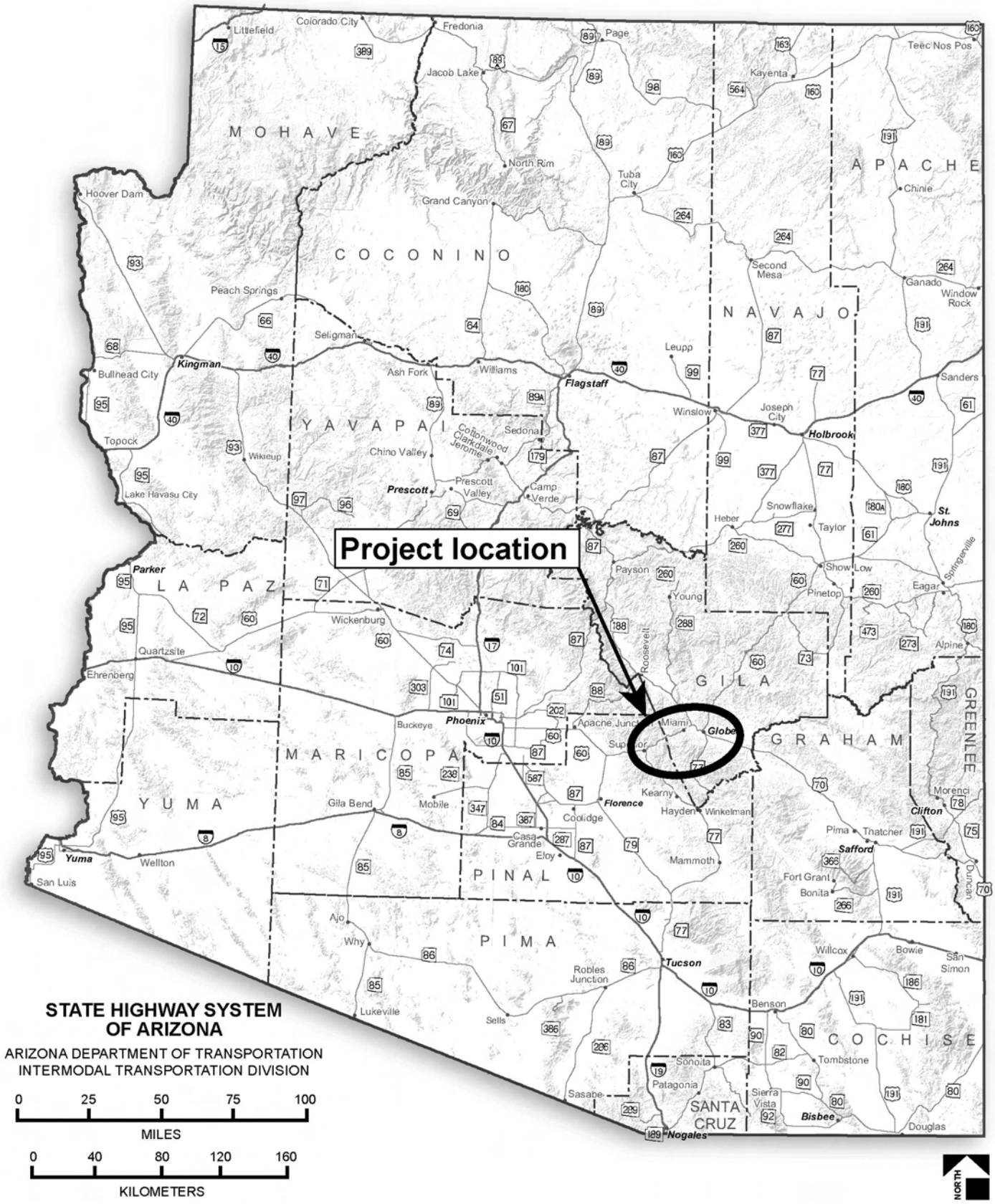

Figure 1. State location map

STP-060-D(AAL)
060 GI 222 H7162 01L
US 60 Superior to Globe

Agency Scoping Meeting Information
Thursday, June 11, 2009
9:00 a.m. – 12:00 p.m.
Superior High School Multi-purpose Room
100 Mary Drive
Superior, AZ 85273

STP-060-D(AAL)
060 GI 222 H7162 01L
US 60 Superior to Globe

Figure 2. Agency scoping meeting location map

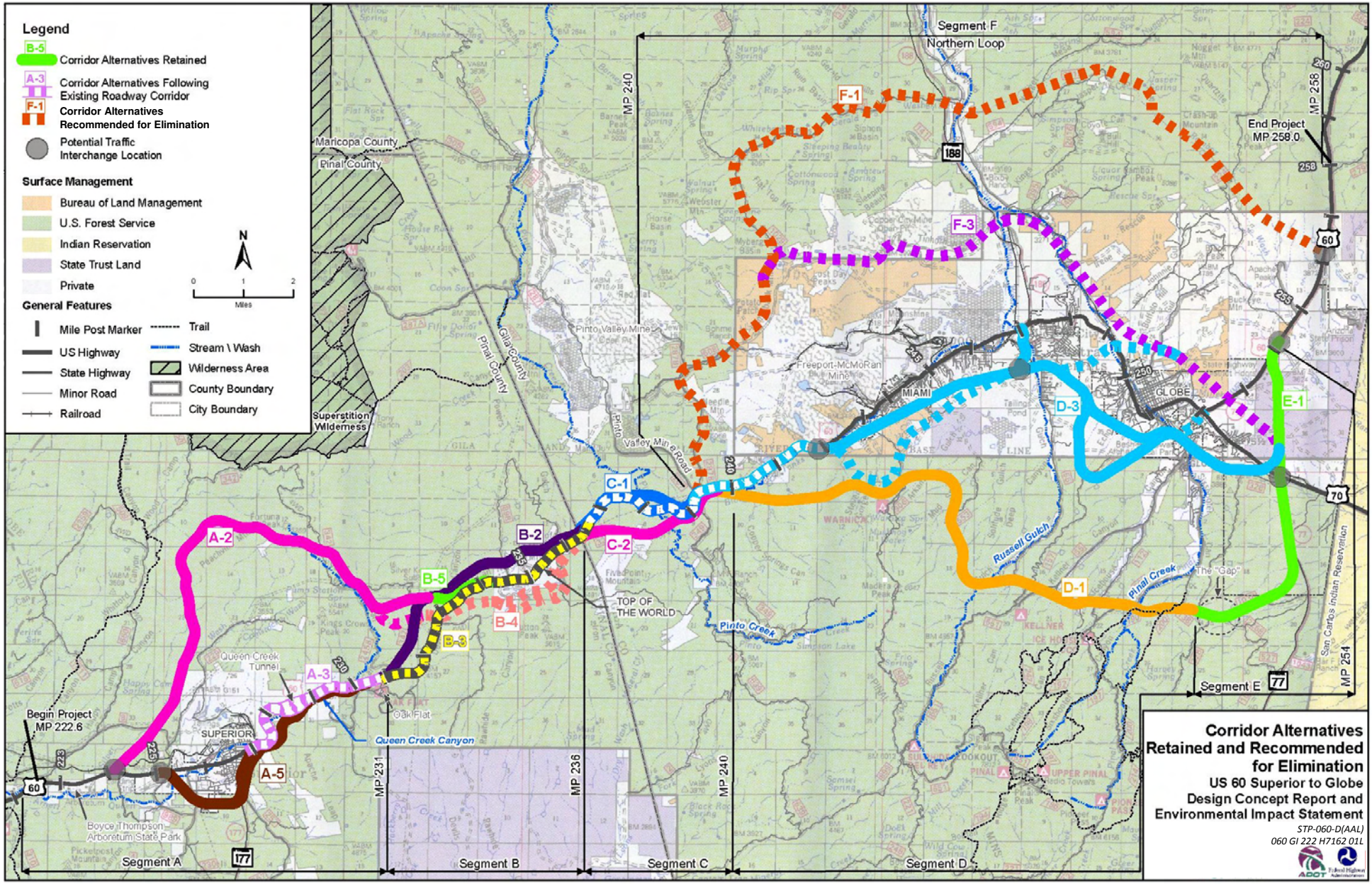

Figure 3. Corridor alternatives map

Arizona Department of Transportation
US 60 Study Team
205 S. 17th Avenue, MD 605E
Phoenix, Arizona 85007
Telephone: (602) 712-8542

AGENCY SCOPING MEETING AGENDA

US 60 - Superior to Globe, MP 222.6 to MP 258.0
Location/Design Concept Report & Environmental Impact Statement
STP-060-D(AAL)
060 GI 222 H7162 01 L

June 11, 2009
9:00 a.m. – 12:00 p.m.
Superior High School Multi-purpose Room
100 Mary Drive, Superior, AZ 85273

9:00 a.m. – 9:30 a.m.	**Coffee and Donuts** Viewing Exhibits	
9:30 a.m. – 9:45 a.m.	**Introduction** Welcome Purpose of Meeting	Tazeen Ahmed
9:45 a.m. – 10:00 a.m.	**Study Background** Study and Environmental Process Study Limits Draft Purpose and Need	Dale Wiggins/ Diane Simpson-Colebank
10:00 a.m. – 10:30 a.m.	**Preliminary Corridor Alternatives** Corridor Alternatives Eliminated Corridor Alternatives Considered	Dale Wiggins
10:30 a.m. – 10:45 a.m.	**Break**	
10: 45 a.m. – 11:15 a.m.	**Issues, Concerns, and Opportunities (ICOs)** August 1999 and May 2008 ICOs Current ICOs	Dale Wiggins
11:15 a.m. – 11:45 a.m.	**Study Components** Past, Present, and Foreseeable Future Projects Coordination Plan Schedule	Diane Simpson-Colebank
11:45 a.m. – 12:00 p.m.	**Wrap-up**	Dale Wiggins/ Tazeen Ahmed

US 60 - Superior to Globe
Preliminary Issues, Concerns, and Opportunities

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have initiated a study to develop and evaluate alternative concepts for improvement and/or realignment of US Highway (US) 60 from the Town of Superior at approximately milepost (MP) 222.6 to east of the City of Globe at approximately MP 258.0 in Pinal and Gila counties, Arizona. The proposed highway improvements may involve the relocation of the existing route on a new alignment north or south of the current highway.

Public and agency input plays a major role in identifying issues, concerns, and opportunities (ICOs) for identifying and evaluating the proposed highway improvements. ADOT and FHWA has garnered input through public and agency input sessions in August 1999 as part of the 2004 US 60 Feasibility Study and in an agency partnering meeting in May 2008 for the Design Concept Report project. Numerous ICOs were identified within the US 60 study area including impacts on the regional and local economy, noise, safety, visual and scenic resources, cultural resources, biological resources, topography, floodplains, Section 4(f), recreation, and Clean Water Act permitting. These issues, concerns, and opportunities identified during the preliminary stages of this study are outlined below.

DESIGN ICOS

The safe flow of traffic was a concern for both the agencies and the general public. The opinions of attendees recognized the need for roadway improvements and encouraged that long term improvements be considered.

The following should be considered:

- Provisions for a runaway truck ramp should be maintained.
- Uphill passing lanes have helped but two lanes are also needed downhill.
- Two lanes each direction are needed for climbing and passing lanes.
- Bypassing the towns may result in fewer trucks through town.
- Consider laying back cuts to allow more sun on the roadway to minimize icy conditions.
- The long tunnels being considered could create a problem for transport of hazardous materials. Tunnels should be vented.
- Coordinate right-of-way for interchanges and access to minor roadways.
- Be consistent with the ADOT Access Management Manual.
- Identify pedestrian crossings.

Agency and public representatives were concerned about reducing the impact on the natural topography. They prefer that all alignment options should be considered to ensure that the best possible and least environmentally damaging alignment is selected.

The following should be considered:

- Independent alignments should be considered to minimize cuts and fills in steep terrain.
- Where the terrain allows for a divided highway, the alignment should also minimize the median width so that the impact to developable land is reduced and so that less land is taken from Forest Service management.
- On mountainous terrain, consider guardrails, false cuts, and maintenance.
- Improvements through the Top of the World community should place both eastbound and westbound traffic on the same side of the community. Preferably on the north side of Signal Mountain.
- Keep the existing highway through towns for local/recreational traffic.
- Maintain access for dirt roads on forest lands.

SOCIAL AND ECONOMIC ICOS

Towns and cities within the study area identify themselves as pass-through locations, not destinations. Businesses in the region depend on motorists stopping on the way to their final destination. Public and agency representatives identified the potential loss of businesses, access, and impacts on future development as the major economic concerns associated with this project.

The following should be considered:

- If a divided highway is developed, route one direction of traffic through the towns and the other on a bypass.
- A bypass through the Globe-Miami area should be as close to town as possible.
- Representatives from the Towns of Superior and Miami, the City of Globe, Pinal County, Gila County, the State Land Department and ADOT all need to better coordinate development along the corridor.
- Access needs to be maintained to developable land adjacent to the highway.
- Two routes to the north and south would reduce economic impacts on the Town of Miami and the City of Globe. Alternative D3 shows promise of a bypass without huge economic impacts.

ENVIRONMENTAL ICOS

A. Visual and Scenic Resources

The US 60 study area is relatively undisturbed and is generally characterized as a naturally scenic view shed. Public and agency representatives expressed concern for potential impacts on the view shed.

The following should be considered:

- Scenic vista turnouts should be included along the highway to provide the traveling public with opportunities to appreciate the aesthetics of the corridor.
- Retain visual quality.
- Evaluate potential visual impacts especially from the Arizona Trail west of Superior.
- FHWA has specific thoughts on how Queen Creek should be handled if the alternatives utilize that alignment. It is a very scenic section of the highway and should be treated / designed to preserve and enhance the visual resources.

B. Cultural Resources

The San Carlos Apache Tribe and several federal land managing agencies have jurisdiction within or in the vicinity of the study area. Section 106 consultation would be required with these and other potential agencies. The agency and public representatives expressed concern over historic and archaeological resources within the study area as well as traditional cultural properties of tribes within the region.

The following should be considered:

- Archaeological coordination should be initiated as early as possible.
- The Apache Tribes should be involved early. There may be traditional cultural properties or other types of sensitive areas in the study area.

C. Biological Resources

The US 60 study area contains habitat for a diverse array of wildlife and plant species. Concerns were raised regarding potential impacts on Threatened and Endangered Species, migratory birds, bats, wildlife corridors, invasive species, and fragmentation and loss of habitat.

The following should be considered:

- Owl habitat should be identified as soon as possible.
- Identify wildlife corridors early.
- Minimize habitat loss and fragmentation.
- Avoid impacts on riparian habitat.
- Replace habitat losses through funding off-site habitat projects.
- Improving the permeability of the highway for wildlife. Planning for effective crossings, etc.
- Reduce migration routes for noxious weeds.
- Habitat for bats / old mine shafts.
- Timing of surveys to avoid seasonal impacts.

D. Section 4(f) and Recreation

The US 60 study area is filled with recreational opportunities under the jurisdiction of the Tonto National Forest, Bureau of Land Management, Arizona State Parks, and local and regional recreational facilities among others. Agency and public concerns were raised regarding Section 4(f) and impacts on existing and future recreational opportunities including hiking trails, rock climbing, and hunting among others.

The following should be considered:

- Evaluate potential impacts on the Army mule trails through Queen Creek Canyon
- Identify Section 4(f) resources early and use them in the screening process.
- Identify transportation corridor compatibility with various agency land management plans.

E. Clean Water Act Permitting

The US 60 study area contains numerous surface waters including washes and rivers. Evaluation of proposed corridor alternatives would involve Clean Water Act Section 404 and Section 401 permitting. Concerns were raised regarding Waters of the US and water quality.

The following should be considered:

- As part of the Section 401 permitting process, evaluate Queen Creek, Pinto Creek, and Pinal Creek, which are impaired streams.
- Propose mitigation for impacts on Waters of the US.

F. Miscellaneous

Additional concerns were raised associated with fire hazards, floodplains, and mining.

Recommendations include evaluating the following:

- Potential fire hazard impacts on habitat, developments, and response times.
- Identify downstream impacts on residents if the floodplain changes.
- Mines (vermiculite); marble quarry – traffic generators
- Active mines / shaft mines – safety issues
- Land subsidence at Resolution Mine
- Use of excess material by mines
- Lots of ore left to be extracted (economic viability)
- 240 active mining claims on public lands (BLM)
- BLM cannot hinder mining claims – notifying claimants if there is a change in access.

