

North-South Segment 2 EIS/DCR

Public Involvement Summary

Scoping Phase

Prepared by:
HDR Engineering, Inc.

In cooperation with:
Arizona Department of Transportation
October 23, 2025



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Introduction

The Arizona Department of Transportation (ADOT) will be conducting a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for North-South Segment 2 from Arizona Farms Road to Interstate 10 (SR 505). Segment 1 of the North-South corridor between US 60 and Arizona Farms Road is a separate but related effort that is also underway. ADOT is currently conducting early public and agency scoping for this study to gather input on what should be considered in refining the purpose and need and preliminary range of alternatives for the North-South Segment 2 alignment, interchange locations and other features. As the study progresses to the next milestone, ADOT will be seeking public, agency and tribal government input on the preliminary range of alternatives for the highway alignment, the study purpose and need or other relevant information for consideration in developing the Tier 2 Draft EIS.



Title VI Accommodations

The public outreach effort was conducted in compliance with Title VI and all other state and federal guidelines approved for the project in the North-South Segment 2 Public Involvement Plan, on record with ADOT Communications.

Public Review and Comment

Beginning July 21, 2025, the study survey was made available to the public on the study website at www.northsouth-segment2.com. The public comment period was open from July 21, 2025, through Sept. 8, 2025, and comments were accepted in the following ways:

- » Online survey available at the in-person meetings or on the study website
- » Verbal and written comments at the public meetings
- » Online comment form
- » Online comment map
- » Email: info@northsouth-segment2.com
- » Phone: 602-952-5700
- » Mail: ADOT North-South Segment 2 Study c/o HDR, Inc.

20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

Public Meetings

The public meetings were a significant component of the study to gather input on what should be considered when developing the preliminary range of alternatives and preliminary purpose and need for the North-South alignment, interchange locations and other features. The public meetings were advertised extensively through various methods described in the following sections. The public meeting dates, times, locations and attendance are listed in Table 1.

TABLE 1. PUBLIC MEETING DATES AND LOCATIONS

Date	Time	Location	Attendance
Thursday, Aug. 7, 2025	5:30 – 7:30 p.m.	Florence High School (Gym) 1000 S Main St. Florence, AZ 85132	98
Tuesday, Aug. 12, 2025	5:30 – 7:30 p.m.	Santa Cruz Valley Union High School (Cafeteria) 900 N Main St. Eloy, AZ 85131	34
Thursday, Aug. 14, 2025	6:00 – 7:00 p.m.	Virtual through Zoom	20

Online Public Meeting Website

The online public meeting website was a vital part of the study outreach process. The website allowed the public to learn about the study and review the same information from home that was presented during the public meetings. The public could also watch a recording of the public meeting presentation. The online public meeting website was launched on July 21, 2025. A third-party widget was used on the website, to allow people to view materials in their preferred language. All materials for the public meeting were posted on the website in English and Spanish. Additionally, the website offered a way for participants to provide comments on the study through a comment map, comment form, and survey.

In-Person Public Meetings

The first two public meetings were held in-person on Aug. 7 and Aug. 12, 2025. The public meetings' purpose was to give an overview of the study process, share details on existing conditions and accept public comment. The in-person public meetings were held from 5:30 – 7:30 p.m. and followed the format in Table 2.

TABLE 2. IN-PERSON PUBLIC MEETING AGENDA

Time	Subject
5:30 – 6:00 p.m.	Doors Open/Open House
6:00 – 6:30 p.m.	Presentation*
6:30 – 7:00 p.m.	Questions and Answers (Q&A)
7:00 – 7:30 p.m.	Open House

*The presentation was available in English and Spanish.

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

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

MEETING FORMAT

The in-person public meetings were held as an open house in one large room. Attendees were encouraged to view display boards and roll plots to learn more about the study. Study team members were available to answer questions one-on-one. In addition, a comment area was set up with iPads and surveys, allowing attendees to submit written or online comments. A live presentation was given, followed by a Q&A session with the study team for all participants. Questions provided on a question-and-answer card were answered live during the question-and-answer session.

In addition, a pre-recorded Spanish version of the presentation was available near the comment section with headsets provided for any individuals who preferred to listen in Spanish. Spanish interpreters were available during the Q&A session and the open house portion of the meetings. Spanish translation was not requested during the in-person meetings.

Virtual Public Meeting

The third public meeting was hosted virtually through Zoom on Aug. 14, 2025, from 6:00 – 7:00 p.m. Attendees joined the virtual public meeting through Zoom on their internet browser, mobile app, or computer application or by calling into the meeting. Spanish-speaking attendees could also join by calling into the Spanish audio line. Each method of joining provided opportunities for the attendees to ask questions and provide public comments. The meeting was simultaneously held in both English and Spanish. The English audio room had 20 attendees, and the Spanish audio room had zero attendees. The virtual public meeting followed the format in Table 3.

TABLE 3. VIRTUAL PUBLIC MEETING AGENDA

Time	Subject
6:00 – 6:30 p.m.	Welcome/Presentation
6:30 – 7:00 p.m.	Q&A

Notifications

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

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

Newspaper Advertisements

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

- » Arizona Republic – English (published July 18, 2025)
- » La Voz/TVyMas – Spanish (published July 18, 2025)
- » Tri-Valley – (digital newspaper) – English (published July 15, 2025)
- » Gila River Indian News – English (published July 25, 2025)

GovDelivery

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

- » July 21, 2025 (11,871 emails sent)
- » Aug. 4, 2025 (11,852 emails sent)
- » Aug. 15, 2025 11,779 emails sent)
- » Sept. 8, 2025 (11,672 emails sent)

Social Media

Social media posts were placed between July 21 and Sept. 8, 2025, using ADOT’s Facebook, X, and Nextdoor accounts, to promote the comment period and survey and to provide public meeting details. The social media posts were uploaded on the following dates:

- » July 21, 2025
- » July 28, 2028
- » Aug. 1, 2025
- » Aug. 25, 2025
- » Sept. 5, 2025

Direct Mailer

A direct mailer was sent through Every Door Direct Mail to 21,913 addresses in and around the study area to provide information on the study, the public meeting, and how to provide comments. The bilingual mailer (English and Spanish) was distributed on or before July 21, 2025.

Property Owner Mailers

A property owner letter was sent by mail to 99 addresses in the study area to provide information on the study, the public meeting and how to provide comments. The bilingual letter (English and Spanish) was sent out on July 21, 2025.

Poster Delivery

A poster was developed to provide information on the study, public meetings, and how to provide comments. The poster was developed in English and Spanish and distributed on July 21, 2025, to the following locations to display and share with the community:

- » Florence High School
- » Santa Cruz Valley Union High School
- » Florence Community Center and Viney Jones Library
- » Coolidge Public Library
- » Eloy Santa Cruz Library
- » Anthem Parkside at Merrill Ranch

Meeting Materials

A variety of materials were made available at the public meetings and made available on the study website at www.northsouth-segment2.com.

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

- » Survey (English and Spanish)
- » Title VI/Civil Rights information and self-identification survey cards (English and Spanish)
- » Display Boards
- » Large-format maps of the study area/roll plots
- » Presentation
- » Fact Sheet (English and Spanish)

Survey

A survey was developed to gather public input on the study and what should be considered when developing the range of feasible alternatives for the North-South alignment, interchange locations and other features. The survey was made available on the study website at www.northsouth-segment2.com, and hard copies of the survey were provided at the two in-person public meetings.

Display Boards

Display Boards were used at the two in-person meetings to share information about the study, differences between Tier 1 and Tier 2 studies, various maps of the study area, study timeline, and more. The display boards were also uploaded to the study website and were titled as follows:

- » Welcome*
- » Study Area
- » Tier 1 EIS vs. Tier 2 EIS
- » Other Studies
- » Study Schedule
- » Study Purpose and Need
- » Environmental Considerations
- » How To Comment

*The welcome board also had information on Spanish-language interpretation.

Large Format Maps/Roll Plots

Tables displaying large-format corridor-wide maps of the study area were set up and staffed with study team members to help guide discussion and allow attendees to ask questions. These maps were presented in both English and Spanish.

Presentation

A formal presentation was given at the public meeting. The presentation covered the following slide titles:

- » Welcome
- » ADOT's Non-Discrimination Notice to the Public
- » Meeting Purpose
- » North-South Corridor Background
- » Tier 1 Studies vs Tier 2 Studies
- » Segment 2 Study Area
- » Study Goals
- » Study Purpose and Need
- » Tier 2 Environmental Review Process
- » NEPA Disclosure
- » Tier 2 Engineering Considerations
- » Tier 2 Environmental Considerations
- » Corridor Features (x2)
- » Potential Traffic Interchanges
- » Community Concerns Expressed in Tier 1 Study
- » Other Studies
- » Study Schedule
- » Project Status
- » What We Need from You!
- » How to Comment
- » Thank You!

Fact Sheet

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

- » Study Overview
- » Tier 1 EIS vs. Tier 2 EIS
- » What We Are Evaluating
- » Study Schedule
- » Next Steps
- » How to Comment

Public Comment Review

All comments received during the comment period were shared with the study team and reviewed for the specific issues or recommendations raised by commenters. A total of 207 comments were received by Sept. 8, 2025, the last day of the comment period, through the following methods:

- » Sixteen (16) comments through the study email
- » Forty-one (41) comments through the interactive public comment map on the study website
- » Sixty-two (62) comment forms through the online comment form
- » Eighty-seven (87) survey responses from online survey. See Survey Results for more details, and Appendix D, Survey for a full breakdown of survey questions and results.

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

Support for the project:

- » Regional benefits
- » Economic growth
- » Appreciation for planning efforts
- » Improved commute times
- » Reduced congestion
- » Better regional connectivity

Opposition to the project

- » Concerns about urban sprawl
- » Concerns about spending priorities
- » Preference to improving existing infrastructure or developing different routes

Concerns about Equity and Community Impact

- » Effects on historic and minority communities
- » Disruption to quiet neighborhoods
- » Preservation of local character

Environmental Concerns

- » Desert preservation
- » Pollution
- » Impact on agricultural land
- » Impact on archaeological sites

Route Alignment Suggestions

- » Adjusting segment boundaries for better balance between segment 1 and 2
- » Prioritizing segment 2 over segment 1
- » Suggestions for bypasses around development and straight alignments instead of curved highway options

Interchange Suggestions

- » Request from City of Florence and State Representative Blackman to include Hunt Highway as an interchange
- » City of Coolidge requested interchange locations at Valley Farms Road and Coolidge Ave
- » Concerns about interchange spacing and access

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

Survey Results

The survey consisted of eleven questions – seven questions related to the study and four questions asking for contact information. In total, there were 87 responses. Full survey results can be found in Appendix D, Survey.

A summary of the survey results can be found below:

- » 57% of respondents were aware of the previous Tier 1 North-South Corridor Study
- » Some residents strongly support the corridor for traffic relief and regional connectivity
- » Requests to accelerate this project, saying it is vital to the area and that expansion will continue to happen regardless, so this needs to be built before the need arises
- » Support for the project purpose and need
- » Some opposition due to environmental, cultural, and financial concerns
- » Concerns that the freeway will encourage unsustainable growth, increase pollution, and benefit developers more than residents
- » Some questions about the curved portion of the corridor between Hunt Highway and Martin Road, suggesting that a straighter alignment would be more efficient and less disruptive to communities in the area
- » Suggestions to shift the corridor east to avoid communities
- » Suggestions to improve and widen existing highways and infrastructure such as Highway 87, Highway 79, Hunt Highway, and I-10
- » Suggestion for prioritizing rail, light rail, and rapid bus lines over new freeway construction
- » Concern over loss of farmland, horse ranches, dairy operations, and rural character
- » Requests to protect cultural and archaeological sites
- » Requests for coordination with tribal communities and inclusion of wildlife crossings
- » Some question the need for all three interchanges in proximity to one another (i.e. Martin Road, Bartlett Road, Kleck Road) suggestions to remove Bartlett Road

» Requests for interchanges at:

- Hunt Highway¹
- E Cactus Forest Road / E Coolidge Avenue
- Picacho Village

Questions and Answers

Following the presentation at each of the three public meetings, a Q&A portion of the meeting was opened where the public could write a question on a question-and-answer card and have it read aloud and answered live by study team members. Oral questions were also taken during the open house portion of the meeting. The number of Q&As asked at each public meeting can be found below:

- » Public meeting #1: 22
- » Public meeting #2: 4
- » Virtual public meeting: 16 (1 verbal, 15 written)

An overview of the questions received, include the following:

- » Timeline of the project and construction and priority of this project above other ADOT projects
- » If the southern portion can be prioritized over the north portion
- » Coordination with sovereign nations
- » How the population and development in this area have changed since the Tier 1 study was conducted and the corridor location was chosen
- » Adding an interchange on Hunt Highway
- » Why is the route not a straight line from AJ to La Palma/Eloy?
- » Questions related to property acquisition
- » Questions related to the homes on Wheeler Road and how they will be affected, and trying to avoid going through this subdivision

¹ Hunt Highway was already included in the study and was left out on the map in error. This was corrected on all materials and clarified at the public meetings.

Next Steps

Following the data collection and scoping stage, the Notice of Intent will be released, which will initiate the formal NEPA process, the alternatives development and evaluation where preliminary alternatives will be refined into a reasonable range of alternatives for evaluation in the EIS. A draft EIS and DCR will then be prepared, to compare the Preferred and/or Build Alternative(s) with a No Build Alternative.

Ultimately, based on the technical analysis and public, agency, and tribal nations' input, the final EIS and DCR will be developed, which will identify the Selected Alternative. In addition, a Record of Decision (ROD) will be issued, representing ADOT's decision on how to move forward with the proposed project. This study is expected to take about three years.

It is important to note that at each of the three major milestones, prior to the release of the final documents, the public will have opportunities to review the current alternatives being evaluated and provide input or comments.

Appendices

Appendix A: Public Meeting Notifications

Appendix B: Public Meeting Materials

Appendix C: Public Comments

Appendix D: Survey

Appendix A: Public Meeting Notifications

Newspaper

Digital Newspaper Ad

GovDelivery

Social Media

Direct Mailer

Property Owner Mailer

Poster

North-South Segment 2, Tier 2 Environmental Impact Statement and Design Concept Report

Arizona Farms Road to Interstate 10 (SR 505)

Public Meetings Aug. 7, 12 and 14



The Arizona Department of Transportation (ADOT) will be preparing a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the proposed 31-mile segment of State Route 505 between Arizona Farms Road and Interstate 10 (I-10), known as the North-South Segment 2 Study.

The purpose and need for the project was established in the Tier 1 study and will be refined in the Tier 2 EIS. The purpose of the project is to improve the transportation network to accommodate existing and future populations, improve access and regional mobility, provide an alternative to I-10, improve north-to-south connectivity and integrate the region's transportation network. This study will:

- » Develop and evaluate a range of alternatives for potential 400-foot-wide freeway alignments within the selected 1,500-foot Tier 1 study corridor, as well as potential interchange locations and other design features
- » Identify environmental considerations, avoidance, minimization and mitigation
- » Develop design concepts for the alternatives
- » Prepare draft and final EIS and DCR documents identifying the Preferred Alternative and issue a Record of Decision identifying the Selected Alternative

GET INVOLVED!

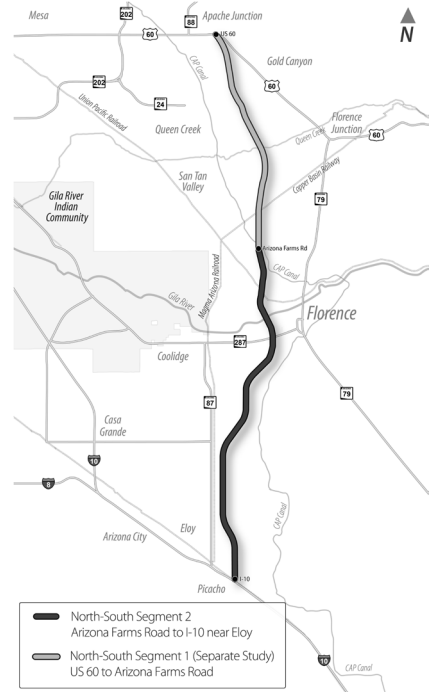
ADOT is hosting public meetings in August 2025 to provide information seeking agency and public input to be considered in developing the purpose, need and preliminary alternatives.

HOW TO COMMENT:

Comment period from July 21 to September 8, 2025:

- 📅 **Attend an in-person or virtual public meeting**
- 📧 **Online survey and comment map:**
www.northsouth-segment2.com
- ✉️ **Email:** info@northsouth-segment2.com
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In-Person Public Meetings		Virtual Public Meeting Thursday, Aug. 14 6 - 7 p.m.	
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The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated 06/25/24 and executed by FHWA and ADOT.

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

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

Gila River Indian News

ADOT Project # F0542

North-South Segment 2, Tier 2 Environmental Impact Statement and Design Concept Report

Arizona Farms Road to Interstate 10 (SR 505)

Public Meetings Aug. 7, 12 and 14



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North-South Segment 2, Tier 2 Environmental Impact Statement and Design Concept Report

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Norte-Sur Segmento 2 – Declaración de Impacto Ambiental de Nivel 2 e Informe Conceptual de Diseño de Arizona Farms Road a la Interestatal 10 (SR 505)
Reuniones Públicas 7, 12 y 14 de agosto



El Departamento de Transporte de Arizona (ADOT) preparará una Declaración de Impacto Ambiental (EIS) de Nivel 2 y un Informe Conceptual de Diseño (DCR) para el segmento propuesto de 31 millas de la Ruta Estatal 505 entre Arizona Farms Road y la Interestatal 10 (I-10), conocido como el Estudio del Norte-Sur Segmento 2.

El propósito y la necesidad del proyecto se establecieron en el estudio de Nivel 1 y se perfeccionarán en la EIS de Nivel 2. El propósito del proyecto es mejorar la red de transporte para ajustarse a las poblaciones existentes y futuras, mejorar el acceso y la movilidad regional, proporcionar una alternativa a la I-10, mejorar la conectividad entre el norte y el sur e integrar la red de transporte regional. Este estudio:

- » Desarrollará y evaluará una gama de alternativas para posibles alineaciones de autopistas de 400 pies de ancho dentro del corredor de estudio de Nivel 1 de 1,500 pies seleccionado, así como posibles ubicaciones de intercambio y otras características de diseño
- » Desarrollará conceptos de diseño para las alternativas
- » Preparará borradores y documentos finales de la EIS y el DCR que identifiquen la Alternativa Preferida y emitir un Registro de Decisión que identifique la Alternativa Seleccionada
- » Identificará las consideraciones ambientales y llevará a cabo acciones para evitar, minimizar y mitigar los impactos



¡ACOMPÁÑANOS!

ADOT está organizando reuniones públicas en agosto de 2025 para proporcionar información sobre el estudio y recabar comentarios de agencias y del público para ser considerados al refinar el propósito y la necesidad y desarrollar alternativas preliminares.

CÓMO COMENTAR:

El público puede dar sus comentarios sobre la fase de estudio actual del 21 de julio al 8 de septiembre de 2025:

- Asistir a una reunión pública en persona o virtual
- En línea:
www.northsouth-segment2.com
- Correo electrónico: info@northsouth-segment2.com
- Teléfono: 602.952.5700

- Correo:
- ADOT North-South Segment 2
- c/o HDR, Inc.
- 20 E. Thomas Rd., Suite 2500
- Phoenix, AZ 85012

Reuniones públicas presenciales <i>La presentación formal comenzará a las 6 p.m.</i>		Reunión pública virtual Jueves, 14 de agosto de 2025 6 - 7 p.m.	
Jueves, 7 de agosto de 2025 5:30 - 7:30 p.m. Florence High School (Gym) 1000 S Main St., Florence, AZ 85132	Martes, 12 de agosto de 2025 5:30 - 7:30 p.m. Santa Cruz Valley Union High School 900 N Main St., Eloy, AZ 85131	Inglés: En línea: https://bit.ly/NSSegment2 Teléfono: 408 638 0968 Número de reunión: 974 4088 7487 Contraseña del Webinar: ADOTNSS2 Contraseña de llamada: 95283501	Canal de audio en español: Teléfono: 408 638 0968 Número de reunión: 913 7909 6785 Contraseña de llamada: 12101400

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorandum de Acuerdo con fecha del 06/25/24, y se han realizado por FHWA y ADOT.

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Reminder: Today is the last day to provide comments on ADOT's North-South Segment 2 (SR 505) Study

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Reminder: Today is the last day to provide comments on ADOT's North-South Segment 2 (SR 505) Study

Review information online and provide comments by Sept. 8

The Arizona Department of Transportation is seeking public input on an engineering and environmental study for the North-South Corridor (State Route 505) from Arizona Farms Road to Interstate 10, known as the North-South Segment 2 Study. The Segment 2 study spans approximately 31 miles and extends from I-10 near Eloy to Florence.

Study outreach materials, including the public meeting presentation, display boards and fact sheet, can be viewed on the [study website](#).

The public can provide comments on the North-South Segment 2 Corridor in the following ways:

- Take the online survey: <https://bit.ly/NSSegment2survey>.
- Call the Bilingual Project Information Line: 602.952.5700
- Email the project team: info@northsouth-segment2.com
- Mail: ADOT North-South Segment 2 c/o HDR, Inc. 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

The purpose of the project is to improve the transportation network to accommodate existing and future populations, improve access and regional mobility, provide an alternative to I-10, improve north-to-south connectivity and integrate the region's transportation network.



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

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Missed our North-South Segment 2 (SR 505) Study public meetings?

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Missed our North-South Segment 2 (SR 505) Study public meetings?

Review information online and provide comments by Sept. 8

If you weren't able to attend our North-South Segment 2 Study public meetings, you can still review the meeting presentation and other materials online and provide comments on the current study phase through Sept. 8.

The Arizona Department of Transportation is seeking public input on an engineering and environmental study for the North-South Corridor (State Route 505) from Arizona Farms Road to Interstate 10, known as the North-South Segment 2 Study. The Segment 2 study spans approximately 31 miles and extends from I-10 near Eloy to Florence.

Study outreach materials, including the public meeting presentation, display boards and fact sheet, can be viewed on the [study website](#).

The public can provide comments on the North-South Segment 2 Corridor in the following ways through Sept. 8:

- Take the online survey: <https://bit.ly/NSSegment2survey>
- Call the Bilingual Project Information Line: 602.952.5700
- Email the project team: info@northsouth-segment2.com
- Mail: ADOT North-South Segment 2 c/o HDR, Inc. 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

The purpose of the project is to improve the transportation network to accommodate existing and future populations, improve access and regional mobility, provide an alternative to I-10, improve north-to-south connectivity and integrate the region's transportation network.



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

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Reminder: ADOT seeking input on first phase of the North-South Segment 2 Study Arizona Farms Road to I-10

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Reminder: ADOT seeking input on first phase of the North-South Segment 2 Study Arizona Farms Road to I-10

Public meetings are being held on Aug. 7, 12, 14

The Arizona Department of Transportation has started engineering and environmental studies on the North-South Corridor from Arizona Farms Road to Interstate 10 (SR 505), known as the North-South Segment 2 Study. The Segment 2 study spans approximately 31 miles and extends from near the town of Eloy in the south to Florence in the north. The purpose of the project is to improve the transportation network to accommodate existing and future populations, improve access and regional mobility, provide an alternative to I-10, improve north-to-south connectivity and integrate the region's transportation network.

The North-South Segment 2 Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) will:

- Develop and evaluate a range of alternatives for potential 400-foot-wide freeway alignments within the selected 1,500-foot Tier 1 study corridor, as well as potential interchange locations and other design features
- Identify environmental considerations and potential impact avoidance, minimization and mitigation efforts
- Develop design concepts for the alternatives
- Prepare draft and final EIS and DCR documents identifying the preferred alternative and issue a Record of Decision identifying the selected alternative
- This study would build upon the purpose and need identified in the previous Tier 1 North-South Corridor Study, which was to provide a continuous, access-controlled north-to-south transportation corridor

Two in-person public meetings will be held on Aug. 7 and 12 and a virtual public meeting will be held Aug. 14 to provide an overview of the Tier 2 study process, seek input on Segment 2 and answer questions. The public is invited to provide their comments on the study anytime between July 21 and Sept. 8.

The following public meetings will be held:

- 5:30 to 7:30 p.m. Thursday, Aug. 7, Florence High School Gym, 1000 S. Main St., Florence. A presentation begins at 6 p.m.
- 5:30 to 7:30 p.m. Tuesday, Aug. 12, Santa Cruz Valley Union High School Cafeteria, 900 N. Main St., Eloy. A presentation begins at 6 p.m.

A virtual public meeting is scheduled for 6 to 7 p.m. Aug. 14. To participate:

- Online: <https://bit.ly/NSSegment2>
- Phone: 408.638.0968
- Meeting number: 974 4088 7487
- Webinar Password: ADOTNSS2
- Call-in password: 95283501

Spanish Audio Channel:

- Phone: 408.638.0968
- Meeting number: 913 7909 6785
- Call-in password: 12101400

The information presented at each meeting will be the same. More details about the meeting, including the meeting materials and prerecorded presentation, are available for viewing on the study website at northsouth-segment2.com.

Comments may be submitted through Sept. 8:

- Online: www.northsouth-segment2.com
- Email: info@northsouth-segment2.com
- Call: 602.474.3990
- Mail: ADOT North-South Segment 2 c/o HDR, Inc. 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

ADOT also has had another Tier 2 Environmental Impact Statement underway since April on the North-South Corridor Segment 1 spanning about 20 miles between Apache Junction and Florence. The Tier 2 study for the northern segment also will develop and evaluate a range of alternatives for potential 400-foot-wide freeway alignments within the selected 1,500-foot Tier 1 study corridor, as well as potential interchange locations and other design features. For more information, please visit northsouth-segment1.com.



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

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ADOT seeking input on first phase of the North-South Segment 2 Study Arizona Farms Road to I-10

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ADOT seeking input on first phase of the North-South Segment 2 Study Arizona Farms Road to I-10

Public invited to attend meetings and provide comments

The Arizona Department of Transportation is seeking public comment as it begins an engineering and environmental study for the portion of the proposed North-South Corridor, known as State Route 505, between Florence and Eloy in Pinal County.

The study spans 31 miles of Segment 2 of the North-South Corridor from Arizona Farms Road near Florence to Interstate 10 near Eloy. The North-South Corridor is intended to improve the transportation network by accommodating the current and future population, improving access and regional mobility, providing an alternative to I-10, improving north-to-south connectivity and integrating with the region's transportation network.

ADOT is now beginning a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the proposed project that will:

- Develop and evaluate a range of alternatives for potential 400-foot-wide freeway alignments within the selected 1,500-foot Tier 1 study corridor, as well as potential interchange locations and other design features
- Identify environmental considerations and potential impact avoidance, minimization and mitigation efforts
- Develop design concepts for the alternatives
- Prepare draft and final EIS and DCR documents identifying the preferred alternative and issue a Record of Decision identifying the selected alternative
- This study would build upon the purpose and need identified in the previous Tier 1 North-South Corridor Study, which was to provide a continuous, access-controlled north-to-south transportation corridor

ADOT's outreach includes two in-person public meetings and a virtual meeting that will provide an overview of the study and seek input. The public comment period lasts through Sept. 8.

The following in-person public meetings are scheduled:

- 5:30 to 7:30 p.m. Thursday, Aug. 7, Florence High School Gym, 1000 S. Main St., Florence. A presentation begins at 6 p.m.
- 5:30 to 7:30 p.m. Tuesday, Aug. 12, Santa Cruz Valley Union High School Gym, 900 N. Main St., Eloy. A presentation begins at 6 p.m.

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- Online: <https://bit.ly/NSSegment2>
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Spanish Audio Channel:

- Phone: 408.638.0968
- Meeting number: 913 7909 6785
- Call-in password: 12101400

The information presented at each meeting will be the same. More details about the meeting, including the meeting materials and prerecorded presentation, are available for viewing on the study website at northsouth-segment2.com.

Comments may be submitted through Sept. 8:

- Online: www.northsouth-segment2.com
- Email: info@northsouth-segment2.com
- Call: 602.474.3990
- Mail: ADOT North-South Segment 2 c/o HDR, Inc. 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

ADOT also has had another Tier 2 Environmental Impact Statement underway since April on the North-South Corridor Segment 1 spanning about 20 miles between Apache Junction and Florence. The Tier 2 study for the northern segment also will develop and evaluate a range of alternatives for potential 400-foot-wide freeway alignments within the selected 1,500-foot Tier 1 study corridor, as well as potential interchange locations and other design features. For more information, please visit northsouth-segment1.com.



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

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North-South Segment 2 – August 2025 Public Meetings Social Media Plan

Date	Content	Graphics	Links
July 21, 2025	We want to hear from you! ADOT is hosting public meetings on Aug. 7, 12 and 14 to provide an overview of the North-South Segment 2 from Arizona Farms to I-10 near Eloy (SR 505) study. This study will further evaluate and refine the selected corridor to a 400-foot freeway alignment and identify the location of interchanges and other design features. For more information and ways to provide comments through Sept. 8, visit www.northsouth-segment2.com.	 Learn more and take our survey at northsouth-segment2.com. ARIZONA — DEPARTMENT OF — TRANSPORTATION	northsouth-segment2.com

**July 28,
2025**

Join us for public meetings on the proposed North-South corridor (SR 505)! ADOT wants to hear your thoughts on the first phase of an engineering and environmental study for North-South Segment 2, from Arizona Farms Road to I-10 near Eloy.

 In-Person Meetings:

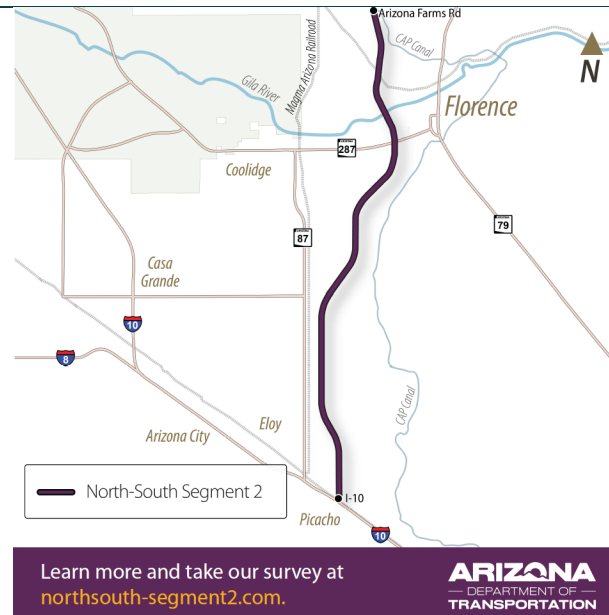
- **Aug. 7 | 5:30 – 7:30 p.m.**
Florence High School (Gym)
1000 S Main St.
Florence, AZ 85132
- **Aug. 12 | 5:30 – 7:30 p.m.**
Santa Cruz Valley Union High School
900 Main St.
Eloy, AZ 85131

*Formal presentation begins at 6 p.m.

 Virtual Meeting:

- **Aug. 14 | 6 – 7 p.m.**
Visit **www.northsouth-segment1.com**
for meeting login details

Comments are being accepted **through Sept. 8.** Visit the study website to learn more, take our survey and provide your comments:
www.northsouth-segment2.com



northsouth-segment2.com

**August 1,
2025**

You're invited! ADOT is hosting multiple public meetings this month for the proposed North-South Segment 2 corridor from Arizona Farms Road to I-10 near Eloy (SR 505).

These meetings will share an overview of the current engineering and environmental study to refine the corridor to a 400-foot freeway alignment and identify station locations and other design features.

 Public Meeting Information:

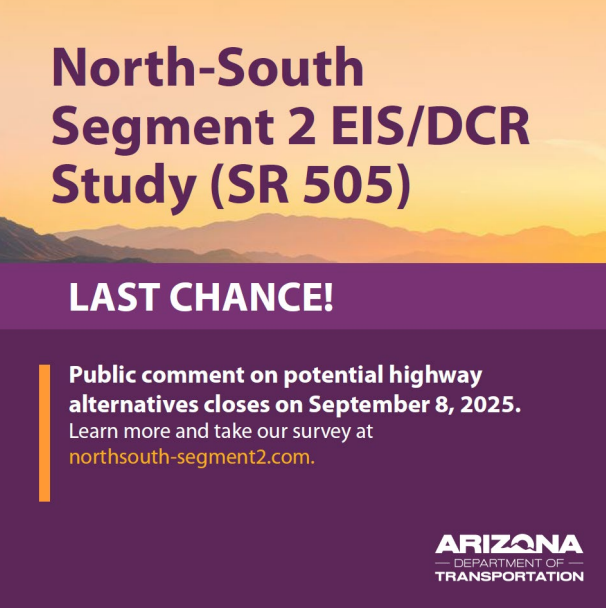
- **Aug. 7 | 5:30 – 7:30 p.m.**
Florence High School (Gym)
1000 S Main St.,
Florence, AZ 85132
- **Aug. 12 | 5:30 – 7:30 p.m.**
Santa Cruz Valley Union High School
900 Main St.,
Eloy, AZ 85131
- **Aug. 14 | 6 – 7 p.m.**
(Virtual Public Meeting)

*Formal presentation begins at 6 p.m.