Prefix	First Name	Last Name	Title	Agency 1	Agency 2	Address	City	State	Zip Code
Mr.	Russ	Haughey	Habitat Program Manager, Region VI		Arizona Game and Fish Department	7200 E. University Drive	Mesa	AZ	85207
Mr.	Rod	Lucas	Supervisor, Region VI		Arizona Game and Fish Department	7200 E. University Drive	Mesa	AZ	85207
Mr.	Larry D.	Voyles	Director		Arizona Game and Fish Department	5000 West Carefree Highway	Phoenix	AZ	85083-5000
Ms.	Dana	McGehee	Wildlife Manager		Arizona Game and Fish Department	7200 E. University Drive	Mesa	AZ	85207
Mr.	Danny	Rodriguez	Wildlife Manager		Arizona Game and Fish Department	7200 E. University Drive	Mesa	AZ	85207
Mr.	David	Granmaisson	Research Biologist		Arizona Game and Fish Department	7200 E. University Drive	Mesa	AZ	85207
Mr.	Ray	Schweinsburg	Research Branch Contracts Supervisor						
					Arizona Game and Fish Department	7200 E. University Drive	Mesa	AZ	85207
Mr.	Steve	Stratton	Public Works Director		Gila County	1400 E. Ash Street	Globe	AZ	85501
Mr.	Darde	deRoulhack	Floodplain Administrator		Gila County	1400 E. Ash Street	Globe	AZ	85501
Mr.	Greg	Stanley	Public Works Director		Pinal County	31 N. Pinal Street, Building F	Florence	AZ	85232
Ms.	Elise	Moore	Flood Control Section Chief		Pinal County	31 N. Pinal Street, Building F	Florence	AZ	85232
Mr.	Bill	Leister	Transportation Planning Director		Central Arizona Association of Governments	1720 E. Ash Street	Globe	AZ	85501
Mr.	Ruben	Ojeda	Right-of-Way Section Manager		Arizona State Land Department	1616 W. Adams Street	Phoenix	AZ	85007
Ms.	Sue	Russell	Land Disposition Project Leader		Arizona State Land Department	1616 W. Adams Street	Phoenix	AZ	85007
Lt.	Jaime	Escobedo	District Eleven Commander	Highway Patrol Division	AZ Dept of Public Safety	1902 Highway 60/77	Globe	AZ	85501
Mr.	C.M. "Mike"	Humphrey	Public Works Director		City of Globe	150 N Pine Street	Globe	AZ	85501
Mr.	Larry	Hansen	Engineer		City of Globe	150 N Pine Street	Globe	AZ	85501
Mr.	Wes	Sukosky	Public Works Director		Town of Miami	500 Sullivan Street	Miami	AZ	85539
Mr.	Ray	Pini	Town Administrator		Town of Miami	500 Sullivan Street	Miami	AZ	85539
Mr.	Martin	Feldhake	Parks and Recreation Manager		Town of Miami	500 Sullivan Street	Miami	AZ	85539
Ms.	Melanie	Oliver	Town Manager		Town of Superior	271 W. Main Street	Superior	AZ	85237
Ms.	Rebecca	Brothers	Public Works Director		Town of Superior	271 W. Main Street	Superior	AZ	85237
Ms.	Teri	Raml	Phoenix District Manager		Bureau of Land Management	21605 N. 7th Avenue	Phoenix	AZ	85027-2929
Mr.	Gene	Blankenbaker	Forest Supervisor		Tonto National Forest	2324 E. McDowell Road	Phoenix	AZ	85006
Mr.	Gary	Hanna	Forest Engineer		Tonto National Forest	2324 E. McDowell Road	Phoenix	AZ	85006
Mr.	Rick	Reitz	District Ranger	Globe District	Tonto National Forest	7680 S. Six Shooter Canyon Rd	Globe	AZ	85501
			Chief	LA District/Arizona-Nevada Office	United States Army Corps of Engineers	3636 North Central Avenue, Suite 900	Phoenix	AZ	85012-1936
Ms.	Emily	Garber	Field Manager	Lower Sonoran Field Office	Bureau of Land Management	21605 N. 7th Avenue	Phoenix	AZ	85027-2929
Mr.	Matthew	Magaletti	Lands and Realty Specialist	Phoenix District	Bureau of Land Management	21605 N. 7th Avenue	Phoenix	AZ	85027-2929
Ms.	Kathleen	Depukat	Project Coordinator	Lower Sonoran Field Office	Bureau of Land Management	21605 N. 7th Avenue	Phoenix	AZ	85027-2929
Mr.	Greg	Beatty	Biologist	Arizona Ecological Services Field Office	United States Fish and Wildlife Service	2321 W. Royal Palm Road, Suite 103	Pheonix	AZ	85021
Mr.	David	Jacobs	Compliance Specialist	State Historic Preservation Office	Arizona State Parks	1300 W. Washington Street	Phoenix	AZ	85007
Mr.	Wendsler	Nosie	Chairman		San Carlos Apache Tribe	P.O. Box 0	San Carlos	AZ	85550
Ms.	Vernelda	Grant	Tribal Archaeologist and Director		San Carlos Apache Tribe	P.O. Box 0	San Carlos	AZ	85550
Mr.	Seth	Pilsk	Native American Graves Protection and Repatriation Act Coordinator		San Carlos Apache Tribe	P.O. Box 0	San Carlos	AZ	85550
Mr.	Harold	Nofchissey	Director, Wildlife & Recreation		San Carlos Apache Tribe	P.O. Box 97	San Carlos	AZ	85550
Mr.	Tracy	Hanley	Park Manager	Boyce Thompson Arboretum	Arizona State Parks	37615 U.S. Hwy 60	Superior	AZ	85273
Mr.	Paul	Govino	Chief of Development		Arizona State Parks	1300 W. Washington Street	Phoenix	AZ	85007
Mr.	Ray	Warner	Right-of-Way Agent		Arizona State Parks	1300 W. Washington Street	Phoenix	AZ	85007

Agency Scoping Meeting Sign-In

US 60 Superior to Globe, MP 222.6 to MP 258.0
Location/Design Concept Report & Environmental Impact Statement
STP-060-D(AAL)
060 GI 222 H7162 01L

Date: June 11, 2009
Time: 9 a.m. to 12 p.m.
Location: Superior High School Multi-purpose Room

ADOT Federal Highway Administration

Initials	Name/Title	Agency	Address	Phone	E-mail
	Federal Agencies				
	Gene Blankenbaker Forest Supervisor	Tonto National Forest	2324 E. McDowell Road Phoenix, AZ 85006	602.225.5200	gblankenbaker@fs.fed.us
GH	Gary Hanna Forest Engineer	Tonto National Forest	2324 E. McDowell Road Phoenix, AZ 85006	602.225.5200	ghanna@fs.fed.us
	Rick Reitz District Ranger	Globe District Tonto National Forest	7680 S. Six Shooter Canyon Rd Globe, AZ 85501	928.402.6200	rreitz@fs.fed.us
RI	Rob Ingram Highway Project Coordinator	Payson Ranger District Tonto National Forest	1009 Hwy 260 East Payson, AZ 85541	928.474.7900	ringram@fs.fed.us
	Kathleen Tucker ADOT-Corps Liaison	LA District/Arizona-Nevada Office United States Army Corps of Engineers	3636 N. Central Ave., Suite 900 Phoenix, AZ 85012-1936	602.640.5385, ext 254	kathleen.a.tucker@usace.army.mil
	Teri Raml Phoenix District Manager	Bureau of Land Management	21605 N. 7th Avenue Phoenix, AZ 85027-2929	623.580.5500	teri_raml@blm.gov
	Emily Garber Field Manager	Lower Sonoran Field Office Bureau of Land Management	21605 N. 7th Avenue Phoenix, AZ 85027-2929	623.580.5500, ext 616	emily_garber@blm.gov
	Matthew Magaletti Lands and Realty Specialist	Phoenix District Bureau of Land Management	21605 N. 7th Avenue Phoenix, AZ 85027-2929	623.580.5500, ext 590	matthew_magaletti@blm.gov
	Greg Beatty Biologist	Arizona Ecological Services Field Office United States Fish and Wildlife Service	2321 W. Royal Palm Road, Suite 103 Pheonix, AZ 85021	602.242.0210, ext 247	greg_beatty@fws.gov
	Tribal Contacts				
	Vernelda Grant Tribal Archaeologist & Director	San Carlos Apache Tribe	P.O. Box 0 San Carlos, AZ 85550	928.475.2326	apachevern@yahoo.com
	Seth Pilsk NAGPRA Coordinator	San Carlos Apache Tribe	P.O. Box 0 San Carlos, AZ 85550	928.475.2326	
	Harold Nofchissey Director, Wildlife & Recreation	San Carlos Apache Tribe	P.O. Box 97 San Carlos, AZ 85550	928.475.2343	
	State Agencies				
RH	Russ Haughey Habitat Program Manager, Region VI	Arizona Game and Fish Department	7200 E. University Drive Mesa, AZ 85207	480.981.9400, ext 3550	rhaughey@azgfd.gov
	Rod Lucas Supervisor, Region VI	Arizona Game and Fish Department	7200 E. University Drive Mesa, AZ 85207	480.981.9400, ext 3540	rlucas@azgfd.gov
	Larry D. Voyles Director	Arizona Game and Fish Department	5000 West Carefree Highway Phoenix, AZ 85083-5000	602.942.3000	lvoyles@azgfd.gov
	Dana McGehee Wildlife Manager	Arizona Game and Fish Department	7200 E. University Drive Mesa, AZ 85207	480.203.2465	dmcgehee@azgfd.gov
	Danny Rodriguez Wildlife Manager	Arizona Game and Fish Department	7200 E. University Drive Mesa, AZ 85207	928.425.3792	drodriguez@azgfd.gov

Agency Scoping Meeting Sign-In

US 60 Superior to Globe, MP 222.6 to MP 258.0
Location/Design Concept Report & Environmental Impact Statement
STP-060-D(AAL)
060 GI 222 H7162 01L

ADOT Federal Highway Administration

Date: June 11, 2009
Time: 9 a.m. to 12 p.m.
Location: Superior High School Multi-purpose Room

Initials	Name/Title	Agency	Address	Phone	E-mail
	State Agencies Continued				
	David Granmaisson Research Biologist	Arizona Game and Fish Department	7200 E. University Drive Mesa, AZ 85207	480.981.9400	dgranmaisson@azgfd.gov
RES	Ray Schweinsburg Research Branch Contracts Supervisor	Arizona Game and Fish Department	7200 E. University Drive Mesa, AZ 85207	480.981.9400	rschweinsburg@azgfd.gov
	Ruben Ojeda Right-of-Way Section Manager	Arizona State Land Department	1616 W. Adams Street Phoenix, AZ 85007	602.542.2648	rojeda@land.az.gov
	Sue Russell Land Disposition Project Leader	Arizona State Land Department	1616 W. Adams Street Phoenix, AZ 85007	602.542.2648	rojeda@land.az.gov
	Lillian M. Moodey Manager	Planning & Engineering Section Arizona State Land Department	1616 W. Adams Street Phoenix, AZ 85008	602.542.2643	lmoodey@land.az.gov
	Victoria Carella Planner	Planning Section Arizona State Land Department	1616 W. Adams Street Phoenix, AZ 85010	602.542.2677	vcarella@land.az.gov
	Jaime Escobedo District Eleven Commander	Highway Patrol Division Arizona Department of Public Safety	1902 N. Highway 60/77 Globe, AZ 85501	928.425.8515	jescobedo@azdps.gov
	Rich Alvarez District Eleven Sargeant	Highway Patrol Division Arizona Department of Public Safety	1902 N. Highway 60/77 Globe, AZ 85501	928.425.8515	ralvarez@axdps.gov
	Robert Frankeburger Architect	State Historic Preservation Office Arizona State Parks	1300 W. Washington Street Phoenix, AZ 85007	602.542.6943	rfrankeberger@azstateparks.gov
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	Tracy Hanley Park Manager	Boyce Thompson Arboretum Arizona State Parks	37615 U.S. Hwy 60 Superior, AZ 85273	520.689.2723	thanley@azstateparks.gov
	Paul Govino Chief of Development	Arizona State Parks	1300 W. Washington Street Phoenix, AZ 85007	602.542.6944	pgovino@azstateparks.gov
	Ray Warner Right-of-Way Agent	Arizona State Parks	1300 W. Washington Street Phoenix, AZ 85007	602.542.4009	rwarner@azstateparks.gov
	Counties				
	Steve Stratton Public Works Director	Gila County	1400 E. Ash Street Globe, AZ 85501	928.425.3231, ext 8501	sstratton@co.gila.az.us
SB	Shannon Boyer Executive Administrative Assistant	Gila County	1400 E. Ash Street Globe, AZ 85501	928.402.8899	sboyer@co.gila.az.us
	Darde deRoulhack Floodplain Administrator	Gila County	1400 E. Ash Street Globe, AZ 85501	928.425.3231	dderoulhack@co.gila.az.us
	Greg Stanley Public Works Director	Pinal County	31 N. Pinal Street, Building F Florence, AZ 85232	520.509.3555	gregory.stanley@pinalcountyaz.gov
	Elise Moore Flood Control Section Chief	Pinal County	31 N. Pinal Street, Building F Florence, AZ 85232	520.509.3555	floodcontrol@pinalcountyaz.gov

Agency Scoping Meeting Sign-In

US 60 Superior to Globe, MP 222.6 to MP 258.0
Location/Design Concept Report & Environmental Impact Statement
STP-060-D(AAL)
060 GI 222 H7162 01L

Date: June 11, 2009
Time: 9 a.m. to 12 p.m.
Location: Superior High School Multi-purpose Room

Initials	Name/Title	Agency	Address	Phone	E-mail
	Counties Continued				
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	Chris Wanamaker Flood Control Section	Pinal County	31 N. Pinal Street, Building F Florence, AZ 85233	520.866.6010	Christopher.Wanamaker@pinalcountyaz.gov
	Bill Leister Transportation Planning Director	Central Arizona Association of Governments	1720 E. Ash Street Globe, AZ 85501	928.425.3181	bleister@caagcentral.org
	Municipalities				
	C.M. "Mike" Humphrey Public Works Director	City of Globe	150 N Pine Street Globe, AZ 85501	928.425.4959	globepublicworks@cableone.net
	Larry Hansen Engineer	City of Globe	150 N Pine Street Globe, AZ 85501	928.425.8346	
	Wes Sukosky Public Works Director	Town of Miami	500 Sullivan Street Miami, AZ 85539	928.473.4403	
	Ray Pini Town Administrator	Town of Miami	500 Sullivan Street Miami, AZ 85539	928.473.4403	
	Martin Feldhake Parks and Recreation Manager	Town of Miami	500 Sullivan Street Miami, AZ 85539	928.473.4403	
	Melanie Oliver Town Manager	Town of Superior	271 W. Main Street Superior, AZ 85237	520.689.5752, ext 14	townmanager@superior-arizona.com
	Rebecca Brothers Public Works Director	Town of Superior	271 W. Main Street Superior, AZ 85237	520.689.5752, ext 13	pubworksdir@superior-arizona.com
	ADOT				
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	Paul O'Brien Predesign Manager	ADOT Predesign	205 S. 17th Avenue, MD 605E Phoenix, AZ 85007	602.712.8669	pobrien@azdot.gov
	Joe Warren	ADOT Predesign Studies Section	205 S. 17th Avenue, MD 605E Phoenix, AZ 85007	602.712.8670	jwarren@azdot.gov
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	John Lindly HPT Historic Preservation Specialist	ADOT Environmental Planning Group	1611 W. Jackson Street, MD EM02 Phoenix, AZ 85007	602.712.8640	jlindly@azdot.gov
	Bill Pederson	ADOT Communication and Community Partnerships	206 S. 17th Avenue, MD 118A Phoenix, AZ85007	602.712.8069	bpederson@azdot.gov
	Vicki Bever	ADOT Statewide Project Management Group	205 S. 17th Avenue, MD 614E Phoenix, AZ 85007	602.712.8161	vbever@azdot.gov

Agency Scoping Meeting Sign-In

US 60 Superior to Globe, MP 222.6 to MP 258.0
Location/Design Concept Report & Environmental Impact Statement
STP-060-D(AAL)
060 GI 222 H7162 01L

Date: June 11, 2009
Time: 9 a.m. to 12 p.m.
Location: Superior High School Multi-purpose Room

ADOT Federal Highway Administration

Initials	Name/Title	Agency	Address	Phone	E-mail
	ADOT Continued				
	John Rocha	ADOT Utilities & Railroad Engineering	205 S. 17th Avenue, MD 618E Phoenix, AZ 85007	602.712.8658	jrocha@azdot.gov
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	Diane Kriesh	ADOT Planning Supervisor	206 S. 17th Avenue, MD 310B Phoenix, AZ 85007	602.712.7961	dkreisch@azdot.gov
	Jerry Barnes	ADOT Globe District Engineer	PO Box 2717, MD G300 Globe, AZ 85502	928.402.5612	jbarnes@azdot.gov
	Matt Moul	ADOT Globe District Development	PO Box 2717, MD G300 Globe, AZ 85502	928.402.5615	mmoul@azdot.gov
WG	Wayne Grainger	ADOT Globe District Development	PO Box 2717, MD G300 Globe, AZ 85502	928.402.5615	wgrainger@azdot.gov
	Bill Lyons	ADOT Roadway Design Review	205 S. 17th Avenue, MD 615E Phoenix, AZ 85007	602.712.7404	wlyons@azdot.gov
	FHWA				
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	Aryan Lirange Area Engineer (District A-5)	FHWA	4000 N. Central Avenue, Suite 1500 Phoenix, AZ 85012	602.382.8973	aryan.lirange@dot.gov
	Mary Frye Environmental Coordinator	FHWA	4000 N. Central Avenue, Suite 1500 Phoenix, AZ 85012	602.382.8979	mary.frye@dot.gov
	Consultant Team				
	Dale Wiggins Project Manager	URS	7720 N. 16th Street, Suite 100 Phoenix, AZ 85020	602.648.2458	dale_wiggins@urscorp.com
	Dave French Traffic Engineer	URS	7720 N. 16th Street, Suite 100 Phoenix, AZ 85020	602.648.2475	dave_french@urscorp.com
PBB	Paul Baca Roadway Designer	URS	7720 N. 16th Street, Suite 100 Phoenix, AZ 85020	602.648.2477	paul_baca@urscorp.com
KB	Kim Bidle Environmental Planner	URS	7720 N. 16th Street, Suite 100 Phoenix, AZ 85020	602.861.7432	kim_bidle@urscorp.com
	Diane Simpson-Colebank Environmental Lead	Logan Simpson Design Inc.	51 W. Third Street, Suite 450 Tempe, AZ 85281	480.967.1343	dsimpson@lsdaz.com
	Jessica Cheng Environmental Planner	Logan Simpson Design Inc.	51 W. Third Street, Suite 450 Tempe, AZ 85281	480.967.1343	jcheng@lsdaz.com
	Kathy Jirschele	Kaneen Advertising & Public Relations	110 S. Church Avenue, Suite 3350 Tucson, AZ 85701	520.885.9009	kathy@kaneenpr.com
	Priscilla Fernandez	Kaneen Advertising & Public Relations	110 S. Church Avenue, Suite 3350 Tucson, AZ 85701	520.885.9009	priscilla@kaneenpr.com

Agency Scoping Meeting Sign-In

US 60 Superior to Globe, MP 222.6 to MP 258.0
Location/Design Concept Report & Environmental Impact Statement
STP-060-D(AAL)
060 GI 222 H7162 01L

Date: June 11, 2009
Time: 9 a.m. to 12 p.m.
Location: Superior High School Multi-purpose Room

ADOT Federal Highway Administration

Initials	Name/Title	Agency	Address	Phone	E-mail
	Mark Stegwarth	Bryce Thompson			
MA	Matt Aguayo	Pinal County			
DL	DANIEL LEE	FHWA			

Appendix E. Agency Scoping Materials

Arizona Department of Transportation
US 60 Study Team
205 S. 17th Avenue, MD 605E
Phoenix, Arizona 85007
Telephone: (602) 712-8542

AGENCY SCOPING MEETING AGENDA

US 60 - Superior to Globe, MP 222.6 to MP 258.0
Location/Design Concept Report & Environmental Impact Statement
STP-060-D(AAL)
060 GI 222 H7162 01 L

June 11, 2009
9:00 a.m. – 12:00 p.m.
Superior High School Multi-purpose Room
100 Mary Drive, Superior, AZ 85273

9:00 a.m. – 9:30 a.m.	**Coffee and Donuts** Viewing Exhibits	
9:30 a.m. – 9:45 a.m.	**Introduction** Welcome Purpose of Meeting	Tazeen Ahmed
9:45 a.m. – 10:00 a.m.	**Study Background** Study and Environmental Process Study Limits Draft Purpose and Need	Dale Wiggins/ Diane Simpson-Colebank
10:00 a.m. – 10:30 a.m.	**Preliminary Corridor Alternatives** Corridor Alternatives Recommended for Elimination Corridor Alternatives Considered	Dale Wiggins
10:30 a.m. – 10:45 a.m.	**Break**	
10: 45 a.m. – 11:15 a.m.	**Issues, Concerns, and Opportunities (ICOs)** August 1999 and May 2008 ICOs Current ICOs	Dale Wiggins
11:15 a.m. – 11:45 a.m.	**Study Components** Past, Present, and Foreseeable Future Projects Coordination Plan Schedule	Diane Simpson-Colebank
11:45 a.m. – 12:00 p.m.	**Wrap-up**	Dale Wiggins/ Tazeen Ahmed

ACTION: Notice.