Visit www.northsouth-segment2.com to learn more, provide comments and take our survey through Sept. 8. Your input is valuable!



northsouth-segment2.com

Aug. 25, 2025	Your comments are important! Comment period closes Sept. 8 for the first phase of the North-South Segment 2 EIS/DCR study for the proposed State Route 505 from Arizona Farms Road to I-10 near Eloy. Visit the study website to learn more, take our survey and provide your comments: www.northsouth-segment2.com	 Learn more and take our survey at northsouth-segment2.com. ARIZONA — DEPARTMENT OF — TRANSPORTATION	northsouth-segment2.com
Sept. 5, 2025	 LAST CHANCE TO COMMENT: Monday is the last day to provide your comments on North-South Segment 2 from Arizona Farms Road to I-10 near Eloy, as part of the environmental and engineering study process for the future State Route 505. Provide your comments before the comment period for the first phase of the study closes on Sept. 8. Comments can be submitted in the following ways: •  Take our survey or provide a comment online: northsouth-segment2.com •  Email: info@northsouth-segment2.com •  Call: 602-474-3990	 North-South Segment 2 EIS/DCR Study (SR 505) LAST CHANCE! Public comment on potential highway alternatives closes on September 8, 2025. Learn more and take our survey at northsouth-segment2.com. ARIZONA — DEPARTMENT OF — TRANSPORTATION	northsouth-segment2.com

	•  Mail: ADOT North-South Segment 2 c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500		
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North-South Segment 2, Tier 2 Environmental Impact Statement and Design Concept Report
Arizona Farms Road to Interstate 10 (SR 505)

Norte-Sur Segmento 2 – Declaración de Impacto Ambiental de Nivel 2 e Informe Conceptual de Diseño
Arizona Farms Road a la Interestatal 10 (SR 505)

Indicia clearance area

HOW TO COMMENT/CÓMO COMENTAR

Comment period from **July 21 to September 8, 2025/**
Período de comentarios **21 de julio al 18 de septiembre de 2025**

-  **Attend an in-person or virtual public meeting/Asistir a una reunión pública en persona o virtual**
-  **Email/Correo electrónico:**
info@northsouth-segment2.com
-  **Mail/Correo:**
ADOT North South Segment 2
c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500,
Phoenix, AZ 85012
-  **Online comments/Comentarios en línea:**
www.northsouth-segment2.com
-  **Call/Llama al:**
602-952-5700

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

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

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

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

ADOT Project # F0542

Post Office Bar code
clearance area

North-South Segment 2, Tier 2 Environmental Impact Statement and Design Concept Report

Arizona Farms Road to Interstate 10 (SR 505)

Public Meetings Aug. 7, 12 and 14/Reuniones públicas 7, 12 y 14 de agosto

STUDY SUMMARY

The Arizona Department of Transportation (ADOT) will be preparing a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the proposed 31-mile segment of State Route 505 between Arizona Farms Road and Interstate 10 (I-10), known as the North-South Segment 2 Study.

The purpose and need for the project was established in the Tier 1 study and will be refined in the Tier 2 EIS. The purpose of the project is to improve the transportation network to accommodate existing and future populations, improve access and regional mobility, provide an alternative to I-10, improve north-to-south connectivity and integrate the region's transportation network.

RESUMEN DEL ESTUDIO

El Departamento de Transporte de Arizona (ADOT) preparará una Declaración de Impacto Ambiental (EIS) de Nivel 2 y un Informe Conceptual de Diseño (DCR) para el segmento propuesto de 31 millas de la Ruta Estatal 505 entre Arizona Farms Road y la Interestatal 10 (I-10), conocido como el Estudio del Norte-Sur Segmento 2.

El propósito y la necesidad del proyecto se establecieron en el estudio de Nivel 1 y se perfeccionarán en la EIS de Nivel 2. El propósito del proyecto es mejorar la red de transporte para ajustarse a las poblaciones existentes y futuras, mejorar el acceso y la movilidad regional, proporcionar una alternativa a la I-10, mejorar la conectividad entre el norte y el sur e integrar la red de transporte regional.



GET INVOLVED!

ADOT is hosting public meetings in August 2025 to provide information about the study and seeking agency and public input to be considered in refining the purpose and need and developing preliminary alternatives.

¡PARTICIPE!

ADOT está organizando reuniones públicas en agosto de 2025 para proporcionar información sobre el estudio y recabar comentarios de agencias y del público para ser considerados al refinar el propósito y la necesidad y desarrollar alternativas preliminares.

In-Person Public Meetings | Audiencia pública en persona

Thursday, Aug. 7, 2025 | jueves, 7 de agosto de 2025

5:30 - 7:30 p.m.*

Florence High School (Gym), 1000 S Main St. Florence, AZ

Tuesday, Aug. 12, 2025 | miércoles, 12 de agosto de 2025

5:30 - 7:30 p.m.*

Santa Cruz Valley Union High School (Gym), 900 N Main St, Eloy, AZ 85131

Virtual Public Meeting | Thursday, Aug. 14, 2025 | 6 - 7 p.m.

Audiencia pública virtual | jueves, 14 de agosto de 2025

English:

Online/En línea: bit.ly/NSSegment2

Phone/Teléfono: 408 638 0968

Meeting number/Número de Reunión: 974 4088 7487

Webinar password/Contraseña del Webinar: ADOTNSS2

Call-in password/Contraseña de llamada: 95283501

Spanish Audio Channel/Canal de audio en español:

Phone/Teléfono: 408 638 0968

Meeting number/Número de reunión: 913 7909 6785

Call-in password/Contraseña de llamada: 12101400

**Formal presentation to begin at 6 p.m./La presentación formal comenzará a las 6 p.m.*

Can't make a meeting?/¿No puede asistir a una reunión?

Visit the study website at www.northsouth-segment2.com to view study information and provide comments. / Visite el sitio web del estudio en www.northsouth-segment2.com para ver la información del estudio y proporcionar comentarios.

North-South Segment 2, Tier 2 Environmental Impact Statement and Design Concept Report

Arizona Farms Road to Interstate 10 (SR 505)



Public Meetings Aug. 7, 12 and 14

STUDY OVERVIEW

The Arizona Department of Transportation (ADOT) will be preparing a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the proposed 31-mile segment of State Route 505 between Arizona Farms Road and Interstate 10 (I-10), known as the North-South Segment 2 Study. This is the second segment of the North South Corridor Study. The Segment 1 portion of the study is a separate but related effort.

The purpose and need for the project was established in the Tier 1 study and will be refined in the Tier 2 EIS. The purpose of the project is to improve the transportation network to accommodate existing and future populations, improve access and regional mobility, provide an alternative to I-10, improve north-to-south connectivity and integrate the region’s transportation network.

This study will:

- » Develop and evaluate a range of alternatives for potential 400-foot-wide freeway alignments within the selected 1,500-foot Tier 1 study corridor, as well as potential interchange locations and other design features
- » Identify environmental considerations, avoidance, minimization and mitigation efforts
- » Develop design concepts for the alternatives
- » Prepare draft and final EIS and DCR documents identifying the Preferred Alternative and issue a Record of Decision identifying the Selected Alternative

GET INVOLVED!

ADOT is hosting public meetings in August 2025 to provide information about the study and seek agency and public input to be considered in refining the purpose and need and developing preliminary alternatives.

Can’t make a meeting? Visit the study website at www.northsouth-segment2.com to view study information and provide comments.



In-Person Public Meetings

Thursday, Aug. 7, 2025 5:30 - 7:30 p.m. Florence High School (Gym) 1000 S Main St. Florence, AZ 85132	Tuesday, Aug. 12, 2025 5:30 - 7:30 p.m. Santa Cruz Valley Union High School 900 N Main St, Eloy, AZ 85131
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Formal presentation to begin at 6 p.m.

Virtual Public Meeting | Thursday, Aug. 14, 2025 | 6 - 7 p.m.

English: Online: https://bit.ly/NSSegment2 Phone: 408.638.0968 Meeting number: 974 4088 7487 Webinar Password: ADOTNSS2 Call-in password: 95283501	Spanish Audio Channel: Phone: 408.638.0968 Meeting number: 913 7909 6785 Call-in password: 12101400
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HOW TO COMMENT:

The public can provide comments on the current study phase from **July 21 to September 8, 2025**, in the following ways:

Attend an in-person or virtual public meeting

Online comments: www.northsouth-segment2.com

« Scan to learn more and provide comments!

Email: info@northsouth-segment2.com

Call: 602.952.5700

Mail: ADOT North-South Segment 2 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500, Phoenix, AZ 85012

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

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

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

Norte-Sur Segmento 2, Declaración de Impacto Ambiental de Nivel 2 e Informe Conceptual de Diseño de Arizona Farms Road hasta la Interestatal 10 (SR 505)



Reuniones Públicas 7, 12 y 14 de agosto

RESUMEN DEL ESTUDIO

El Departamento de Transporte de Arizona (ADOT) preparará una Declaración de Impacto Ambiental (EIS) de Nivel 2 y un Informe Conceptual de Diseño (DCR) para el segmento propuesto de 31 millas de la Ruta Estatal 505 entre Arizona Farms Road y la Interestatal 10 (I-10), conocido como el Estudio del Norte-Sur Segmento 2. Este es el segundo segmento del Estudio del Corredor Norte-Sur. El Segmento 1 del estudio es un proyecto independiente, pero relacionado.

El propósito y la necesidad del proyecto se establecieron en el estudio de Nivel 1 y se perfeccionarán en la EIS de Nivel 2. El propósito del proyecto es mejorar la red de transporte para ajustarse a las poblaciones existentes y futuras, mejorar el acceso y la movilidad regional, proporcionar una alternativa a la I-10, mejorar la conectividad entre el norte y el sur e integrar la red de transporte regional.

Este estudio:

- » Desarrollará y evaluará una gama de alternativas para posibles alineaciones de autopistas de 400 pies de ancho dentro del corredor de estudio de Nivel 1 de 1,500 pies seleccionado, así como posibles ubicaciones de intercambio y otras características de diseño.
- » Identificará las consideraciones ambientales y llevará a cabo acciones para evitar, minimizar y mitigar los impactos.
- » Desarrollará conceptos de diseño para las alternativas
- » Preparará borradores y documentos finales de la EIS y el DCR que identifiquen la Alternativa Preferida y emitir un Registro de Decisión que identifique la Alternativa Seleccionada.

¡PARTICIPE!

ADOT está organizando reuniones públicas en agosto de 2025 para proporcionar información sobre el estudio y recabar comentarios de agencias y del público para ser considerados al refinar el propósito y la necesidad y desarrollar alternativas preliminares.

¿No puede asistir a una reunión? Visite el sitio web del estudio en www.northsouth-segment2.com para ver la información del estudio y proporcionar comentarios.



Reuniones públicas presenciales

Jueves, 7 de agosto de 2025	Martes, 12 de agosto de 2025
5:30 - 7:30 p.m.	5:30 - 7:30 p.m.
Florence High School (Gym)	Santa Cruz Valley Union High School
1000 S Main St.	900 N Main St, Eloy, AZ 85131
Florence, AZ 85132	

La presentación formal comenzará a las 6 p.m.

Reunión pública virtual | Jueves, 14 de agosto de 2025 | 6 - 7 p.m.

Inglés:
En línea: <https://bit.ly/NSSegment2>
Teléfono: 408.638.0968
Número de reunión: 974 4088 7487
Contraseña del Webinar: ADOTNSS2
Contraseña de llamada: 95283501

Canal de audio en español:
Teléfono: 408 638 0968
Número de reunión: 913 7909 6785
Contraseña de llamada: 12101400

CÓMO COMENTAR:

El público puede dar sus comentarios sobre la fase de estudio actual del **21 de julio al 8 de septiembre de 2025**, por los siguientes medios:

Asistir a una reunión pública en persona o virtual

En línea: www.northsouth-segment2.com



« Escanee para obtener más información y dar sus comentarios!

Correo electrónico: info@northsouth-segment2.com

Teléfono: 602.952.5700

Correo: ADOT North-South Segment 2 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500, Phoenix, AZ 85012

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Appendix B: Public Meeting Materials

Display Boards

Presentation

Fact Sheet

Large Format Map

WELCOME

North-South Segment 2

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

Arizona Farms Road to I-10 (State Route 505)

PUBLIC SCOPING MEETING

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

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



www.northsouth-segment2.com

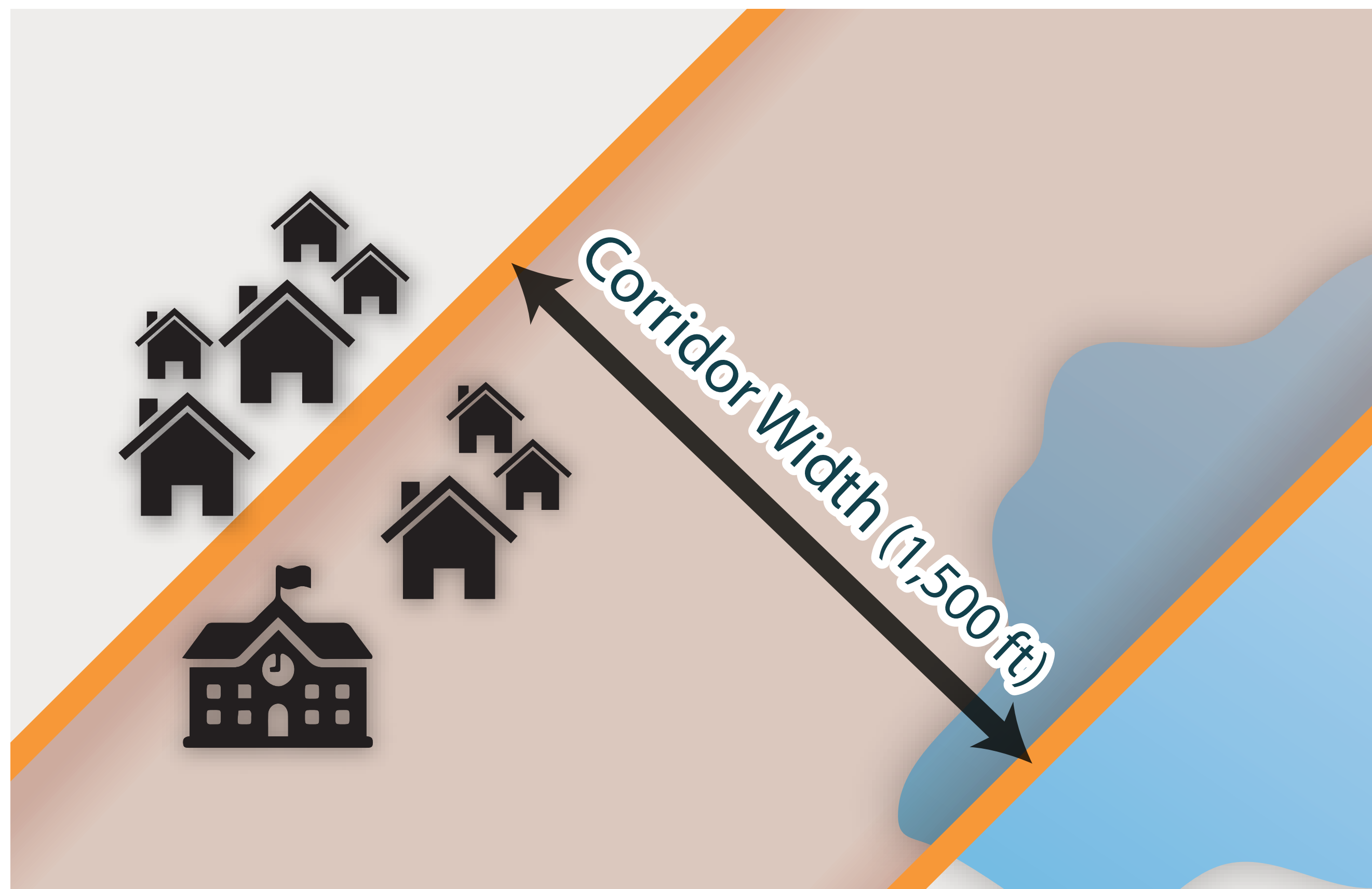
ARIZONA
— DEPARTMENT OF —
TRANSPORTATION

Study Area

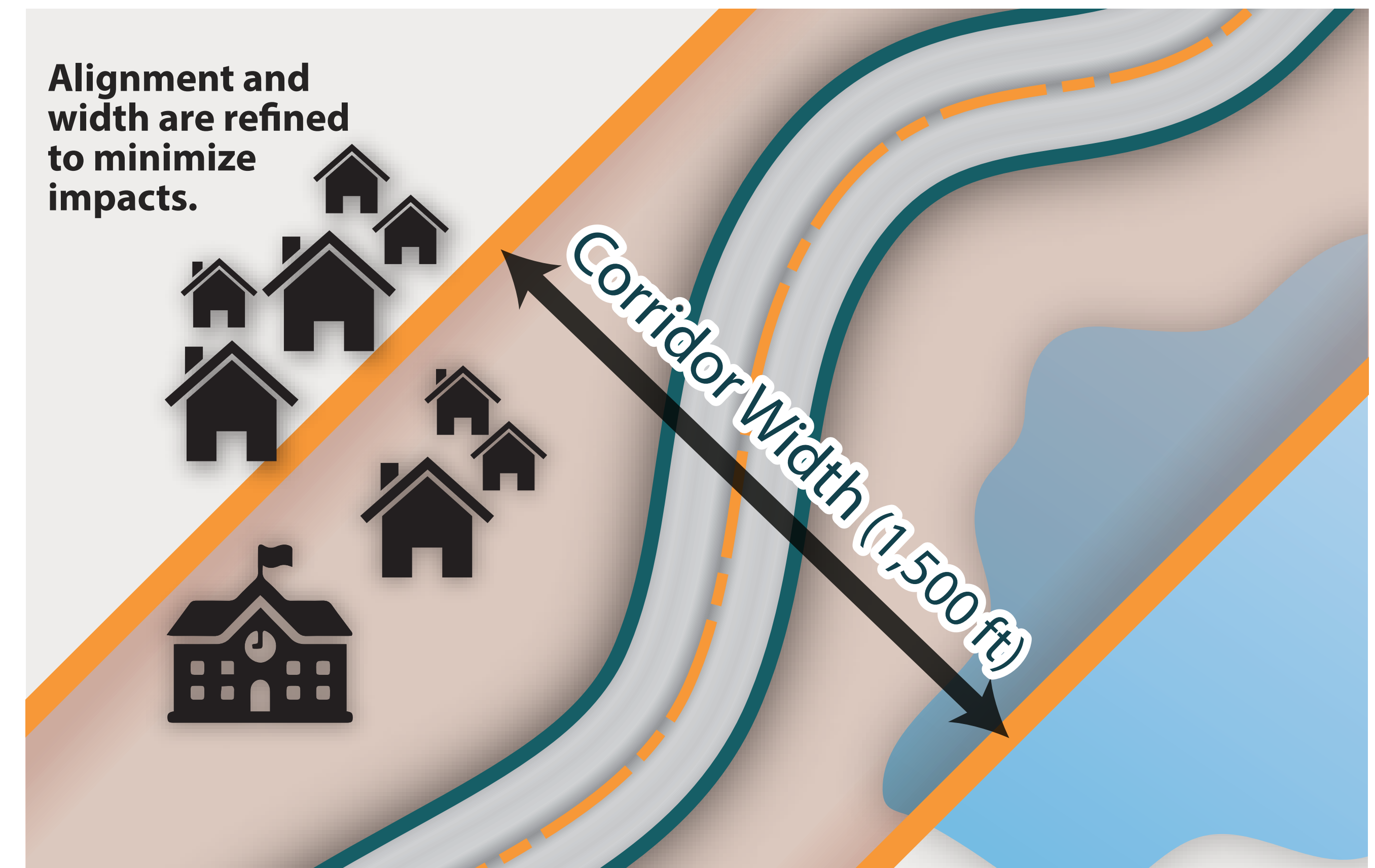
- » The Segment 2 Study extends from Arizona Farms Road to I-10 near Eloy and makes up 31 miles of the full North-South Corridor.



Tier 1 EIS vs. Tier 2 EIS



Tier 1 EIS



Tier 2 EIS

Purpose

- » Evaluates wide corridors in multiple locations, within which a new transportation facility could be located

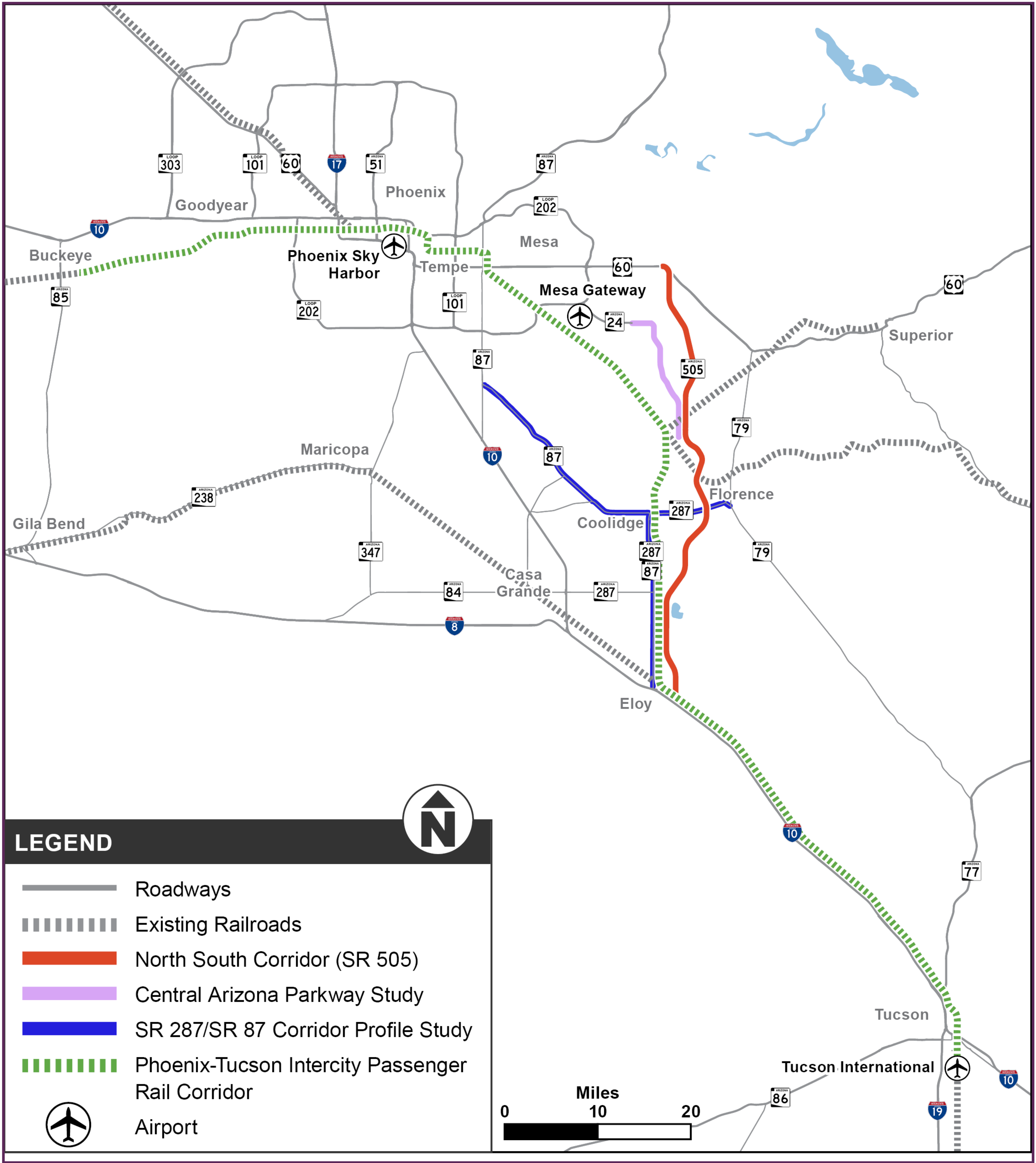
- » Evaluates design concepts for specific alignments within the corridor, approximately 400-feet-wide for a typical freeway alignment

Outcome

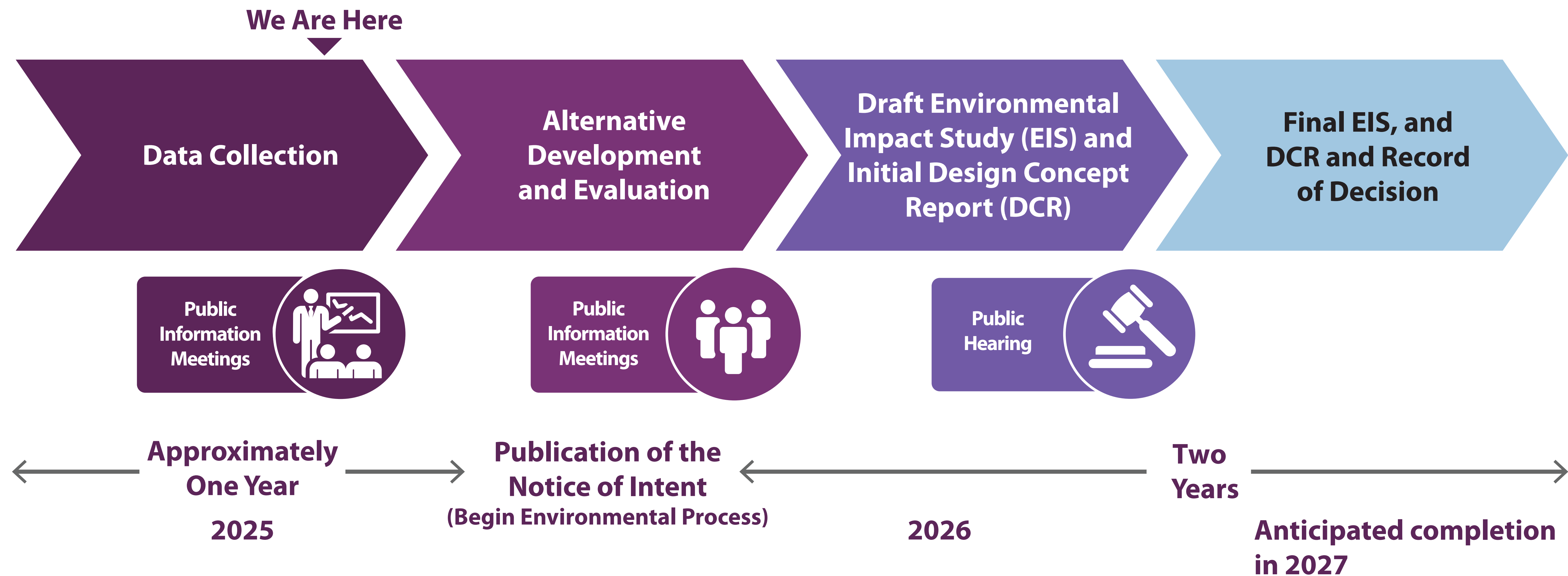
- » Select a single corridor (1,500-foot-wide) within which an alignment would be identified during the Tier 2 EIS

- » Select a single alignment and enable permitting for that alignment

Other Studies



Study Schedule



Schedule subject to change

How to Comment

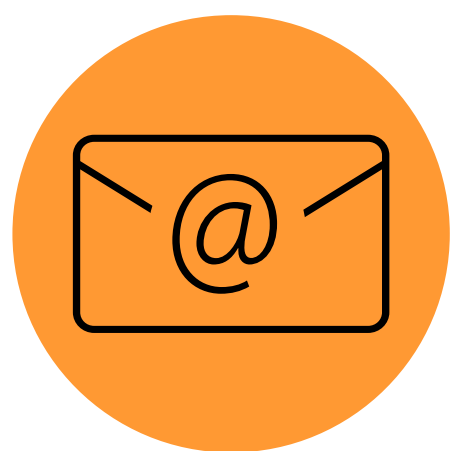
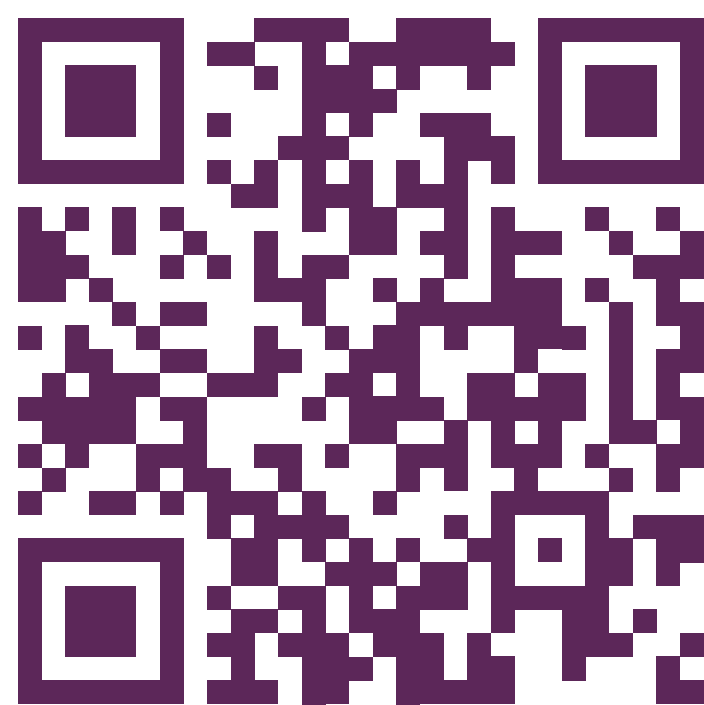
Share your thoughts any time through
September 8, 2025



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



Take the survey:



Email: info@northsouth-segment2.com



Mail: ADOT NSCS Segment 2 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012



Call: 602-952-5700

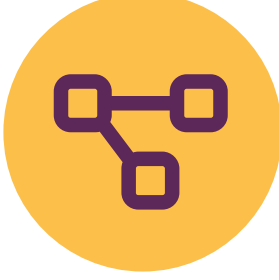


Visit the website and provide location specific comments on the online comment map:
www.northsouth-segment2.com

Study Purpose and Need

The North-South Corridor Study – Tier 1 Environmental Impact Statement/Design Concept Report identified the following purpose and need for the North-South corridor.

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

-  Improve access to future activity centers
-  Improve regional mobility
-  Improve north-to-south connectivity
-  Integrate the region's transportation network
-  Address existing and future population and employment growth
-  Provide an alternative to avoid congestion on I-10

The Tier 2 study will further refine and update this purpose and need.

Environmental Considerations

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

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



BIENVENIDO

Norte – Sur Segmento 2

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

Arizona Farms Road a la Interestatal 10 (SR 505)

REUNIÓN PÚBLICA

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

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



www.northsouth-segment2.com

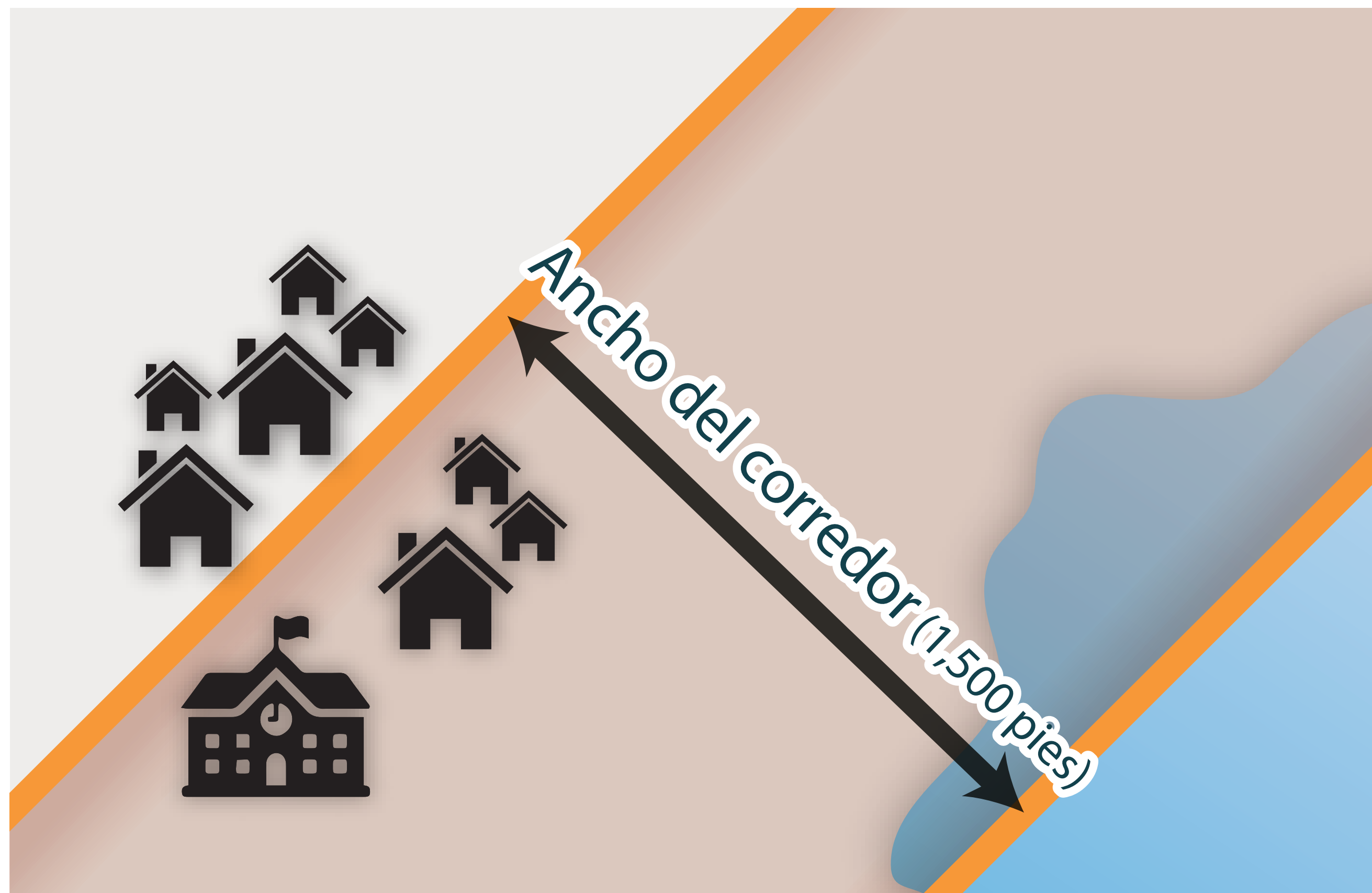
ARIZONA
— DEPARTMENT OF —
TRANSPORTATION

Área de estudio

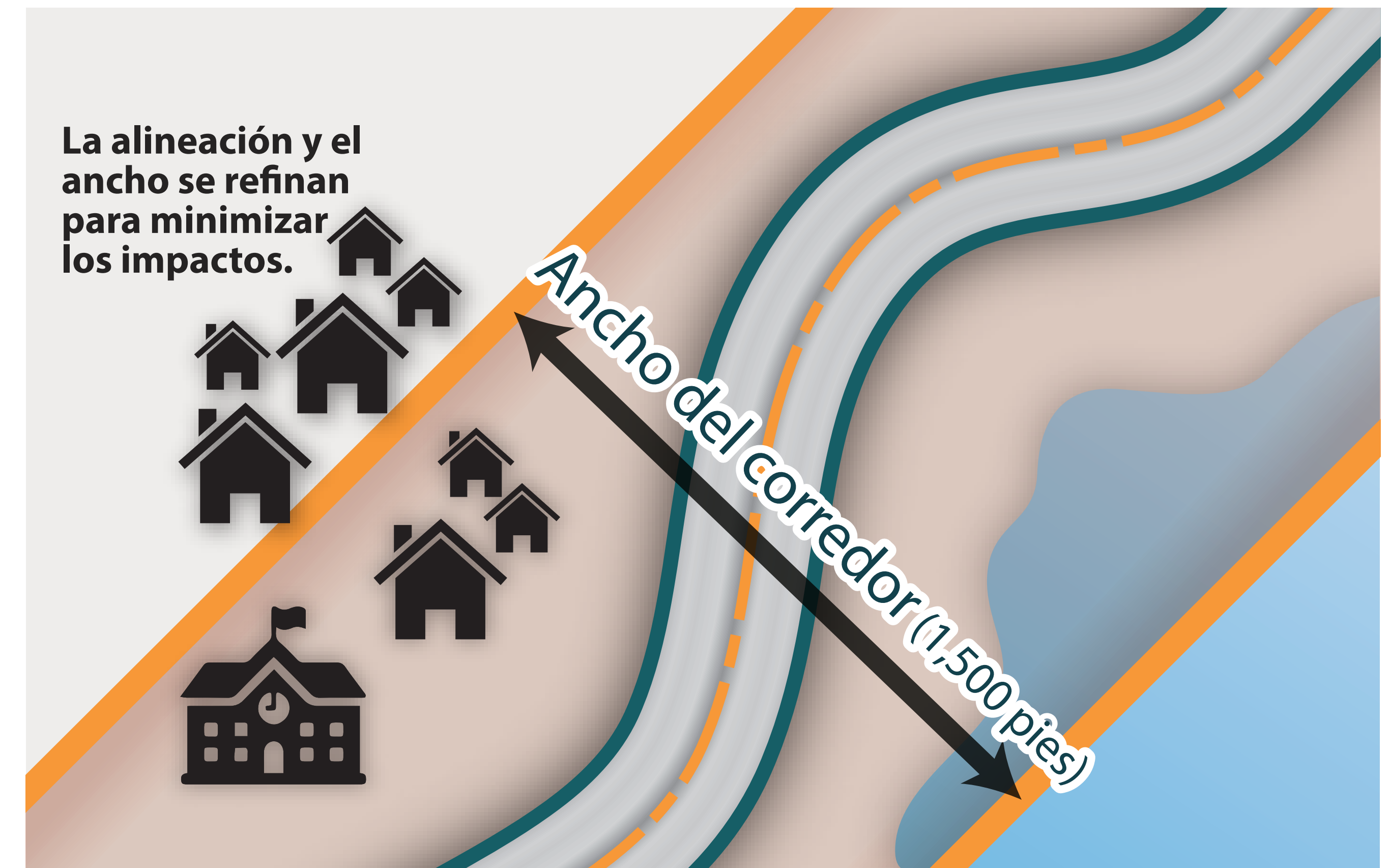
» El Estudio del Segmento 2 se extiende desde la Arizona Farms Road hasta la I-10 cerca de Eloy y constituye 31 millas del Corredor Norte-Sur completo.



EIS de Nivel 1 vs. EIS de Nivel 2S



EIS de Nivel 1



EIS de Nivel 2

Propósito

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

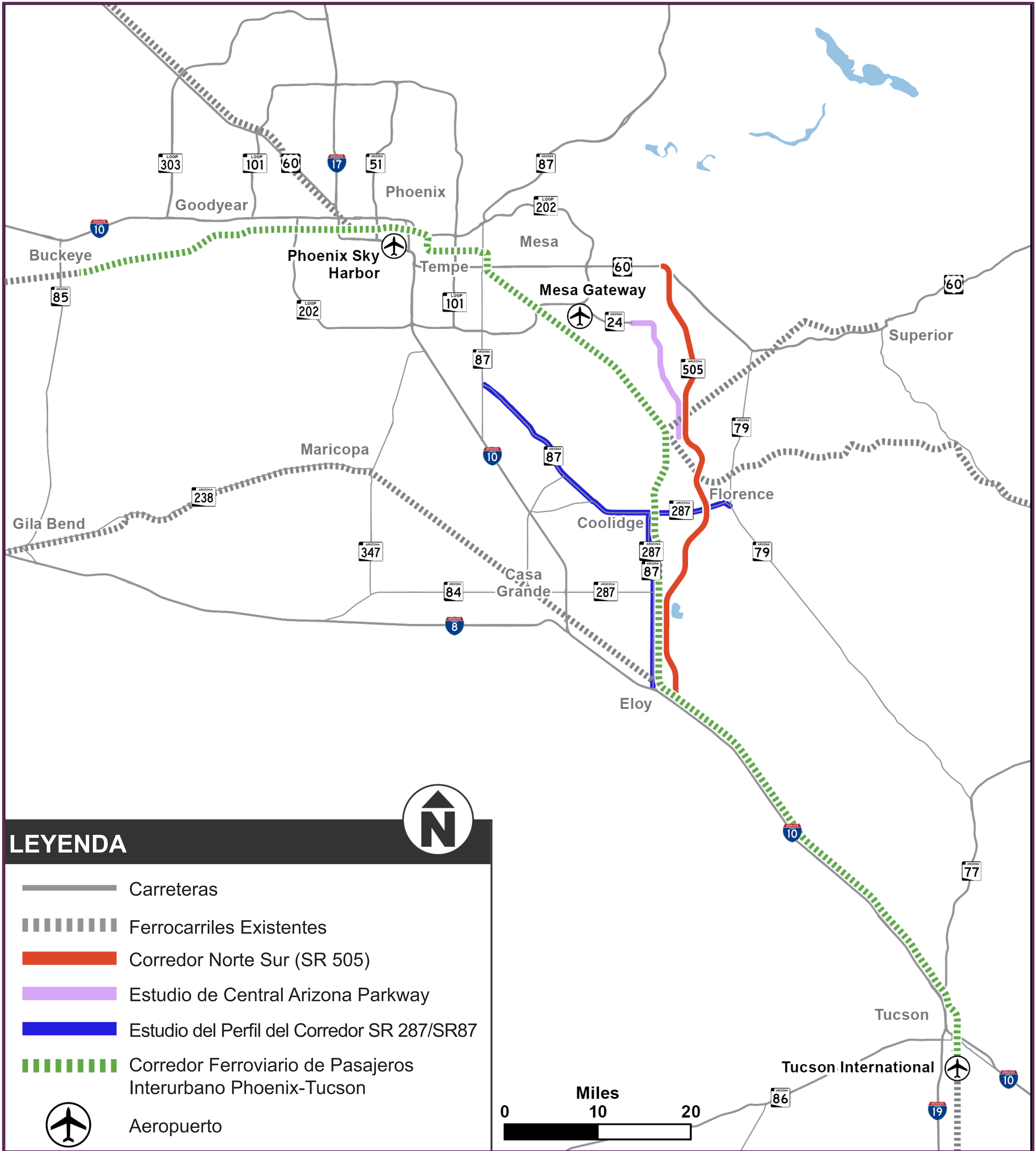
- » Evaluar los conceptos de diseño para alineaciones específicas dentro del corredor, aproximadamente 400 pies de ancho para una alineación típica de autopista

Resultado

- » Elegir un solo corredor (1,500 pies de ancho), dentro del cual se identificaría una alineación durante el Nivel 2

- » Elegir una sola alineación y habilitar los permisos para esa alineación

Otros estudios



Cronograma del estudio



Cronograma sujeto a cambios.

Cómo enviar comentarios

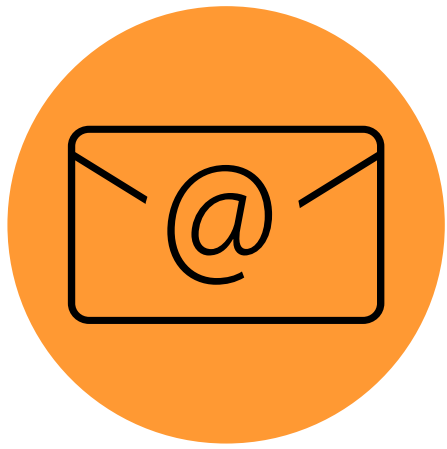
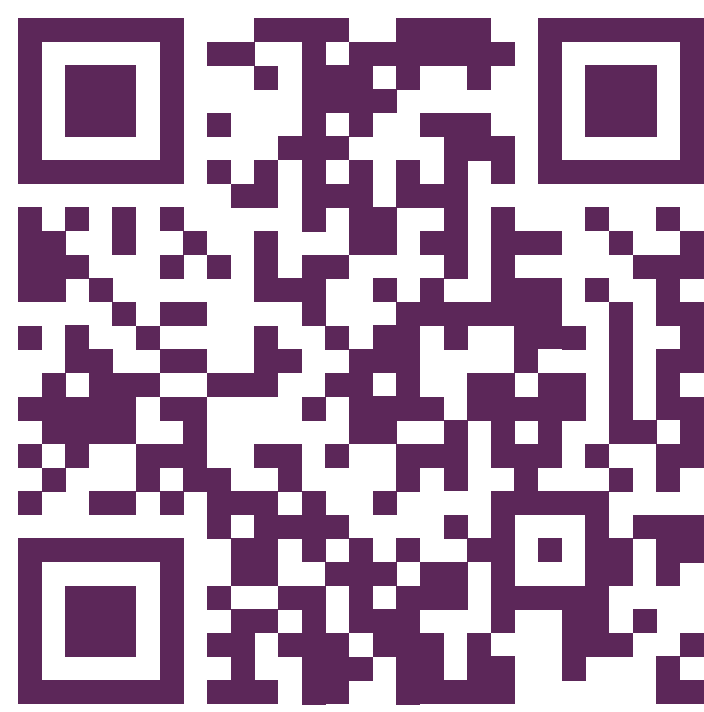
Comparta sus opiniones hasta el 8 de septiembre de 2025



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



Participe en la encuesta:



Correo electrónico: info@northsouth-segment2.com



Correo postal: ADOT NSCS Segment 2 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012



Llame al: 602-952-5700



Visite el sitio web y proporcione comentarios específicos de la ubicación en el mapa de comentarios.
www.northsouth-segment2.com

Propósito y Necesidad del Estudio

El Estudio del Corredor Norte-Sur – Declaración de Impacto Ambiental de Nivel 1/Informe Conceptual de Diseño identificó el siguiente propósito y necesidad para el corredor Norte-Sur.

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

-  Mejorará el acceso a futuros centros de actividades
-  Mejorará la movilidad regional
-  Mejorará la conectividad norte-sur
-  Integrará la red de transporte de la región
-  Abordará el crecimiento actual y futuro de la población y el empleo
-  Proporcionará una alternativa para evitar la congestión en la I-10

El estudio de Nivel 2 perfeccionará y actualizará aún más este propósito y necesidad.

Consideraciones Ambientales

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

- » Uso de la Tierra
- » Impactos sociales y comunitarios
- » Impactos económicos
- » Parques y áreas recreativas
- » Calidad del aire
- » Ruido y vibración
- » Visual y Estética
- » Topografía, Geología y Suelos
- » Recursos Biológicos – vegetación y hábitat de vida silvestre, especies amenazadas y en peligro de extinción
- » Hidrología, llanuras aluviales y recursos hídricos
- » Aguas de los Estados Unidos
- » Recursos culturales - históricos y arqueológicos
- » Materiales peligrosos
- » Transporte
- » Impactos temporales de la construcción
- » Recursos de las secciones 4(f) y 6(f)



North-South Segment 2

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

Arizona Farms Road to Interstate 10 (I-10)
(State Route 505)

Public Scoping Meetings | August 7, 12 & 14 2025



Meeting Purpose

1

Introduce the
North-South Segment 2 Study

2

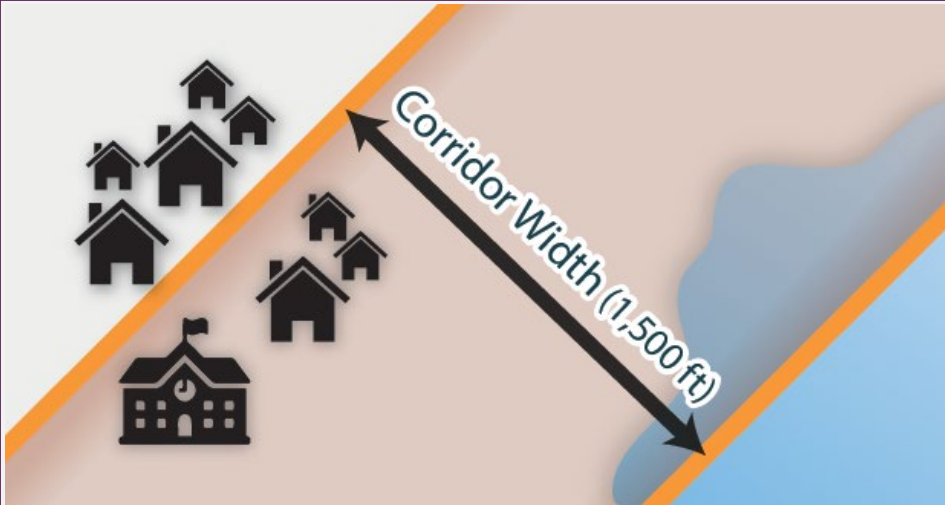
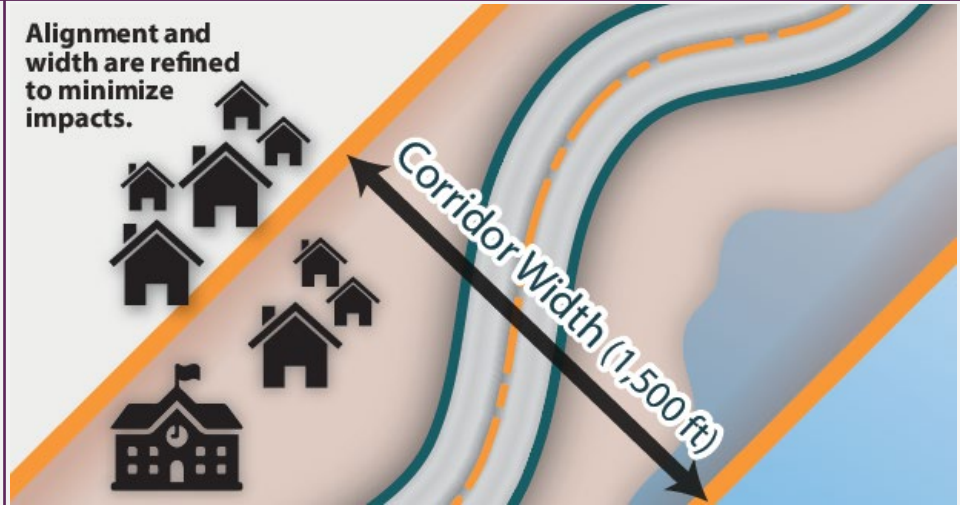
Review the Tier 1 purpose and
need and seek public input on
the North-South Segment 2
Study area to consider in
developing a preliminary range
of alternatives



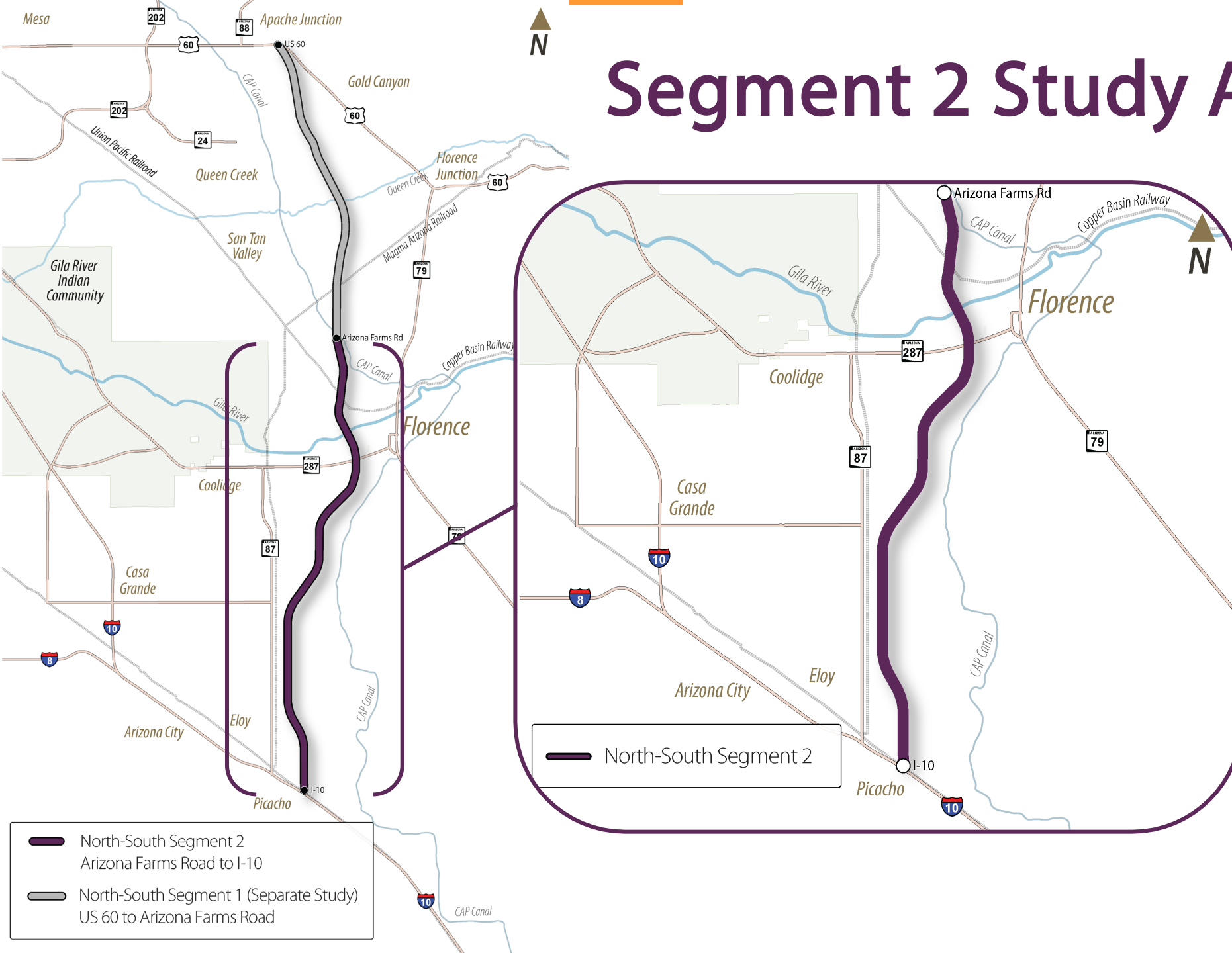
North-South Corridor Background

- ADOT is studying a more than 50-mile-long north-to-south transportation corridor between US 60 and I-10 in Pinal County
- In 2021 ADOT completed the Tier 1 EIS for the North-South Corridor
- In 2023, ADOT initiated a Tier 2 environmental and engineering study for Segment 1 from US 60 to Arizona Farms Road
- In 2024, ADOT initiated a Tier 2 environmental and engineering study for Segment 2 from I-10 to Arizona Farms Road

Tier 1 Studies vs Tier 2 Studies

	TIER 1	TIER 2
Purpose Outcome	 Corridor Width (1,500 ft)	 Alignment and width are refined to minimize impacts. Corridor Width (1,500 ft)
	Evaluates wide corridors in multiple locations, within which a new transportation facility could be located Select a single corridor (1,500-foot-wide) within which an alignment would be identified during Tier 2 EIS	Evaluates design concepts for specific alignments within the corridor, approximately 400-feet-wide for a typical freeway alignment Select a single alignment and enable permitting for that alignment

Segment 2 Study Area



- Segment 2 Study extends from Arizona Farms Road to I-10 near Eloy
- Approximately 31 miles long

Study Goals



Identify alternatives for narrowing the corridor segment, from a 1,500-foot corridor to a proposed 400-foot freeway alignment



Identify proposed interchange locations and develop interchange design concepts



Develop a Tier 2 Environmental Study and DCR



Determine a Preferred Alternative

Study Purpose and Need

The North-South Corridor Study – Tier 1 Environmental Impact Statement/Design Concept Report identified the following purpose and need for the North-South corridor.

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

- Improve access to future activity centers
- Improve regional mobility
- Improve north-to-south connectivity
- Integrate the region's transportation network
- Address existing and future population and employment growth
- Provide an alternative to avoid congestion on I-10

The Tier 2 study will further refine and update this purpose and need.

Tier 2 Environmental Review Process

The National Environmental Policy Act (NEPA) is a Federal regulation that requires:

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

A Tier 2 environmental impact statement (EIS), under NEPA, will be prepared to evaluate potential impacts of the proposed project.

NEPA Disclosure

The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 6/25/2024 and executed by the Federal Highway Administration and ADOT.

Tier 2 Engineering Considerations

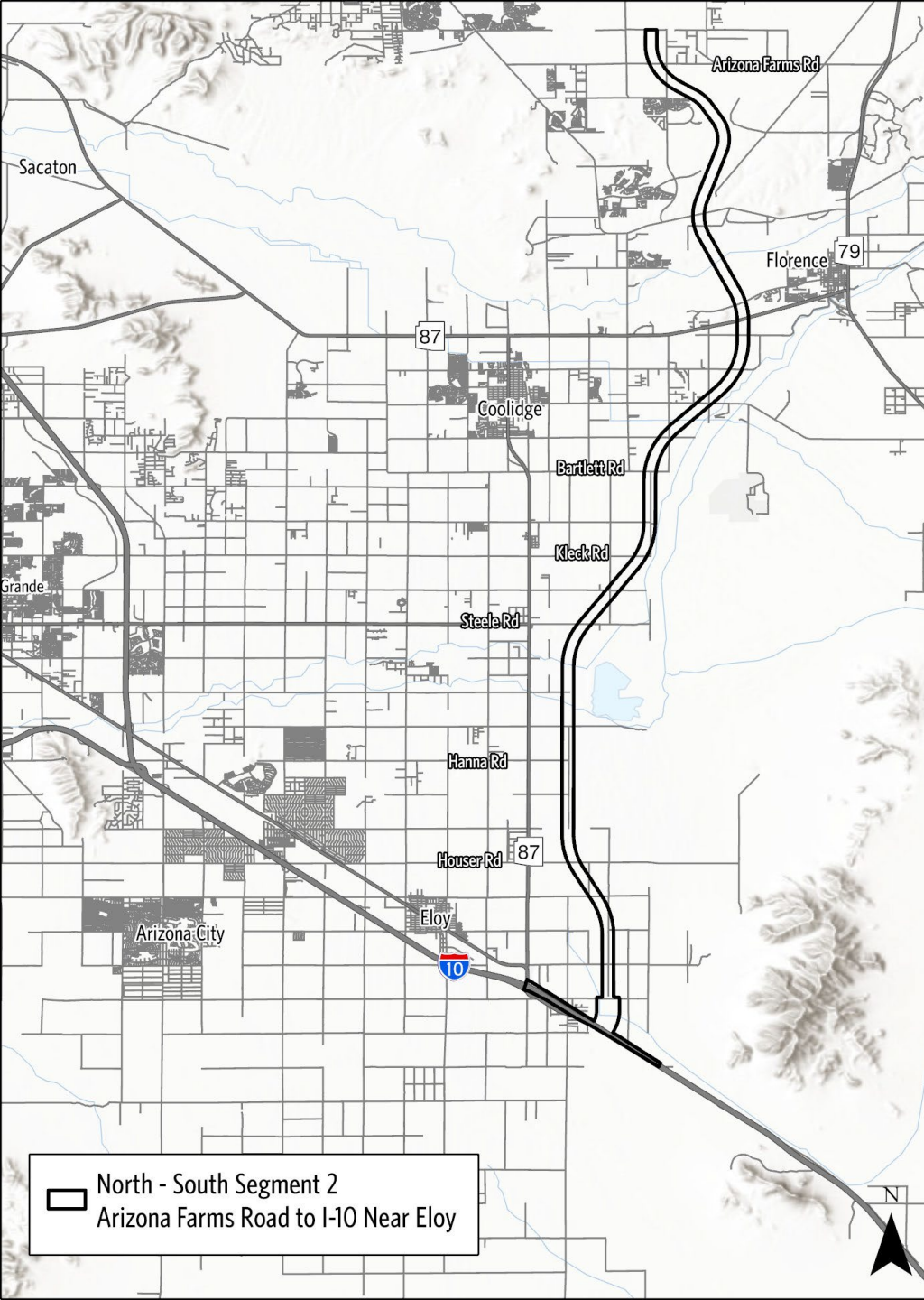
This study will focus on the 1,500-foot selected corridor and considerations may include:

- Existing and Future Traffic Analysis
 - Includes build and no-build analysis
- Utilities and Railroads
- Geotechnical
- Drainage and Floodplains
- Potential Interchange Locations
- Access
- Terrain/Topography
- Development of Roadway Alternatives (400-foot)
- Design Concept Report

Tier 2 Environmental Considerations

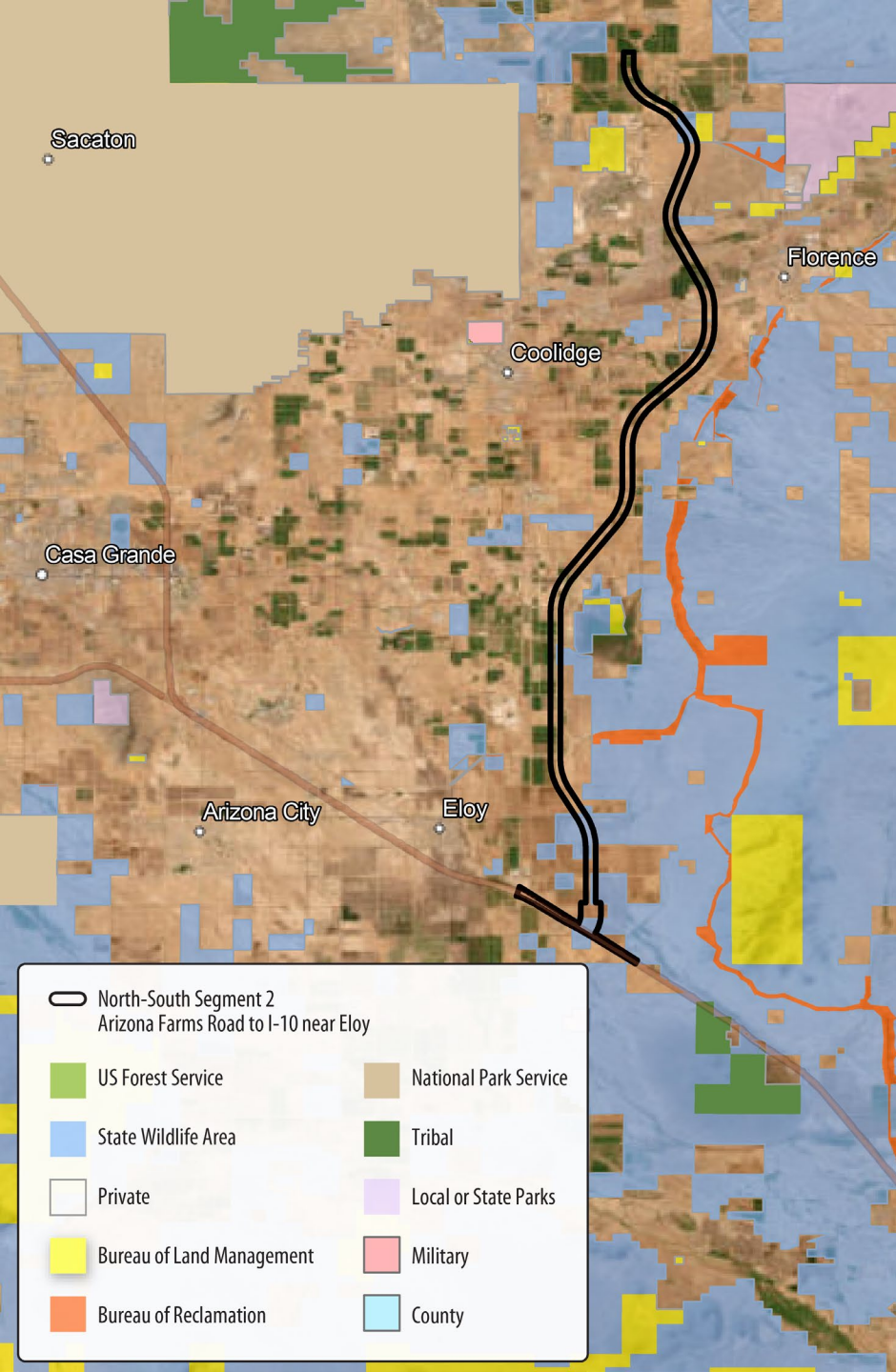
This study will focus on the 1,500-foot selected corridor and considerations may include:

- Purpose and Need
- Cultural Resources
- Section 4(f)
- Wildlife Connectivity
- Biology
- Noise
- Air Quality
- Property Impacts
- Visual Conditions
- Hazardous Materials
- Land Use/Local Planning
- Socioeconomic Impacts
- Geology
- Floodplains/Drainage
- Water Quality/Resources



Corridor Features

- Railroads
- Canals
- Gila River
- Numerous communities
- Picacho Reservoir
- Highways including:
 - I-10
 - SR 87
 - SR 287
 - SR 79
- Local roadways including:
 - Arizona Farms Road
 - Hunt Highway
 - Attaway Road

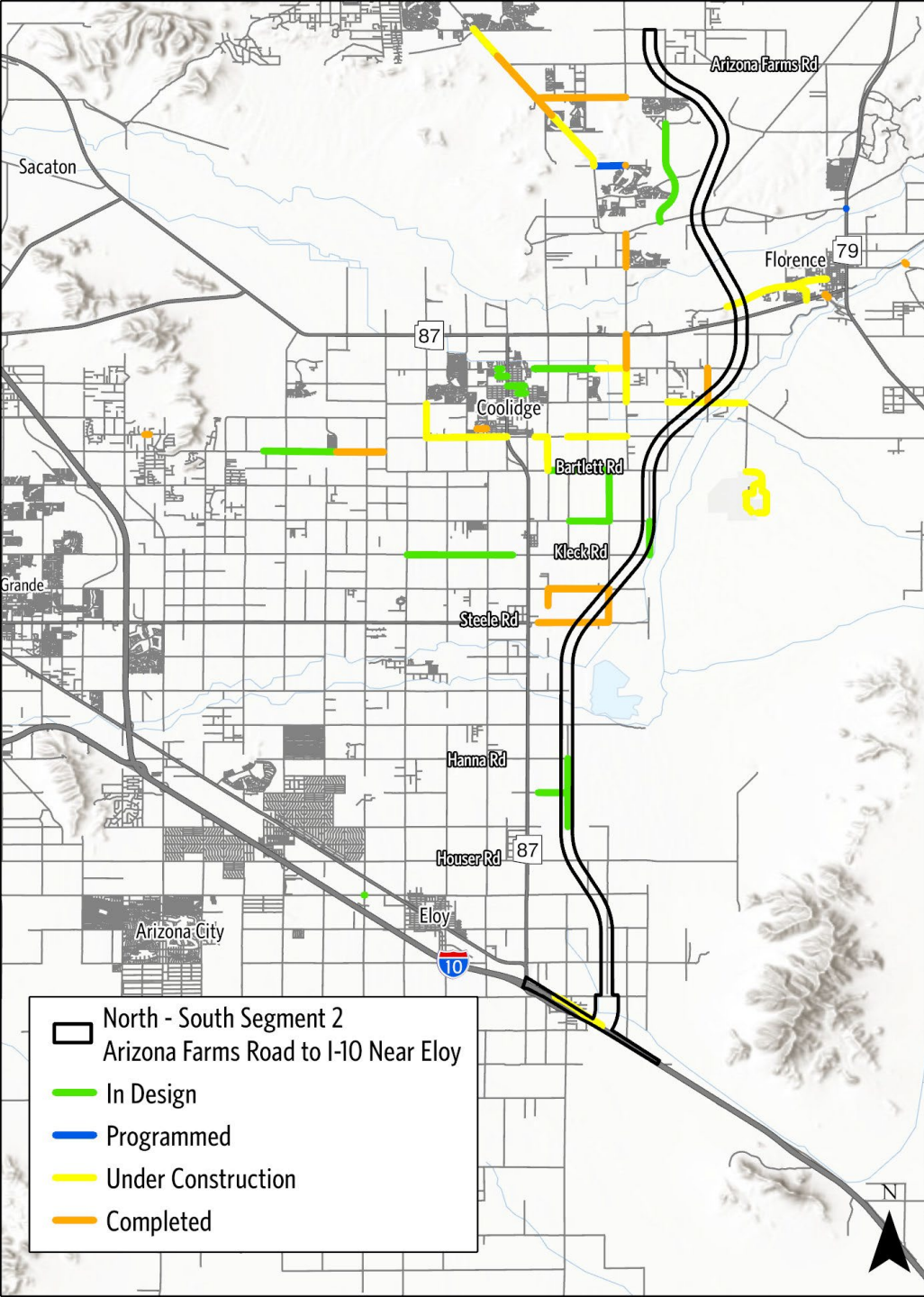


Corridor Features

- Primarily privately owned and State Trust land
- Includes scattered residences and master-planned communities
- Solar energy facilities
- Utility corridors
- Agricultural lands
- Commercial and manufacturing sites
- Mining