SUMMARY: The FAA invites public comments about our intention to request the Office of Management and Budget's (OMB) revision of a current information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on December 3. 2008, vol. 73, no. 233. pages 73687–73688. Standards have been established for the operation of agricultural aircraft and for the dispensing of chemicals, pesticides and toxic substances. Information collected shows applicant compliance and eligibility for certification by the FAA.

DATES: Please submit comments by June 1, 2009.

FOR FURTHER INFORMATION CONTACT: Carla Mauney at *Carla.Mauney@faa.gov.*

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Agricultural Aircraft Operations.

Type of Request: Extension without change of a currently approved collection.

OMB Control Number: 2120–0049.

Form(s): 8710–3.

Affected Public: An estimated 3,980 Respondents.

Frequency: This information is collected on occasion.

Estimated Average Burden per Response: Approximately 3.5 hours per response.

Estimated Annual Burden Hours: An estimated 14,037 hours annually.

Abstract: Standards have been established for the operation of agricultural aircraft and for the dispensing of chemicals, pesticides and toxic substances. Information collected shows applicant compliance and eligibility for certification by the FAA.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to *oira_suhmnission@omb.eop.gov,* or faxed to (202) 395–6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library. Room 10102, 725 17th Street, NW., Washington, DC 20503.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected: and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC on April 23, 2009.

Carla Mauney,

FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES–200.

[FR Doc. E9–9765 Filed 4–29–09; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Final and Gila Counties, AZ

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Pinal and Gila counties, Arizona.

FOR FURTHER INFORMATION CONTACT: Kenneth Davis, Senior Engineering Manager for Operations, Federal Highway Administration, Arizona Division Office, 4000 North Central Avenue, Suite 1500, Phoenix, Arizona 85012, Telephone: (602) 382–8970, Fax: (602) 382–8998, e-mail: *Ken.davis@fhwa.dot.gov;* or

Mary Frye, Environmental Coordinator, Federal Highway Administration, Arizona Division Office, 4000 North Central Avenue, Suite 1500, Phoenix, Arizona 85012, Telephone: (602) 382–8979, Fax: (602) 382–8998, e-mail: *Mary.Frye@thwa.dot.gov.*

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Arizona Department of Transportation (ADOT), will prepare a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) on a proposal to improve and/or realign US Highway (US) 60 in Pinal and Gila counties, Arizona from west of Superior at approximately milepost (MP) 222.6 to east of Globe at approximately MP 258.0. The proposed project evaluation will include, but not be limited to potential impacts to residential and commercial development, cultural resources, mining, Threatened and Endangered Species, jurisdictional waters of the U.S., scenic resources, air and noise quality, hazardous materials, and secondary and cumulative impacts.

Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand. Alternatives under consideration include (1) taking no action, (2) improvements to the existing US 60, and (3) at least 18 different segment alignments for potential relocation and development of the highway north and south of the existing US 60 on lands managed by the Tonto National Forest (TNF), Bureau of Land Management (BLM), as well as on private lands. The TNF and BLM have been invited to accept the roles of Cooperating Agency for the study in addition to the U.S. Army Corps of Engineers.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed interest in this proposal. Formal NEPA agency and public scoping meetings, a series of public information meetings and public hearings will be held.

Public notice will be given of the time and place of the meetings and hearings. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Kenneth Davis,

Senior Engineering Manager for Operations, Federal Highway Administration, Arizona Division Office, Phoenix, Arizona.

[FR Doc. E9–9732 Filed 4–29–09; 8:45 am]

BILLING CODE 4910–22–M

US 60 - Superior to Globe, MP 222.6 to MP 258.0
Location/Design Concept Report and Environmental Impact Statement
Working Draft Purpose and Need

1.0 PURPOSE AND NEED FOR THE PROJECT

1.1 Need for the Project

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, intersecting urban conditions, and vehicle mix slows traffic along US 60 and does not meet travel speed expectations for 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.

1.1.1 Existing Highway Conditions

The original US 60 highway between Superior and Globe (linking Globe with Phoenix) was constructed in 1922. In the late 1930s, through the 1940s and early 1950s, the highway was reconstructed on the current alignment adjacent to the original alignment from Superior to Globe-Miami. Some segments of the route have since been upgraded, but a substantial portion is still in use as constructed in the late 40s and early 50s and does not meet current design guidelines.

Engineering evaluations have revealed deficiencies along US 60, when measured by current design guidelines. The existing rural two-lane highway between milepost (MP) 222.6 to MP 243.6 is 38 to 40 feet wide with a 12-foot-wide travel lane in each direction and 7 to 8-foot-wide shoulders except were climbing lanes are provided. On most of the steep (6 percent or greater) grade sections the existing roadway was restriped to provide climbing lanes. The shoulder width in the climbing lane sections is only 1 to 2 feet. Due to the addition of left-turn lanes and climbing lanes, more than 40 percent of the rural section has shoulder widths less than the minimum 8 feet per current design guidelines.

The majority of the cut slope ditches along the existing rural two-lane highway are narrow (2 to 4 feet in width) and do not provide adequate vehicle recovery zones and rockfall containment. The minimum cut slope ditch width is 15 feet per current design guidelines for a two-lane rural highway to provide a recovery area and contain rockfall. A cut ditch wider than 15 feet in areas of high cuts will be required to prevent rockfall from getting onto the highway.

Between MP 227.2 and MP 229.7, the grade within the Queen Creek section is 6.4 percent, which is greater than the 6 percent maximum per current design guidelines. The posted speed

limit varies from 50 miles per hour (mph) in the Queen Creek Canyon section to 55 mph for most of the rural highway segment and is reduced to 45 mph approaching Miami. Many of the horizontal curves are posted with speed advisory signs indicating speeds less than the route posted speed limits.

Seven of the 15 bridges in the study area do not meet ADOT or American Association of State Highway and Transportation Officials (AASHTO)-recommended bridge load capacity. Bridge load capacity is the weight of a vehicle in tons that a highway bridge structure can safely carry.

1.1.2 Traffic Service

Existing US 60 within the study limits has 16 miles of two-lane highway in mountainous terrain with steep grades and sharp curves. This section had an average annual daily traffic (AADT) of 8,678 vehicles per day (vpd) in 2008 and provides level of service[1] (LOS) E indicating the roadway is operating at capacity. A LOS B or better is desirable for rural highways, and US 60 does not provide this quality of service. The projected increase in traffic to over 11,000 vpd by 2035 will further deteriorate the current low level of service. The desirable speed limit is 60 mph or greater for rural state highways. The posted speed limit on US 60 is 50 mph in several locations because of sight distance and curvature limitations. This section of US 60 is not providing acceptable service to the statewide and interstate traveler and needs to be improved to meet motorists' expectations and state guidelines for highways.

The highway also has 8.5 miles of four-lane urban arterial through the Miami-Globe area. US 60 is the only continuous route through the area, thereby creating a mixture of local traffic with through traffic and a high percentage of truck traffic. The AADT in 2008 varied from 17,000 vpd to 22,000 vpd, and levels of service range from A to D. A LOS C or better is desirable for urban arterials.

Traffic forecast for the urban portion of US 60 indicates that traffic volumes in 2035 will range from over 22,000 to 31,000 vpd. The level of service will deteriorate from today, and one section is expected to drop to LOS E by 2035 while several sections will drop from A or B to C. These conditions are not severe for an urban arterial, but statewide and interstate travelers do not expect to encounter 8.5 miles of urban traffic, traveling at an average of 37 mph with 13 traffic signals.

1.1.3 Regional Connectivity

As a major east-west route through central Arizona, US 60 provides a valuable route for statewide and interstate traffic. The highway connects the greater Phoenix Metropolitan Area to

[1]The method used for describing and determining capacity and traffic operating conditions is outlined in the Transportation Research Board's 2000 *Highway Capacity Manual* and has been expressed in terms of level of service (LOS). A LOS definition generally describes the roadway operating conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels of service are used to define operating conditions, designated by the letters A through F. LOS A represents the best operating conditions while LOS F represents the worst, with traffic demand exceeding highway capacity for roadways.

the Miami-Globe area, Show Low and Springerville in the White Mountain Recreation Area, and to Interstate 25 (I-25) at Socorro in central New Mexico. US 60 links to State Route (SR) 188 that leads to Roosevelt Lake, Tonto National Forest (TNF), Tonto National Monument, and SR 288 to Young. It also provides the linkage between Payson in northern Gila County to Globe, the county seat. The US 60/SR 188 route is an alternative route between Mesa and Payson if SR 87 is closed as it was in March 2008 due to a land slide.

Near the east end of Globe, US 60 intersects US 70, which connects the Phoenix Metropolitan Area to Safford and continues on to I-10 in Lordsburg, New Mexico. This US 60/US 70 route historically was the route to Phoenix from southern New Mexico and still provides the shortest route. It serves as an alternative route for I-10 traffic if that route is impeded by construction, weather, or traffic. US 70 also connects to SR 77 which provides the shortest route between Tucson and the White Mountain Recreation Area.

Studies show that approximately 40 percent or 5,200 vpd of the traffic on US 60 east of Superior passes through the study area. This traffic is considered regional or statewide traffic and is not being served well by the existing roadway. The long, rural section of US 60 has a poor level of service and the urban section does not meet the travel speed expectations of regional traffic. Travel today takes 50 minutes to cover the 30-mile long study area, and the travel time is expected to increase to 53 minutes or 6 percent by 2035 if no improvements are made. If motorists today could maintain 55 mph through the 30-mile study section, they would reduce travel time by 18 minutes or 36 percent of the current travel time. By 2035, the travel time savings would increase to 21 minutes or 40 percent of the travel time, if 55 mph is maintained.

1.1.4 Traffic Crashes and Fatalities

Based upon crash data from ADOT records, US 60 within the study limits has rates that are typical for state highways. The highest crash rates and fatality rates are found on the steep grade section east of Superior (MP 228-229), the crest near the Pinal/Gila county line (MP 237), and at the SR 188 signalized intersections in Globe (MP 247). In the rural sections, the most common crash involves one vehicle hitting a fixed object or side swiping another vehicle. These types of crashes are common on winding mountainous roadways with narrow shoulders and no median to separate traffic. The crashes at signalized intersections in Globe are typically rear-end collisions, angle collisions, and collisions involving left turning vehicles. These types of crashes are common in urban conditions.

Although the crash rates on US 60 are not unusually high, crash rates may increase as traffic volumes increase and drivers become more impatient with slow moving vehicles and congestion. Providing a divided highway with wide shoulders designed to current ADOT guidelines would reduce the single car crash rate in the rural area. Removing the through traffic from the urban section would reduce the overall number of crashes and avoid subjecting the regional through traffic to the hazards of urban driving and signalized intersections.

1.1.5 Public Use

As a part of a public road system on National Forest lands, US 60 currently serves as a primary access to the Globe Ranger District of the TNF and as an "entry corridor" to the National Forest multi-use recreational lands. The Bureau of Reclamation's elevation of Roosevelt Dam and development of numerous high quality TNF campground facilities around the lake has affected traffic levels. The additional campsites have substantially increased recreation use around the lake as well as traffic on SR 188 entering US 60 at Globe. US 60 also connects to US 70, which provides access to recreational activities on the San Carlos Apache Nation and the Coronado National Forest.

The State of Arizona designated a portion of US 60 from MP 214.5 to MP 240.5 as the Gila-Pinal Scenic Road in June 1986. The recreational use from scenic driving, i.e., slower drivers, and lack of designated photo opportunity areas create problems for through traffic.

1.2 Purpose of the Project

Although some capacity improvements have been made to US 60, the highway does not meet the expectations of statewide and interstate travelers. Continuing traffic volume growth will increase congestion and operational problems over the next 20-plus years if no action is taken. The purpose of this project is to provide a regional highway that meets the current and future transportation needs of the traveling public.

US 60 - Superior to Globe
Preliminary Issues, Concerns, and Opportunities

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have initiated a study to develop and evaluate alternative concepts for improvement and/or realignment of US Highway (US) 60 from the Town of Superior at approximately milepost (MP) 222.6 to east of the City of Globe at approximately MP 258.0 in Pinal and Gila counties, Arizona. The proposed highway improvements may involve the relocation of the existing route on a new alignment north or south of the current highway.

Public and agency input plays a major role in identifying issues, concerns, and opportunities (ICOs) for identifying and evaluating the proposed highway improvements. ADOT and FHWA has garnered input through public and agency input sessions in August 1999 as part of the 2004 US 60 Feasibility Study and in an agency partnering meeting in May 2008 for the Design Concept Report project. Numerous ICOs were identified within the US 60 study area including impacts on the regional and local economy, noise, safety, visual and scenic resources, cultural resources, biological resources, topography, floodplains, Section 4(f), recreation, and Clean Water Act permitting. These issues, concerns, and opportunities identified during the preliminary stages of this study are outlined below.

DESIGN ICOS

The safe flow of traffic was a concern for both the agencies and the general public. The opinions of attendees recognized the need for roadway improvements and encouraged that long term improvements be considered.

The following should be considered:

- Provisions for a runaway truck ramp should be maintained.
- Uphill passing lanes have helped but two lanes are also needed downhill.
- Two lanes each direction are needed for climbing and passing lanes.
- Bypassing the towns may result in fewer trucks through town.
- Consider laying back cuts to allow more sun on the roadway to minimize icy conditions.
- The long tunnels being considered could create a problem for transport of hazardous materials. Tunnels should be vented.
- Coordinate right-of-way for interchanges and access to minor roadways.
- Be consistent with the ADOT Access Management Manual.
- Identify pedestrian crossings.

Agency and public representatives were concerned about reducing the impact on the natural topography. They prefer that all alignment options should be considered to ensure that the best possible and least environmentally damaging alignment is selected.

The following should be considered:

- Independent alignments should be considered to minimize cuts and fills in steep terrain.
- Where the terrain allows for a divided highway, the alignment should also minimize the median width so that the impact to developable land is reduced and so that less land is taken from Forest Service management.
- On mountainous terrain, consider guardrails, false cuts, and maintenance.
- Improvements through the Top of the World community should place both eastbound and westbound traffic on the same side of the community. Preferably on the north side of Signal Mountain.
- Keep the existing highway through towns for local/recreational traffic.
- Maintain access for dirt roads on forest lands.

SOCIAL AND ECONOMIC ICOS

Towns and cities within the study area identify themselves as pass-through locations, not destinations. Businesses in the region depend on motorists stopping on the way to their final destination. Public and agency representatives identified the potential loss of businesses, access, and impacts on future development as the major economic concerns associated with this project.

The following should be considered:

- If a divided highway is developed, route one direction of traffic through the towns and the other on a bypass.
- A bypass through the Globe-Miami area should be as close to town as possible.
- Representatives from the Towns of Superior and Miami, the City of Globe, Pinal County, Gila County, the State Land Department and ADOT all need to better coordinate development along the corridor.
- Access needs to be maintained to developable land adjacent to the highway.
- Two routes to the north and south would reduce economic impacts on the Town of Miami and the City of Globe. Alternative D3 shows promise of a bypass without huge economic impacts.

ENVIRONMENTAL ICOS

A. Visual and Scenic Resources

The US 60 study area is relatively undisturbed and is generally characterized as a naturally scenic view shed. Public and agency representatives expressed concern for potential impacts on the view shed.

The following should be considered:

- Scenic vista turnouts should be included along the highway to provide the traveling public with opportunities to appreciate the aesthetics of the corridor.
- Retain visual quality.
- Evaluate potential visual impacts especially from the Arizona Trail west of Superior.
- FHWA has specific thoughts on how Queen Creek should be handled if the alternatives utilize that alignment. It is a very scenic section of the highway and should be treated / designed to preserve and enhance the visual resources.