Corridor Features

- Existing and future arterial street network



Potential Traffic Interchanges

- Interchange locations and design concepts will be identified as a part of this study
- The North-South Corridor Study – Tier 1 EIS/DCR listed the following potential interchange locations based on the future roadway network:
 - Arizona Farms Road
 - Hunt Highway
 - State Route 287
 - Martin Road
 - Bartlett Road
 - Kleck Road
 - Steele Road
 - Selma Highway
 - Hanna Road
 - Houser Road
 - Interstate 10



Community Concerns Expressed in the Tier 1 Study



Ensuring coordination with recent and ongoing studies in the area



Utility and railroad impacts



Noise impacts



Impacts on existing and planned surrounding communities and individual property owners

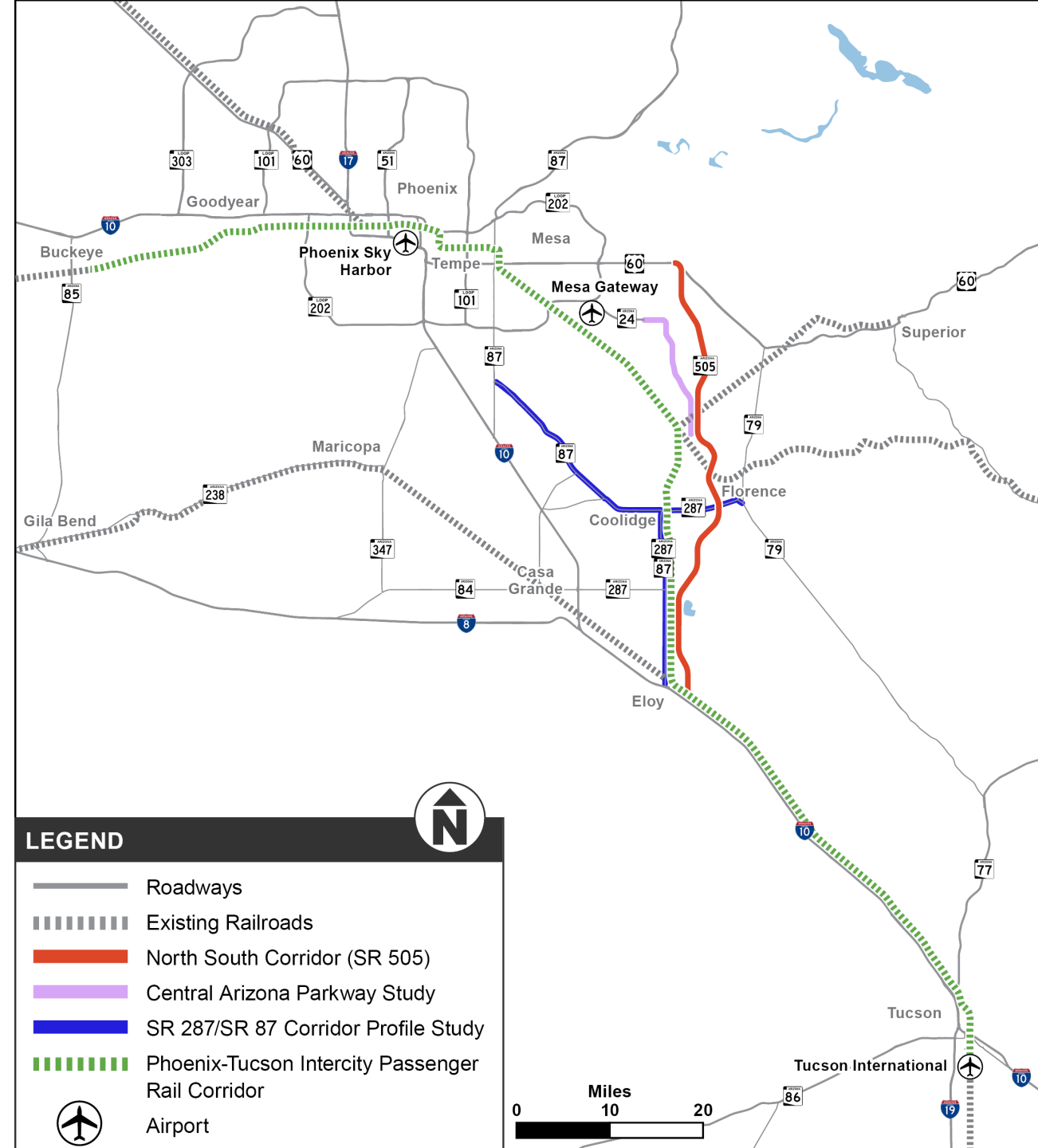


Potential impacts to cultural resources, natural and biological resources and water resources.

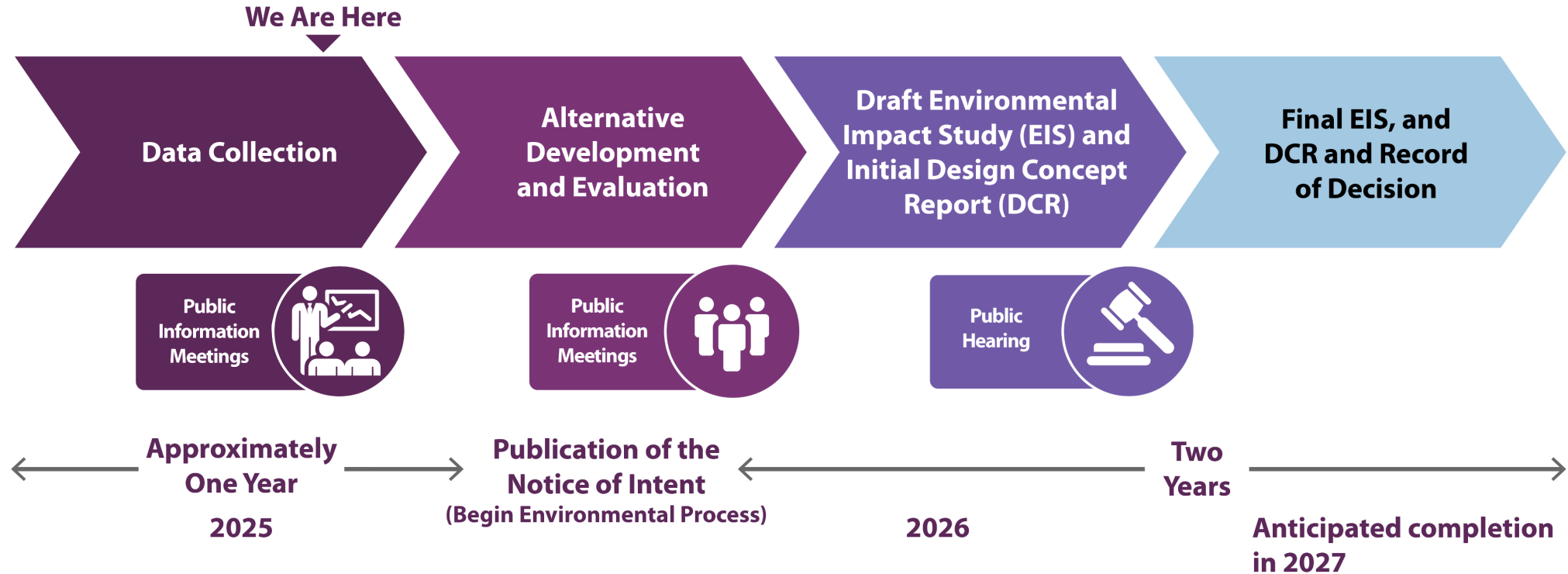
Other Studies

ADOT

- North-South Segment 1 Study
- Phoenix-Tucson Intercity Passenger Rail Corridor Study
- SR 287/87 Corridor Profile Planning Study



Study Schedule



Project Status



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



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



Regional transportation planning organizations such as the Maricopa Association of Governments, the Sun Corridor Metropolitan Planning Organization and Pinal County will coordinate with ADOT on design, right-of-way acquisition and construction once funding is available

What We Need From You!

- Comments will be used to help develop a range of potential alternatives (alignments)
- What should you share?
 - The Tier 1 study was finalized in Aug. 2021, has anything changed since then?
 - What should we consider when developing preliminary alternatives?
 - Do you have any major concerns? What are they?
 - Are there key destinations in the area that need better access?
 - Is there anything that should be considered for the development of the Tier 2 purpose and need?

How to Comment

We encourage you to provide input on the current phase of the study through September 8, 2025, in any of the following ways:



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



Online comments: www.northsouth-segment2.com



Email: info@northsouth-segment2.com



Call: 602-952-5700



Mail: ADOT North-South Segment 2 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

Slide Title	Script Text
1. Title Slide	Thank you for joining us for this public meeting for the North-South Segment 2 Study, from Arizona Farms Road to Interstate 10.
2. Meeting Purpose	The Arizona Department of Transportation (ADOT), has begun an engineering and environmental studies on the North-South Corridor from Arizona Farms Road to Interstate 10 (SR 505), known as the North-South Segment 2 Study. The purpose of tonight’s meeting is to introduce this study, review the Tier 1 purpose and need and to receive public input, which will be considered by the study team in the development of preliminary alternatives.
3. North-South Corridor Background	ADOT is studying a more than 50-mile-long north-to-south transportation corridor between US 60 and I-10 in Pinal County. In August 2021, ADOT released the Final Tier 1 Environmental Impact Statement, or EIS, and Record of Decision, which identified the selected 1,500-foot-wide North-South corridor. This represented a decision to move forward with the North-South corridor, following many years of environmental and engineering study, and included opportunities for public comment on the corridor alternatives. ADOT has divided the North-South corridor into two segments for additional Tier 2 engineering and environmental studies – Segment 1 from US 60 to Arizona Farms Road and Segment 2 from Arizona Farms Road to I-10. In 2023, ADOT began a Tier 2 study for the North-South Segment 1 between US 60 and Arizona Farms Road, which is ongoing. ADOT is conducting a Tier 2 EIS and Design Concept Report for Segment 2 of the North-South corridor between Arizona Farms Road and I-10, which is the focus of this meeting.
4. Tier 1 Studies vs Tier 2 Studies	The previous Tier 1 study evaluated a broad study area and several potential corridors. The outcome of that study was ADOT selecting a single 1,500-foot-wide North South corridor to move forward for evaluation in Tier 2 studies. The Tier 2 study is focused on identifying and evaluating potential 400-foot-wide freeway alignment alternatives within the selected Tier 1 corridor, as well as interchange locations and other features, such as bridges, in order to identify a preferred alternative for the proposed highway.
5. Study Area	This study will focus on Segment 2 of the North South corridor, which extends approximately 31 miles from Arizona Farms Road to I-10 near Eloy. This study is coordinating with the North South Segment 1 study efforts, which are also underway.

6. Study Goals	As mentioned previously, this study will identify and evaluate alignment alternatives within the corridor and narrow to a 400-foot freeway alignment. Proposed interchange locations will be identified and we will develop design concepts for the freeway alignment, interchanges and other design features as part of a Design Concept Report. In addition, we will prepare draft and final environmental documents, which will evaluate the environmental considerations of the alternatives and determine a Preferred Build Alternative. The Preferred Build Alternative will be compared to a No Build – or Do-Nothing Option – in the draft environmental document and DCR for further detailed evaluation and public comment. The final environmental document and DCR will identify the Preferred Alternative, either a build alternative or the no build alternative, which documents the agency’s decision on how to move forward. If a preferred build alternative is selected, this would allow ADOT to move forward with design and right-of-way acquisition once funding is available.
7. Study Purpose and Need	The purpose and need for the North-South corridor that was defined during the Tier 1 study is to establish a continuous, access-controlled, north-to-south transportation corridor that would: • Improve access to future activity centers • Improve regional mobility • Improve north-to-south connectivity • Integrate the region’s transportation network • Address existing and future population and employment growth and • provide an alternative to avoid congestion on I-10 The North-South Segment 2 study will further refine this purpose and need along the corridor from Arizona Farms Road to I-10.
8. Tier 2 Environmental Review Process	This project will prepare a Tier 2 environmental study in compliance with the National Environmental Policy Act. The environmental document will address the purpose and need for the project, document the alternatives considered and evaluated, address the environmental impacts and planned mitigation, document coordination efforts with governmental agencies and the public, and include documentation of the comments received.
9. NEPA Disclosure	ADOT has assumed the Federal Highway Administration’s responsibility for carrying out the National Environmental Policy Act environmental reviews and approvals per the executed agreement dated June 25, 2024, between the Federal Highway Administration and ADOT. As part of this project ADOT serves as the lead agency and has the authority to approve this project.
10. Study Engineering Considerations	This study will investigate a number of items including the existing and future traffic operations, corridor alignment alternatives, traffic interchange locations and access, drainage, structures, utilities, right-of-way impacts, project costs and constructability. An implementation plan will be developed and a draft and final DCR will be completed. We will be evaluating all environmental impacts of the alternatives and conducting outreach efforts to gather input from the public, agencies and tribal nations.

11. Environmental Considerations	The primary purpose of the environmental study is to investigate and document the environmental considerations, as well as avoidance, minimization, and mitigation efforts, for a recommended improvement option. This Tier 2 study will focus on the 1,500-foot corridor and the environmental considerations include a long list of items, which are shown on this slide, and are required for any environmental study. To name a few, we'll be assessing any impacts to cultural resources; parks, recreation areas, and wildlife refuges; wildlife connectivity; biology; air quality and noise; hazardous materials; property impacts; and floodplains and drainage. These items will be evaluated in detail in the environmental study, and we'll identify mitigation strategies, as needed.
12. Corridor Features	The graphic on the right shows some of the existing features along the study corridor. From north to south, the proposed corridor crosses the Copper Basin Railway, North Side Canal, Gila River, Florence Village (Tohono O'odham Nation), Pima Lateral, Casa Grande Canal, Florence-Casa Grande Canal Extension, Picacho Reservoir, Santa Rosa Canal, McClellan Wash and Union Pacific Railroad, and many other features. Segment 2 is served by I-10, several state highways, including SR 87, SR 287, and SR 79, and a limited number of existing arterial roadways, including Arizona Farms Road, Hunt Highway and Attaway Road. Major and minor collectors carry the remainder of local and regional traffic in Segment 2.
13. Corridor Features	The majority of land in Segment 2 is privately owned. However, Segment 2 also includes State Trust Land owned by the Arizona State Land Department (ASLD). Land use in this segment includes scattered residences and master-planned communities, open space, a solar energy facility, agricultural lands, commercial and manufacturing sites and sand and gravel operations.
14. Corridor Features	This map shows the existing and future planned arterial street network based on Pinal County's current transportation planning map. Future arterial roadway segments are shown in green. Projects in construction are shown in yellow. Planned improvements include intersection upgrades, resurfacing, roadway widening, and the addition of turn lanes. Future projects include upgrading existing roadways to improve connectivity to the planned State Route 505. The study team will coordinate with municipal project partners to understand their circulation planning efforts and assess opportunities for access to the proposed State Route 505.

15. Potential Traffic Interchanges	Several potential traffic interchange locations were identified during the previous Tier 1 study. They include Arizona Farms Road, Hunt Highway, State Route 287, Martin Road, Bartlett Road, Kleck Road, Steele Road, Selma Highway, Hanna Road, Houser Road and Interstate 10. These locations will be reviewed and refined as part of the current study, and design concepts will be developed at each location to evaluate potential configurations of each interchange.
16. Community Concerns Expressed in Tier 1 Study	Input received from the previous Tier 1 study indicated the community is concerned about coordination with recent and ongoing projects and studies, utility and railroad impacts, noise impacts, impacts to surrounding communities and properties and environmental impacts. We will continue to gather input throughout the study process as we develop, refine and evaluate alternatives for the corridor. If you have any comments or concerns, please remember to provide a comment to the study team. We will cover how you can do that at the end of this presentation.
17. Other Studies	ADOT is coordinating with several current or previous studies. These include Pinal County’s ongoing Central Arizona Parkway study, which would create a new roadway west of the North South corridor, between SR 24 and Arizona Farms Road. ADOT is currently conducting a Phoenix to Tucson Intercity Passenger Rail Corridor Study which will prepare a Service Development Plan for proposed passenger rail service along a 158-mile corridor between the greater Phoenix and Tucson regions. This effort will build upon the previous Passenger Rail Corridor Tier 1 EIS study and Record of Decision completed in 2016, which identified the selected rail corridor. Both the 2016 Arizona Passenger Rail and the North-South Corridor Tier 1 Records of Decision recognize the need to preserve flexibility for multimodal solutions, including potential co-location of passenger rail within or adjacent to the SR 505 corridor. The current study area for the Phoenix-Tucson Intercity Passenger Rail Corridor is focused on following the existing Union Pacific Railroad corridor. However, the 2016 Arizona Passenger Rail Record of Decision allows for optional routing in Pinal County—consistent with the proposed North-South Corridor—particularly if challenges arise along existing railroad corridors due to cultural or other constraints. The SR 287/SR 87 corridor profile study is in its final stages, and includes quantitative analysis of pavement conditions, bridge infrastructure, mobility, freight and safety, to meet a desired level of performance. The study includes modernization and spot improvement recommendations for SR 87 between I-10 and the SR 87 and SR 287 interchange Potential expansion is being considered for the segment between SR 287 and Gilbert Road, which lies within the Gila River Indian Community. The study is scheduled to be completed later this summer.

18. Study Schedule	The study schedule has several opportunities for public input. We are currently in the data collection phase where we are evaluating refinements to the original Tier 1 Purpose and need, completing initial technical studies, and will soon identify a preliminary range of alternatives. This will be followed by the release of the Notice of Intent, or NOI, which is formal initiation of the environmental study, where we refine the preliminary alternatives to develop a reasonable range of alternatives to study in the EIS. We will then prepare a draft environmental study and DCR, which will compare the Preferred Build Alternative with a No Build Alternative. Ultimately, based on technical analysis and public, agency and tribal governments input, the study team will develop the draft environmental document and DCR, which will identify the Preferred Alternative. Following the release of the Draft documents and comment periods, a Record of Decision will be issued, representing ADOT’s decision on the Selected Alternative and how to move forward with the proposed project. We anticipate this entire study to take approximately three years. It’s important to note that at each of the three major milestones, prior to the release of the final documents, there will be opportunities for the public to review the current alternatives being evaluated and provide input or comments. We are here at our first milestone of the study to gather your input on what should be considered during refinement of the purpose and need, development of preliminary alternatives for the North-South alignment, interchange locations and other features. As the study progresses, we will have additional opportunities for public input through public meetings and hearings.
19. Project Schedule and Regional Planning	There is no timeline to construct the North-South corridor as it is not currently funded for design or construction. Funding would need to be identified to advance the project to design, and/or right of way acquisition, to be able to make a final decision, or issue the Record of Decision on a North-South corridor Segment 2 preferred alternative. Regional transportation planning processes for identification of funding and the progression of projects like the proposed State Route 505 is overseen by metropolitan planning organizations – which include the Maricopa Association of Governments, Sun Corridor Metropolitan Planning Organization, as well as Pinal County - in coordination with ADOT. Once funding is secured the project can be programmed for the next phases of development, including design, right-of-way acquisition and construction.

20. What We Need from You?	As mentioned previously, your input will help us develop a range of potential alternatives that will be shared for public review and comment when the Notice of Intent is published. So, what type of information should you share? Here are a few questions to help in the development of your comments: • The Tier 1 study was finalized in Aug. 2021, has anything changed since then? • What should we consider when developing preliminary alternatives? • Do you have any major concerns? What are they? • Are there key destinations in the area that need better access? • Is there anything that should be considered for the development of the Tier 2 purpose and need? These questions are to help you get started, but we welcome any and all input related to the North-South Segment 2 study.
21. How to Comment	We encourage you to provide input on the current phase of the study through September 8, 2025, in any of the following ways: • By commenting at one of our public meetings • Providing online comments at www.northsouth-segment2.com • Emailing comments to: info@northsouth-segment2.com • By calling: 602-952-5700 • And by mailing comments to: ADOT North-South Segment 2 Study c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

Norte-Sur Segmento 2

Declaración de Impacto Ambiental de Nivel 2 e Informe
Conceptual de Diseño

De Arizona Farms Road a la Interestatal 10 (Ruta Estatal
505)

Reuniones públicas de alcance | 7, 12 y 14 de agosto de 2025



Propósito de la Reunión

1

Presentar el Estudio del Norte-Sur
Segmento 2

2

Revisar el propósito y la necesidad del
Nivel 1 y buscar la opinión del público
sobre el área de estudio del Norte-Sur
Segmento 2 para considerar en el
desarrollo de una gama preliminar de
alternativas



Antecedentes del Corredor Norte-Sur

- ADOT está estudiando un corredor de transporte de norte a sur de más de 50 millas de largo entre la US 60 y la I-10 en el Condado de Pinal
- En 2021, ADOT completó el EIS de Nivel 1 para el Corredor Norte-Sur
- En 2023, ADOT inició un estudio ambiental y de ingeniería de Nivel 2 para el Segmento 1 de US 60 a Arizona Farms Road
- En 2024, ADOT inició un estudio ambiental y de ingeniería de Nivel 2 para el Segmento 2 desde la I-10 hasta Arizona Farms Road

Estudios de Nivel 1 vs. Estudios de Nivel 2

NIVEL 1



NIVEL 2



Propósito

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

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

Resultado

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

Elegir una sola alineación y habilitar los permisos para esa alineación

Área de Estudio del Segmento 2



- El estudio del segmento 2 se extiende desde Arizona Farms Road hasta la I-10 cerca de Eloy
- Aproximadamente 31 millas de largo

- Norte-Sur Segmento 2
Arizona Farms Road a I-10
- Norte-Sur Segmento 1 (estudio separado)
US 60 a Arizona Farms Road

Objetivos del Estudio



Identificar alternativas para estrechar el segmento del corredor, desde un corredor de 1,500 pies hasta una alineación propuesta de 400 pies de la autopista



Identificar las ubicaciones de intercambio propuestas y desarrollar conceptos de diseño de intercambio



Desarrollar un Estudio Ambiental de Nivel 2 y el DCR.



Determinar una alternativa preferida

Propósito y Necesidad del Estudio

El Estudio del Corredor Norte-Sur – Declaración de Impacto Ambiental de Nivel 1/Informe de Concepto de Diseño identificó el siguiente propósito y necesidad para el corredor Norte-Sur.

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

- Mejorar el acceso a futuros centros de actividades.
- Mejorar la movilidad regional
- Mejorar la conectividad norte-sur
- Integrar la red de transporte de la región
- Abordar el crecimiento actual y futuro de la población y el empleo
- Ofrecer una alternativa para evitar la congestión en la I-10

El estudio de Nivel 2 perfeccionará y actualizará aún más este propósito y necesidad.

Proceso de Revisión Ambiental de Nivel 2

La Ley de Política Ambiental Nacional (NEPA) es una regulación federal que requiere:

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

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

Divulgación según la NEPA

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 06/25/24, y se han realizado por FHWA y ADOT.

Consideraciones de ingeniería de nivel 2

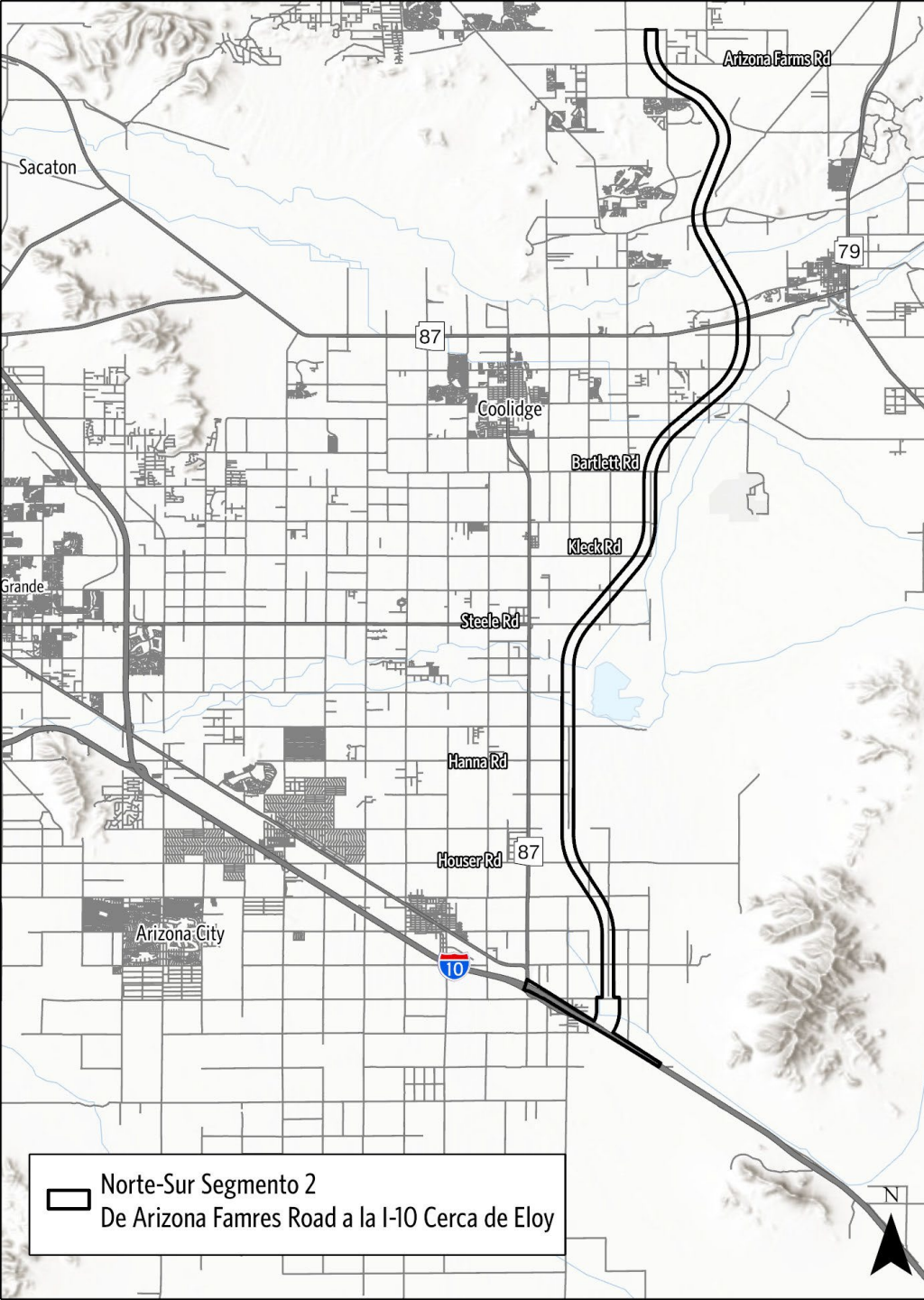
Este estudio se centrará en el corredor seleccionado de 1,500 pies y las consideraciones pueden incluir:

- Análisis de tráfico existente y futuro
 - Incluye análisis de alternativas de construcción y sin construcción
- Servicios públicos y ferrocarriles
- Geotécnica
- Drenaje y llanuras aluviales
- Posibles Ubicaciones de Intercambio
- Acceso
- Terreno/Topografía
- Desarrollo de alternativas viales (400 pies)
- Informe Conceptual de Diseño

Consideraciones ambientales de nivel 2

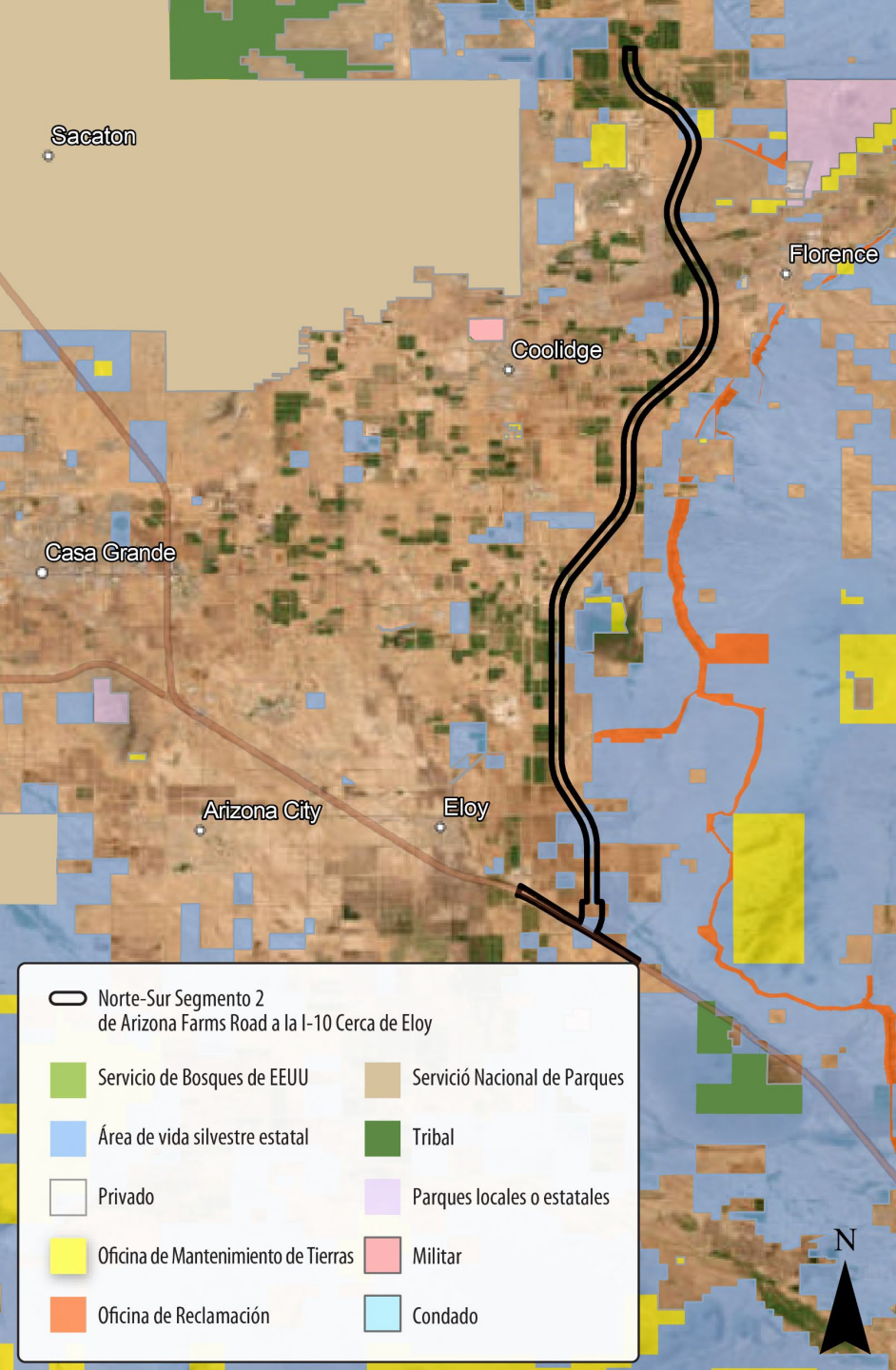
Este estudio se centrará en el corredor seleccionado de 1,500 pies y las consideraciones pueden incluir:

- Propósito y necesidad
- Recursos Culturales
- Sección 4(f)
- Conectividad de vida silvestre
- Biología
- Ruido
- Calidad del aire
- Impactos en la propiedad
- Condiciones visuales
- Materiales Peligrosos
- Uso del suelo/planificación local
- Impacto socioeconómico
- Geología
- Llanuras aluviales/drenaje
- Calidad del agua/recursos hídricos