B. Cultural Resources

The San Carlos Apache Tribe and several federal land managing agencies have jurisdiction within or in the vicinity of the study area. Section 106 consultation would be required with these and other potential agencies. The agency and public representatives expressed concern over historic and archaeological resources within the study area as well as traditional cultural properties of tribes within the region.

The following should be considered:

- Archaeological coordination should be initiated as early as possible.
- The Apache Tribes should be involved early. There may be traditional cultural properties or other types of sensitive areas in the study area.

C. Biological Resources

The US 60 study area contains habitat for a diverse array of wildlife and plant species. Concerns were raised regarding potential impacts on Threatened and Endangered Species, migratory birds, bats, wildlife corridors, invasive species, and fragmentation and loss of habitat.

The following should be considered:

- Owl habitat should be identified as soon as possible.
- Identify wildlife corridors early.
- Minimize habitat loss and fragmentation.
- Avoid impacts on riparian habitat.
- Replace habitat losses through funding off-site habitat projects.
- Improving the permeability of the highway for wildlife. Planning for effective crossings, etc.
- Reduce migration routes for noxious weeds.
- Habitat for bats / old mine shafts.
- Timing of surveys to avoid seasonal impacts.

D. Section 4(f) and Recreation

The US 60 study area is filled with recreational opportunities under the jurisdiction of the Tonto National Forest, Bureau of Land Management, Arizona State Parks, and local and regional recreational facilities among others. Agency and public concerns were raised regarding Section 4(f) and impacts on existing and future recreational opportunities including hiking trails, rock climbing, and hunting among others.

The following should be considered:

- Evaluate potential impacts on the Army mule trails through Queen Creek Canyon
- Identify Section 4(f) resources early and use them in the screening process.
- Identify transportation corridor compatibility with various agency land management plans.

E. Clean Water Act Permitting

The US 60 study area contains numerous surface waters including washes and rivers. Evaluation of proposed corridor alternatives would involve Clean Water Act Section 404 and Section 401 permitting. Concerns were raised regarding Waters of the US and water quality.

The following should be considered:

- As part of the Section 401 permitting process, evaluate Queen Creek, Pinto Creek, and Pinal Creek, which are impaired streams.
- Propose mitigation for impacts on Waters of the US.

F. Miscellaneous

Additional concerns were raised associated with fire hazards, floodplains, and mining.

Recommendations include evaluating the following:

- Potential fire hazard impacts on habitat, developments, and response times.
- Identify downstream impacts on residents if the floodplain changes.
- Mines (vermiculite); marble quarry – traffic generators
- Active mines / shaft mines – safety issues
- Land subsidence at Resolution Mine
- Use of excess material by mines
- Lots of ore left to be extracted (economic viability)
- 240 active mining claims on public lands (BLM)
- BLM cannot hinder mining claims – notifying claimants if there is a change in access.

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Welcome!

Agency Scoping Meeting
June 11, 2009

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Today's Presenters

- **Tazeen Ahmed** – ADOT Predesign Project Manager
- **Dale Wiggins** – Engineering Lead
- **Dave French** – Traffic Engineering Lead
- **Diane Simpson-Colebank** - Environmental Lead

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Agenda

9:30 – 9:45 Introduction
- Welcome
- Purpose of Meeting

9:45 – 10:00 Study Background
- Study and Environmental Process
- Draft Purpose & Need

10:00 – 10:30 Preliminary Corridor Alternatives
- Study Limits
- Corridor Alternatives Recommended for Elimination
- Corridor Alternatives Recommended for Consideration

10:30 – 10:45 Break

10:45 – 11:15 Issues, Concerns, and Opportunities (ICOs)
- August 1999 and May 2008 ICOs
- Current ICOs

11:15 – 11:45 Study Component
- Past, Present, and Foreseeable Projects
- Coordination Plan
- Schedule

11:45 – 12:00 Wrap-up

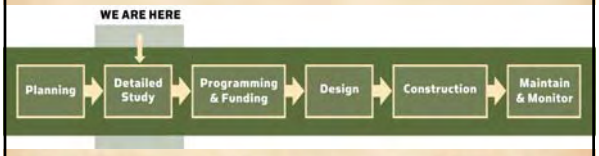
US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

What is the Purpose of this Meeting?

- Describe the intent of the study.
- Update the status of the study.
- Identify issues and concerns that should be addressed in this study.
- Get your input on the preliminary corridor alternatives.

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Highway Development Process



US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Study Process

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

National Environmental Policy Act (NEPA)

- FHWA lead federal agency
- Environmental Impact Statement
  - Purpose and Need
  - Alternatives Evaluated
  - Affected Environment
  - Environmental Consequences
  - Public and Agency Coordination
  - Mitigation Measures
  - Record of Decision (ROD)

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Project Need

- Design deficiencies
- Interstate and intrastate connections
- 40% of the traffic is “through traffic”
- Traffic at capacity
- Fatality rates and crash rates
- 13 traffic signals and travel speeds at 37 to 38 mph.
- Traffic delayed 18 minutes or 36%
- Future growth will compound the problems

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Project Purpose

- The purpose of this project is to provide a regional highway that meets the current and future transportation needs of the traveling public.

US 60 Superior to Globe

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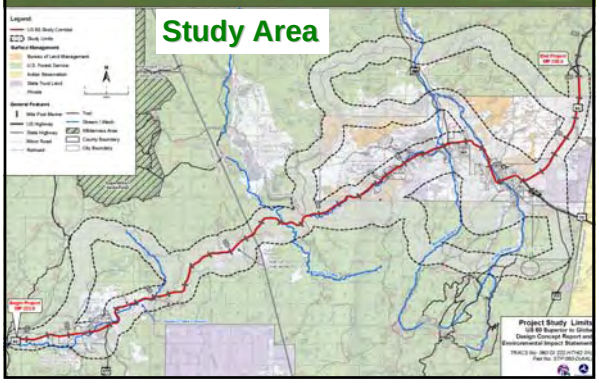
Study Area



US 60 Superior to Globe

Design Concept Report and Environmental Impact Statement

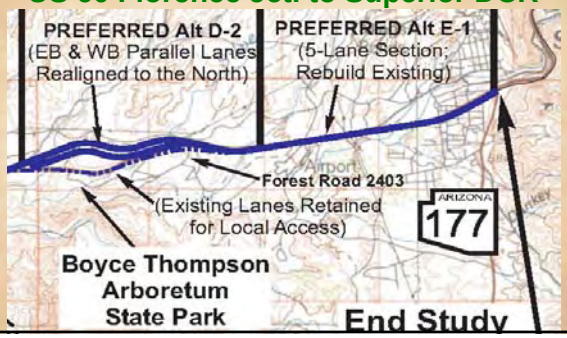
Previous Studies

- US 60 Florence Junction to Superior Design Concept Report, May 2004
- US 60 Superior to Globe Feasibility Report, October 2004

US 60 Superior to Globe

Design Concept Report and Environmental Impact Statement

US 60 Florence Jct. to Superior DCR



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Range of Corridor Alternatives

- 9 Corridor Alternatives were recommended to be carried forward from the Feasibility Report.
- 5 additional Corridor Alternatives have subsequently been developed for consideration.

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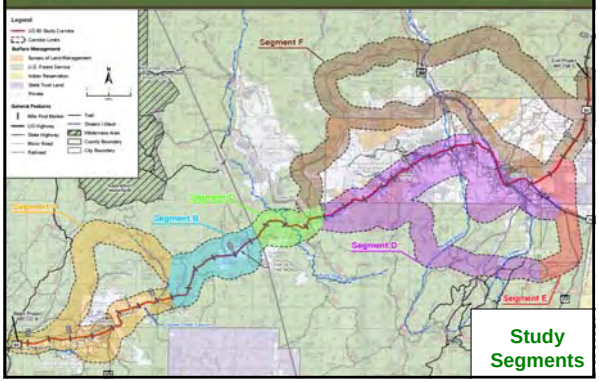

Study Segments

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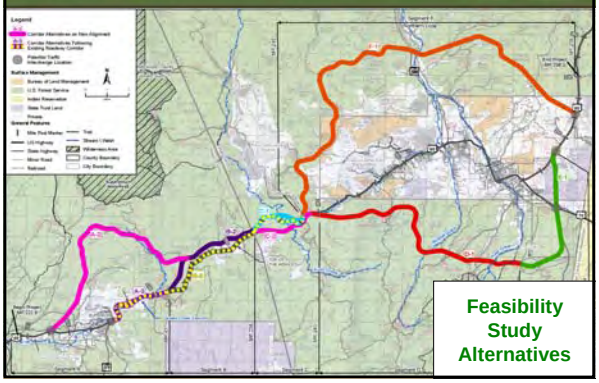
Design Concept Report and Environmental Impact Statement



Feasibility Study Alternatives

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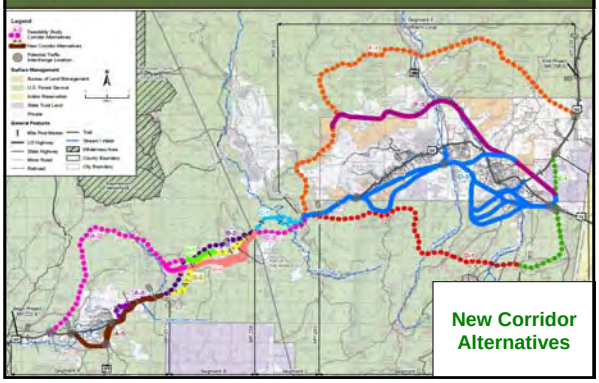

New Corridor Alternatives

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Preliminary Screening of Corridor Alternatives

- Purpose to determine which are viable for further consideration.
- Evaluation based on engineering and environmental evaluation criteria.
- Recommend Corridor Alternatives to be eliminated due to major environmental or engineering issues.
- No Build not evaluated.

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Design Concept Report and Environmental Impact Statement

Engineering Evaluation Factors

- Roadway Design Factors
- Costs
- Constructability/Maintenance of Traffic
- Traffic Operations
- Geotechnical

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Environmental Evaluation Factors

- Economic Environment
- Social Environment
- Cultural Resources
- Biological Resources
- Water Resources
- Soils/Geology/Minerals
- Scenic Resources
- Recreation
- Hazardous Materials

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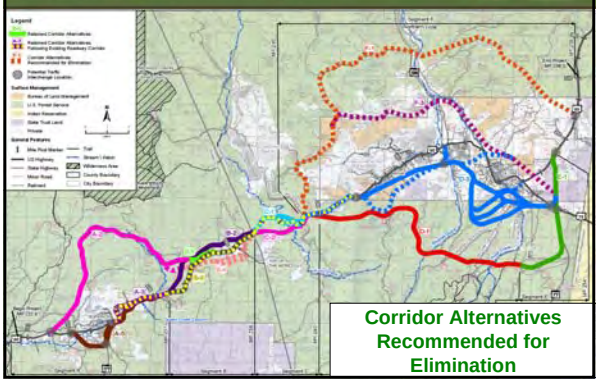

Corridor Alternatives Recommended for Elimination

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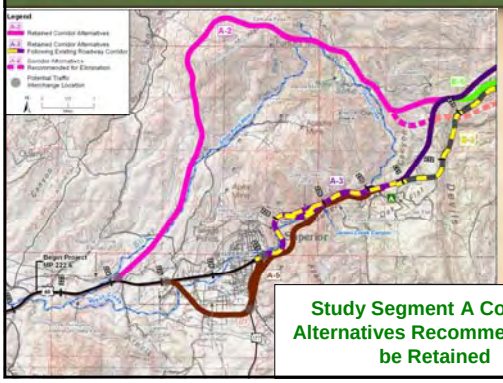
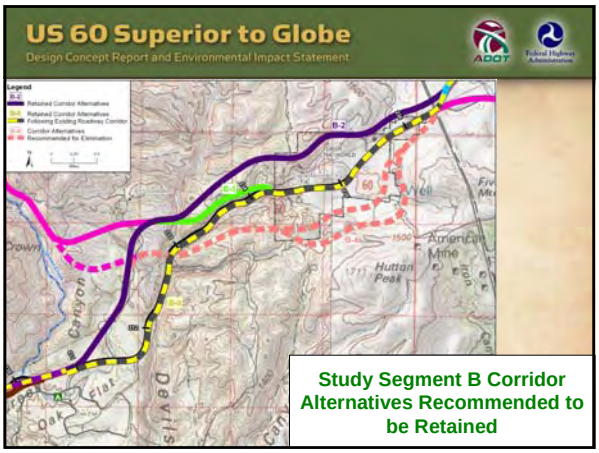
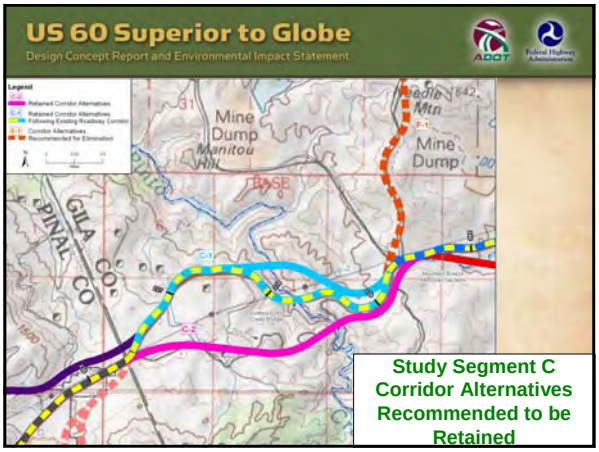


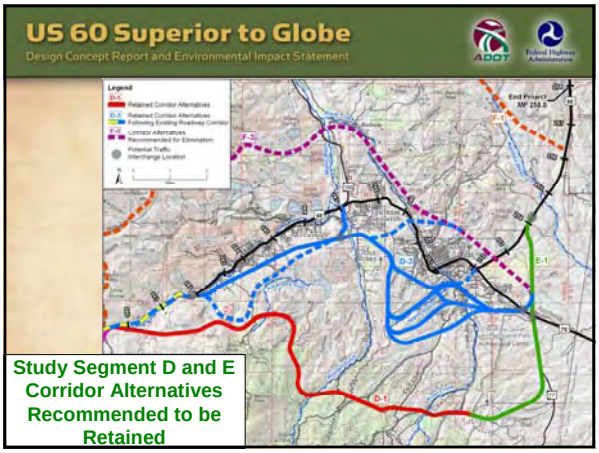
Study Segment A Corridor Alternatives Recommended to be Retained



Study Segment B Corridor Alternatives Recommended to be Retained



Study Segment C Corridor Alternatives Recommended to be Retained



Study Segment D and E Corridor Alternatives Recommended to be Retained

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Break

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Design Concept Report and Environmental Impact Statement

Issues, Concerns & Opportunities (ICOs)

- August 1999 - Public and agency input sessions as part of the 2004 US 60 Feasibility Study.
- May 2008 - Agency partnering meeting for this Design Concept Report project.

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Issues, Concerns & Opportunities (ICOs)

- Design ICOs
- Social and Economic ICOs
- Environmental ICOs

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Study Components

- Cumulative Impacts
  - Present & Foreseeable Future Projects
- Coordination Plan
- Schedule

US 60 Superior to Globe
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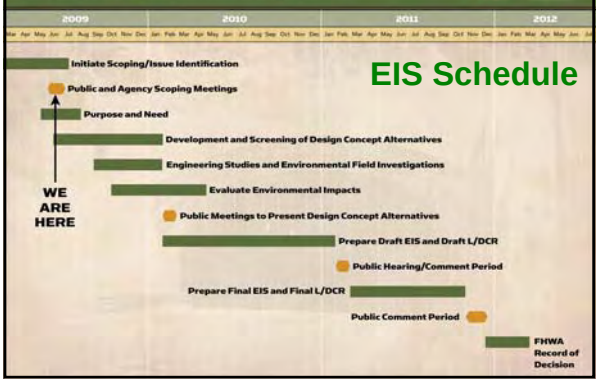
EIS Schedule



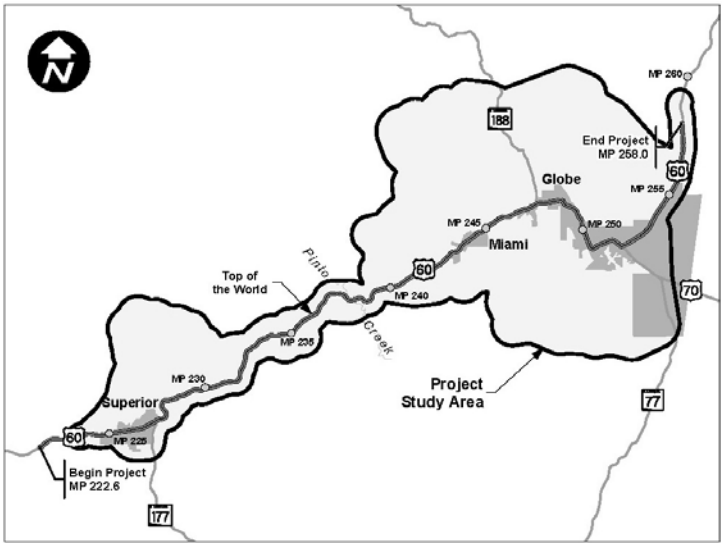
US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

Wrap-up & Questions

- Get your input on ICO's and on the preliminary corridor alternatives.
- Please provide comments by July 6, 2009.
- Project Information refer to Project website
  - www.azdot.gov/highways/active_projects.asp
  - www. azdot.gov/us60study

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 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 sheet. 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 form 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)

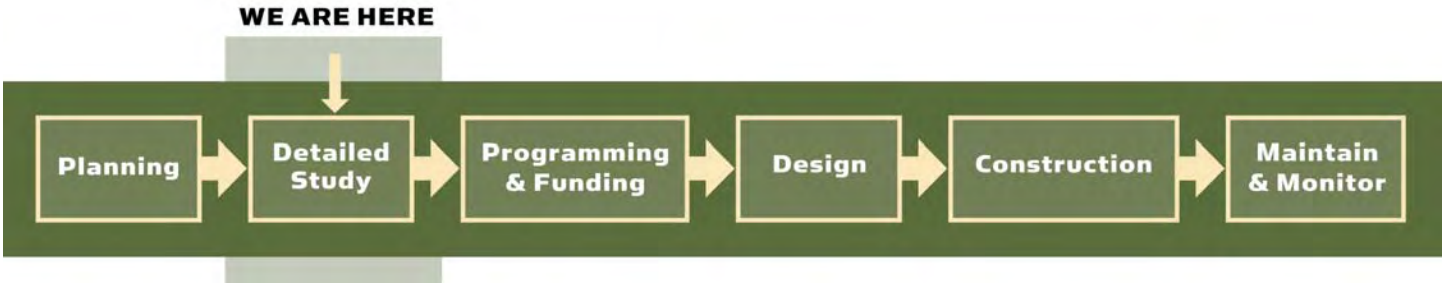
D-1 This corridor is located to the south of Miami/Globe following the foothills of the Pinal Mountains in the Tonto National Forest.

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 of not to advance an alternative design. ***This is the current Phase of this 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.

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 tonight will help us identify the critical issues that will be considered with this study.

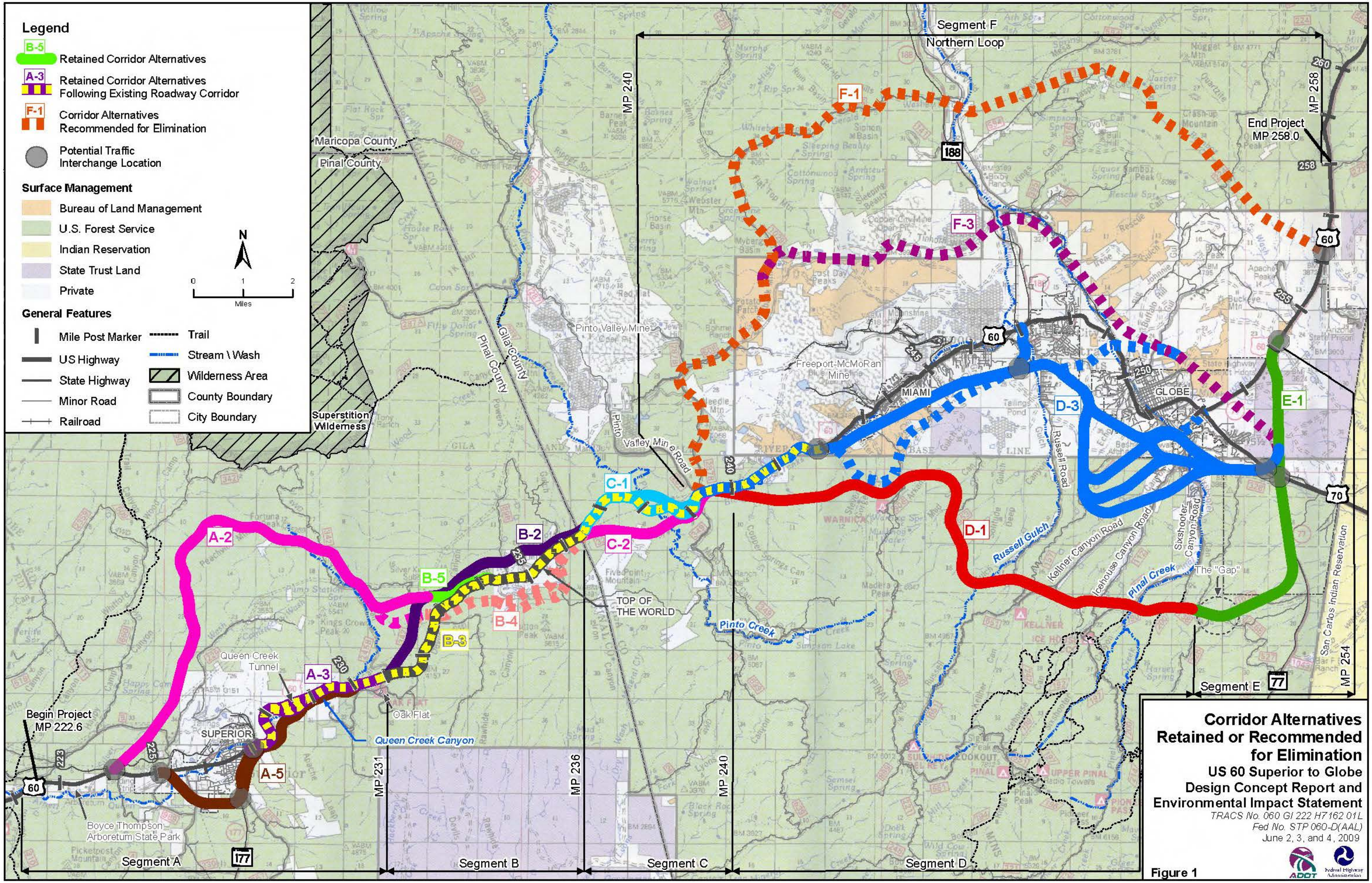
Over the next few months, the Study Team will further develop and evaluate the improvement alternatives. The issues, concerns, and opportunities that you share tonight will be considered in that process. A follow-up public meeting will be held after the alternative evaluation is complete to share the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

- Tazeen Ahmed, Project Manager
  ADOT Predesign
  205 S. 17th Avenue, MD 605E
  Phoenix, AZ 85007
  Phone: 602-712-8542
  Email: tahmed@azdot.gov
- Bill Pederson, Public Information Officer
  206 S. 17th Avenue, MD 118E
  Phoenix, AZ 85007
  Phone: 602-712-8069
  Email: bpederson@azdot.gov
- Jerry Barnes, District Engineer
  ADOT Globe District
  PO Box 2717, MD G300
  Globe, AZ 85502
  Phone: 928-402-5612
  Email: jbarnes@azdot.gov


Legend
B-5
Retained Corridor Alternatives
A-3
Retained Corridor Alternatives Following Existing Roadway Corridor
F-1
Corridor Alternatives Recommended for Elimination
Potential Traffic Interchange Location
Surface Management
Bureau of Land Management
U.S. Forest Service
Indian Reservation
State Trust Land
Private
General Features
Mile Post Marker
US Highway
State Highway
Minor Road
Railroad
Trail
Stream \ Wash
Wilderness Area
County Boundary
City Boundary
N
0 1 2
Miles
Maricopa County
Pinal County
Superstition Wilderness
Gila County
Pinal County
Segment F
Northern Loop
MP 240
MP 258
End Project MP 258.0
F-1
F-3
Pinto Valley Mine
Freeport-McMoRan Mine
MIAMI
GLOBE
D-3
E-1
Valley Mine Road
Russell Road
C-1
C-2
B-2
B-5
B-3
B-4
A-2
A-3
A-5
D-1
TOP OF THE WORLD
Pinto Creek
Russell Gulch
Kellner Canyon Road
Icehouse Canyon Road
Sixshooter Canyon Road
Pinal Creek
The "Gap"
San Carlos Indian Reservation
Queen Creek Tunnel
Oak Flat
Queen Creek Canyon
Begin Project MP 222.6
SUPERIOR
Boyce Thompson Arboretum State Park
MP 231
MP 236
MP 240
MP 254
Segment A
Segment B
Segment C
Segment D
Segment E
60
70
77
177
188