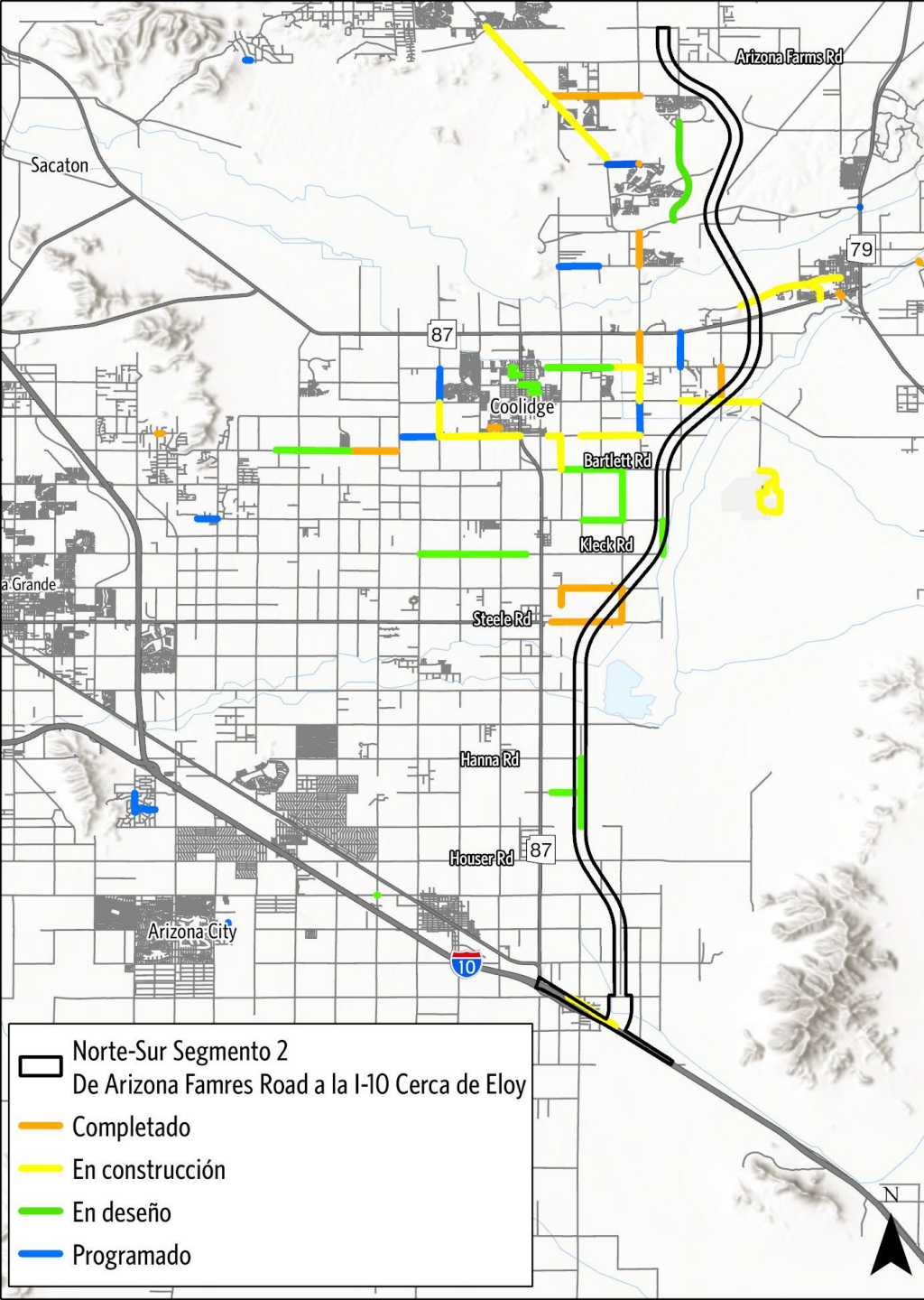
Características del Corredor

- Ferrovías
- Canales
- Gila River
- Numerosas comunidades
- Embalse Picacho
- Carreteras que incluyen:
 - I-10
 - SR 87
 - SR 287
 - SR 79
- Carreteras locales que incluyen:
 - Arizona Farms Road
 - Hunt Highway
 - Attaway Road



Características del Corredor

- Terrenos de propiedad principalmente privada y fideicomiso estatal
- Incluye residencias dispersas y comunidades planificadas
- Instalaciones de energía solar
- Pasillos de servicios públicos
- Tierras agrícolas
- Sitios comerciales y de fabricación
- Minería



Características del Corredor

- Red de calles arteriales existente y futura

Posibles intercambios de tráfico

- Las ubicaciones de intercambio y los conceptos de diseño se identificarán como parte de este estudio.
- El Estudio del Corredor Norte-Sur – EIS/DCR de Nivel 1 enumeró las siguientes ubicaciones potenciales de intercambio en función de la futura red de carreteras:
 - Arizona Farms Road
 - Hunt Highway
 - Ruta Estatal 287
 - Martin Road
 - Bartlett Road
 - Kleck Road
 - Steele Road
 - Selma Highway
 - Hanna Road
 - Houser Road
 - Interestatal 10



Preocupaciones de la Comunidad Expresadas en el estudio de Nivel 1



Asegurar la
coordinación con
estudios recientes
y en curso en el
área



Impactos de
servicios públicos y
ferrocarriles



Impactos
del ruido



Impactos en las
comunidades
circundantes existentes y
planificadas y en los
propietarios individuales

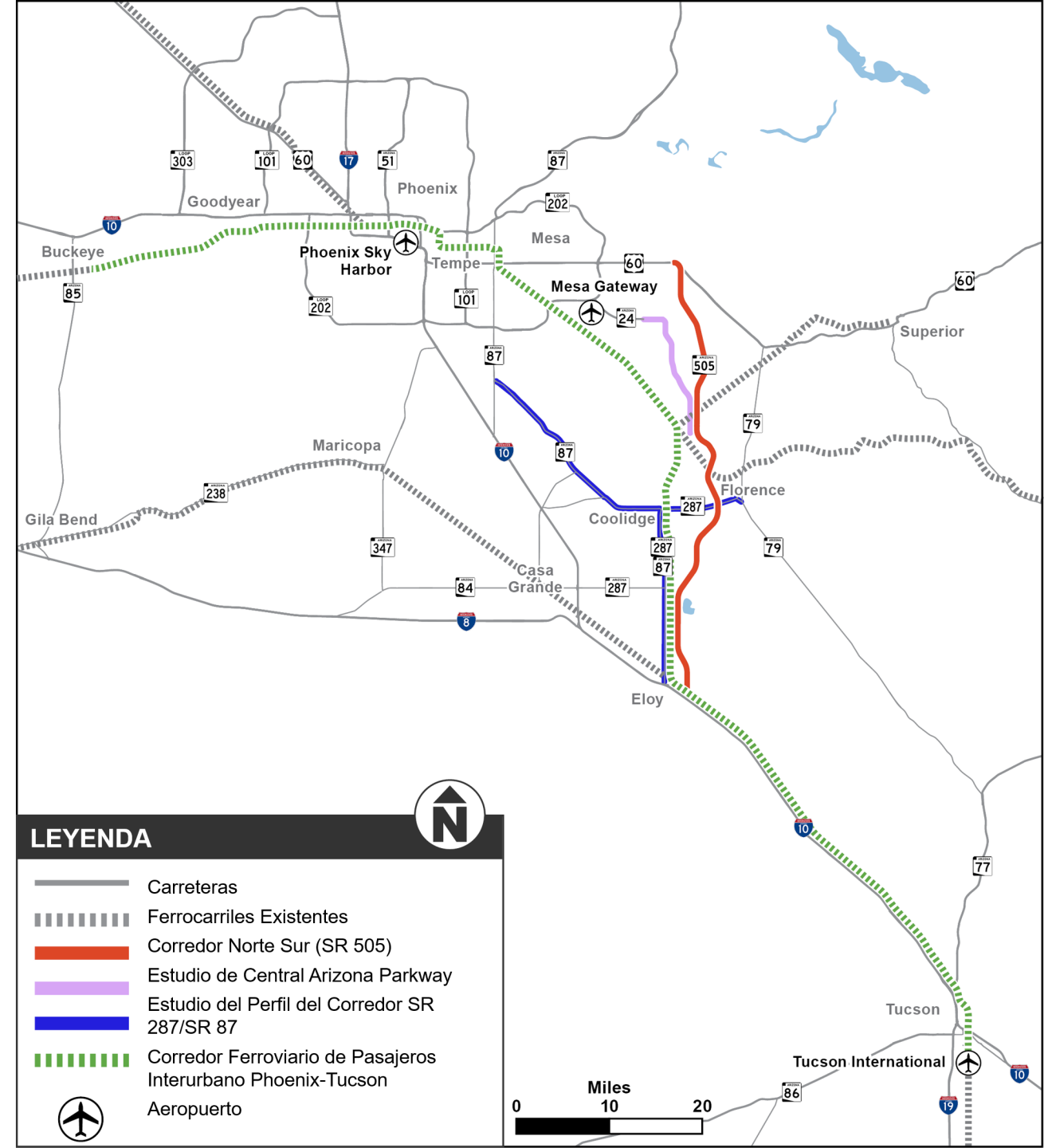


Posibles impactos en
los recursos culturales,
los recursos naturales
y biológicos y los
recursos hídricos

Otros Estudios

ADOT

- Norte-Sur Segmento 2
- Estudio del Corredor Ferroviario Interurbano de Pasajeros Phoenix-Tucson
- Estudio de Planificación del Perfil del Corredor SR 287/87



Cronograma del Estudio



Estado del Proyecto



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



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



Las organizaciones regionales de planificación del transporte, como la Asociación de Gobiernos de Maricopa, la Organización de Planificación Metropolitana del Corredor Sun y el Condado de Pinal, coordinarán con ADOT el diseño, la adquisición del derecho de paso y la construcción una vez que haya fondos disponibles.

¡Lo que necesitamos de usted!

- Los comentarios se utilizarán para ayudar a desarrollar una gama de alternativas potenciales (alineaciones).
- ¿Qué debe compartir?
 - El estudio de Nivel 1 se finalizó en agosto de 2021, ¿ha cambiado algo desde entonces?
 - ¿Qué debemos tener en cuenta al desarrollar alternativas preliminares?
 - ¿Tiene alguna preocupación importante? ¿Cuáles son?
 - ¿Hay destinos clave en la zona que necesitan un mejor acceso?
 - ¿Hay algo que deba considerarse para el desarrollo del propósito y la necesidad del Nivel 2?

Cómo Comentar

Le recomendamos que proporcione información sobre la fase actual del estudio hasta el 8 de septiembre de 2025, de cualquiera de las siguientes maneras:



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



Comentarios en línea: www.northsouth-segment2.com



Correo electrónico: info@northsouth-segment2.com



Llame al: 602-952-5700



Correo: ADOT North-South Segment 2 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

Título de la diapositiva	Texto del guión
1. Diapositiva de título	Gracias por acompañarnos en esta reunión pública para el Estudio del Norte-Sur Segmento 2, desde Arizona Farms Road hasta la Interestatal 10.
2. Propósito de la reunión	El Departamento de Transporte de Arizona (ADOT) ha comenzado un estudio de ingeniería y ambiental en el Corredor Norte-Sur desde Arizona Farms Road hasta la Interestatal 10 (SR 505), conocido como el Estudio del Norte-Sur Segmento 2. El propósito de la reunión de esta noche es presentar este estudio, revisar el propósito y la necesidad del Nivel 1 y recibir comentarios del público, que serán considerados por el equipo del estudio en el desarrollo de alternativas preliminares.
3. Antecedentes del corredor Norte-Sur	ADOT está estudiando un corredor de transporte de norte a sur de más de 50 millas de largo entre la US 60 y la I-10 en el condado de Pinal. En agosto de 2021, ADOT publicó la Declaración Final de Impacto Ambiental de Nivel 1, o EIS, y el Registro de Decisión, que identificó el corredor Norte-Sur seleccionado de 1,500 pies de ancho. Esto representó una decisión de seguir adelante con el corredor Norte-Sur, después de muchos años de estudio ambiental y de ingeniería, e incluyó oportunidades para comentarios públicos sobre las alternativas del corredor. ADOT ha dividido el corredor Norte-Sur en dos segmentos para estudios ambientales y de ingeniería de Nivel 2 adicionales: el Segmento 1 desde la US 60 hasta Arizona Farms Road y el Segmento 2 desde Arizona Farms Road hasta la I-10. En 2023, ADOT comenzó un estudio de Nivel 2 para el Norte-Sur Segmento 1 entre US 60 y Arizona Farms Road, que está en curso. ADOT está llevando a cabo un Informe de Concepto de Diseño y EIS de Nivel 2 para el Segmento 2 del corredor Norte-Sur entre Arizona Farms Road y la I-10, que es el enfoque de esta reunión.
4. Estudios de Nivel 1 vs Estudios de Nivel 2	El estudio anterior de Nivel 1 evaluó un área de estudio amplia y varios corredores potenciales. El resultado de ese estudio fue que ADOT seleccionó un solo corredor Norte-Sur de 1,500 pies de ancho para avanzar para la evaluación en los estudios de Nivel 2. El estudio de Nivel 2 se centra en identificar y evaluar posibles alternativas de alineación de autopistas de 400 pies de ancho dentro del corredor de Nivel 1 seleccionado, así como ubicaciones de intercambio y otras características, como puentes, para identificar una alternativa preferida para la carretera propuesta.

5. Área de estudio	Este estudio se centrará en el Segmento 2 del corredor Norte-Sur, que se extiende aproximadamente 31 millas desde Arizona Farms Road hasta la I-10 cerca de Eloy. Este estudio se coordina con los esfuerzos del estudio del Norte-Sur Segmento 1, que también están en marcha.
6. Objetivos del estudio	Como se mencionó anteriormente, este estudio identificará y evaluará alternativas de alineación dentro del corredor y se estrechará a una alineación de autopista de 400 pies. Se identificarán las ubicaciones de intercambio propuestas y desarrollaremos conceptos de diseño para la alineación de la autopista, los intercambios y otras características de diseño como parte de un Informe de concepto de diseño. Además, prepararemos documentos ambientales preliminares y finales, que evaluarán las consideraciones ambientales de las alternativas y determinarán una Alternativa de Construcción Preferida. La Alternativa de Construcción Preferida se comparará con una Opción de No Construcción, o No Hacer Nada, en el borrador del documento ambiental y el DCR para una evaluación más detallada y comentarios públicos. El documento ambiental final y el DCR identificarán la Alternativa Preferida, ya sea una alternativa de construcción o la alternativa de no construcción, que documenta la decisión de la agencia sobre cómo seguir adelante. Si se selecciona una alternativa de construcción preferida, esto permitiría a ADOT avanzar con el diseño y la adquisición del derecho de paso una vez que haya fondos disponibles.
7. Propósito y necesidad del estudio	El propósito y la necesidad del corredor Norte-Sur que se definió durante el estudio de Nivel 1 es establecer un corredor de transporte continuo, de acceso controlado y de norte a sur que: • Mejorar el acceso a futuros centros de actividades • Mejorar la movilidad regional • Mejorar la conectividad de norte a sur • Integrar la red de transporte de la región • Abordar el crecimiento actual y futuro de la población y el empleo y • proporcionar una alternativa para evitar la congestión en la I-10 El estudio del Norte-Sur Segmento 2 refinará aún más este propósito y necesidad a lo largo del corredor desde Arizona Farms Road hasta la I-10.
8. Proceso de revisión ambiental de nivel 2	Este proyecto preparará un estudio ambiental de Nivel 2 de conformidad con la Ley de Política Ambiental Nacional. El documento ambiental abordará el propósito y la necesidad del proyecto, documentará las alternativas consideradas y evaluadas, abordará los impactos ambientales y la mitigación planificada, documentará los esfuerzos de coordinación con las agencias gubernamentales y el público, e incluirá documentación de los comentarios recibidos.

9. Divulgación de NEPA	ADOT ha asumido la responsabilidad de la Administración Federal de Carreteras de llevar a cabo las revisiones y aprobaciones ambientales de la Ley Nacional de Política Ambiental según el acuerdo ejecutado con fecha del 25 de junio de 2024 entre la Administración Federal de Carreteras y ADOT. Como parte de este proyecto, ADOT sirve como agencia líder y tiene la autoridad para aprobar este proyecto.
10. Consideraciones de ingeniería de estudio	Este estudio investigará una serie de elementos que incluyen las operaciones de tráfico existentes y futuras, las alternativas de alineación del corredor, las ubicaciones y el acceso al intercambio de tráfico, el drenaje, las estructuras, los servicios públicos, los impactos del derecho de paso, los costos del proyecto y la capacidad de construcción. Se desarrollará un plan de implementación y se completará un borrador y un DCR final. Evaluaremos todos los impactos ambientales de las alternativas y realizaremos esfuerzos de divulgación para recopilar información del público, las agencias y las naciones tribales.
11. Consideraciones ambientales	El propósito principal del estudio ambiental es investigar y documentar las consideraciones ambientales, así como los esfuerzos de evitación, minimización y mitigación, para una opción de mejora recomendada. Este estudio de Nivel 2 se centrará en el corredor de 1,500 pies y las consideraciones ambientales incluyen una larga lista de elementos, que se muestran en esta diapositiva, y son necesarios para cualquier estudio ambiental. Por nombrar algunos, evaluaremos cualquier impacto en los recursos culturales; parques, áreas de recreación y refugios de vida silvestre; conectividad de vida silvestre; biología; calidad del aire y ruido; materiales peligrosos; impactos en la propiedad; y llanuras aluviales y drenaje. Estos elementos se evaluarán en detalle en el estudio ambiental e identificaremos estrategias de mitigación, según sea necesario.
12. Entidades de obra lineal	El gráfico de la derecha muestra algunas de las entidades existentes a lo largo del corredor de estudio. De norte a sur, el corredor propuesto cruza el Ferrocarril de la Cuenca del Cobre, el Canal lado norte, el Río Gila, Florence Villa (Nación Tohono O'odham), Pima Lateral, el Canal Casa Grande, la Extensión del Canal Florence-Casa Grande, el Embalse Picacho, el Canal Santa Rosa, McClellan Wash y Union Pacific Railroad, y muchas otras características. El segmento 2 es servido por la I-10, varias carreteras estatales, incluidas la SR 87, la SR 287 y la SR 79, y un número limitado de carreteras arteriales existentes, incluidas Arizona Farms Road, Hunt Highway y Attaway Road. Los colectores mayores y menores transportan el resto del tráfico local y regional en el Segmento 2.

13. Entidades de obra lineal	La mayoría de la tierra en el Segmento 2 es de propiedad privada. Sin embargo, el Segmento 2 también incluye tierras en fideicomiso estatales propiedad del Departamento de Tierras del Estado de Arizona (ASLD). El uso de la tierra en este segmento incluye residencias dispersas y comunidades planificadas, espacios abiertos, una instalación de energía solar, tierras agrícolas, sitios comerciales y de fabricación y operaciones de arena y grava.
14. Entidades de obra lineal	Este mapa muestra la red de calles arteriales planificada existente y futura según el mapa de planificación de transporte actual del condado de Pinal. Los futuros segmentos de carreteras arteriales se muestran en verde. Los proyectos en construcción se muestran en amarillo. Las mejoras planificadas incluyen mejoras en las intersecciones, repavimentación, ampliación de carreteras y la adición de carriles de giro. Los proyectos futuros incluyen la mejora de las carreteras existentes para mejorar la conectividad con la Ruta Estatal 505 planificada. El equipo de estudio coordinará con los socios del proyecto municipal para comprender sus esfuerzos de planificación de circulación y evaluar las oportunidades de acceso a la Ruta Estatal 505 propuesta.
15. Posibles intercambios de tráfico	Se identificaron varias ubicaciones potenciales de intercambio de tráfico durante el estudio anterior de Nivel 1. Incluyen Arizona Farms Road, Hunt Highway, State Route 287, Martin Road, Bartlett Road, Kleck Road, Steele Road, Selma Highway, Hanna Road, Houser Road y la Interestatal 10. Estas ubicaciones se revisarán y refinarán como parte del estudio actual, y se desarrollarán conceptos de diseño en cada ubicación para evaluar las configuraciones potenciales de cada intercambio.
16. Preocupaciones de la comunidad expresadas en el estudio de Nivel 1	Los comentarios recibidos del estudio anterior de Nivel 1 indicaron que la comunidad está preocupada por la coordinación con proyectos y estudios recientes y en curso, los impactos de los servicios públicos y los ferrocarriles, los impactos del ruido, los impactos a las comunidades y propiedades circundantes y los impactos ambientales. Continuaremos recopilando información a lo largo del proceso de estudio a medida que desarrollemos, refinemos y evaluemos alternativas para el corredor. Si tiene algún comentario o inquietud, recuerde proporcionar un comentario al equipo del estudio. Cubriremos cómo puede hacerlo al final de esta presentación.

17. Otros estudios	ADOT se está coordinando con varios estudios actuales o anteriores. Estos incluyen el estudio en curso de Central Arizona Parkway del condado de Pinal, que crearía una nueva carretera al oeste del corredor Norte-Sur, entre SR 24 y Arizona Farms Road. ADOT actualmente está llevando a cabo un Estudio del Corredor Ferroviario Interurbano de Pasajeros de Phoenix a Tucson que preparará un Plan de Desarrollo de Servicios para el servicio ferroviario de pasajeros propuesto a lo largo de un corredor de 158 millas entre las regiones metropolitanas de Phoenix y Tucson. Este esfuerzo se basará en el estudio anterior de EIS de Nivel 1 del Corredor Ferroviario de Pasajeros y el Registro de Decisión completado en 2016, que identificó el corredor ferroviario seleccionado. Tanto el Ferrocarril de Pasajeros de Arizona de 2016 como el Corredor nivel Norte-Sur 1 Registro de Decisión reconocen la necesidad de preservar la flexibilidad para las soluciones multimodales, incluida la posible ubicación conjunta del tren de pasajeros dentro o adyacente al corredor SR 505. El área de estudio actual para el Corredor Ferroviario Interurbano de Pasajeros Phoenix-Tucson se centra en seguir el corredor existente del Ferrocarril Union Pacific. Sin embargo, el Registro de Decisión del Ferrocarril de Pasajeros de Arizona de 2016 permite una ruta opcional en el condado de Pinal, de acuerdo con el Corredor Norte-Sur propuesto, particularmente si surgen desafíos a lo largo de los corredores ferroviarios existentes debido a limitaciones culturales o de otro tipo. El estudio del perfil del corredor SR 287 / SR 87 se encuentra en sus etapas finales e incluye un análisis cuantitativo de las condiciones del pavimento, la infraestructura del puente, la movilidad, la carga y la seguridad, para cumplir con el nivel deseado de rendimiento. El estudio incluye recomendaciones de modernización y mejoras puntuales para la SR 87 entre la I-10 y el intercambio de la SR 87 y la SR 287. Se está considerando una posible expansión para el segmento entre la SR 287 y Gilbert Road, que se encuentra dentro de la comunidad indígena del río Gila. El estudio está programado para completarse a finales de este verano.
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18. Horario de estudio	El programa de estudio tiene varias oportunidades para la opinión pública. Actualmente estamos en la fase de recopilación de datos en la que estamos evaluando los refinamientos del propósito y la necesidad originales del Nivel 1, completando los estudios técnicos iniciales y pronto identificaremos una gama preliminar de alternativas. A esto le seguirá la publicación del Aviso de Intención, o NOI, que es el inicio formal del estudio ambiental, donde refinamos las alternativas preliminares para desarrollar una gama razonable de alternativas para estudiar en el EIS. Luego prepararemos un borrador del estudio ambiental y DCR, que comparará la Alternativa de Construcción Preferida con una Alternativa de No Construcción. En última instancia, con base en el análisis técnico y los aportes del público, la agencia y los gobiernos tribales, el equipo de estudio desarrollará el borrador del documento ambiental y el DCR, que identificará la Alternativa Preferida. Tras la publicación de los documentos preliminares y los períodos de comentarios, se emitirá un Registro de Decisión, que representa la decisión de ADOT sobre la Alternativa Seleccionada y cómo seguir adelante con el proyecto propuesto. Anticipamos que todo este estudio tomará aproximadamente tres años. Es importante tener en cuenta que en cada uno de los tres hitos principales, antes de la publicación de los documentos finales, habrá oportunidades para que el público revise las alternativas actuales que se están evaluando y brinde información o comentarios. Estamos aquí en nuestro primer hito del estudio para recopilar su opinión sobre lo que debe considerarse durante el refinamiento del propósito y la necesidad, el desarrollo de alternativas preliminares para la alineación Norte-Sur, las ubicaciones de intercambio y otras características. A medida que avance el estudio, tendremos oportunidades adicionales para la opinión pública a través de reuniones y audiencias públicas.
19. Cronograma del proyecto y planificación regional	No hay un cronograma para construir el corredor Norte-Sur, ya que actualmente no está financiado para el diseño o la construcción. Sería necesario identificar fondos para avanzar en el diseño del proyecto y/o la adquisición del derecho de paso, para poder tomar una decisión final, o emitir el Registro de Decisión sobre una alternativa preferida del Segmento 2 del corredor Norte-Sur. Los procesos regionales de planificación del transporte para la identificación de fondos y la progresión de proyectos como la propuesta de la Ruta Estatal 505 son supervisados por organizaciones de planificación metropolitana, que incluyen la Asociación de Gobiernos de Maricopa, la Organización de Planificación Metropolitana Sun Corridor y el Condado de Pinal, en coordinación con ADOT. Una vez que se asegura la financiación, el proyecto se puede programar para las siguientes fases de desarrollo, incluido el diseño, la adquisición del derecho de paso y la construcción.

20. ¿Qué necesitamos de usted?	Como se mencionó anteriormente, su opinión nos ayudará a desarrollar una variedad de alternativas potenciales que se compartirán para revisión y comentarios públicos cuando se publique el Aviso de intención. Entonces, ¿qué tipo de información debe compartir? Aquí hay algunas preguntas para ayudar en el desarrollo de sus comentarios: • El estudio de Nivel 1 finalizó en agosto de 2021, ¿ha cambiado algo desde entonces? • ¿Qué debemos tener en cuenta al desarrollar alternativas preliminares? • ¿Tienes alguna preocupación importante? ¿Qué son? • ¿Hay destinos clave en el área que necesitan un mejor acceso? • ¿Hay algo que deba considerarse para el desarrollo del propósito y la necesidad del Nivel 2? Estas preguntas son para ayudarlo a comenzar, pero agradecemos todos y cada uno de los comentarios relacionados con el estudio del Norte-Sur Segmento 2.
21. Cómo comentar	Le recomendamos que proporcione información sobre la fase actual del estudio hasta el 8 de septiembre de 2025, de cualquiera de las siguientes maneras: • Comentando en una de nuestras reuniones públicas • Proporcionar comentarios en línea en www.northsouth-segment2.com • Enviar comentarios por correo electrónico a: info@northsouth-segment2.com • Llamando al: 602-952-5700 • Y enviando comentarios por correo a: Estudio del Norte-Sur Segmento 2 de ADOT c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

North-South Segment 2

Tier 2 Environmental Impact Statement and Design Concept Report

Arizona Farms Road to Interstate 10 (SR 505)

The Arizona Department of Transportation (ADOT) will be preparing a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) for the proposed 31-mile segment of State Route 505 between Arizona Farms Road and Interstate 10 (I-10), known as North-South Segment 2.

The purpose of the project is to improve the transportation network to accommodate existing and future populations, improve access and regional mobility, provide an alternative to I-10, improve north-to-south connectivity and integrate the region's transportation network. This purpose and need was established in the Tier 1 study and will be refined in the Tier 2 EIS.

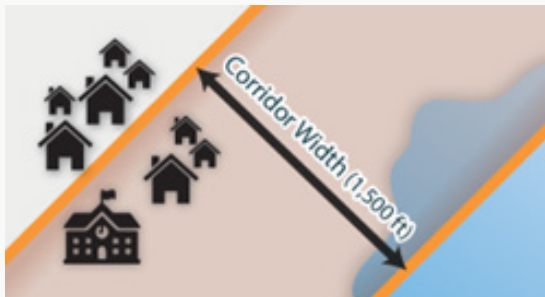
This study will:

- Develop and evaluate a range of alternatives for potential 400-foot-wide freeway alignments within the selected 1,500-foot Tier 1 study corridor, as well as potential interchange locations and other design features
- Identify environmental considerations, avoidance, and mitigation efforts
- Develop design concepts for the proposed alternatives
- Prepare draft and final EIS and DCR documents identifying the Preferred Alternative and issue a Record of Decision identifying the Selected Alternative

***North-South Segment 1 is a portion of the full Tier 1 North-South Corridor and is being evaluated as a part of a separate study.**



Tier 1 EIS vs. Tier 2 EIS



Tier 1 EIS

Purpose

- » Evaluates wide corridors in multiple locations, within which a new transportation facility could be located.

Outcome

- » Select a single corridor (1,500-foot-wide) within which an alignment would be identified during Tier 2 EIS.

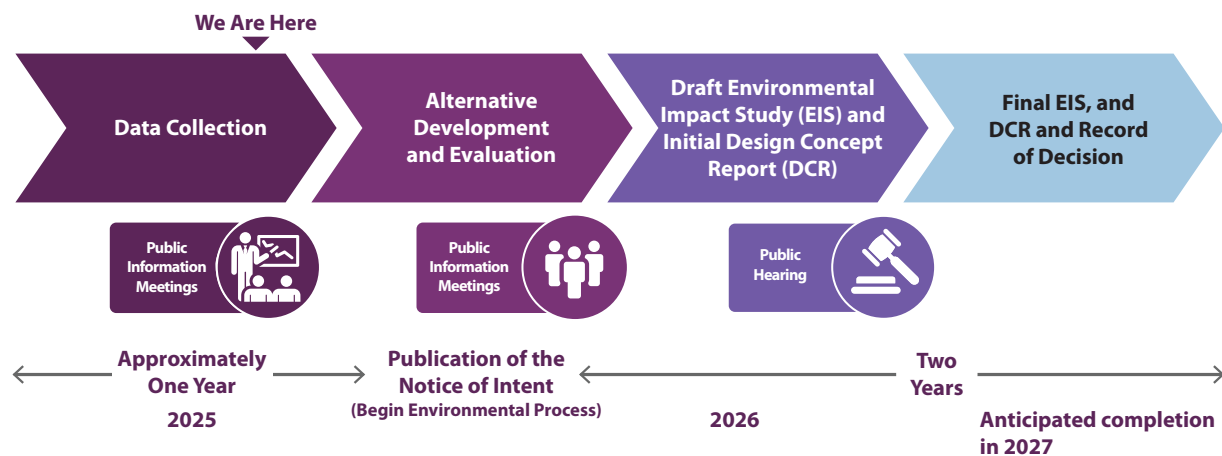


Tier 2 EIS

- » Evaluates design concepts for specific alignments within the corridor, approximately 400-foot-wide for a typical freeway alignment.

- » Select a single alignment and enable permitting for that alignment.

Study Schedule



Next Steps

After the August 2025 initial public meetings, the study team will use data collected, as well as public, agency and tribal input to help inform development of preliminary alignment alternatives and preliminary purpose and need within the 1,500-foot corridor. Once a preliminary range of alternatives has been developed, the study team will publish a Notice of Intent to officially begin the environmental process (the development of the EIS) and continue the engineering process.

How To Comment

Questions and comments can be submitted through September 8, 2025, in any of the following ways. Please share any environmental concerns or considerations as well as input on the Tier 1 purpose and need. All comment methods are considered equal.



Attend an in-person or virtual public meeting



Online comments: www.northsouth-segment2.com



Email: info@northsouth-segment2.com



Call: 602-952-5700



Mail: ADOT North-South Segment 2 Study c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

Scan for more info!



Sign-up for more study updates: azdot.gov/sign-up-for-email-updates-from-adot

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

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

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

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 06/25/24, y se han realizado por FHWA y ADOT.

Norte – Sur Segmento 2

Declaración de Impacto Ambiental de Nivel 2 e Informe Conceptual de Diseño

Arizona Farms Road a la Interestatal 10 (SR 505)

El Departamento de Transporte de Arizona (ADOT) preparará una Declaración de Impacto Ambiental (EIS) de Nivel 2 y un Informe Conceptual de Diseño (DCR) para el segmento propuesto de 31 millas de la Ruta Estatal 505 entre Arizona Farms Road y la Interestatal 10 (I-10), conocido como Norte-Sur Segmento 2.

El propósito del proyecto es mejorar la red de transporte para ajustarse a las poblaciones existentes y futuras, mejorar el acceso y la movilidad regional, proporcionar una alternativa a la I-10, mejorar la conectividad de norte a sur e integrar la red de transporte de la región. El propósito y la necesidad del proyecto se establecieron en el estudio de Nivel 1 y se perfeccionarán en el EIS de Nivel 2.

Este estudio:

- Desarrollará y evaluará una gama de alternativas para posibles alineaciones de autopistas de 400 pies de ancho dentro del corredor de estudio de Nivel 1 seleccionado de 1,500 pies, así como posibles ubicaciones de intercambio y otras características de diseño.
- Identificará las consideraciones ambientales, la evitación y esfuerzos de mitigación.
- Desarrollará conceptos de diseño para las alternativas.
- Preparará borradores y documentos finales de EIS y DCR que identifiquen la Alternativa Preferida y emitir un Registro de Decisión que identifique la Alternativa Seleccionada.

***El Norte-Sur Segmento 1 es una parte del Corredor Norte-Sur de Nivel 1 completo y se está evaluando como parte de un estudio separado.**



EIS de Nivel 1 vs. EIS de Nivel 2



EIS de Nivel 1

Propósito

- » Evaluar corredores amplios en múltiples ubicaciones dentro del cual se podría ubicar una nueva instalación de transporte.

Resultado

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



EIS de Nivel 2

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

- » Elegir una sola alineación y habilitar los permisos para esa alineación.

Cronograma del Estudio



Siguientes pasos

Después de las reuniones públicas iniciales de agosto de 2025, el equipo de estudio utilizará los datos recopilados, así como los comentarios públicos, de agencias y tribales para ayudar a informar el desarrollo de alternativas de alineación preliminar y el propósito y la necesidad preliminares dentro del corredor de 1,500 pies. Una vez que se haya desarrollado una gama preliminar de alternativas, el equipo de estudio publicará un Aviso de Intención para comenzar oficialmente el proceso ambiental (el desarrollo del EIS) y continuar el proceso de ingeniería.