Corridor Alternatives Retained or Recommended for Elimination

US 60 Superior to Globe
Design Concept Report and Environmental Impact Statement

TRACS No. 060 GI 222 H7162 01L
Fed No. STP 060-D(AAL)
June 2, 3, and 4, 2009

Figure 1

Figure 2

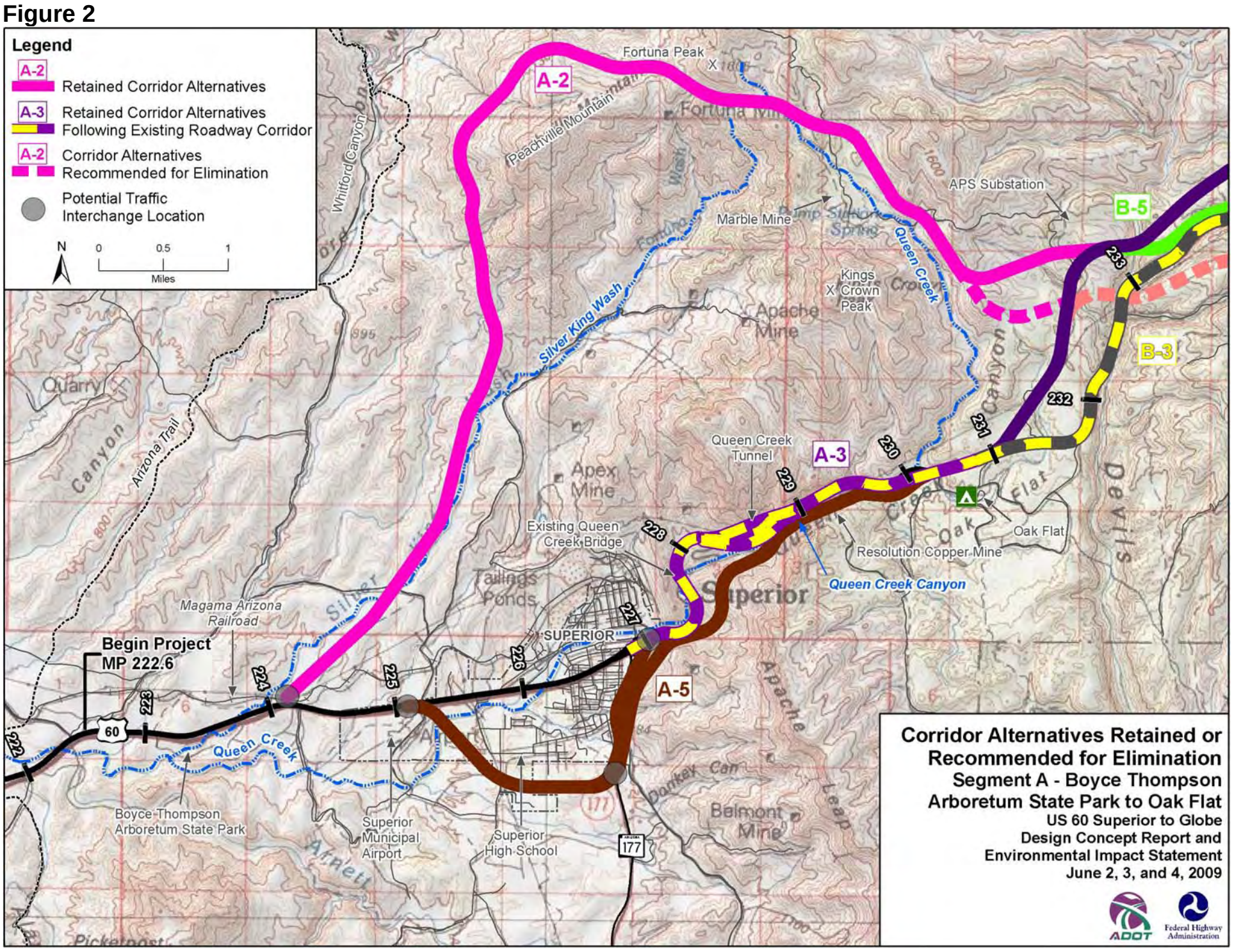


Figure 3

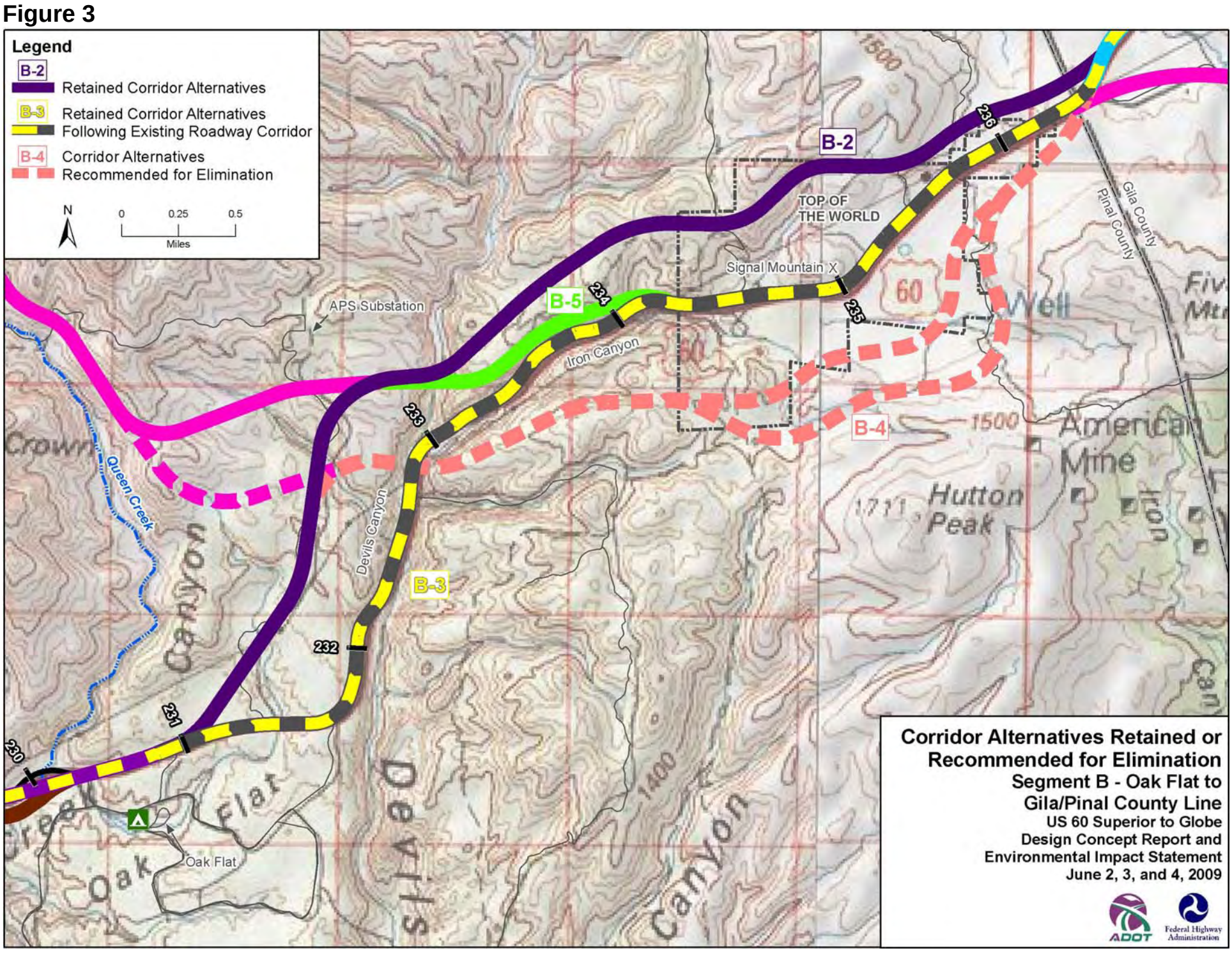


Figure 4

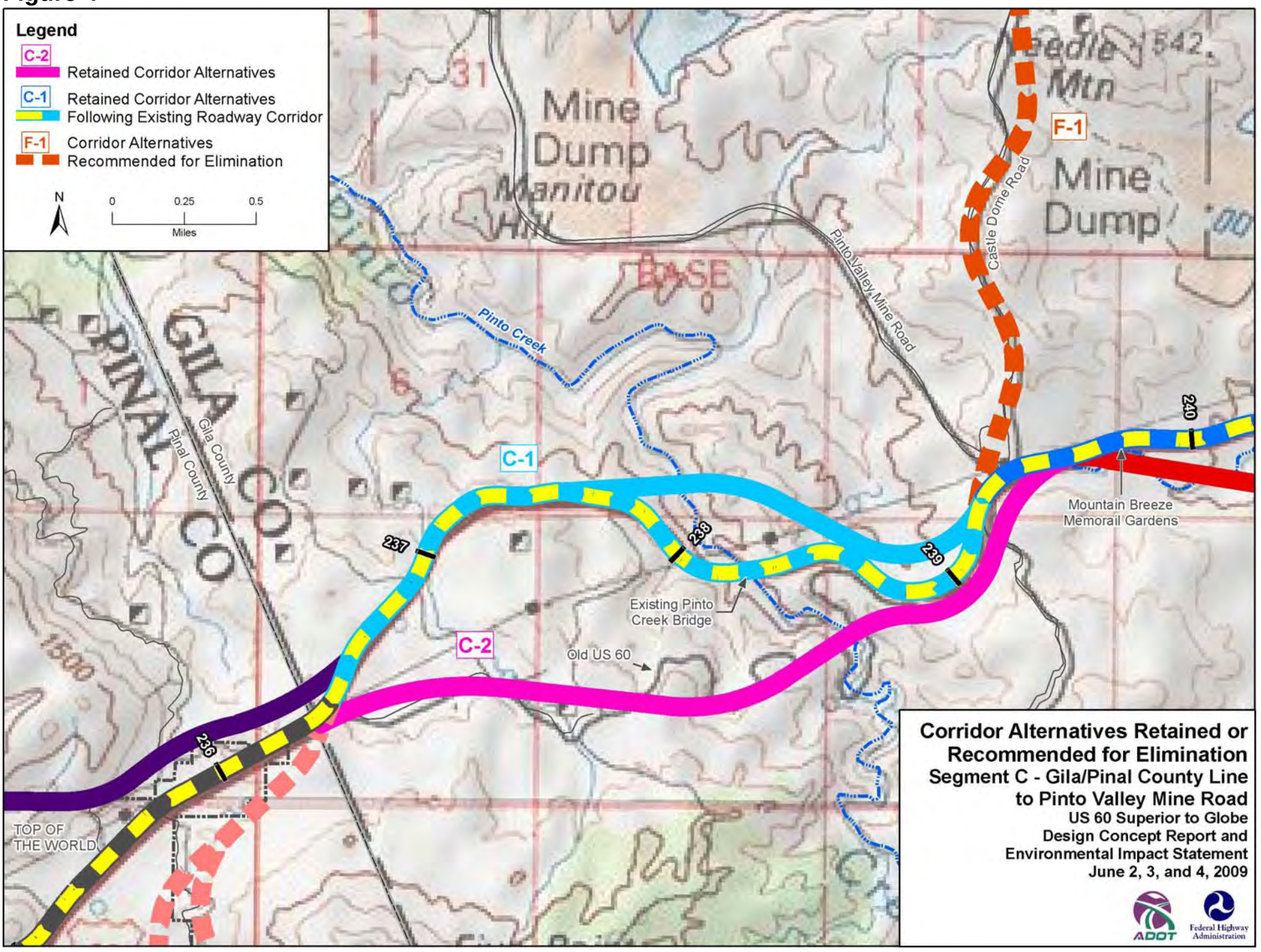
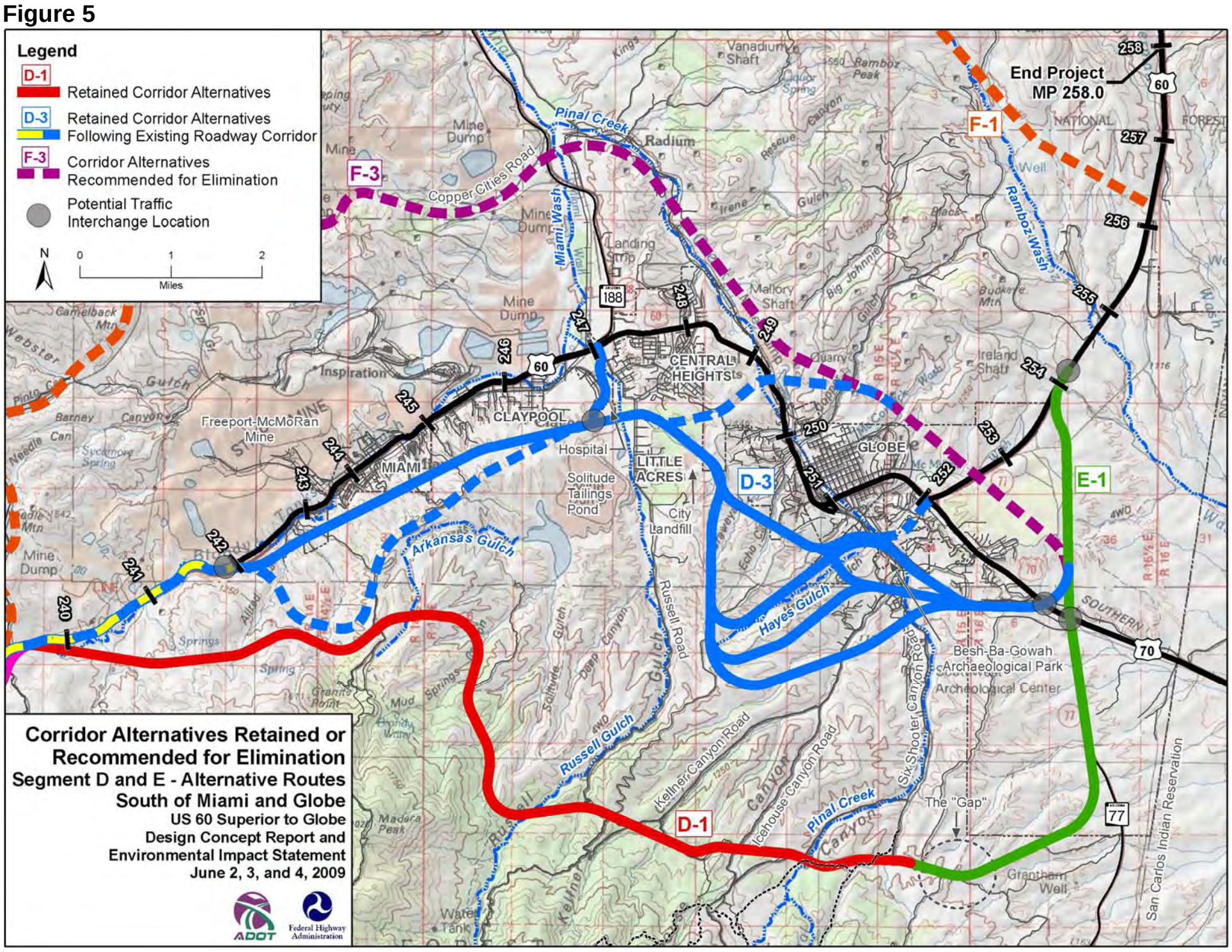


Figure 5



June 11, 2009
9:00 a.m. – 12:00 p.m.
Superior High School Multi-purpose Room
100 Mary Drive, Superior, AZ 85273

COMMENT FORM

US 60 - Superior to Globe, MP 222.6 to MP 258.0
Location/Design Concept Report & Environmental Impact Statement
STP-060-D(AAL)
060 GI 222 H7162 01 L

Name: **E-mail:**

Agency: **Phone:**

Address:

Comments:

Comment forms can be returned at the meeting, mailed, e-mailed or faxed to:

Arizona Department of Transportation
Dee Phan
c/o/ Diane Simpson-Colebank
Logan Simpson Design, Inc.
51 West Third Street, Suite 450
Tempe, AZ 85281

Phone: (480) 967-1343 E-mail: dsimpson@lsdaz.com Fax: (480) 967-1343

Appendix F. Agency Comment Letters

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

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DIRECTOR
LARRY D. VOYLES
DEPUTY DIRECTORS
GARY R. HOVATTER
ROBERT D. BROSCHEID

May 21, 2009

Arizona Department of Transportation
Dee Phan
c/o Diane Simpson-Colebank
Logan Simpson Design
51 West Third Street, Suite 450
Tempe, AZ 85281

Re: Agency Scoping Meeting Invitation for US 60 Superior to Globe

Dear Ms. Phan,

The Arizona Game and Fish Department (Department) is very interested in continuing to participate in planning for this segment of US 60 and will have representatives at the Agency Scoping Meeting on June 11th. Russ Haughey, the Habitat Program Manager for the Mesa Region, will continue to be our point of contact on this project. He can be reached at (602) 359-0266, or rhaughey@azgfd.gov.

We look forward to involvement in improving this segment of US 60. Thank you.

Sincerely,

Josh Avey
Habitat Branch Manager

RECEIVED
MAY 28 2009
Logan Simpson Design Inc. - Tempe

THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT
5000 W. CAREFREE HIGHWAY
PHOENIX, AZ 85086-5000
(602) 942-3000 • WWW.AZGFD.GOV
REGION VI, 7200 E. UNIVERSITY DRIVE, MESA, AZ 85207

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ROBERT D. BROSCHEID

June 15, 2009

Dee Phan
Environmental Planner
Arizona Department of Transportation
206 South 17th Ave
Phoenix, AZ 85007-3213

Dear Ms. Phan,

First, I would like to say thank you for inviting me to sit in on the June 11, 2009 meeting on the planning of Highway 60. After listening to the presentations I have several opportunities and concerns that I feel it is important to address in the projects final plan. Below is a list of comments that I have relating to the current design ideas.

- Have AGFD do a road kill and wildlife crossing study to help shape the final design.
- It is important to retain access to all Forest Service roads, tracks, and trails.
- Favoring highway tunnels to allow wildlife to cross over the highway.
- Give the cut materials to mines for use covering retired tailings piles rather than displacing them into the canyon.
- Select plants for re-vegetation in the ROW that do not pose a large fire threat.
- This is public land managed under multiple use and it is important to make a larger effort to avoid impacts to wildlife and habitat. It is important to remember that non-threatened or non-endangered species are important and will be affected as well.
- Use innovative wildlife crossing concepts such as under or overpasses for wildlife.
- If Jersey barricades are used for the median leave gaps to allow for wildlife to cross so that they are not stuck and killed in the ROW.
- As much as possible stick to the existing corridor, avoid construction in previously undisturbed areas to help reduce further habitat fragmentation, and eliminate the Peachville Mt. alternative.
- Data is showing that improving highways and increasing speeds creates a "moving fence" or barrier to wildlife. We can demonstrate that highways continue to fragment wildlife habitat and this improvement will add to that impact.
- Overall, the purpose and need does not seem great enough to justify the projects cost or environmental impacts.

In summary, the proposed project is going to have many negative impacts on wildlife and the environment through habitat degradation and increased fragmentation. Again, I would like to thank you for allowing me the opportunity to comment on the plans for improving Highway 60.

Sincerely,

Russ Haughey

Russ Haughey
Region VI Habitat Program Manager

cc: Ray Schweinsburg, Research
Josh Avey, Habitat Branch
Dana McGehee, Region VI
Danny Rodriguez, Region VI

DEPARTMENT OF THE ARMY
US Army Corps of Engineers
Los Angeles District, Phoenix Office
3636 N. Central Ave., Suite 900
Phoenix, AZ 85012

May 26, 2009

REPLY TO
ATTENTION OF
Office of the Chief
Regulatory Division

Mr. Robert Hollis
Division Administrator
Federal Highway Administration
4000 North Central Ave, Ste 1500
Phoenix, AZ 85012-1906

File Number: SPL-2008-248-KAT

Dear Mr. Hollis:

Reference is made to your letter dated May 4, 2009 requesting the Corps of Engineers (Corps) to become a participating and cooperating agency in the development of the Environmental Impact Statement for the US 60, from Superior through Globe, located in Gila and Pinal Counties (060 GI 222 H7162 01L). Based on the description in your letter, this project has the potential to cross numerous washes that drain into the corridor from the surrounding mountain ranges that may require Clean Water Act Section 404 permitting and review by the Corps.

The Corps accepts the invitation to be a participating and cooperating agency for this project. Thus the Corps will provide input on defining purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternative analysis. The Corps will participate in coordination meetings and joint field reviews as appropriate. Lastly the Corps will provide timely reviews and comments on pre-draft and pre-final environmental documents.

Thank you for this opportunity to participate in the development of this project. In regards to this project, please continue to coordinate with Kathleen Tucker of my staff at 602-640-5385 ext 254 or via e-mail at kathleen.a.tucker@usace.army.mil.

Sincerely,

Original Signed By

Sallie D. McGuire
Acting Chief, Arizona Branch
Regulatory Division

c: Mary Frye, FHWA Environmental Program Manager

United States Department of Agriculture
Forest Service
Tonto National Forest
2324 E. McDowell Rd.
Phoenix, AZ 85006
Phone: 602.225.5200
Fax: 602.225.5295
V/TTY: 602.225.5395

File Code: 1950
Date: June 4, 2009

Mr. Robert E. Hollis
Division Administrator
Federal Highways Administration
4000 North Central Avenue, Suite 1500
Phoenix,, AZ 85012-3500

JUN 05 2009

RE: HOP-AZ
STP-060-D(AAL)
060 GI 222 H7162 01L
US 60 Superior to Globe
Cooperating Agency Request

Dear Mr. Hollis:

The Tonto National Forest has been participating with the Arizona Department of Transportation and the Federal Highway Administration throughout the design process for the U.S. 60 highway corridor study. The Forest has a vested interest in this project as the majority of the land areas that will be impacted by future highway reconstruction/relocation are National Forest System (NFS) lands.

The Forest will send a representative to the Cooperating Agency Meeting scheduled for June 11th to participate in the discussions. The contact person(s) from our agency for future coordination will be Richard D. Reitz, Gary Hanna, Steve Blair and Rob Ingram. Their email addresses and phone numbers are known by the Design Team.

Following are some preliminary comments concerning the proposed Corridor Alternatives.

Forest Management Issues: Alternatives A-2 and D-1 are not consistent with the Tonto National Forest Plan direction for utility and transportation corridors and other resource areas. These alternatives would traverse Management Area 2F, which emphasizes wildlife habitat and maintaining water quality as primary management objectives. They also would pass within one mile of Management Area 2A (Superstition Wilderness) and within 1/4 mile of Management Area 2D (Pinal Mountain recreation area). The proximity of A-2 to the Superstition Wilderness could adversely affect wilderness values by generating traffic noise as well as problems associated with unauthorized access by off highway vehicles. Alternatives A-2 and D-1 would provide access to extensive areas of NFS lands that are currently not intensively used by the public and would result in many new forest management issues.

Habitat Fragmentation: There are numerous wildlife species that occupy the areas affected by the A-2 and D-1 Alternatives. A new four lane divided highway would create significant wildlife habitat connectivity issues.

Unmanageable parcels of NFS lands: Several of the proposed corridors west of Superior and south of Miami/Globe would result in uneconomic/unmanageable units of NFS lands. This could result in management issues such as illegal trespasses and access management. Alternatives that would minimize the amount of fragmented lands are preferable.

Extensive mitigation for recreational, OHV, fire management, wildlife, access control, and lands management would be needed should either Alternative A-2 or D-1 be considered for further study.

We also understand that several new alternatives (D-3 I, J and K) have recently been proposed. Our concerns will need to be discussed during the evaluation of those alternatives as well as A-2 and D-1.

Thank you for your consideration of our comments. We look forward in working with you during the alternative selection process.

Sincerely,

GENE BLANKENBAKER
Forest Supervisor

cc: Richard D. Reitz, Gary Hanna

Arizona® State Parks

SHPO-2001-2926 (39988)
General Comment

June 25, 2009

Dee Phan
Environmental Planner
Environmental Planning Group
Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue
Phoenix, AZ 85007-3213

Re: Invitation to Scoping Meeting US 60 Realignment

Dear Ms. Phan,

Thank you for the invitation to attend a scoping meeting pursuant to the National Environmental Policy Act (NEPA). However, attendance at such a meeting does not constitute consultation pursuant to Section 106 of the National Historic Preservation Act (NHPA).

Your letter states "a number of corridor alternatives were eliminated", indicating planning is proceeding apace; although, NHPA consultation has yet to be initiated. Please refer to 36 CFR Part 800.1(c), *Timing*.

Since the Location/Design concept Report & Environmental Impact Statement identifies effects on towns, that have eligible properties and historic districts, and on portions of roadways that may qualify as scenic, initiating 106 consultation is past due.

It is my understanding that FHWA intends to rescind its agreement referenced the 10/06/03 Programmatic Agreement, in which the Forest Service will assume lead responsibilities for compliance under Section 106 of the National Historic Preservation Act.

If I may be of further assistance, I can be reached at (602) 542-6943, or: rfrankeberger@azstateparks.gov

Sincerely,

Robert R. Frankebeerger, AIA
Architect, State Historic Preservation Office

Janice K. Brewer
Governor

State Parks Board Members

Chair
Reese Woodling
Tucson

Tracey Westerhausen
Phoenix

Larry Landry
Phoenix

Walter D. Armer, Jr.
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

RECEIVED
JUL 10 2009

July 6, 2009

Kenneth Davis
Senior Engineering Manager for Operations
Federal Highway Administration
Arizona Division Office
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012

Subject: Scoping Comments for US Highway 60 in Pinal and Gila Counties, Arizona

Dear Mr. Davis:

The United States Environmental Protection Agency (EPA) has reviewed the Federal Register Notice of Intent (NOI) published April 30, 2009 for the proposed improvement and/or realignment of US Highway (US) 60 in Pinal and Gila Counties, Arizona (Project). The proposed Project may involve the relocation of the existing route on a new alignment north or south of the current highway between the Town of Superior (milepost 222.6) and the City of Globe (milepost 258.0).

The NOI indicates that the Federal Highway Administration (FHWA), in cooperation with the Arizona Department of Transportation (ADOT), will be the Lead Agency under the National Environmental Policy Act (NEPA) and will prepare the Environmental Impact Statement (EIS) for the Project. Our comments at this stage are provided pursuant to NEPA, Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

Additionally, FHWA has requested that EPA become a Cooperating Agency for the Project in a May 4, 2009 letter. EPA will serve as a "Participating Agency" for this Project (as defined in 23 USC 139 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)); however, due to resource constraints, EPA respectfully declines FHWA's invitation to become a Cooperating Agency. EPA's participation as a Participating Agency does not constitute formal or informal approval of any part of this Project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act.

We appreciate the working relationship we have had with the Arizona Division Office of FHWA and we look forward to continuing our coordination with you on the environmental analyses for this Project. EPA has provided specific recommendations for information and analysis to include in the EIS through the enclosed detailed comments. Our detailed comments below include recommendations related to Project purpose and need, range of alternatives and analysis of impacts to (1) aquatic resources, (2) biological resources and wildlife and (3) air

quality. In addition, we have provided recommendations for the analyses of cumulative impacts, indirect growth and impacts due to tunneling. Finally, as we anticipate EPA and FHWA continuing to engage in early project coordination, we have provided clarification of our expectations under Section 6002 of SAFETEA-LU and EPA's role as a Participating Agency below.

Section 6002 SAFETEA-LU Early Coordination and EPA's Role as a Participating Agency

In an effort to clarify the expectations and requirements under SAFETEA-LU, we have attached a link to the final guidance for SAFETEA-LU 6002 from FHWA's website. The guidance provides a description of the role of a Participating Agency in addition to answers to other frequently asked questions: http://www.fhwa.dot.gov/hep/section6002/. As a Participating Agency, EPA will provide comments on the Draft EIS, the Final EIS, and at other milestones where we believe we can contribute to avoidance and minimization of potential impacts to resources during the development of the EIS.

As described under question 54 of the above referenced guidance, we request that FHWA and ADOT provide materials for EPA to review with a formal letter clearly indicating the review period and deadline for comments. It is our understanding under SAFETEA-LU that Participating Agencies will receive documents such as the subject of this comment letter with a specified comment period and deadline, as discussed in the guidance: "All comment periods should be specified in the coordination plan and the lead agencies must provide participating agencies and the public with notice of comment periods." By receiving these documents with a specified deadline for comments, our office can determine how best to respond in the allotted timeframe and provide input as appropriate through the project development process.

Additionally, Section 6002 of SAFETEA-LU requires that the lead agency provide an opportunity for involvement by Participating Agencies in defining the Purpose and Need and in determining the range of alternatives for a project as early as practicable during the environmental review process. The intent of Section 6002 of SAFETEA-LU is to involve Participating Agencies early during the development of Purpose and Need in order to inform the scope and development of project alternatives. As a next step for this Project and as described in Section 6002 SAFETEA-LU, EPA is available to assist in the determination of the methodologies to be used and the level of detail required in the analysis of each alternative for the Project. We are also available to continue working with FHWA to further refine the Project alternatives to avoid and minimize impacts to resources.

Statement of Purpose and Need and Range of Alternatives

The Draft EIS for the proposed Project should clearly identify the underlying purpose and need that is the basis for proposing the range of alternatives (40 CFR 1502.13). The purpose of the proposed action is typically the specific objectives of the activity, while the need for the proposed action may be to eliminate a broader underlying problem or take advantage of an opportunity. The purpose and need should be a clear, objective statement of the rationale for the proposed Project, as it provides the framework for identifying Project alternatives. Specifically, the need for the proposed improvements – to enhance safety, to improve traffic operational

characteristics and to meet future traffic demands - must be articulated and justified with consideration of the existing facilities in the area.

Additionally, the NOI indicates that improvements to this corridor are considered necessary to provide for the existing and projected traffic demand. The Draft EIS should fully discuss how future growth projections have been or could be significantly impacted by recent economic factors, such as the continued downturn in the housing market, the more recent credit crisis, and the sustained economic recession, which will likely have a slowing impact on growth in these areas. Each of the alternatives analyzed should be considered in light of the most recent forecasts.

Aquatic Resources

Clean Water Act, Section 404

This Project may involve the discharge of dredged or fill material into jurisdictional wetlands and waterways. Discharges of dredged or fill material into waters of the U.S. require authorization by the U.S. Army Corps of Engineers (Corps) under Section 404 of the Clean Water Act (CWA). The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the United States. These criteria require a permitted discharge to: (1) be the least environmentally damaging practicable alternative (LEDPA); (2) avoid causing or contributing to a violation of a State water quality standard; (3) avoid jeopardizing a federally listed species or adversely modifying designated critical habitat for a federally listed species; (4) avoid causing or contributing to significant degradation of the waters of the United States; and (5) mitigate for unavoidable impacts to waters. Upon application for the Section 404 permit, an analysis of alternatives will be required to demonstrate that no other practicable alternatives with fewer impacts to aquatic resources compared to the preferred alternative have been eliminated.

Although the State of Arizona is no longer a signatory to an integrated NEPA/Clean Water Act Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding (NEPA/404 MOU), EPA recommends coordination with the Army Corps of Engineers (Corps) and EPA regularly to ensure that the alternatives analysis required for Section 404 permitting is integrated with the NEPA process. EPA is available to coordinate review of the Project as identified in the NEPA/404 MOU, or as identified through the Project schedule, once the actual acreage of impacts to waters is identified. EPA provides the following recommendation for incorporation into the Draft EIS:

Recommendations:

- Disclose the approximate acreage and function of waters that occur within the study area of the proposed Project, including permanent, intermittent and ephemeral streams, tidal wetlands, and other waterways, including floodplains.
- Avoid and minimize direct and indirect impacts to waters to the maximum extent practicable and quantify the aquatic resources that are avoided.
- Include methods proposed for avoiding and minimizing impacts to waters in the Draft EIS and quantify the anticipated benefits associated with avoidance and minimization of impacts.

- Quantify the direct, indirect, and cumulative impacts to waters and drainages that cannot be avoided.
- Disclose the impacts in relation to the historical impact to drainages in the Project vicinity and the additional contribution of impacts from this Project.

Waters Assessment

The waters assessment should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. EPA also recommends the following in the Draft EIS for the assessment of existing conditions and environmental consequences of each proposed alternative:

Recommendations:

- Estimate waters of the United States within the Project area using CWA jurisdictional determinations, which should be submitted to the Corps for verification.
- Provide maps of the estimated or verified CWA jurisdictional determinations.
- Provide specific descriptions of proposed activities in CWA regulated waters including grading plans and cross sections.
- Include the classification of waters and the geographic extent of waters and adjacent riparian areas.
- Characterize the functional condition of waters and adjacent riparian areas.
- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Include wildlife species affected that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Analyze the potential flood flow alteration.
- Characterize the hydrologic linkage to any impaired water body.
- Analyze the potential water quality impact and potential effects to designated uses.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.

Avoidance and Minimization Measures

To demonstrate compliance with CWA Guidelines, FHWA and ADOT must explore on-site alternatives to avoid or minimize impacts to specific waters. Typically, transportation projects can accomplish this by using spanned crossings, arched crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage.

The Draft EIS should include a complete systematic analysis for drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing, as applicable. Drainage crossings should be designed so that wildlife movement is possible. We recommend that FHWA and ADOT coordinate with Arizona Department of Game and Fish regarding appropriate crossing features.

Recommendations:

- Incorporate complete avoidance of impacts to natural drainages with spanning bridge structures and soft bottomed culverts where spans are not feasible.
- Identify and prioritize the potential for improvements to the aquatic system and for wildlife use at each crossing, as applicable. Design drainage crossings so that wildlife movement is possible. Coordinate with Arizona Department of Game and Fish regarding appropriate crossing features.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional highway surfaces.
- Identify if the Project will require a National Pollutant Discharge Elimination System (NPDES) permit and accompanying Stormwater Pollution Prevention Plan (SWPPP).
- Integrate stormwater detention basins and new structures that most effectively manage stormwater run-off. EPA recommends that this Project be used as an example for integrating the most cutting-edge stormwater management techniques, including low-impact development and permeable pavement.
- Describe best management practices that will be identified for the Project.

Biological Resources and Impacts to Wildlife

The Draft EIS should address wildlife movement impacts associated with the proposal and present mitigating measures, as appropriate. EPA provides the following recommendations to be implemented by FHWA and ADOT for the Draft EIS. Much of the information identified below is available for FHWA and ADOT to use, and should be integrated with up-front data compilation and coordination with species experts as early as possible in the project-level planning. These tools and strategies will contribute to a better understanding of the measures needed to reduce impacts to biological resources.

Recommendations:

- Incorporate information developed for the Arizona Missing Linkages Report and identify how Project alternatives have been designed to allow for continued wildlife movement: http://www.corridordesign.org/arizona/reports/US60-Superior-to-Globe_LinkageDesign.pdf
- Use data developed for the statewide Arizona Wildlife Action Plan (AWAP) to inform the siting of Project alternatives and mitigation. Identify in the Draft EIS the specific design changes proposed to avoid resources. The AWAP addresses 183 at-risk species: http://www.wildlifeactionplans.org/arizona.html
- In addition to reviewing the available data indicating where species ranges may be bisected by the US 60, EPA recommends that FHWA and ADOT facilitate a meeting of scientists and local experts to explore specific locations and design features for wildlife crossings that are needed.
- Identify the connections that would likely remain after construction of the Project and highlight these areas as "connectivity zones" for protection and preservation. In the Draft EIS, identify specific commitments for preservation of these corridors through mitigation measures and cooperative agreements.
- Proposed stream and wash crossings should be designed to maintain or improve existing wildlife passages.

The Draft EIS should also describe efforts to avoid and/or minimize impacts to threatened and endangered species and associated habitats, as well as preserves, parks, and restoration and habitat management areas. The Draft EIS should describe the extent and nature of the protected species and their primary habitat(s) and the extent and nature of potential impacts to proposed and designated critical habitat. For example, the Draft EIS should specifically address the recent efforts to introduce Bighorn Sheep in the Superstition Mountains to the north and the Mineral Mountains to the south and how this Project may affect those efforts. The Draft EIS should also provide a description of narrow endemics, unique habitat elements, and suitable habitat for native fauna and flora in the project area and the extent each proposed alternative may affect each resource. Efforts to minimize or avoid impacts to resources should be presented with a quantification of specific resources avoided.

Recommendations:

- Describe efforts to avoid and/or minimize impacts to species and their associated habitats. Include efforts to minimize impacts to preserves, parks, and other habitat management areas designated as conservation areas in local planning efforts and quantify the specific resources avoided (acres of wetlands avoided, etc.).
- Identify all petitioned and listed threatened and endangered species and critical habitat, as well as all BLM-designated sensitive species, within the project area and assess which species and critical habitats might be directly or indirectly affected by each alternative.
- Include the status of the Endangered Species Act consultation process.
- Analyze the potential direct, indirect, and cumulative impacts of the proposed project (construction and operation) on conservation areas affected by potential project alignments.
- In accordance with Executive Order 13112 on Invasive Species, identify proposed methods to minimize the spread of invasive species and use native plant and tree species where revegetation is planned. Commit to saving removed native soils for use in revegetation projects.
- As identified above, coordinate with Arizona Game and Fish Department to incorporate sufficiently sized and appropriately spaced wildlife crossing structures throughout the length of any new alignment.
- Use the Arizona Game and Fish Arizona's Natural Heritage Program Heritage Data Management System (HDMS) online tool to determine what species may be affected by the project: http://www.azgfd.gov/hgis/
- Clearly demonstrate compliance with Section 4(f) (49 U.S.C. 303).

Air Quality

The Draft EIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the Project (including cumulative and indirect impacts) for each fully evaluated alternative. Implementation of the Project may also result in impacts to air quality resulting from construction, increased traffic as well as changes to

traffic operations and local circulation. The Draft EIS should include a thorough analysis of these potential air quality impacts.

Recommendations:

- Provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each alternative.
- Identify whether emissions will cause or contribute to exceedances of the NAAQS for ozone, coarse particulate matter (PM-10), fine particulate matter (PM 2.5) or carbon monoxide (CO) in any year from the start of construction through full build-out.
- Present emissions information within the framework of total emissions for each criteria pollutant for each alternative, i.e., construction emissions and operational emissions, added to background levels.
- Include emissions from operational sources and construction emissions in a comparative format (e.g., a table with estimated and mitigated operational and construction emissions).
- Ensure that methods to estimate emissions and anticipated emissions values from the proposed project are consistent with Air Quality Management Plan and Regional Transportation Plan (RTP) conformity determinations.
- Use the most current EPA-approved model to estimate emissions, including re-entrained PM-10 emissions and present all methods and assumptions for analyses with pertinent air quality analyses and conclusions.

Construction Mitigation

FHWA should include a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter (DPM) in the Draft EIS and adopt this plan in the Record of Decision (ROD). EPA recommends the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of DPM and other toxics from construction-related activities.

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards

applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.

- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal or State Standards. In general, commit to the best available emissions control technology.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

Administrative controls:

- Specify the means by which impacts to sensitive receptors, such as children, elderly, infirm and others identified in the Draft EIS, will be minimized. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earthmoving equipment to 10 mph.

Transportation Conformity

The Draft EIS should demonstrate the project is included in a conforming transportation plan and a transportation improvement program, as applicable. The Draft EIS should ensure that the emissions from both the construction and the operational phases of the project conform to the State Implementation Plan, and do not cause or contribute to violations of the NAAQS.

Cumulative Impact Analysis

Cumulative impacts are defined in the CEQ's NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). These actions include both

transportation and non-transportation activities. The cumulative impact analysis should consider non-transportation projects such as large-scale developments, off-site facilities, non-residential developments, road improvements, road projects, highway widening, and approved urban planning projects that are reasonably foreseeable and are identified in the surrounding area. These types of projects, identified within and around the US-60 corridor, should be included in the cumulative impacts analysis.

The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resources protection (CEQ's Forty Most Frequently Asked Questions #19).

The cumulative impact analysis for this Project provides an opportunity to identify potential large, landscape-level statewide and regional impacts, as well as potential large-scale mitigation measures. The analysis should examine landscape-level impacts to all sensitive resources. The cumulative impact analysis should guide the reduction of impacts resulting from the Project by providing potential avoidance and minimization measures, while focusing design and mitigation efforts. EPA provides the following recommendation for incorporation into the Draft EIS.

Recommendations:

- Conduct a thorough cumulative impact assessment that includes a complete list of reasonably foreseeable actions, including transportation projects and non-transportation projects planned for the proposed rail or bus corridor.
- EPA recommends the use of the June 2005 *Guidance for Preparers of Cumulative Impacts Analysis* developed jointly by the California Department of Transportation (Caltrans), FHWA, and EPA [http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm]. The guidance is relevant to highway projects outside of California and will assist in identifying cumulative impacts and preparing an analysis that is sound, well documented, and compliant with 404(b)(1) Guidelines. The DEIS should include the following eight steps for identifying and assessing cumulative impacts:

  1) Identify the resources to consider in the cumulative impact analysis by gathering input from knowledgeable individuals and reliable information sources. This process is initiated during project scoping and continues throughout the NEPA analysis.
  2) Define the geographic boundary or Resource Study Area (RSA) for each resource to be addressed in the cumulative impact analysis.
  3) Describe the current health and the historical context of each resource.
  4) Identify the direct and indirect impacts of the proposed project that might contribute to a cumulative impact on the identified resources.
  5) Identify the set of other current and reasonably foreseeable future actions or projects and their associated environmental impacts to include in the cumulative impact analysis.
  6) Assess the potential cumulative impacts.

7) Report the results of the cumulative impact analysis.
8) Assess the need for mitigation and/or recommendations for actions by other agencies to address a cumulative impact.

- Identify potential large, landscape-level regional impacts, as well as potential large-scale mitigation measures.

Indirect Growth Impacts

EPA is concerned about the potential indirect impacts (40 CFR Part 1508.8(b)) of this Project. Improved access to undeveloped areas may affect the location and timing of growth on surrounding lands. The project would benefit from analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA by considering environmental consequences as early as possible and providing a well-documented and sound basis for government decisionmaking.

The May 2006 *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (Guidance) [http://w_ww.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm] developed jointly by the Caltrans, FHWA, and EPA, provides an approach to developing a growth-related impact analysis. The Guidance is relevant to highway projects outside of California. After the potential for growth is identified for each alternative, the Guidance recommends assessing if growth-related impacts affect resources of concern.

Recommendations:

- Identify if the Project will affect the location and/or timing of planned growth in the area. Specifically, the analysis should identify the potential resources that may be affected by the increased "zone of influence" associated with interchanges and impacting resources outside of the right-of-way.
- Identify the types of resources that are likely to occur in geographic areas that may be affected by growth. If it is determined that there will be no, or insignificant, impacts to resources of concern, then document the analysis process and report the results. EPA recommends following the Step-by-Step Approach for Conducting the Analysis in Chapter 6 of the Guidance.
- Include a discussion of mitigation strategies to reduce impacts if adverse impacts cannot be avoided or minimized. Section 6.3 of the Guidance provides an approach to address mitigation for growth-related impacts.

Tunneling Methodology and Impacts

As applicable, the Draft EIS should identify the amount of material to be removed per mile of tunnel and where material will be disposed or stored. Any impacts associated with the transport and storage of fill should be described and mitigated. The Draft EIS should discuss the tunneling methodology to be utilized and the corresponding environmental impacts. Identify specific design measures and options to insure that the full scope of environmental impacts associated with tunneling are considered in project design.

Recommendations:

- Discuss the methodology proposed for any alternative design that involves tunneling, including equipment and planned locations for staging tunnel operations and methods for transportation of tunnel equipment.
- Quantify the environmental impacts associated with the tunneling and required connected actions, for example, amount of material removed per mile tunnel, impacts associated with storage of removed material, road access required, impacts associated with the transport of removed material, etc.
- Discuss the potential impacts of tunneling on the existing transportation network.
- Address the potential for tunneling to affect stream flows, riparian habitat, the direction of lateral movement of water through the soil profile, and the recharge of shallow, unconfined aquifers.

We appreciate the opportunity to provide early comments on the preparation of the Draft EIS, and look forward to continued participation in this Project per our role as a Participating Agency. Please feel free to direct any questions you may have concerning our comments to me at (415) 972-3238 or plenys.thomas@epa.gov. Thank you in advance for your interest and cooperation.

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- Quantify the direct, indirect, and cumulative impacts to waters and drainages that cannot be avoided.
- Disclose the impacts in relation to the historical impact to drainages in the Project vicinity and the additional contribution of impacts from this Project.

Waters Assessment

The waters assessment should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. EPA also recommends the following in the Draft EIS for the assessment of existing conditions and environmental consequences of each proposed alternative:

Recommendations:

- Estimate waters of the United States within the Project area using CWA jurisdictional determinations, which should be submitted to the Corps for verification.
- Provide maps of the estimated or verified CWA jurisdictional determinations.
- Provide specific descriptions of proposed activities in CWA regulated waters including grading plans and cross sections.
- Include the classification of waters and the geographic extent of waters and adjacent riparian areas.
- Characterize the functional condition of waters and adjacent riparian areas.
- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Include wildlife species affected that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Analyze the potential flood flow alteration.
- Characterize the hydrologic linkage to any impaired water body.
- Analyze the potential water quality impact and potential effects to designated uses.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.

Avoidance and Minimization Measures

To demonstrate compliance with CWA Guidelines, FHWA and ADOT must explore on-site alternatives to avoid or minimize impacts to specific waters. Typically, transportation projects can accomplish this by using spanned crossings, arched crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage.

The Draft EIS should include a complete systematic analysis for drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing, as applicable. Drainage crossings should be designed so that wildlife movement is possible. We recommend that FHWA and ADOT coordinate with Arizona Department of Game and Fish regarding appropriate crossing features.

Recommendations:

- Incorporate complete avoidance of impacts to natural drainages with spanning bridge structures and soft bottomed culverts where spans are not feasible.
- Identify and prioritize the potential for improvements to the aquatic system and for wildlife use at each crossing, as applicable. Design drainage crossings so that wildlife movement is possible. Coordinate with Arizona Department of Game and Fish regarding appropriate crossing features.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional highway surfaces.
- Identify if the Project will require a National Pollutant Discharge Elimination System (NPDES) permit and accompanying Stormwater Pollution Prevention Plan (SWPPP).
- Integrate stormwater detention basins and new structures that most effectively manage stormwater run-off. EPA recommends that this Project be used as an example for integrating the most cutting-edge stormwater management techniques, including low-impact development and permeable pavement.
- Describe best management practices that will be identified for the Project.