Cómo Comentar

Las preguntas y comentarios se pueden enviar hasta el 8 de septiembre de 2025, de cualquiera de las siguientes maneras. Comparta cualquier inquietud o consideración ambiental, así como comentarios sobre el propósito y la necesidad del Nivel 1. Todos los métodos de comentarios se consideran iguales.



Asistir a una reunión pública en persona o virtual



En línea: www.northsouth-segment2.com



Correo electrónico: info@northsouth-segment2.com



Llame al: 602-952-5700



Correo: ADOT North-South Segment 2 Study c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

Escanea para más información



Regístrese para obtener más actualizaciones del estudio: azdot.gov/sign-up-for-email-updates-from-azdot

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

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

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

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 USC 327 y un Memorandum de Acuerdo con fecha del 06/25/24, y se han realizado por FHWA y ADOT.



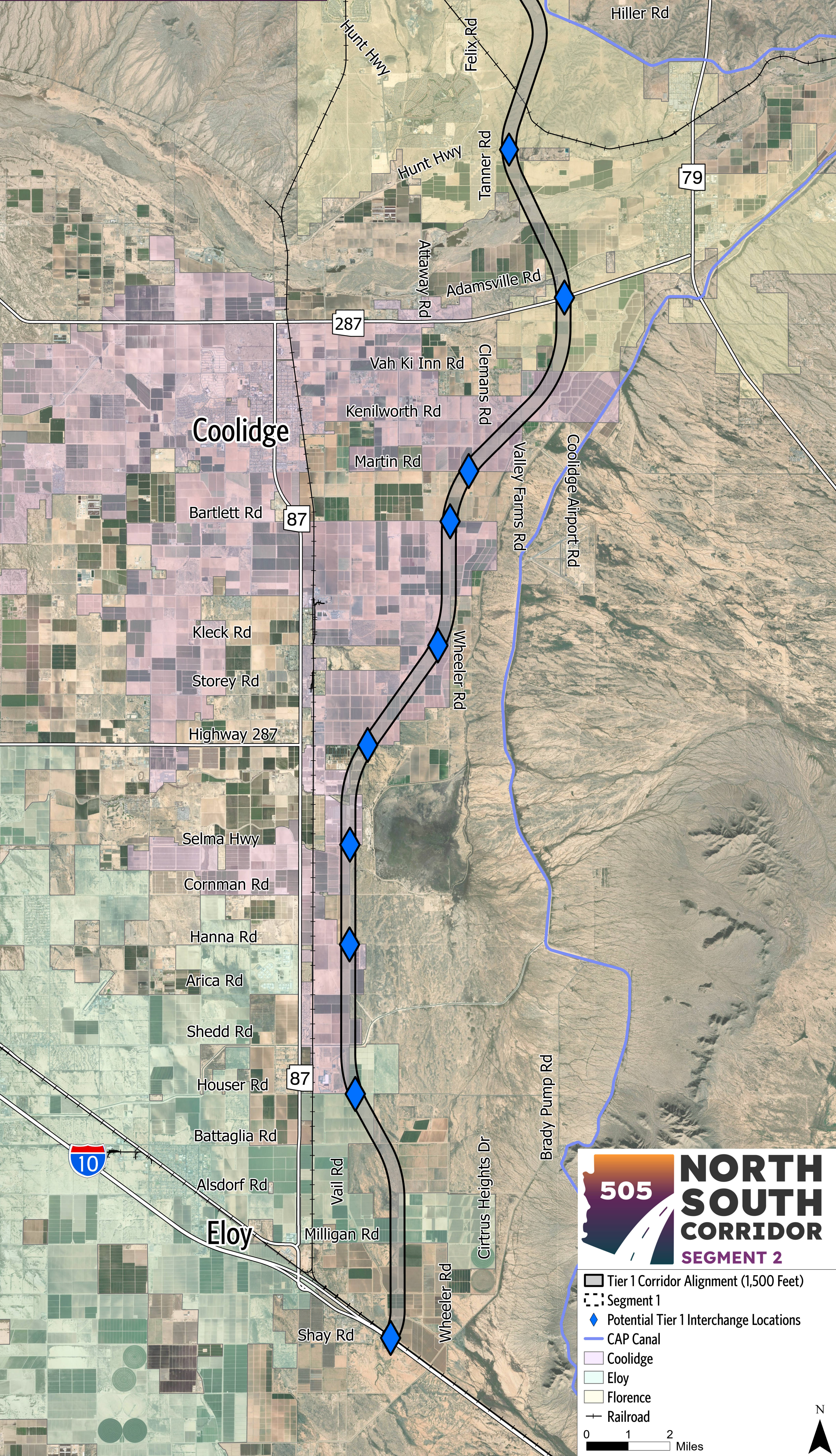
ARIZONA DEPARTMENT OF
TRANSPORTATION

North-South Segment 2

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

Arizona Farms Road to Interstate 10 (I-10) (State Route 505)

Public Scoping Meetings | August 7, 12 & 14 2025

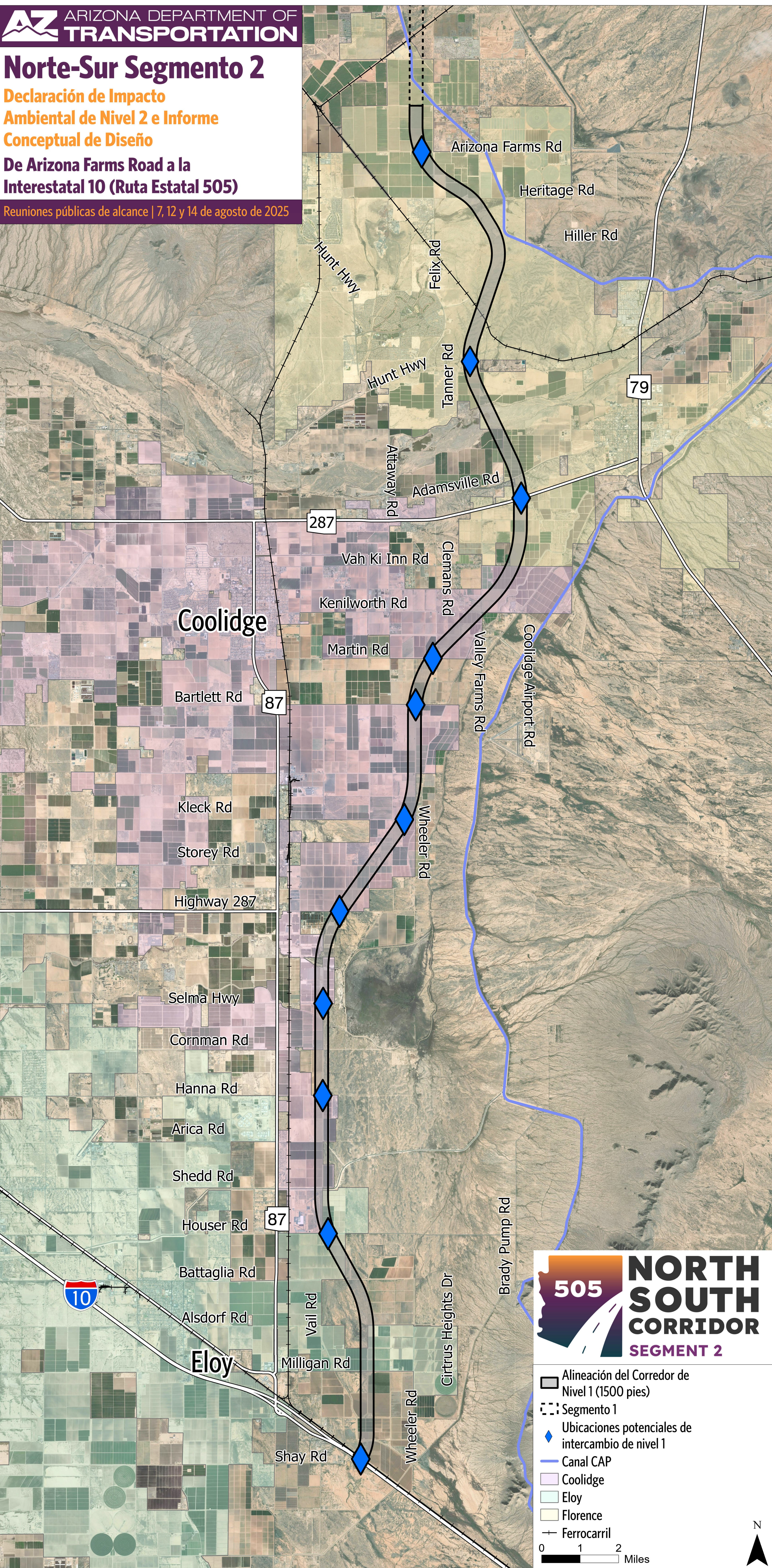


Norte-Sur Segmento 2

Declaración de Impacto
Ambiental de Nivel 2 e Informe
Conceptual de Diseño

De Arizona Farms Road a la
Interestatal 10 (Ruta Estatal 505)

Reuniones públicas de alcance | 7, 12 y 14 de agosto de 2025



Alineación del Corredor de Nivel 1 (1500 pies)

Segmento 1

Ubicaciones potenciales de intercambio de nivel 1

Canal CAP

Coolidge

Eloy

Florence

Ferrocarril

Appendix C: Public Comments

Participating Agency Meeting Summary

Public Comment

Public Meeting Q & A

AGENCY SCOPING MEETING NOTES July 15, 2025

Participants

Arizona Department of Corrections: Scott Mundell
Arizona Department of Public Safety: Erich Buckwalter
Arizona Game and Fish Department: Bobby Lamoureaux, Laura Paulson, Bill Davenport, Hunter Watson
Arizona Public Service: Bobby Garza, Stephen Eich
Arizona State Historic Preservation Office: Kim Ryan
Arizona State Land Department: Karen Dada, Ruben Ojeda
Bureau of Indian Affairs: Travis Bone
Central Arizona Governments: Steve Abraham
City of Coolidge: Benjamin Navarro
City of Eloy: David Malewitz, Dan Symer, Matt Rencher
Copper Basin Railway Inc.: Jason Abplanalp, Rikki Galka
Gila River Indian Community: Larry Benallie Jr., Reylynne Williams
Maricopa Association of Governments: Hannah Quinsey
Pascua Yaqui Tribe: Karl Hoerig
Pima Regional Transportation Authority: John Kross
Salt River Pima-Maricopa Indian Community: Martha Martinez, Sunday Eiselt
San Carlos Irrigation Project: Kyle Varvel
Sun Corridor Metropolitan Planning Organization: Irene Higgs, Jason Bottjen
Town of Florence: Andy Smith, Lindsey Randall
U.S. Army Corps of Engineers: Jesse Rice
U.S. Bureau of Reclamation: Dominic Graziani
U.S. Environmental Protection Agency: Zac Appleton, Elise Ruiz
U.S. Fish and Wildlife Service: Bob Lehman
Western Area Power Administration: Natalie Ortega
Arizona Department of Transportation: Nick Edwards, Katie Rodriguez, Julia Manobianco, Daina Mann, Kara Spinney, Courtney King, Rebecca Clarke Robinaugh
Jacobs: Troy Sieglitz, Nancy Shelton, Sabra McNeish
HDR: Bryce Coffey, Nicole Moon

Meeting Purpose

To introduce the North-South Corridor Study Segment 2 Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) study and gather agency input to inform the development of alternatives and environmental studies.

Background

The North-South Corridor Study Tier 1 EIS was completed in August 2021 and identified a 1,500-foot corridor in which a new freeway would potentially be constructed. At this time ADOT is completing a Tier 2 EIS and DCR for the 50-mile corridor. The Tier 2 study is divided into two segments. This project is Segment 2, located between Arizona Farms Road and I-10 near Eloy. Segment 1 from US 60 to Arizona Farms Road (separate EIS study) is ongoing as well.

Study Goals

The goals of the study are to evaluate alignment alternatives within the Tier 1 corridor, determine proposed interchange locations, and develop design concepts for the freeway and associated features. The study will result in a Tier 2 Environmental Impact Statement and Design Concept Report, which will identify a Preferred Alternative.

Purpose and Need

During the Tier 1 Study, the Purpose and Need were developed. The project is needed because there is insufficient infrastructure to accommodate the ongoing and planned population growth. In addition, there is a lack of regional connectivity between the metropolitan areas of Tucson and Phoenix, and throughout Pinal County, Arizona. There are only fragmented roads with limited options in the vicinity of the North-South Segment 2 corridor.

The purpose of the project is to provide a continuous access-controlled facility that can accommodate the existing and future population, access to activity centers, improve mobility, relieve I-10 congestion, improve north-south connectivity, and provide a critical missing link to the transportation network.

The Tier 2 EIS will refine and build on the Purpose and Need identified in the Tier 1 study.

Tier 2 Environmental Process

The Tier 2 environmental review will be conducted in compliance with the National Environmental Policy Act (NEPA). The environmental study will document the project's purpose and need, the alternatives considered, the environmental impacts and mitigation strategies, and the coordination efforts with agencies and the public. Environmental considerations include cultural resources, parks and recreation areas, wildlife connectivity, biology, air quality, noise, hazardous materials, property impacts, and water resources. Engineering considerations will address traffic operations, alignment alternatives, interchange access, drainage, structures, utilities, right-of-way, costs, constructability, and implementation planning.

Corridor Features

The corridor crosses several key features, including the Copper Basin Railway, Gila River, Picacho Reservoir, and multiple canals and highways such as SR 87, SR 287, and SR 79. Land use in Segment 2 includes a mix of private and State Trust lands, residential developments, agricultural areas, solar energy facilities, and industrial sites. The study will also consider the future arterial street network as planned by Pinal County and local jurisdictions.

Potential Interchange Locations

Ten potential interchange locations were identified in the Tier 1 study, including Arizona Farms Road, SR 287, Martin Road, and I-10. These locations will be reviewed and refined during the Tier 2 process, and design concepts will be developed to evaluate potential configurations.

Coordination with Other Studies

ADOT is coordinating this study with several other efforts, including the Phoenix-Tucson Intercity Passenger Rail Corridor Study and the SR 287/SR 87 Corridor Profile Study. These efforts ensure consistency and avoid conflicts with ongoing planning and infrastructure development.

Community Concerns from Tier 1

Community input from the Tier 1 study highlighted concerns about coordination with other studies, potential impacts to utilities and railroads, noise, effects on surrounding communities

and properties, and potential impacts to water resources and cultural resources. These concerns will continue to be addressed as the study progresses.

Schedule

The study is currently in the preliminary scoping phase, with data collection and refinement of the purpose and need underway. The Notice of Intent will formally initiate the environmental process, followed by alternatives development, preparation of the draft and final EIS and DCR, and ultimately a Record of Decision. The full study is expected to take approximately three years, with multiple opportunities for agency, tribal, and public input throughout.

Agency and Tribal Involvement

Several agencies have been invited and accepted as Cooperating Agencies, including the Arizona Game and Fish Department, Bureau of Reclamation, Pinal County, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, and the Western Area Power Administration. Participating Agencies include additional local, state, and federal entities, as well as the Ak-Chin Indian Community, Gila River Indian Community, Pascua Yaqui Tribe, Salt River Pima-Maricopa Indian Community, San Carlos Apache Tribe, and Tohono O'odham Nation.

Cooperating and Participating Agencies are expected to provide input on the purpose and need, range of alternatives, study methodologies, and environmental concerns. They are also asked to participate in meetings and provide timely review of project materials. Cooperating Agencies are specifically requested to provide early and meaningful input on alternatives and methodologies, participate in coordination meetings and field reviews, and identify any significant issues within their jurisdiction. Participating Agencies are expected to share relevant information and identify any environmental concerns.

Questions/Input

During the question-and-answer session, several agency representatives provided comments and raised considerations for the study team.

Kyle Varvel from the San Carlos Irrigation Project (SCIP) noted that SCIP manages both irrigation and power utilities in the area. He mentioned that while there are a few major features, there are also many minor facilities within the corridor. SCIP has its own encroachment process and must also comply with NEPA and Section 106 requirements. He offered to provide a KMZ file of SCIP's infrastructure and emphasized the need for close coordination with the design team.

Zac Appleton from the U.S. Environmental Protection Agency (EPA) advised that when determining the locations of interchanges, the study should consider all reasonably foreseeable development to the maximum practicable extent. He referenced an example from Gold Canyon along US 60, where a lack of foresight in interchange planning led to the highway functioning more like an arterial road due to poor connectivity.

Stephen Eich from Arizona Public Service (APS) shared that APS is planning a new transmission line that will parallel the future SR 505 within the 1,500-foot corridor. He expressed interest in continued coordination with ADOT and noted that APS will be presenting the project to the Arizona Corporation Commission in September.

Benjamin Navarro expressed appreciation for the EPA's comments and indicated a strong interest in how traffic interchanges will support the regional transportation plan.

Jason Abplanalp, land manager for Copper Basin Railway (CBRY) and ASARCO, stated that CBRY will be conducting siding expansion projects along the rail line in Florence. He requested to remain engaged in discussions related to railroad bridge and crossing design where the proposed SR 505 alignment crosses north of Florence. He also noted that the federal railroad right-of-way at this location is 200 feet wide and was originally licensed in 1904.

David Malewitz from the City of Eloy inquired whether the project cost estimates would include consideration for establishing quiet zones at railroad crossings, particularly in light of anticipated residential growth. The study team responded that noise will be evaluated as part of the environmental analysis, and that railroad crossings and other relevant features will be considered in that context.

Finally, Stephen Eich (APS) asked where more information could be found about the Phoenix–Tucson Intercity Passenger Rail Corridor Study. The study team directed participants to the ADOT website and provided a link for reference.

Next Steps and Input Opportunities

Input from agencies and tribes is requested by September 8, 2025. Comments can be submitted through public meetings (in-person or virtual), the project website (www.northsouth-segment2.com), email (info@northsouth-segment2.com), phone (602-474-3990), or mail (ADOT North-South Segment 2 Study, c/o HDR, Inc., 20 E. Thomas Rd., Suite 2500, Phoenix, AZ 85012).

In-Person Public Meeting – Aug. 7, 2025

- Can you start construction on the South portion of the 505 first? This will help relieve our horrible transportation nightmare a lot sooner
- Is there any way to put a third interchange on Hunt Highway to help provide relief to the 17,00 vehicles traveling on it daily?
- How long before we start construction?
- Why is the route not a straight line from AJ to La Palma/Eloy?
- Has ADOT established necessity for taking people property or have owners agreed to sell?
- Why is Hunt Highway not considered for an interchange? Town of Florence would like to see one
- What consideration is being taken regarding the livelihood of the homeowners of the properties in the Wheeler Rd (Tracts) area that could possibly strip them of their homes and land?
- What will happen to the homes on Wheeler Rd.
- Why is the SR 505 turning East to the point it encroaches or nearly encroaches on the Florence Village. Haven't we as a nation encroached upon native lands enough?
- (Wheeler Rd. Subdivision) Is it possible to go East or West of Wheeler Rd.? The highway is currently going through our subdivision
- Why not put 2 more lanes on 79 south of 60 past Florence then angle to Eloy. Less bridges, less property to buy
- Please consider developing the road to the western portion of the 1500' off of Wheeler Rd. to allow us to maintain our rural homes and way of life in the Wheeler
- If reduced to a 400 foot corridor width that does that translate to the number of lanes?
- It is more reasonable to build from Picacho/Eloy northbound instead of north to south
- What government monies will be required to provide funds to this project?
- Have any private property owners offered their property free to this project?
- Would it be possible to just use 87 south instead of making a new route and taking over unnecessary land. Also, it wouldn't take away from current businesses
- Financing ... public or private?
- Will there be lights and how frequently (like 24) or will there be over passes
- What will the speed limit be
- Shelhow limited partnership would like to be included in discussion of alignment along Wheeler Rd. and north of Randolph Rd
- Tier 1 project meeting funds reserved are the funds for phase 2
- I wish to hear the walking points of sections 4f and 6f sections if possible
- Plan is too far from D.T. Florence. Why not support this historical town and help support tourism and not kill the town
- Will this increase business growth in Florence.

In-Person Public Meeting – Aug. 7, 2025

- Is there a start date and estimate finish date?
- When the location was picked what consideration was given to future developments and population changes. Looking back versus looking ahead
- Where does this project stand on the list of projects ADOT currently has?
- Are you willing to speak more about the potential jurisdictional challenges with the local sovereign nations? For ex. Will AZ exercise eminent domain power in order to affect this project? Will you consider input from all neighboring law enforcement jurisdictions?

Virtual Public Meeting – Aug. 12, 2025

- When will this happen and is it a for sure thing?
- Will this eventually go to a voter bonding proposition for taxpayer money?
- Are there any concerns with wildlife connectivity in the area and where would I be able to view data regarding wildlife connectivity and the impacts of this project?
- Will funding be "found" or issued only after this Tier 2 study is completed (after 2027)? How far is the first section of the 505 (from the 60 to AZ Farms) along in their study?
- Is more information available on other projects in the area, such as the Central Arizona Parkway Study?
- Also, if there are negative impacts do y'all plan on including mitigation for these impacts?
- This area consists of mainly two-lane highways that are already dangerous without the added impact of a major highway. Are there plans to improve existing infrastructure at the exit points?
- How close would these proposed highways be to residential housing, or will that only be determined at a later date after this study?
- Is this project anywhere near the Eloy detainee center or la plama
- Can we find more detailed maps of these projects online?
- Do you have public meetings that are hosted near the project, so we can see exactly where it is at
- In the pass projects how long did everything take to be completed
- Do you see more construction that happens more when you guys plan a project like this
- I would think when construction happens there is a lot of digging, have you guys ever found anything
- Can we attend meeting hosted with the tribes

Appendix D: Survey

Survey Questions

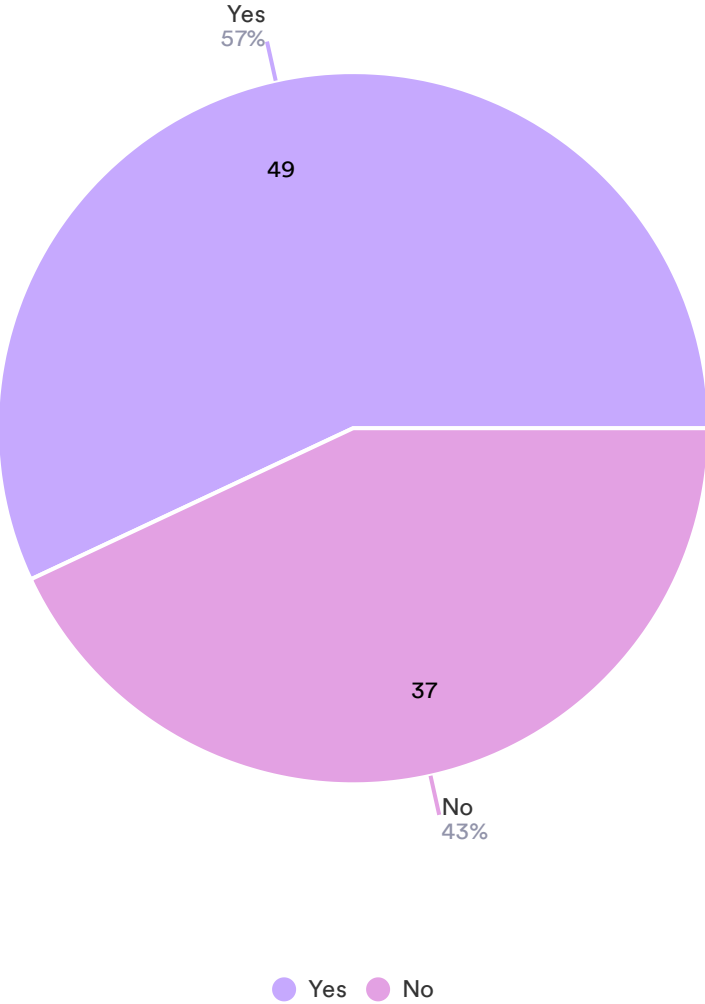
Survey Results

North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

Are you aware of the previous Tier 1 study completed along the North-South Corridor?

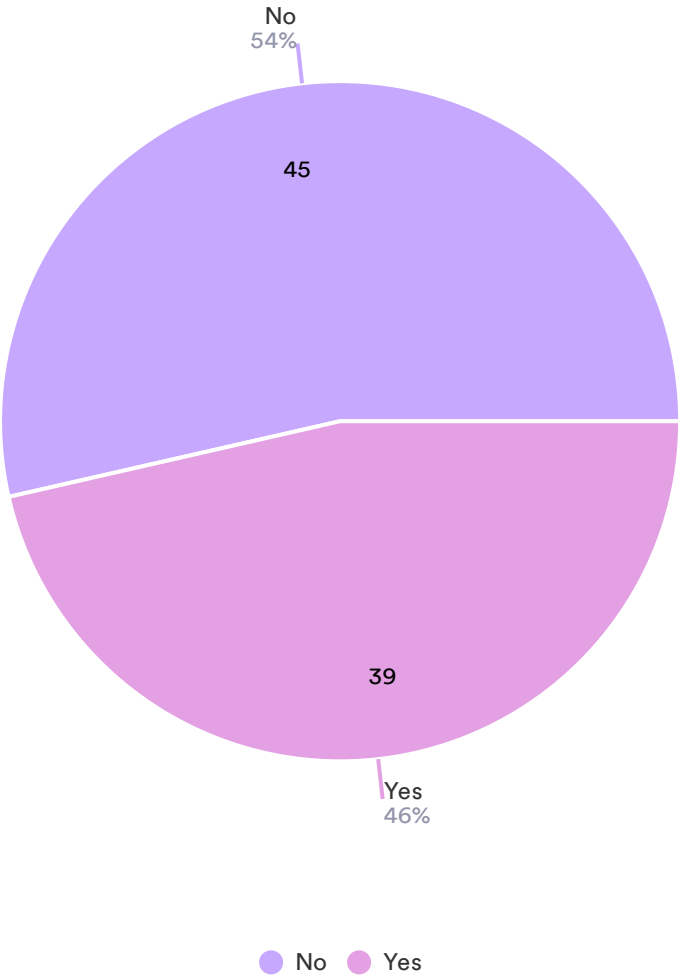
86 Responses- 1 Empty



North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

Do you have any comments that the study team should consider when evaluating future North-South alignments between Arizona Farms Road to I-10 near Eloy?

84 Responses- 3 Empty



North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

Please specify the area your comment applies to:

37 Responses- 50 Empty

Data	Responses
Area between hunt highway and Martin Road	1
East-west connectivity	1
Crossing of CAP Aqueduct	1
Eloy & Coolidge	1
Agricultural land	1
Cultural	1
Location	1
Interchange at state route 287	1
Segment from steel Rd to Eloy	1
Picacho	1
San Tan to Hwy 24 and to Hwy 60	1
Highway 87 replacement considered?	1
Co	1

North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

Comment:

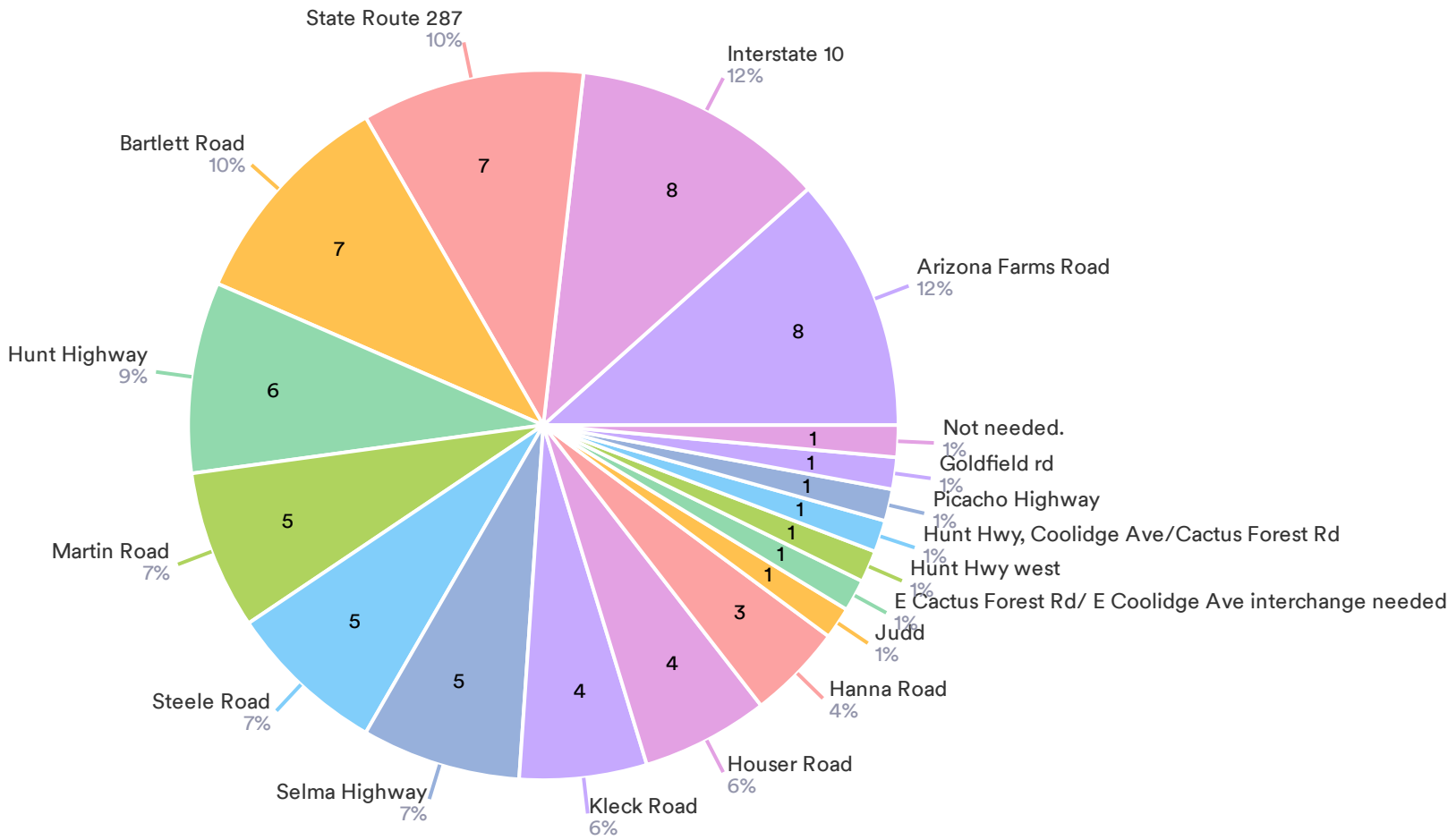
38 Responses- 49 Empty

Data	Responses
It is unclear why the corridor runs from the Hunt Highway point to the Martin Road point in a very curved and indirect path when the straight line between these two points with a small curve westward would avoid valley farms community and achieve the same purpose with much less distance traveled. This seems to be a more straightforward option, and I am curious why this option is not used.	1
Has conversation been ongoing with Eloy, Coolidge, Florence, and Casa Grande regarding mobility and connectivity east and west?	1
Hi, This may be a Segment 1 comment. CAP would prefer the aqueduct be crossed perpendicularly or as close to perpendicular as possible. Thanks, Patrick Kernan CAP	1
With planning your proposed interchanges, are you taking into account the cities of Coolidge and Eloy general plans. Specifically, where they are proposing Commercial, Employment and Industrial development areas?	1
The overall concept is great for providing better connectivity between the East Valley and I-10, heading south to Tucson (or west to San Diego). This can alleviate congestion on U.S. 60, the 202 Loop East, and I-10 in the critical Gila River corridor. My concern is that there is a lot of disruption to current productive agricultural land. Could the corridor be shifted east to run through a more arid landscape?	1
There are some significant cultural resources in the area. Ensuring continued dialogue with tribal leaders is critical and important for this and future generations. Do not skimp on tribal communities input and influences.	1
This is too far east, doesn't really help the vast majority of San Tan Valley. Would be more helpful further west closer to ironwood then turning and following Hunt Highway.	1
Why not connect this new road to highway 79 south of Florence and make 79 a four lane limited access between that pint and oracle junction to improve the access to northwest "Tucson".	1
I feel it would better serve the residents of Casa Grande to change the segment from steel Rd to Eloy, to steel Rd to I-8. And would also allow better traffic flow for those traveling to San Diego. It would make more sense if the intent is to shorten time from Gateway airport to Eloy would be to start tier 1 where the 24 ends and not from the 60. Eliminating having to go up to the 60 from the airport then east and back south on the 505. The logic makes no sense.	1
My father did his wildlife studies all along that route from his time with the Game Department thru his teaching at ASU. Just make sure you have wildlife crossings- and you can name it after my Dad the "David E Brown Highway" has a nice ring to it. Without my fathers research, maps, and books- Arizona wouldn't be what it is today.	1
We live in San Tan Valley and this area is exploding with growth. Traffic is terrible and this new freeway would help out a bunch	1

North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

Do you have any input on the potential traffic interchange locations being considered?

69 Responses- 55 Empty



- Arizona Farms Road
- Interstate 10
- State Route 287
- Bartlett Road
- Hunt Highway
- Martin Road
- Steele Road
- Selma Highway
- Kleck Road
- Houser Road
- Hanna Road
- Judd
- E Cactus Forest Rd/ E Coolidge Ave interchange needed
- Hunt Hwy west
- Hunt Hwy, Coolidge Ave/Cactus Forest Rd
- Picacho Highway
- Goldfield rd
- Not needed.

North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

Comments regarding potential interchange locations:

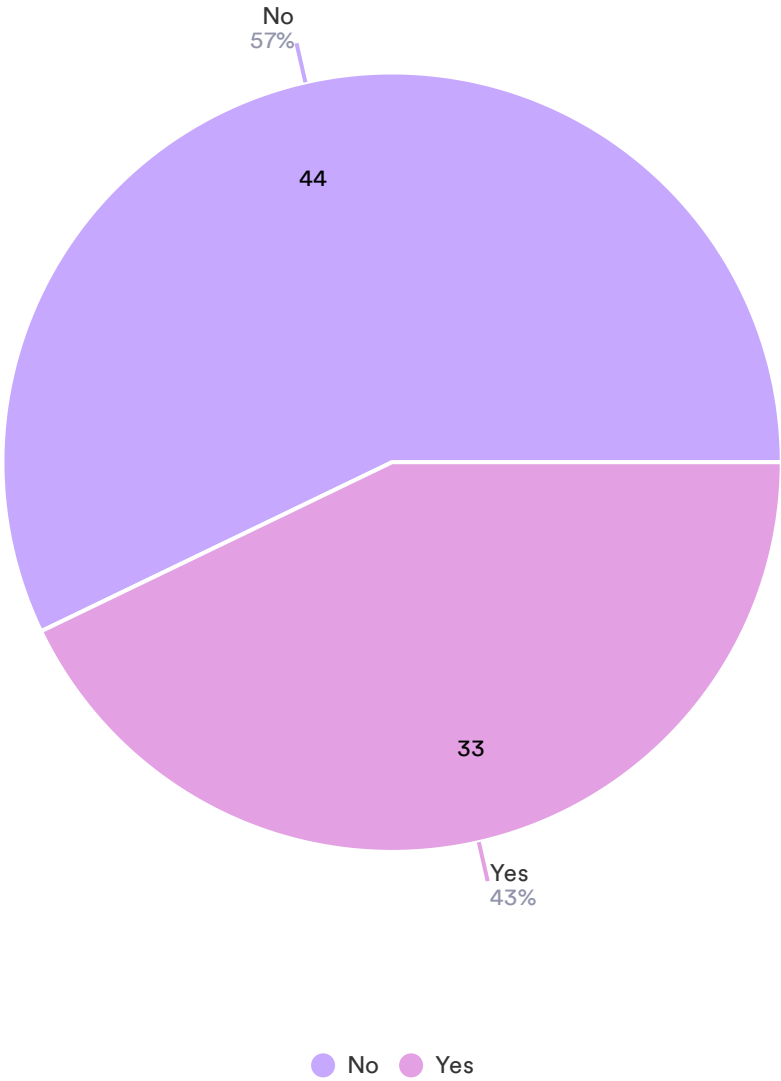
26 Responses- 61 Empty

Data	Responses
Martin Rd, Bartlett Rd, Kleck Rd are all very close. There should be something that is between Martin Road and SR 287.	1
Are there any thoughts or future projects connecting SR 505 interchanges east and west? Bartlett to McCartney, Kortsen to Klerk, and Florence to Steele? Also Selma Highway. Long range transportation plans and City General Plans show I-10 interchange improvements that could provide this connectivity. What about SR 404 alinement providing this east west connection?	1
Geometry at skewed system interchange is extremely important for a safe connection between routes. This corridor will be well traveled by recreational travelers from SoAZ to the Salt River lake recreation areas.	1
Change route to I 8.	1
I live in Florence (Arizona Farms Road and Felix) and will be directly impacted by this freeway. I believe a freeway through this area will clear up major congestions issues. The growth in our area is undeniable and will bring in even more traffic issues. We have had many fatal accidents in this area because people refuse to obey common courtesy in these highly congested areas. People are frustrated and impatient. Yes, traffic will be a total mess while it is being constructed but if the results are delivered it will be worth the inconvenience. Please build this!	1
To have State route 505 a continuous road with on/off ramps to each interchange location. Don't do what was done on R24.	1
A lot of new homes being built around Judd	1
Interchange Corridor ought to be twice the size of planned 1500ft corridor to accommodate growth.	1
Seems logical given new industry there.	1
I think this is too far west and should be closer to the town.	1
I think there should be more protection for people on the roads	1
E Cactus Forest Rd Interchange is the connections to Coolidge airport and SR-79. Good to have an inter change at E Cactus Forest Rd/ E	1

North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

Do you have any comments related to the purpose and need for the proposed project listed above?

77 Responses- 10 Empty



North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

Comment:

32 Responses- 55 Empty

Data	Responses
This freeway is most definitely needed for the future of transportation in the whole region.	1
I fully support building out this vital piece of infrastructure for connecting the growing areas of the east valley with the greater metro Phoenix area.	1
It would better serve Apache Junction to start at 24, since new Apache Junction communities are developing from Ray Meridian east	1
This is a great start for studying and improving education route from Tucson to the east valley that does not include using I-10 completely into valley. Although option is important for the area as Mesa Gateway Airport continues to grow and expand operations.	1
Not enough impact to safe a few minutes!	1
I approve and support the Purpose and Need for ADOT's North-South Segment 2 Tier 2 Environmental Impact Statement And Design Concept Report Arizona Farms Rd To Interstate 10 (SR 505) Study.	1
Water is an issue out here...the population growth is expanding out here and water must be addressed in any project. Stay ahead of the naysayers on this because the houses are coming with or without the freeway!	1
Build as soon as possible.	1
I'm glad ADOT is looking forward with vision by putting this project into motion (vs. waiting until the need is there but the completion date is several years out.)	1
This project is vital to the growth of the east valley	1
Coolidge already has north-to-south connectivity routes. They could be widened and improved.	1
There should be checkpoints every few hours	1
This highway will induce a huge increase in sprawl and VMT without providing meaningful relief for I-10	1

North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

Are there any additional comments you would like to provide?

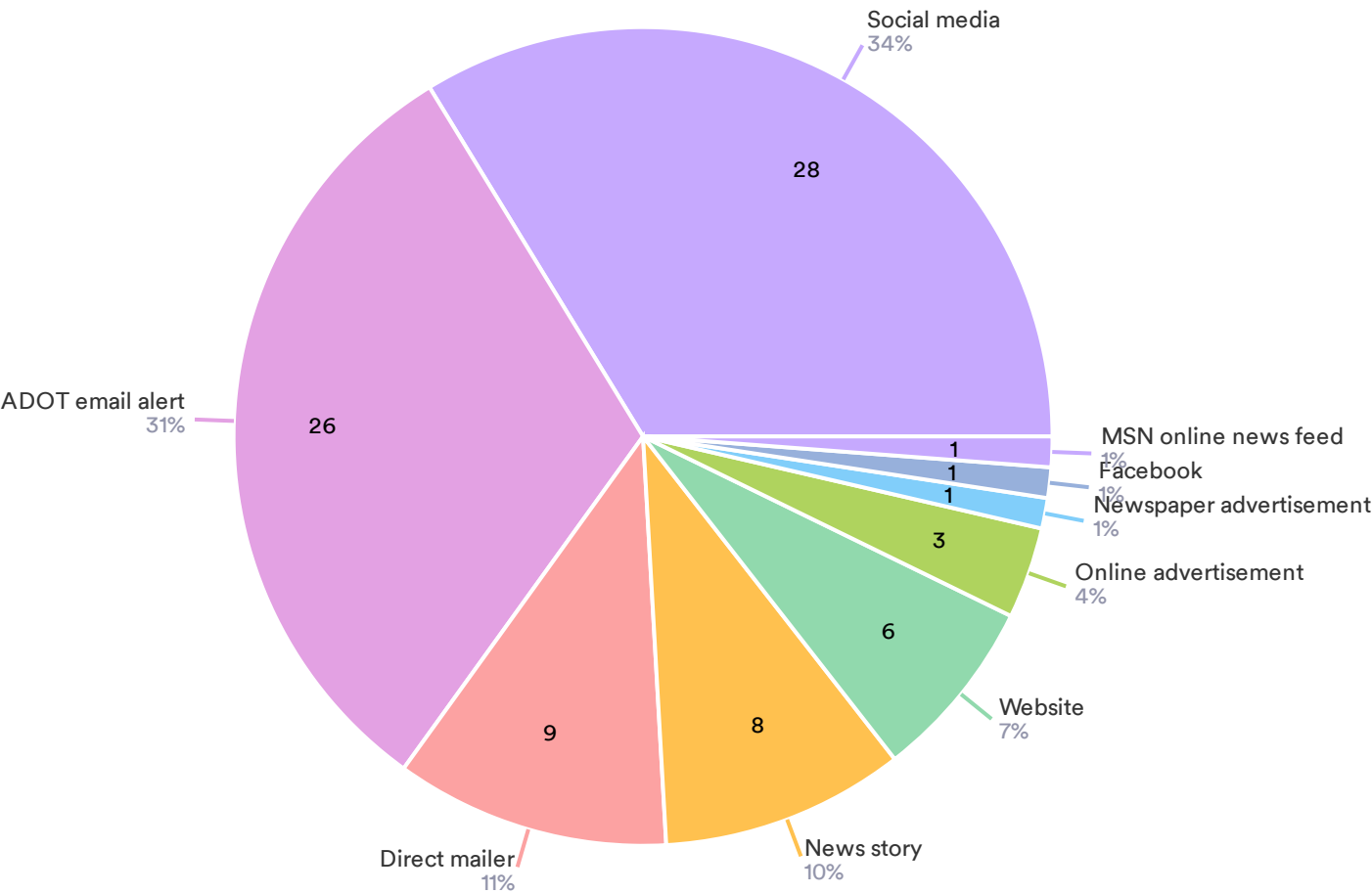
23 Responses- 64 Empty

Data	Responses
The path from hunt highway onward south is not straightforward and needs clarification.	1
Continued dialogue with local governments, including Sun Corridor MPO is imperative.	1
Please build it soon!	1
No	1
Will this FWY and the passenger train be connected? Will there be a stop for the train at one of the off/on ramp extis?	1
More cost effective to put over passes from AJ through Queen Valley than new freeway.	1
Tucson needs a bypass from benson to i8 well before you start this!!!	1
no	1
It's a good thing for growth. Speed up the process	1
Fantastic project, thanks for your forward thinking on this	1
This highway would do wonders for the entire region.	1
This is too technical and not designed for the general public.	1
I support this project as a nearby resident.	1

North-South Segment 2 Study, Arizona Farms Road to Interstate 10 (State Route 505)

How did you find out about the North-South Segment 2 study and public meetings?

83 Responses- 4 Empty



Submission Date	Are you aware of the previous Tier 1 study completed along the North-South Corridor?	Do you have any comments that the study team should consider when evaluating future North-South alignments between Arizona Farms Road to I-10 near Eloy?	Please specify the area your comment applies to:	Comment:	Do you have any input on the potential traffic interchange locations being considered?	Comments regarding potential interchange locations:	Do you have any comments related to the purpose and need for the proposed project listed above?	Comment: 2	Are there any additional comments you would like to provide?	How did you find out about the North-South Segment 2 study and public meetings?
2025-09-08 20:40:36	Yes	No						This freeway is most definitely needed for the future of transportation in the whole region.		ADOT email alert
2025-09-08 18:56:26	Yes	No								ADOT email alert
2025-09-08 17:25:13	Yes	Yes	Area between hunt highway and Martin Road	It is unclear why the corridor runs from the Hunt Highway point to the Martin Road point in a very curved and indirect path when the straight line between these two points with a small curve westward would avoid valley farms community and achieve the same purpose with much less distance traveled. This seems to be a more straightforward option, and I am curious why this option is not used.	Martin Road	Martin Rd, Bartlett Rd, Kleck Rd are all very close. There should be something that is between Martin Road and SR 287.	No		The path from hunt highway onward south is not straightforward and needs clarification.	ADOT email alert
2025-09-08 16:17:33	No	No						No		ADOT email alert
2025-09-08 15:45:04	Yes	Yes	East-west connectivity	Has conversation been ongoing with Eloy, Coolidge, Florence, and Casa Grande regarding mobility and connectivity east and west? Hi, This may be a Segment 1 comment. CAP would prefer the aqueduct be crossed perpendicularly or as close to perpendicular as possible. Thanks, Patrick Kernan CAP	Bartlett Road - Kleck Road - Steele Road - Selma Highway	Are there any thoughts or future projects connecting SR 505 interchanges east and west? Bartlett to McCartney, Kortsen to Klerk, and Florence to Steele? Also Selma Highway. Long range transportation plans and City General Plans show I-10 interchange improvements that could provide this connectivity. What about SR 404 alinement providing this east west connection?	No		Continued dialogue with local governments, including Sun Corridor MPO is imperative.	ADOT email alert
2025-09-08 15:31:37	Yes	Yes	Crossing of CAP Aqueduct							Direct mailer
2025-09-08 15:28:42	No	No						No	Please build it soon!	ADOT email alert
2025-09-08 15:21:50	Yes	Yes	Eloy & Coolidge	With planning your proposed interchanges, are you taking into account the cities of Coolidge and Eloy general plans. Specifically, where they are proposing Commercial, Employment and Industrial development The overall concept is great for providing better connectivity between the East Valley and I-10, heading south to Tucson (or west to San Diego). This can alleviate congestion on U.S. 60, the 202 Loop East, and I-10 in the critical Gila River corridor. My concern is that there is a lot of disruption to current productive agricultural land. Could the corridor be			No			Social media
2025-09-08 15:21:06	No	Yes	Agricultural land							ADOT email alert
2025-09-08 14:51:20	Yes	Yes	Cultural	There are some significant cultural resources in the area. Ensuring continued dialogue with tribal leaders is critical and important for this and future generations. Do not skimp on tribal communities input and influences.	Interstate 10	Geometry at skewed system interchange is extremely important for a safe connection between routes. This corridor will be well traveled by recreational travelers from SoAZ to the Salt River lake recreation areas.	No			ADOT email alert

2025-09-08 14:01:54	Yes	No		Arizona Farms Road		No	I fully support building out this vital piece of infrastructure for connecting the growing areas of the east valley with the greater metro Phoenix area.		ADOT email alert	
2025-09-08 13:54:17	Yes	No				Yes			ADOT email alert	
2025-09-08 13:53:28	Yes	No				No			ADOT email alert	
2025-09-08 13:51:26	Yes	Yes	Location	This is too far east, doesn't really help the vast majority of San Tan Valley. Would be more helpful further west closer to ironwood then		No		No	Social media	
2025-09-06 23:12:35	Yes	No				No		Will this FWY and the passenger train be connected? Will there be a stop for the train at one of the off/on ramp extis?	ADOT email alert	
2025-08-31 16:14:41	No	Yes	Interchange at state route 287	Why not connect this new road to highway 79 south of Florence and make 79 a four lane limited access between that pint and oracle I feel it would better serve the residents of Casa Grande to change the segment from steel Rd to Eloy, to steel Rd to I-8. And would also allow better traffic flow for those traveling to San Diego.		No			Social media	
2025-08-27 22:26:42	No	Yes	Segment from steel Rd to Eloy	It would make more sense if the intent is to shorten time from Gateway airport to Eloy would be to start tier 1 where the 24 ends and My father did his wildlife studies all along that route from his time with the Game Department thru his teaching at ASU. Just make sure you have wildlife crossings- and you can name it after my Dad the "David E Brown Highway" has a nice ring to it. Without my fathers research, maps, and books- Arizona wouldn't be what it is today.	Selma Highway - Hanna Road - Houser Road - Interstate 10	Change route to I 8.	Yes	It would better serve Apache Junction to start at 24, since new Apache Junction communities are developing from Ray Meridian east	More cost effective to put over passes from AJ through Queen Valley than new freeway.	Social media
2025-08-26 03:31:06	Yes	Yes	Picacho			No			Social media	
2025-08-25 15:17:26	Yes	No				No			Social media	
2025-08-25 15:01:57	No	No				Yes	This is a great start for studying and improving education route from Tucson to the east valley that does not include using I-10 completely into valley. Although option is important for the area as Mesa Gateway Airport continues to grow and expand operations.		News story	
2025-08-25 00:33:09	No	No				Yes	Not enough impact to safe a few minutes! I approve and support the Purpose and Need for ADOT's North-South Segment 2 Tier 2 Environmental Impact Statement And Design Concept Report Arizona Farms Rd To Interstate 10 (SR 505) Study.	Tucson needs a bypass from benson to i8 well before you start this!!!	News story	
2025-08-24 13:48:37	Yes	No				Yes		no	ADOT email alert	
2025-08-24 12:09:46	Yes	No				Yes			Social media	
2025-08-24 11:45:27	Yes	Yes	San Tan to Hwy 24 and to Hwy 60	We live in San Tan Valley and this area is exploding with growth. Traffic is terrible and this new freeway would help out a bunch.	Arizona Farms Road - Hunt Highway				Social media	
2025-08-24 07:30:20	Yes	No				No		It's a good thing for growth. Speed up the process	Website	

2025-08-21 08:33:29	Yes	No		While I'm aware of the Tier 1 study, I only recall looking at the maps of route alternatives.	Hunt Highway - Interstate 10	Yes	Build as soon as possible.	News story
2025-08-19 10:57:56	Yes	Yes	Highway 87 replacement considered?	I just have one question: I'm guessing that outright replacing Highway 87 with this new 505 wasn't seriously considered. Was it the railroad	Arizona Farms Road - Hunt Highway - State Route 287 - Martin Road - Bartlett Road - Kleck Road - Steele Road - Selma Highway - Hanna Road - Houser Road	Yes	I'm glad ADOT is looking forward with vision by putting this project into motion (vs. waiting until the need is there but the completion date is several years out.)	ADOT email alert
2025-08-18 12:29:38	No	No			To have State route 505 a continuous road with on/off ramps to each interchange location. Don't do what was done on R24.	No		ADOT email alert
2025-08-18 12:03:16	Yes	No				Yes	This project is vital to the growth of the east valley	ADOT email alert
2025-08-18 11:36:03	No	No				No		News story
2025-08-15 20:25:15	Yes	No		Judd	A lot of new homes being built around Judd	No		ADOT email alert
2025-08-15 20:11:02	Yes	Yes	Co	Corridor definition. When y'all speak of 1500 ft Corridor what is meant ? Does that mean 1500 ft wide or is it actually something less used with empty space? I.e. a 1500 ft Corridor down i19 does that mean 600ft added on to existing 900ft Corridor? Is center median included? Does it eliminate any home or property within the entire 1500ft Corridor? The area east of Coolidge is farmland. There are horse ranches and dairy cattle. My concern is that a 6-lane highway with cars and trucks going 75 MPH will destroy the character of the area. This highway will not do much for Coolidge. There are already numerous north-south highway corridors available that could be widened, if necessary. Highway 87 south of Coolidge could be widened to serve the new industries being built there. Additionally, the area east of the Coolidge	State Route 287 - Steele Road - Interstate 10	Interchange Corridor ought to be twice the size of planned 1500ft corridor to accommodate growth.	No	ADOT email alert
2025-08-15 16:52:10	Yes	Yes	Noise and Air Quality	Houser Road	Seems logical given new industry there.	Yes	Coolidge already has north-to-south connectivity routes. They could be widened and improved.	Direct mailer
2025-08-15 16:25:31	Yes	No			Hunt Highway Arizona Farms Road - Hunt Highway - State Route 287 - Martin Road - Bartlett Road - Kleck Road - Steele Road - Selma Highway - Hanna Road - Houser Road - Interstate 10	I think this is too far west and should be closer to the town.	No	ADOT email alert
2025-08-15 15:16:45	Yes	Yes	Route 10	I support the proposed highway	I think there should be more protection for people on the roads	Yes	There should be checkpoints every few hours	Social media
2025-08-14 19:01:34	Yes	Yes	E Cactus Forest Rd Interchange	E Cactus Forest Rd Interchange is the connections to Coolidge airport and SR-79. Good to have an inter change at E Cactus Forest Rd/ E Coolidge Ave	E Cactus Forest Rd/ E Coolidge Ave interchange needed	E Cactus Forest Rd Interchange is the connections to Coolidge airport and SR-79. Good to have an inter change at E Cactus Forest Rd/ E Coolidge Ave	No	ADOT email alert
2025-08-11 13:53:33	Yes	Yes	Start and Beginning Points of the segments	Why is this segment so much larger than segment 1. wouldnt it make more send to have segment 1 continue to hunt highway and begin segment 2 at hunt highway. This would make both segments closer in size instead of a 10 mile difference.	Martin Road - Bartlett Road	These appear very close together on the map, I would recommend replacing one with one at Coolidge ave	No	Direct mailer
2025-08-10 19:36:03	Yes	No		ramps.	Hunt Highway	Hunt Highway	No	Website
2025-08-07 20:01:24	Yes	Yes	Hunt Highway					Direct mailer
2025-08-06 22:35:26	No	No				No		Online advertisement

2025-08-06 19:22:16	No								Social media
2025-08-06 09:31:43	Yes	Hunt Hwy west	The south portion of the North-South corridor (505) should be the first portion built if the entire route cannot be built at the same time. This southern portion of 505 should run from I-10 near Picacho to Hunt Hwy at the northern end. This will allow traffic to jog over on Hunt Highway, which should be four lanes by the time of construction of this southern portion of the 505 and vehicles would use 79 to Florence Junction and onto 60.	Hunt Hwy west	The south portion of the North-South corridor (505) should be the first portion built if the entire route cannot be built at the same time. This southern portion of 505 should run from I-10 near Picacho to Hunt Hwy at the northern end. This will allow traffic to jog over on Hunt Highway, which should be four lanes by the time of construction of this southern portion of the 505 and vehicles would use 79 to Florence Junction and onto 60.	No			Direct mailer
2025-08-04 16:43:01	No			Bartlett Road	This exchange is not needed with the 2 exchanges closeby.				Direct mailer
2025-08-02 20:44:10	Yes	Southeast of Coolidge	Why are 3 interchanges needed 10 miles outside Coolidge? All that traffic headed to Freckle Farms Pony Rides? Maybe there could be a focus on infill development instead of over 100 miles of sprawl from			Yes	This highway will induce a huge increase in sprawl and VMT without providing meaningful relief for I-10.	Fantastic project, thanks for your forward thinking on this	ADOT email alert Website
2025-08-02 18:08:43	No								
2025-08-01 17:07:24	No			Hunt Hwy, Coolidge Ave/Cactus Forest Rd	Hunt Hwy and the Coolidge Ave/Cactus Forest Rd crossings are Pinal County Regional Significant Roads. Remove Bartlett or Martin as those aren't significant to the regional area.	No			Website
2025-08-01 16:35:31	No					Yes	Why is most of this necessary with hwy 87 adjacent?		Social media
2025-07-29 21:03:43	No			Arizona Farms Road - State Route 287		No		This highway would do wonders for the entire region.	Social media Online advertisement
2025-07-29 16:30:15	No					No			
2025-07-28 17:43:17	No					No			
2025-07-28 08:46:54	No					Yes	This entire presentation lacks foundation for the general public's consumption - beginning with the entire CONCEPT of the 1,500-foot Tier 1 corridor that was selected in 2021".	This is too technical and not designed for the general public.	Social media
2025-07-28 08:28:50	Yes	Timeline	Please accelerate this project. This is needed in the south east very badly!			No			Direct mailer
2025-07-25 15:51:18	Yes	Peak road and Picacho highway	Picacho Village would greatly benefit from an interchange or overpass near Picacho Highway. This would provide a direct route to the Corridor, easing travel times and reducing congestion. Additionally, it would improve access to key locations like the Future Amtrak stop and the local school, benefiting students, parents, teachers, and travelers. This project would enhance connectivity and support the growth of our historic community!	Interstate 10 - Picacho Highway	This would improve access to key locations like the Future Amtrak stop and the local school, benefiting students, parents, teachers, and travelers.	No		I support this project as a nearby resident.	Newspaper advertisement

2025-07-25 14:56:42	Yes	We need a bypass in Gold Canyon for US 60	You've made improvements on the left hand turn lane at Kings Ranch Rd in preparation of the new maverick gas station, what about the left hand turn lane at superstition mountain drive? The traffic backs up on the highway with people driving over 55 pulling campers or semis	Goldfield rd	Us 60 via gold canyon	Yes		Facebook
2025-07-24 19:59:12	No			Arizona Farms Road	Arizona Farms Road would be a great place to get on and off the new 505 freeway	Yes	Growth in the area is crazy, need freeway option ASAP	News story
2025-07-24 16:09:49	Yes		Make 2 lanes on each side of the road or a passway every 4 miles.	State Route 287		Yes	Better ease of access to work and to releave congestion on the 87	Direct mailer
2025-07-24 16:05:43	Yes	Connection from north to AZ farm rd	Will 24 be extended to connect at AZ farm rd?			No		Social media
2025-07-24 02:59:37	Yes	need and purpose; cultural and archaeological sites	This proposed highway is basically just to support more urban sprawl in the southeastern valley and eastern Pinal County. Freeways breed development and are always outdated the moment they are built, leading to more congestion, pollution, and costs. Don't waste tax dollars on facilitating real-estate deals and bad regional planning (e.g., the mythical "Superstition Vistas"). Also - be aware that this proposed highway will impact hundreds of cultural and archaeological sites, particularly in the Gila River valley west of Florence. It will also have			Yes	see previous comment We don't have the money to upkeep and repair our current infrastructure. We should not be building more than we already have. Rail, light rail, rapid bus lines should get all our transportation dollars and we should not build a new freeway that we can't afford to maintain. We need to improve access to current activity centers. Improve regional mobility in areas that have current tax base to support infrastructure. North to south connectivity would be greatly improved with faster implantation of rail service. The rail service would also integrate the regions transportation network. Future population and employment growth should be built up before we add more infrastructure. A private to public spending ratio of 4 to 1 should be in place before we do anything. To avoid congestion on I10 the rail project should be bumped up in terms of priority and implementation. A train can move more people and goods a lot faster than a single vehicle	News story
2025-07-23 18:14:11	No					Yes		The proposed route is very similar to the proposed train route from Tucson to Phoenix - why not better incorporate stops, and park and rides through this area
2025-07-22 15:12:55	No					Yes	Providing an alternative to reduce congestion should come in the form of train, light rail and bus route investments	Social media
2025-07-22 14:24:13	No					No		ADOT email alert
2025-07-22 13:51:19	Yes	The entire road	Stop wasting money on a new road, and make the 87 a real highway. 75mph speed limit with 4 lanes.	State Route 287				
2025-07-22 12:01:46	No			Bartlett Road	Is there any fear that this interchange would be built to close to interchanges at Martin or Klerk Road?	No		Website
2025-07-22 11:50:54						Yes	Do not do it. Stop tearing up more desert. Widen existing Highways.	Social media
2025-07-22 11:50:43	Yes	i-10	It seems like it would be better to just cut over directly to Highway 79 atthis point to cut down on the construction cost and just expand portions of 79. Create a bypass around Florence continue north then			No		News story
2025-07-22 11:26:30	No					Yes	It is needed. There are many large industries that have made investments in Coolidge, Casa Grande and Eloy. People from the Mesa and Apache Junction area need to go all the way to I10 or through small roads to get to employment in Coolidge, Casa Grande and Eloy.	Social media
2025-07-22 11:17:32						No		Social media

[illegible]

2025-07-21 16:04:21 Yes	Yes	the begining point from Arizona Farms Rd.	Tier 1 is no longer conceptually necessary. Most of the state trust land is being converted to green energy. There will not be a need for infrastructure in this area. Which brings more time and funds to be diverted to your Tier 2 study. I believe if you could coordinate with Pinal County pkwy along the west side of the CAP from the 24 you can collaborate traffic concerns and create a direct through north south route much needed. Build it IN the town so as to avoid getting out (the problem)to go around town. WE need routes where traffic actually is !!!!! nothing will help until the focus is put where it is needed NOW !!	Arizona Farms Road	already dangerously overused	Yes	Tier 1 is no longer conceptually necessary. Most of the state trust land is being converted to green energy. There will not be a need for infrastructure in this area. Which brings more time and funds to be diverted to your Tier 2 study. I believe if you could coordinate with Pinal County pkwy along the west side of the CAP from the 24 you can collaborate traffic concerns and create a direct through north south route much needed. Build it IN the town so as to avoid getting out (the problem)to go around town. WE need routes where traffic actually is !!!!! nothing will help until the focus is put where it is needed NOW !! NO TIER 1	ADOT email alert
2025-07-21 15:39:01 Yes	Yes	Arizona Farms & Felix	It would be nice if the HWY could go where there are no homes. To have a HWY go so close to where I live is not going to be a nice place to be. Next will be a gas station and who knows what. It will not be safe from crime.	Arizona Farms Road	I made the comments already. Too close to homes at Arizona Farms and Felix.			Social media
2025-07-21 15:04:40 Yes	No					Yes	We need this badly. We live in Florence and getting to a freeway is difficult. For us we could get on the 505 at AZ Farms and once completed get to Tucson or the Phoenix area freeways so much faster. Hopefully this can be completed during our lifetime	ADOT email alert

North-South Segment 2 Comment Matrix

Date	Comment Type	Comment
2025-08-15 06:01	Email	Email 1: (8/15) I appreciate the great outreach efforts ADOT has made to the public, including potential affected stakeholders in the area of the North/South Corridor (505). As the Siting Consultant for Arizona Public Service I understand the challenges and great efforts that go into coordinating these projects, and am always grateful for any helpful comments that the public can provide. We will be holding a CEC hearing with the AZ Power Plant and Transmission Line siting Committee September 8-11 for regulatory approvals to build this line in our proposed corridor. My comments today are in relation to the Pinal Electrical Improvement Project, a new 20-mile long transmission line that would be built along a portion of the 505, from Battaglia Drive to Selma Highway. Our intent is to locate the majority of the line along the east side of the future 505, and are working with local developers in the area (IPAZ corridor), Pinal County, and members of your team in this effort, and I just want to express our appreciation for this working relationship already established. As further engineering plans evolve, we would appreciate your updates. And, as always, we will continue to work closely with you as our engineering and design continues. Email 2: (8/21) Please find attached a digital copy of the latest newsletter for the APS Pinal Electrical Improvement Project. Hard copies of this newsletter were recently mailed as well, providing a brief update on the 230kV portion of the project. The newsletter announces the upcoming public hearing before the Arizona Power Plant and Line Siting Committee (Siting Committee), which is scheduled for September 8-11, 2025. The letter includes comprehensive details on how the public can view and participate in the hearing. This is a fantastic opportunity for everyone to get involved and stay informed. Should the Siting Committee approve the project, it will then be presented to the ACC for their consideration and final decision. For more in-depth information and the latest updates on the project, please feel free to visit our project webpage at www.aps.com/pinalproject. Please don't hesitate to reach out if you have any comments, concerns, or questions.
9/9/2025 11:52	Email	I have looked at these maps as well as state maps and see little reason for the new road when, in fact, it would be far more economical to overlay the new road over Rt-87. The proposed road seems redundant and wasteful of scarce dollars.
2025-09-08 15:53:24	Comment Form	The City of Coolidge would like the consideration of a possible intersection at Coolidge Ave & Valley Farms Rd due to close access for the Coolidge Airport and HWY 79.
9/8/2025 15:23	Email	Please see the attached PDF for Florence Copper's comments on the North-South Corridor Segment 2 Tier 2 Study. If you have any questions, please don't hesitate to contact us.

Date	Comment Type	Comment
9/8/2025 15:15	Email	My name is Austin Smith and my family and I live off Vah Ki Inn Road outside of Coolidge. Thank you for all your work on this amazing corridor to assist us in our commuting. I personally drive one to two hours daily in my time could be cut in half with this new corridor. My inquiry is as to why the corridor runs from. The Hunt Highway point to the Martin Road point in a very curved and indirect path when the straight line between these two points with a small curve westward would avoid valley farms community and achieve the same purpose with much less distance traveled. This seems to be a more straightforward option, and I am curious why this option is not used.
9/8/2025 14:49	Email	El Dorado manages two large land holdings within this segment of the future SR 505, El Dorado Arizona Farms LLC south of AZ Farms Rd and west of Felix, and El Dorado Merrill Ranch LLC south of the Hiller Rd alignment and south of Hunt Hwy. Our Merrill Ranch property, 4,000 acres, along with Pulte Homes property, need the ROW on the east side of the corridor. It minimizes the impact on the Pulte piece and our piece south of Hunt Hwy, while providing more separation from the future Merrill Ranch Pkwy, a major arterial. Then to the north when it leaves the State Land property the ROW needs to shift to the west side to avoid future intersections for the two sections immediately south of Arizona Farms Rd. There are two planned intersections off Felix Rd, between Arizona Farms Rd and Heritage Rd, properly spaced to meet access management requirements. We have our engineer looking at it right now, but it appears that the State Land property could be used to transition from east to west.
2025-09-08 14:21:37	Comment Form	I would prefer to see the location for this proposed North-South Corridor moved west of Attaway Rd.
2025-09-08 14:15:20	Comment Map	Other environmental considerations comment: High pressure underground gas line located here, in close proximity to a proposed interchange with the north/south corridor. Other related comments: This area is presently zoned for residential usage and once the centerline is chosen, better get the owner to redesignate the area for non-residential usages and no noise wall will need to be constructed.
9/8/2025 12:38	Email	I think this is a great idea! We need to think more about the truckers on I-10 as well!! Please consider slowing them down to 65 or 70mph Mary in Red Rock off I-10
9/4/2025 11:32	Email	Good morning North-South Segment 2 Team, The Arizona Game and Fish Department appreciates the opportunity to provide NEPA scoping comments for the North-South Segment 2, Tier 2 EIS and DCR. Our comments are attached for your consideration. Please don't hesitate to reach out with any questions or if you'd like to discuss any topics further.
2025-09-02 10:13:49	Comment Map	Other related comments: ADOT can't seem to properly manage the freeways (freeway lights out all over the East valley, constant crashes from their 'licensed' drivers, and overcrowded freeways all over the valley) they already have so I'm not sure why they're building more. Maybe they could try to properly manage the freeways they are already supposed to be maintaining.