Biological Resources and Impacts to Wildlife

The Draft EIS should address wildlife movement impacts associated with the proposal and present mitigating measures, as appropriate. EPA provides the following recommendations to be implemented by FHWA and ADOT for the Draft EIS. Much of the information identified below is available for FHWA and ADOT to use, and should be integrated with up-front data compilation and coordination with species experts as early as possible in the project-level planning. These tools and strategies will contribute to a better understanding of the measures needed to reduce impacts to biological resources.

Recommendations:

- Incorporate information developed for the Arizona Missing Linkages Report and identify how Project alternatives have been designed to allow for continued wildlife movement: http://www.corridordesign.org/arizona/reports/US60-Superior-to-Globe_LinkageDesign.pdf
- Use data developed for the statewide Arizona Wildlife Action Plan (AWAP) to inform the siting of Project alternatives and mitigation. Identify in the Draft EIS the specific design changes proposed to avoid resources. The AWAP addresses 183 at-risk species: http://www.wildlifeactionplans.org/arizona.html
- In addition to reviewing the available data indicating where species ranges may be bisected by the US 60, EPA recommends that FHWA and ADOT facilitate a meeting of scientists and local experts to explore specific locations and design features for wildlife crossings that are needed.
- Identify the connections that would likely remain after construction of the Project and highlight these areas as "connectivity zones" for protection and preservation. In the Draft EIS, identify specific commitments for preservation of these corridors through mitigation measures and cooperative agreements.
- Proposed stream and wash crossings should be designed to maintain or improve existing wildlife passages.

The Draft EIS should also describe efforts to avoid and/or minimize impacts to threatened and endangered species and associated habitats, as well as preserves, parks, and restoration and habitat management areas. The Draft EIS should describe the extent and nature of the protected species and their primary habitat(s) and the extent and nature of potential impacts to proposed and designated critical habitat. For example, the Draft EIS should specifically address the recent efforts to introduce Bighorn Sheep in the Superstition Mountains to the north and the Mineral Mountains to the south and how this Project may affect those efforts. The Draft EIS should also provide a description of narrow endemics, unique habitat elements, and suitable habitat for native fauna and flora in the project area and the extent each proposed alternative may affect each resource. Efforts to minimize or avoid impacts to resources should be presented with a quantification of specific resources avoided.

Recommendations:

- Describe efforts to avoid and/or minimize impacts to species and their associated habitats. Include efforts to minimize impacts to preserves, parks, and other habitat management areas designated as conservation areas in local planning efforts and quantify the specific resources avoided (acres of wetlands avoided, etc.).
- Identify all petitioned and listed threatened and endangered species and critical habitat, as well as all BLM-designated sensitive species, within the project area and assess which species and critical habitats might be directly or indirectly affected by each alternative.
- Include the status of the Endangered Species Act consultation process.
- Analyze the potential direct, indirect, and cumulative impacts of the proposed project (construction and operation) on conservation areas affected by potential project alignments.
- In accordance with Executive Order 13112 on Invasive Species, identify proposed methods to minimize the spread of invasive species and use native plant and tree species where revegetation is planned. Commit to saving removed native soils for use in revegetation projects.
- As identified above, coordinate with Arizona Game and Fish Department to incorporate sufficiently sized and appropriately spaced wildlife crossing structures throughout the length of any new alignment.
- Use the Arizona Game and Fish Arizona's Natural Heritage Program Heritage Data Management System (HDMS) online tool to determine what species may be affected by the project: http://www.azgfd.gov/hgis/
- Clearly demonstrate compliance with Section 4(f) (49 U.S.C. 303).

Air Quality

The Draft EIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the Project (including cumulative and indirect impacts) for each fully evaluated alternative. Implementation of the Project may also result in impacts to air quality resulting from construction, increased traffic as well as changes to

traffic operations and local circulation. The Draft EIS should include a thorough analysis of these potential air quality impacts.

Recommendations:

- Provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each alternative.
- Identify whether emissions will cause or contribute to exceedances of the NAAQS for ozone, coarse particulate matter (PM-10), fine particulate matter (PM 2.5) or carbon monoxide (CO) in any year from the start of construction through full build-out.
- Present emissions information within the framework of total emissions for each criteria pollutant for each alternative, i.e., construction emissions and operational emissions, added to background levels.
- Include emissions from operational sources and construction emissions in a comparative format (e.g., a table with estimated and mitigated operational and construction emissions).
- Ensure that methods to estimate emissions and anticipated emissions values from the proposed project are consistent with Air Quality Management Plan and Regional Transportation Plan (RTP) conformity determinations.
- Use the most current EPA-approved model to estimate emissions, including re-entrained PM-10 emissions and present all methods and assumptions for analyses with pertinent air quality analyses and conclusions.

Construction Mitigation

FHWA should include a Construction Emissions Mitigation Plan for fugitive dust and diesel particulate matter (DPM) in the Draft EIS and adopt this plan in the Record of Decision (ROD). EPA recommends the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of DPM and other toxics from construction-related activities.

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards

applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.

- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal or State Standards. In general, commit to the best available emissions control technology.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

Administrative controls:

- Specify the means by which impacts to sensitive receptors, such as children, elderly, infirm and others identified in the Draft EIS, will be minimized. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earthmoving equipment to 10 mph.

Transportation Conformity

The Draft EIS should demonstrate the project is included in a conforming transportation plan and a transportation improvement program, as applicable. The Draft EIS should ensure that the emissions from both the construction and the operational phases of the project conform to the State Implementation Plan, and do not cause or contribute to violations of the NAAQS.

Cumulative Impact Analysis

Cumulative impacts are defined in the CEQ's NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). These actions include both

transportation and non-transportation activities. The cumulative impact analysis should consider non-transportation projects such as large-scale developments, off-site facilities, non-residential developments, road improvements, road projects, highway widening, and approved urban planning projects that are reasonably foreseeable and are identified in the surrounding area. These types of projects, identified within and around the US-60 corridor, should be included in the cumulative impacts analysis.

The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resources protection (CEQ's Forty Most Frequently Asked Questions #19).

The cumulative impact analysis for this Project provides an opportunity to identify potential large, landscape-level statewide and regional impacts, as well as potential large-scale mitigation measures. The analysis should examine landscape-level impacts to all sensitive resources. The cumulative impact analysis should guide the reduction of impacts resulting from the Project by providing potential avoidance and minimization measures, while focusing design and mitigation efforts. EPA provides the following recommendation for incorporation into the Draft EIS.

Recommendations:

- Conduct a thorough cumulative impact assessment that includes a complete list of reasonably foreseeable actions, including transportation projects and non-transportation projects planned for the proposed rail or bus corridor.
- EPA recommends the use of the June 2005 *Guidance for Preparers of Cumulative Impacts Analysis* developed jointly by the California Department of Transportation (Caltrans), FHWA, and EPA [http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm]. The guidance is relevant to highway projects outside of California and will assist in identifying cumulative impacts and preparing an analysis that is sound, well documented, and compliant with 404(b)(1) Guidelines. The DEIS should include the following eight steps for identifying and assessing cumulative impacts:

  1) Identify the resources to consider in the cumulative impact analysis by gathering input from knowledgeable individuals and reliable information sources. This process is initiated during project scoping and continues throughout the NEPA analysis.
  2) Define the geographic boundary or Resource Study Area (RSA) for each resource to be addressed in the cumulative impact analysis.
  3) Describe the current health and the historical context of each resource.
  4) Identify the direct and indirect impacts of the proposed project that might contribute to a cumulative impact on the identified resources.
  5) Identify the set of other current and reasonably foreseeable future actions or projects and their associated environmental impacts to include in the cumulative impact analysis.
  6) Assess the potential cumulative impacts.

7) Report the results of the cumulative impact analysis.
8) Assess the need for mitigation and/or recommendations for actions by other agencies to address a cumulative impact.

- Identify potential large, landscape-level regional impacts, as well as potential large-scale mitigation measures.

Indirect Growth Impacts

EPA is concerned about the potential indirect impacts (40 CFR Part 1508.8(b)) of this Project. Improved access to undeveloped areas may affect the location and timing of growth on surrounding lands. The project would benefit from analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA by considering environmental consequences as early as possible and providing a well-documented and sound basis for government decisionmaking.

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Appendix G. Revised Issues Concerns and Opportunities

US 60 - Superior to Globe
Preliminary Issues, Concerns, and Opportunities

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have initiated a study to develop and evaluate alternative concepts for improvement and/or realignment of US Highway (US) 60 from the Town of Superior at approximately milepost (MP) 222.6 to east of the City of Globe at approximately MP 258.0 in Pinal and Gila counties, Arizona. The proposed highway improvements may involve the relocation of the existing route on a new alignment north or south of the current highway.

Public and agency input plays a major role in identifying issues, concerns, and opportunities (ICOs) for identifying and evaluating the proposed highway improvements. ADOT and FHWA has garnered input through public and agency input sessions in August 1999 as part of the 2004 US 60 Feasibility Study, in an agency partnering meeting in May 2008 and public and agency scoping meetings in June 2009 for the Design Concept Report project.

Numerous ICOs were identified for the US 60 study including the purpose and need, impacts on the regional and local economy, noise, safety, visual and scenic resources, cultural resources, biological resources, topography, floodplains, Section 4(f), recreation, and Clean Water Act permitting. The ICOs identified during the preliminary stages of this study are outlined below.

PURPOSE & NEED ICOS

A. Local Needs

Comments from the public included concern that the draft purpose and need statement focused mainly on the needs of through-travelers rather than the needs of the local communities.

The following should be considered:

- Invest in the economic health of local communities.
- Address impacts to small businesses.

B. Safety

There was concern about accidents on the existing highway and the potential for more accidents if the speed limit increases. They prefer that roadway improvements minimize the potential for accidents.

The following should be considered:

- Keep corridor alternatives away from communities and residential areas.
- Conduct a safety study before and after proposed improvements.

C. Tourism

The study area consists of many opportunities for tourism and recreation. Members of the public suggest that existing and future tourism and recreation access be maintained and enhanced.

The following should be considered:

- Maintain views of the Pinal Mountains in the Miami/Globe area.
- Minimize impacts on National Forest Service lands.
- Avoid scenic/recreational areas.

D. Traffic

Opinions regarding traffic are divided among members of the public. Some prefer to bypass local communities to minimize traffic interruptions while local business owners prefer keeping traffic near communities to generate business.

The following should be considered:

- Compare highway levels of service within the study area by alternative.
- Compare potential impacts on local businesses by alternative.

E. Cost

Cost was a concern for both the public and agencies. Some stated that the purpose and need does not seem great enough to justify potential project costs, especially given current economic conditions.

The following should be considered:

- Use existing alignment to minimize cost.
- Conduct cost/benefit analysis.
- Improvements seem too expensive for amount of travel time savings.

DESIGN ICOS

A. Improvements

The safe flow of traffic was a concern for both the agencies and the general public. The opinions of attendees recognized the need for roadway improvements and encouraged consideration of both short and long term improvements.

The following should be considered:

- Consider interim improvements now and with the ultimate conditions to minimize throw-away.
- Access management to improve traffic conditions through urban sections.
- Provisions for a runaway truck ramp should be maintained.
- Uphill passing lanes have helped but two lanes are also needed downhill.

- Two lanes each direction are needed for climbing and passing lanes.
- Bypassing the towns may result in fewer trucks through town.
- Consider laying back cuts to allow more sun on the roadway to minimize icy conditions.
- The long tunnels being considered could create a problem for transport of hazardous materials. Tunnels should be vented.
- Coordinate right-of-way for interchanges and access to minor roadways.
- Be consistent with the ADOT Access Management Manual and design criteria.
- Identify pedestrian crossings.
- Provide traveler amenities such as rest stops, bike lanes, and/or scenic pull-outs.

C. Topography

Agency and public representatives were concerned about reducing the impact on the natural topography. They prefer that all alignment options should be considered to ensure that the best possible and least environmentally damaging alignment is selected.

The following should be considered:

- Independent alignments should be considered to minimize cuts and fills in steep terrain.
- Where the terrain allows for a divided highway, the alignment should also minimize the median width so that the impact to developable land is reduced and so that less land is taken from Forest Service management.
- On mountainous terrain, consider guardrails, false cuts, and maintenance.
- Improvements through the Top of the World community should place both eastbound and westbound traffic on the same side of the community. Preferably on the north side of Signal Mountain.
- Keep the existing highway through towns for local/recreational traffic.
- Maintain access for dirt roads on forest lands.
- Consider tunneling and potential environmental impacts.

SOCIAL AND ECONOMIC ICOS

Towns and cities within the study area identify themselves as pass-through locations, not destinations. Businesses in the region depend on motorists stopping on the way to their final destination. Public and agency representatives identified the potential loss of businesses, access, and impacts on future development as the major economic concerns associated with this project.

The following should be considered:

- If a divided highway is developed, route one direction of traffic through the towns and the other on a bypass.
- A bypass through the Globe-Miami area should be as close to town as possible.
- Representatives from the Towns of Superior and Miami, the City of Globe, Pinal County, Gila County, the State Land Department and ADOT all need to better coordinate development along the corridor.

- Access needs to be maintained to developable land adjacent to the highway.
- Several of the proposed corridors west of Superior and south of Miami/Globe would result in uneconomic/unmanageable units of National Forest Service lands. Alternatives should minimize the amount of fragmented NFS lands.
- Two routes to the north and south would reduce economic impacts on the Town of Miami and the City of Globe. Alternative D3 shows promise of a bypass without huge economic impacts.
- Through travelers are important to local businesses. Compensate and assist local businesses for potential impacts.
- Evaluate potential impacts on property values.
- Discuss how future growth projections have been or could be affected by recent economic factors, such as the continued downturn in the housing market, the more recent credit crisis, and the sustained economic recession, which will likely slow down growth in the study area.

ENVIRONMENTAL ICOS

A. Visual and Scenic Resources

The US 60 study area is relatively undisturbed and is generally characterized as a naturally scenic view shed. Public and agency representatives expressed concern for potential impacts on the view shed.

The following should be considered:

- Scenic vista turnouts should be included along the highway to provide the traveling public with opportunities to appreciate the aesthetics of the corridor.
- Retain visual quality.
- Evaluate potential visual impacts especially from the Arizona Trail west of Superior.
- FHWA has specific thoughts on how Queen Creek should be handled if the alternatives utilize that alignment. It is a very scenic section of the highway and should be treated / designed to preserve and enhance the visual resources.

B. Cultural Resources

The San Carlos Apache Tribe and several federal land managing agencies have jurisdiction within or in the vicinity of the study area. Section 106 consultation would be required with these and other potential agencies. The agency and public representatives expressed concern over historic and archaeological resources within the study area as well as traditional cultural properties of tribes within the region.

The following should be considered:

- Cultural resources coordination should be initiated as early as possible.
- The San Carlos Apache and other tribes with interest in the study should be involved early. There may be traditional cultural properties or other types of sensitive areas in the study area.

C. Biological Resources

The US 60 study area contains habitat for a diverse array of wildlife and plant species. Concerns were raised regarding potential impacts on Threatened and Endangered Species, migratory birds, bats, wildlife corridors, invasive species, and fragmentation and loss of habitat.

The following should be considered:

- Owl habitat should be identified as soon as possible.
- Identify wildlife corridors early.
- Minimize habitat loss and fragmentation.
- Avoid impacts on riparian habitat.
- Replace habitat losses through funding off-site habitat projects.
- Improving the permeability of the highway for wildlife. Planning for effective crossings, etc.
- Reduce migration routes for noxious weeds.
- Habitat for bats / old mine shafts.
- Timing of surveys to avoid seasonal impacts.

D. Section 4(f) and Recreation

The US 60 study area is filled with recreational opportunities under the jurisdiction of the Tonto National Forest, Bureau of Land Management, Arizona State Parks, and local and regional recreational facilities among others. Agency and public concerns were raised regarding Section 4(f) and impacts on existing and future recreational opportunities including hiking trails, rock climbing, and hunting among others.

The following should be considered:

- Evaluate potential impacts on the Army mule trails through Queen Creek Canyon
- Identify Section 4(f) resources early and use them in the screening process.
- Identify transportation corridor compatibility with various agency land management plans.

E. Clean Water Act Permitting

The US 60 study area contains numerous surface waters including washes and rivers. Some of the alignments parallel major washes. Evaluation of proposed corridor alternatives would involve Clean Water Act Section 404 and Section 401 permitting. Concerns were raised regarding Waters of the US and water quality.

The following should be considered:

- As part of the Section 401 permitting process, evaluate Queen Creek, Pinto Creek, and Pinal Creek, which are impaired streams.
- Maximize distance of the roadway from washes.
- Avoid washes if possible.
- If unavoidable, propose mitigation for impacts on Waters of the US.
- In-lieu fees cost up to $25,000 per acre.

F. Miscellaneous

Additional concerns were raised associated with fire hazards, floodplains, mining, emergency response, air quality, noise, public outreach, cumulative, and indirect impacts.

Recommendations include evaluating the following:

- Potential fire hazard impacts on habitat, developments, and response times.
- Identify upstream and downstream impacts on residents if the floodplain changes.
- Mines (vermiculite); marble quarry – traffic generators
- Active mines / shaft mines – safety issues
- Land subsidence at Resolution Mine
- Use of excess material by mines
- Lots of ore left to be extracted (economic viability)
- 240 active mining claims on public lands (BLM)
- BLM cannot hinder mining claims – notify claimants if there is a change in access.
- Consider fuel economy – most corridor alternatives add miles, which would require more fuel.
- Connect local access roads for emergency response vehicles.
- Evaluate air quality and noise impacts.
- Improve public outreach methods and involve local communities more.
- Consider cumulative and indirect impacts.