Date	Comment Type	Comment
2025-09-01 10:49:10	Comment Form	Badly needed, growth in the east valley exploding. Current access to I-10 for east valley residents is now lengthy and difficult.
2025-08-31 16:06:07	Comment Map	Range of alternatives being considered: Not sure this comment is in the correct issue, but the concern I and many others have is what is your solution to all the traffic backups, accidents and delays that already exist along US60 between meridian and kings ranch road. I see this project as only contributing to the problem and not solving it. For many years there was a promise of a US60 bypass around Gold Canyon, only to see the money funneled off and the problems of US60 be shoved under the rug. Interchange locations: First, my other comment pertains to this category as well. But why not design the interchange at this new road and US60 to include a bypass around Gold Canyon, that would improve the flow of traffic not only along US60 in and past Gold Canyon, but from and AJ, and Mesa.
8/26/2025 14:05	Email	Dear ADOT Powers That Be: YES! We Eloy residents who drive frequently to/from the Phoenix-Mesa airport are 100% in favor of plans for the potential SR 505. For years, we have wished for an easier way to travel from our home to Apache Junction and the Phoenix-Mesa airport than the circuitous route that is our “best” option currently. We stopped shopping in Gilbert several years ago because getting there from here is a pain from the Eloy/Casa Grande area, and I bet we are not the only ones. Please please make this happen. We vote YES! That’s two votes in favor!
2025-08-26 08:05:14	Comment Form	Recently the 60 was closed from Gold Canyon and Apache Junction. Residents of Gold Canyon could not exit west. My suggestion is to have the highway terminate at the 60 closer to Gold Canyon so they will have another escape option.
8/25/2025 21:59	Email	My only problem with this project is that you've numbered it 505 and therefore skipped 404. Are you trying to avoid sign theft? Also, once this is built, will the Superstition Freeway become SR 505?
2025-08-25 14:37:17	Comment Form	We sure they could use some relief out here in Gold Canyon The 60 in Gold Canyon it’s only one way in and one way out from Mountain View. This is where we could use some relief. People cannot even get to their homes if something were to happen. it has happened a couple times that the freeway has been closed going westbound as well as eastbound we are getting a lot of truck traffic as well, which is tearing up our roads and when there’s events going on the 60 has been backed up for miles in either direction
2025-08-25 11:25:32	Comment Map	Other environmental considerations: Existing landfill adjacent to this future corridor,
2025-08-25 11:23:36	Comment Map	Constraints: New residential subdivision started construction in late 2024 here. People that buy here won't like being adjacent to a new freeway corridor that is in the 2050 timeframe. Other related comments: Better build a tall sound wall adjacent to this residential community.

Date	Comment Type	Comment
2025-08-25 08:11:24	Comment Map	Constraints: The fact that this is even being considered when the existing SR24 is nothing but a mess is astounding! So instead of widening the 24, removing the lights and making actual exists, we're going to spend a ton of money on a route that really isn't needed? This is dumb and the people who live in the area DON'T want an express way from Eloy, which, by the way, has a far higher crime rate. Please don't build a pipeline for more criminal activity when we already don't have enough police to manage what happens in STV/QC alone. Noise or air quality: As if the noise and air pollution isn't bad enough. Other environmental considerations: Sure, add more asphalt and make it even hotter out here. Other related comments: Reconsider or put it up to vote!
2025-08-25 03:43:17	Comment Map	Range of alternatives being considered: Consider widening 60 from the proposed 505 all the way to the 202 interchange due to the additional traffic that the 505 will bring.
2025-08-24 23:42:30	Comment Form	I literally cannot beg enough to PLEASE allow for this future freeway to be constructed. I moved to Queen Creek from Chandler and the travel out here is horrendous and quite frankly dangerous. Everyone seems to be aggressive and it's all because there is no room to drive anywhere. I am a native Phoenician for 50 years now and as you can imagine I have seen a lot of growth and I can easily say with confidence that the need for this freeway is even more important than the price loop 101 freeway was to Chandler at that time. Failure to construct this freeway will choke out the residents, businesses, and anyone caught up on these roads. Traffic is like our circulatory system and we have now identified a potential blockage. Please help us circulate, or transport ourselves freely and efficiently or our East Valley will suffer poor circulation and the transportation system with all of us in this together will suffer a massive failure. Please help our circulatory system remain healthy so our businesses and communities can continue to live in prosperity. Thank you very much for listening.
2025-08-24 20:08:24	Comment Form	This extension would be very beneficial to the citizens of Queen Creek and San Tan Valley. A free way is desperately needed to connect us to the rest of the valley, including finishing the 24. As the area grows the surface streets will continue to hemorrhage with traffic, making the need for one even more urgent.

Date	Comment Type	Comment
2025-08-24 17:44:29	Comment Form	Hi, my family would love this 505 to be approved and constructed!! We live near Bella Vista and Gantzel in San Tan Valley and having a freeway system would ease so much traffic congestion. I personally commute up to Phoenix nearly every day and not having to go through local roads and traffic lights every few blocks would save so much time. Lastly, I think the freeway system would boost the local economy including my wife's personal business. It would promote transportation from Phoenix to San Tan Valley. So yes, please make this dream a reality!!
2025-08-24 15:46:23	Comment Form	I believe the community would be better served with an interchange at Coolidge Ave rather than Marten Rd because it would allow better access to Coolidge as well as the Coolidge Airport, Cactus Forest and highway79. Marten Rd would only be good for CAC and Casa Grande
8/24/2025 12:18	Email	I as a Pinal county and Florence city resident, I fully support this as a homeowner and property owner
2025-08-24 12:13:17	Comment Map	Other related comments: We would absolutely benefit from this project because congestion and accidents are ridiculously high. Good rerouting during construction phases will be necessary!
2025-08-24 11:55:12	Comment Map	Range of alternatives being considered: If you want to build a new highway, that's great. Why does the new highway need to run RIGHT NEXT to highway 87? Why not just expand 87 and have this new 505 run concurrent between the area south of Coolidge down to Eloy? I just don't see a logical reason for two highways to run parallel to each other and be separated by such a short distance.
2025-08-23 22:40:08	Comment Form	I do not want to see this freeway come thru as it goes right thru my property down by coolidge az.
2025-08-23 16:23:31	Comment Form	Having the north south freeway would be extremely beneficial. My husband and I live down in Arizona City and my family live in AJ and East Mesa. With my parents getting older having a faster route to get to them would help out extremely.
2025-08-23 16:21:01	Comment Form	I believe the 505 would be amazing as we have family in the East valley and we live in Arizona City just south of Eloy. We travel thru Coolidge and the backside of Florence, santan just to get there a freeway all the way out would be much safer of a commute and quicker for everyone. Heck some of our family in the valley might want to come out to our house then. Thxc for your consideration of the 505 Have a blessed day
2025-08-23 15:38:01	Comment Form	Any new expressway must contain a central median reserved for high speed rail. This is crucial and HSR provides car-poor individuals greater access to jobs. Plus linking the two largest cities and universities is vital to improving AZ's comparative advantage.

Date	Comment Type	Comment
2025-08-23 14:40:47	Comment Form	Please stop spending money we don't have. People in that area chose to live there with the understanding that they would get a more affordable property in exchange for convenience. There would be very little commercial need for that route. I believe that a freeway in that location is unnecessary and a waste of money. If the residents in that area want to pay for it, they have my endorsement.
8/23/2025 11:12	Email	I am just learning about some one person's dream of making transportation needs more comfortable for that one person. So many of the changes are mentioned when 1/2 the population and home owners are away for the summer months. I would like to hear language about getting people out of their cars ... polluting the environment/air and displacing wildlife.... to language like RAPID TRANSIT. Many other countries around the world smaller than the U. S. have developed rapid transit systems like FAST COMMUTER TRAINS..... Gad Looks, we can't even extend our commuter train/tram program like Mesa installed about 10 years ago. Systems like this get folks to the major airports, transportation by electric trains from one city to another..... The Eurail system in Europe has been in existence for MANY DECADES. Japan/China and other Eastern countries have us beat when it comes to rapid transit. PLEASE CONSIDER THIS ALTERNATIVE. Get people out of their cars and into a electric/battery driven rapid transit system.
8/23/2025 6:49	Email	I believe that tying the 505 in at mountain view road will destroy the most beautiful quiet community section of apache junction and Pinal county. Mountain view rd is a neighborhood entrance not an interchange! The us 60 can not handle any increased traffic as it is and funneling all the traffic from the south to that point will without a doubt cause the us 60 to be at a stand still in peak hours. When this happens people will look for an alternative route and take Mountain view to the 88 then lost Dutchman (brown) to the 202. This will turn 25mph neighborhood streets into 70 mph war zone. I believe the best alternative that would actually help the community would be to tie in at old west highway or idaho because it would funnel people into the businesses of down town aj to increase revenue and those roads are not neighborhood entrance with low speed limits and are much more capable of handling the traffic safely. Thank you
2025-08-22 08:57:54	Comment Form	I think the 505 would be a great idea. I live by Mesa gateway airport. The congestion in Queens creek trying to get to the 60 is crazy. Thanks.
2025-08-21 16:08:46	Comment Form	This highway needs to be done because driving to Santan Valley. Every day is a bloody nightmare, accidents left and right. I don't care how many families you need to tear out of their homes to build this highway. It needs to be done for national security thank you.
2025-08-15 17:04:12	Comment Map	Right-of-way /other related comments: The Gila River serves as a key alluvial resource for supplying quality construction materials that support infrastructure, commercial, residential and industrial development along this study corridor. As part of the planning, survey and resource study process, ADOT should continue to work with key stakeholders that will extract construction materials along the Gila River. Depending on market demand, several operators are either operating or developing operating permits/mine plans that often times result in a 'phased' mining approach. Depending on the approved mine plans, this may alter potential interchange locations, ROW siting and/or design considerations by ADOT.

Date	Comment Type	Comment
2025-08-14 20:32:01	Comment Map	Interchange locations: There needs to be an inner change, so the people from the village of Picacho can get onto the 10 and north south Corredor Other related comments: Glad to see it coming along finally!
2025-08-14 18:49:00	Comment Map	Interchange locations: At I-10 intersection, is the highway wider than 400 feet? if so how much?
2025-08-14 18:38:13	Comment Map	Interchange locations: E Cactus Forest Rd is one of the main connections to SR-79, so an interchange is good to have at this point.
2025-08-14 18:35:26	Comment Map	Interchange locations: As E Coolidge Ave/ E Cactus Forest Rd is the way to Coolidge airport, it would be better to have an inter change at this place.
2025-08-13 10:01:19	Comment Form	The freeway's alignment along Wheeler Road SE of Coolidge will split our farm down the middle. An overpass at Randolph Road would allow equipment to pass from one side to the other.
2025-08-13 09:49:17	Comment Map	Right-of-way: The freeway splits my farm and would restrict moving equipment from the west side to the east side. If no interchange is constructed at Randolph Road, at least consider an overpass or some other way for local traffic to cross back and forth.
2025-08-12 18:20:52	Comment Form	From the latest map with the proposed freeway and railroad, it looks like my area is going to be all chopped up if it is approved. Am I correct ? And should I be prepared to be subject to eminent domain anytime soon ? As I was considering having a well drilled on my property, which would be pointless. My address is on Remuda Lane, Coolidge Next to the intersection of 87/287 Steele Rd

Date	Comment Type	Comment
2025-08-11 16:39:53	Comment Map	Interchange locations: The interchange locations in Coolidge are fine. They will eventually connect with existing roadways that some of which are already building up and widening out the existing roads. I have been in on this project since the original idea and planning stage and I still feel the existing route thru Coolidge is an excellent location. I also feel by the time the 505 actually gets to the "Inland Port" area it will be badly needed. The highway that runs North/South on the other side of the Inland Port already handles the farmers vehicles(tractors, pickers, bailors) is very busy. When you go back to the other side(north of Coolidge) off Attaway Road and Hunt Highway traffic from that area runs into Coolidge constantly to go to work in Phoenix,Tucson,Eloy(prisons), Florence, Chandler, Gilbert). The traffic runs 24 hours a day. When you begin construction on I-10 or have an accident traffic is detoured across the reservation to 287 and that is a 2 lane road that is dangerous when crowded. Socioeconomic considerations: Please see some comments above. Attaway Road is only a 30 minute drive to Gilbert Road. Queen Creek Residents are relocating to Coolidge area where there is still acreage and little danger of being over run like they have been in Queen Creek.The Coolidge-Casa Grande area will offer numerous jobs and a 55-minute drive to downtown Phoenix or Tucson. Coolidge is also in the mix to get passenger rail when it becomes available. We have a large number of residents commuting to the Phoenix metro area for employment at this time by that number has been declining steadily. The route for the freeway was determined years ago. The land for the easements has been purchased or gifted in many areas by the Inland Port. The population of the east valley continues to grow to the east and south. Some drive south for employment. I am satisfied with the current route as it is in phase 2.. Other related comments: Phase 2 has been worked on by many for many years. For the first ten years no one cared where it went or how it got there. Now the east valley is concerned. I have been an advocate of this route since the beginning. It makes sense for the communities it crosses in Pinal County. Leave it as is.
2025-08-10 19:28:23	Comment Form	It would be helpful to include a layer showing flood control (existing &/or planned) as well as habitat studies by AZGFD. Clearly there should be adequate under and overpass functional wildlife corridors in these and other others as needed.
2025-08-08 11:25:42	Comment Map	Interchange locations: Why isn't there an interchange for Hunt Hwy? Hunt Hwy is a very busy road, and a lot of traffic would enter or exit there. The only interchanges I see are AZ Farms Road and then Hwy 287 - about a 6 mile stretch without an interchange. This is too far.
2025-08-06 13:44:05	Comment Map	Constraints: Sand and Gravel pit mining in this area. Water quality or drainage: How big of a bridge crossing over the Gila River? This portion is at least a mile wide with floodplain.

Date	Comment Type	Comment
2025-08-06 09:33:02	Comment Form	I am very much supportive of the North-South corridor or as you have now named it the 505 or as I have called it in the past, the ghost highway. It will help to relieve some loading of the greater Phoenix urban areas along 60 and Interstate 10. The south portion of the North-South corridor (505) should be the first portion built if the entire route cannot be built at the same time. This southern portion of 505 should run from I-10 near Picacho to Hunt Hwy at the northern end. This will allow traffic to jog over on Hunt Highway, which should be four lanes by the time of construction of this southern portion of the 505 and vehicles would use 79 to Florence Junction and onto 60. Should the northern portion of the 505 be built first, this will only dump highway traffic of semi's and other vehicles onto Arizona Farms Road, which while it is a major arterial road, it will probably only be a two-lane rural road for the foreseeable future with additional residential traffic as more than 20,000 homes will be built, in the near future, in the immediate area. After dumping additional traffic onto Arizona Farms Road, all these vehicles will take Felix Road, a minor arterial road to jog over on Hunt to Attaway Road, a two-lane road then through the town of Coolidge and use two-lane 287/87 to get back to 10. These rural roads are already overloaded and will not handle this increased traffic.
2025-08-06 09:29:27	Comment Map	Interchange locations: My name is Gordon Leaman and I am a resident of Florence. I am very much supportive of the North-South corridor or as you have now named it the 505 or as I have called it in the past, the ghost highway. It will help to relieve some loading of the greater Phoenix urban areas along 60 and Interstate 10. The south portion of the North-South corridor (505) should be the first portion built if the entire route cannot be built at the same time. This southern portion of 505 should run from I-10 near Picacho to Hunt Hwy at the northern end. This will allow traffic to jog over on Hunt Highway, which should be four lanes by the time of construction of this southern portion of the 505 and vehicles would use 79 to Florence Junction and onto 60. Other related comments: Should the northern portion of the 505 be built first, this will only dump highway traffic of semi's and other vehicles onto Arizona Farms Road, which while it is a major arterial road, it will probably only be a two-lane rural road for the foreseeable future with additional residential traffic as more than 20,000 homes will be built, in the near future, in the immediate area. After dumping additional traffic onto Arizona Farms Road, all these vehicles will take Felix Road, a minor arterial road to jog over on Hunt to Attaway Road, a two-lane road then through the town of Coolidge and use two-lane 287/87 to get back to 10. These rural roads are already overloaded and will not handle this increased traffic.
2025-08-04 14:30:55	Comment Map	Constraints: Residential subdivision is under construction by Heritage Homes in this area of the corridor.
2025-08-04 13:44:31	Comment Map	Interchange locations: Traffic Interchange at Hunt Highway?
8/4/2025 12:14	Email	Would it be possible to view a more detailed map of where the proposed extension of I-10 will be located? The map I received today in the meeting notice was too general. I want to know exactly where that road is going to be. I am not writing in "protest mode", just for better information. Happy to have better access to I-10! (I am a seasonal resident at Magic Ranch.) Thank you very much!

Date	Comment Type	Comment
2025-08-04 11:10:33	Comment Form	I back this project 100%. Wish you could start now!! This will take some burden off of I-10 & 87 as well as 79. All good things. The infrastructure has not kept up with growth. This is needed ASAP.
2025-08-01 18:41:09	Comment Form	This freeway is very much needed to help with commute time and reduce traffic. Coolidge is seeing a lot more homes being built. It would hopefully bring more business to our little town as well. I'm completely in favor.
2025-08-01 16:54:03	Comment Map	Interchange locations: Hunt Hwy is a regional significant road that connects Anthem at Merrill Ranch a masterplanned community to Florence and also to San Tan Valley/Queen Creek. An interchange here would benefit the 30k commuters in this area to reach Phoenix Mesa Gateway Airport in under 30 minutes compared to the present back road that takes well over an hour.
7/30/2025 10:24	Email	I am writing on behalf of HonorHealth to add a Comment to the North-South Segment 2 study. As a key healthcare provider in the Florence area, we respectfully request the consideration of a freeway exit as close as safely possible to our hospital, while exploring and considering possible alignments and interchanges for the proposed SR505. Our hospital serves many patients, including those requiring emergency services where every second matters. Easy and direct access to our facility is critical for ambulance traffic, patients, staff, and visitors. A nearby freeway exit would significantly improve response times for emergency medical services and enhance overall access to care for the surrounding community. We believe it will not only serve the healthcare needs of our community but also support the broader transportation and infrastructure objectives of your department. Thank you for your attention in considering this Comment, and for your continued work to improve transportation systems in the region.
2025-07-28 08:39:14	Comment Form	"Identify and evaluate alternatives for a proposed 400-foot freeway alignment within the 1,500-foot Tier 1 corridor that was selected in 2021" I have no idea what the heck this means! No clue. Makes it hard to proceed without a frame of reference.
2025-07-27 23:03:41	Comment Map	Right-of-way: Include RoW for future railroad bridge over Gila River. Other related comments: Provide Railroad RoW adjacent to road corridor from Steel Rd to Arizona Farms Rd.
2025-07-26 11:43:51	Comment Form	Both the phase 1 and phase 2 segments connecting Apache Junction to Eloy by way of Florence would make huge improvements to commercial aspects of the corridor along with quality of life for residents - I am all for it!
2025-07-26 01:33:32	Comment Form	I have 2 comments. First, please ensure there is a plan to tie into the 202 Santan near the Mesa Gateway. Second, considering the difficult in widening I-10, please avoid reservations and any other corridors not subject to local control. We don't need endangered cacti, protected squirrels or federal treaties interfering with a very clear need. Avoid these problems rather than fight them. Nothing gets built in a courtroom.

Date	Comment Type	Comment
2025-07-25 11:29:49	Comment Map	Range of alternatives being considered: Can you re-route US60 down this corridor and connect back to US 60 around the Florence Junction? Gold Canyon residences have been requesting a bypass for US60 for a long, long time. Many accidents in Gold Canyon due to US60 traffic and the fact that highway traffic comes upon stop lights. Traffic is bad in this area and we desperately need a fix. Other related comments: Please, please take a look at this.
2025-07-24 23:14:46	Comment Form	I would love to see the current highways upgraded. Why spend so much money on new roads, spend the money on upgrading the ones that are there. Besides the drive is scenic on those current roads.

Date	Comment Type	Comment
7/24/2025 20:56	Email	Please accept and consider my comments regarding the proposed AZ Route 505. My family relocated from Wisconsin to Arizona in late 1985 and since then I've seen wonderful highways and interstate highways designed, approved, and underbuilt for future population growth. While I understand the philosophy of 'creating jobs for the future' by intentionally underbuilding the new highways, I don't agree with it. I would like to say at the outset that I personally opposed to any new controlled access highway running from Apache Junction to Pichacho. Yes, Pinal County is growing and yes, traffic can be almost overwhelming at times, but instead of tearing up more desert, please consider updating the underbuilt highways we have now. As an alternative to pushing a new route through the desert, please consider widening existing roads by adding an additional lane in both directions from Apache Junction to Picacho where applicable. Adding an additional lane from Apache Junction to Florence Junction might be accomplished by: 1) Installing a center barrier in the existing median of Hwy 60 and adding an additional lane each way in that existing strip of land between the north and south bound lanes. 2) Installing a center barrier (as along Hwy 60) and adding an additional lane on Hwy 79 in each direction between Florence Junction to Florence on either side/shoulder of the existing roadway. a. Traveling that route frequently, there appears to be available land/property in the highway right of way on both north and south directions on Hwy 79. 3) Installing a center barrier and additional lanes on Hwy 87/287 from Cactus Forest Rd (on the south side of Coolidge) to Picacho (as proposed along Hwy 60 and Hwy 79 above) 4) The only 'new' road would be a short by-pass (as proposed) around the west side of Florence and east side of Coolidge (to link with Hwy 87/287 just south of Cactus Forest Rd). An alternative might be creating a four lane 'by-pass' on the south end of Florence to tie into Hwy 287 – widening Hwy 287 between Florence and the intersection of Hwy 87 at the north end of Coolidge. In addition to widening the existing highways as mentioned above, adding an additional lane in both directions might be considered for the Hunt Highway between Magma Rd and it's terminus at Hwy 79 on the north side of Florence – and installing much needed traffic lights at that intersection of Hunt Hwy and Hwy 79. Installing traffic lights at the terminus of Arizona Farms Road and Hwy 79 could/should also be considered in the overall plan. I ask that the planning committee/commission/board please consider alternatives to the currently proposed 'solution'.
2025-07-24 15:09:13	Comment Form	Why are we proposing new highways when we don't have the money to maintain our current roads infrastructure?
2025-07-24 12:45:45	Comment Map	Other related comments: San tan valley and Queen Creek are drowning in traffic issues. We need an actual freeway here not just an express way.

Date	Comment Type	Comment
2025-07-23 20:04:57	Comment Map	Range of alternatives being considered: A separate two lane bicycle/pedestrian path should be constructed along the entire length of new infrastructure. A safe distance should exist between the path and the new roadway. Socioeconomic considerations: A safe, two lane bicycle/pedestrian path separated from the roadway occupied by cars will allow people without access to automobiles to comfortably and safely travel using bicycles, electric scooters, or by walking. Other related comments: A separate two lane bicycle/pedestrian path will offer people to make an environmentally focused choice to use less energy (than required to move an automobile), improve their physical health through exercise, and improve their mental health by being (and or commuting) outdoors and away from stressful automobile passages.
2025-07-23 18:14:37	Comment Form	We don't have the money to upkeep and repair our current infrastructure. We should not be building more than we already have. Rail, light rail, rapid bus lines should get all our transportation dollars and we should not build a new freeway that we can't afford to maintain. We need to improve access to current activity centers. Improve regional mobility in areas that have current tax base to support infrastructure. North to south connectivity would be greatly improved with faster implantation of rail service. The rail service would also integrate the regions transportation network. Future population and employment growth should be built up before we add more infrastructure. A private to public spending ratio of 4 to 1 should be in place before we do anything. To avoid congestion on I10 the rail project should be bumped up in terms of priority and implementation. A train can move more people and goods a lot faster than a single vehicle
2025-07-23 16:37:10	Comment Map	Range of alternatives being considered: I am concerned about alternatives as far as when this congested on the 10 I live in Cassa grande and I work in Mesa so this will be a great alternative for me Interchange locations: I'm not too far from Eloy and I can use that as a alternative Other environmental considerations: The area is growing and I wanna make sure my family is safe with the accidents that's going on and the state. I am very concerned this will help a lot. Other related comments: A separate two lane bicycle/pedestrian path will offer people to make an environmentally focused choice to use less energy (than required to move an automobile), improve their physical health through exercise, and improve their mental health by being (and or commuting) outdoors and away from stressful automobile passages.
2025-07-23 16:24:31	Comment Form	I'm an AJ resident, first off its a shame that the initial proposal that we approved was tied up the courts, proposed route looks good, we still need to bypass Gold Canyon in the future
2025-07-23 16:02:21	Comment Form	I'm an AJ resident, first off its a shame that the initial proposal that we approved was tied up the courts, proposed route looks good, we still need to bypass Gold Canyon in the future
2025-07-23 14:21:39	Comment Form	Will the new 505 happen to make a shortcut from Casa Grande to San tan / Queen Creek? Right now it's a real pain to drive all the way through Coolidge to attaway then on to hunt. Another words we have to go east and then North and then back West again there should be an easier way to get over there it should not take 55 to 60 minutes to go 30 miles.

Date	Comment Type	Comment
2025-07-23 13:53:45	Comment Form	As Arizona's population continues to increase over the next 50 years, I think this would be an excellent addition to our highway system. It would also take some of the traffic off the I 10 congestion.
2025-07-23 13:02:41	Comment Map	Range of alternatives being considered: This is an unnecessary hwy, serving land developers; while the improvement and expansion of roads serving the community are ignored. le. Hunt Hwy goes from (soon to be) 6 lanes down to 2. This is a well known bottleneck and 505 would not help.
2025-07-23 12:31:50	Comment Form	I think this is a great idea and can help alleviate traffic on the 60, 101, East on 202, and 1-10 especially for those who live in the East valley and need to get to Tucson. It also creates another avenue for North and South traffic from Florence, San Tan, and Queen Creek to Mesa and Apache Junction. However, this may create more traffic on the 202 going west. I think before adding this freeway the 202 needs to be widened and also have a complete carpool lane to accommodate the additional traffic.
2025-07-23 09:53:29	Comment Form	I like the idea of an alternate route from the East valley to Tucson. But I would like to suggest that what is really needed is an alternate route from the East valley to the east side of Tucson. Traffic between Tucson and Phoenix is horrible along I - 10. I thought I heard years ago that I-19 was going to be expanded north to the East valley neat 79 & US60. Thanks
2025-07-22 21:56:34	Comment Map	Other related comments: Stop wasting time on pointless studies and build this already. It's absurd that the state has already waited this long.
2025-07-22 19:55:22	Comment Form	I have been Praying for this road for over a decade now. Having to travel 30 min to get to a multi lane highway has become a chore. With so many working in the valley and moving to the SanTan Florence area we needed it before all the housing construction started. So yes I fully support.
2025-07-22 19:15:03	Comment Form	The proposed State Route 505, or North-South Corridor, is a vital addition to Phoenix's east side. This 55-mile freeway would significantly ease traffic congestion in fast-growing areas like Queen Creek, Coolidge, Florence, and San Tan Valley. With the region's population booming—Queen Creek and San Tan Valley alone are projected to add 277,000 residents at build-out—this corridor would provide a critical north-south route, reducing travel times and improving regional connectivity. For example, it could cut commutes for the 98% of San Tan Valley residents traveling to metro Phoenix, where rush-hour gridlock is already a major issue. By linking with SR 24 and US 60, SR 505 would also support economic growth, offering a smoother route for commercial traffic and fostering development in Pinal County
2025-07-22 18:46:29	Comment Form	Agree and encourage proposal.
2025-07-22 17:38:16	Comment Form	What happens to this Community?
2025-07-22 14:31:24	Comment Map	Range of alternatives being considered: Why do we need yet another highway/freeway/interstate?
2025-07-22 13:56:31	Comment Form	Great idea. I'm sure Tucson liberals will flight it even though the southern point connects at Eloy. Good luck!
2025-07-22 12:17:50	Comment Form	Where on Arizona Farms will the design start? Those of us in Magma Ranch neighborhoods above Arizona Farms are interested in seeing the design

Date	Comment Type	Comment
2025-07-22 11:55:54	Comment Form	I support the proposal to build Route 505 between Eloy and Apache Junction. This is needed now and will be needed even more in the future.
2025-07-22 11:20:27	Comment Map	Interchange locations: An interchange located here will assist the adjacent Coolidge Municipal Airport but also help residents living west in Coolidge and also in the rural Cactus Forest community miles to the east.
2025-07-22 11:16:04	Comment Map	Interchange locations: Hunt Hwy is a regional significant arterial road and an interchange must be established here for connectivity not only to the adjacent masterplanned community but also for traffic going to Historic Florence and Country Thunder's music festival.
2025-07-22 10:45:20	Comment Form	East Valley in the Queen Creek/ San Tan Valley areas desperately needs a Highway in every way. To many people current and future and not enough accessible highway driving in and out of San Tan/Queen Creek your always at the mercy of Hunt Hwy in and out. GET THIS DONE IM A YES YES lol
2025-07-22 09:21:39	Comment Form	I drive SR 79 every week day for the past five years and have noticed a steady increase in traffic, animal encounters and commercial traffic. I think providing an alternate route for the region is definitely warranted.
2025-07-22 09:17:31	Comment Form	This is not only a fantastic idea, but something that's desperately needed even now. Currently, anybody in the East Valley who doesn't want to use the 10 has to drive through dangerous, poorly lit farm roads to make it south.
2025-07-22 08:57:31	Comment Map	Constraints: This information does not address intended speed limits for the route. This information would be helpful for interchange locations, route design among other things.
2025-07-22 08:45:23	Comment Map	Noise or air quality: We live here and we don't want a freeway in our backyard thats why we moved to this development to get outside of the hustle and bustle.
2025-07-22 07:51:58	Comment Form	This is a much need highway to get to east Mesa saving a lot of time and fuel. Please expedite this! The I-10 is dangerously over crowded freeway that needs traffic decreased
2025-07-22 07:06:32	Comment Form	I'm strongly against this. I moved to South Gilbert for the rural aspect that was done in the north valley. I don't want this in my neighborhood, plus the impact on wildlife, air quality, and increased population will ruin quality of life here. Signed, Local Resident Debra Tullo
2025-07-22 03:37:18	Comment Form	Please build the 505 I live in copperbasin and the traffic is so bad now with lack of road development I can just imagine what it will be like in another 5 years let alone when we reach full build out of homes and apartments I say Tyra build away
2025-07-22 01:51:55	Comment Form	Im 100% in favor of proposal 505 to help out with travel from I10 to east valley. I commute often from Tucson to Queen Creek, and I assume this will save time, and reduce all the turns and side roads I currently have to take to avoid as much traffic as possible.

Date	Comment Type	Comment
2025-07-22 01:40:19	Comment Form	I currently travel from Tombstone up to the Phoenix area at least a few times per month. I almost always take the roads within the area that could be a part of this build out. While in the short term things will be difficult to navigate, I believe that having a thoroughfare on East/Southeastern area of the Valley will greatly improve the lives of those that live and travel through the area.
2025-07-22 01:04:30	Comment Map	Other related comments: What are the plans for upgrading roadways in San Tan Valley to provide the residents with a proper flow for traffic to this freeway? I understand that's not exactly ADOTs main consideration, however a freeway this far east will not benefit the residents of the area very much. It's back tracking before heading the direction the majority of STV and Florence Residents travel for work. If the intended plan is to help fix major congestion in STV and Northern Pinal County. This will not provide much for the effort being placed. If you could shift the roadway more towards the canal, it would make more sense.
2025-07-22 00:04:39	Comment Form	This North South 505, Pinal County, East Valley new route should begin going Northward closer to Red Rock, az, rather than Hwy, 87. To offset the Northern Marana residences who will commute to the East Valley for New employers coming there. The Hwy 87, intersection, will be rapidly over used and this current Design is and will be under built for the current usage, stressing out this design before it's built is Poor planning. The growth from. Marana and S. Pinal County commuting boi the East Valley and South Maricopa must be Better studied to accommodate . Housing costs are Significantly lower than Phoenix
2025-07-22 00:04:10	Comment Form	This North South 505, Pinal County, East Valley new route should begin going Northward closer to Red Rock, az, rather than Hwy, 87. To offset the Northern Marana residences who will commute to the East Valley for New employers coming there. The Hwy 87, intersection, will be rapidly over used and this current Design is and will be under built for the current usage, stressing out this design before it's built is Poor planning. The growth from. Marana and S. Pinal County commuting boi the East Valley and South Maricopa must be Better studied to accommodate . Housing costs are Significantly lower than Phoenix
2025-07-21 23:57:04	Comment Form	I'm a retired otr driver with 3million accident free miles and no tickets. I think that road would be an excellent idea butt not until they fix the current hwys I-40 has been unsafe for years I still will not use the right do to it's a felony in my words on how dangerous that lane is with a 75mph speed the right is not fot travel in. In many areas going east and west and has been for years your building new roads when you can't take care of the ones you have or do I not know what I'm talking about? Yea right
2025-07-21 21:41:19	Comment Map	Other related comments: 87 runs almost the exact same route. This new one is not needed. Save the study money, and certainly the state tax payers from having to build this.
2025-07-21 20:50:20	Comment Form	East highway 60 is already very slow because it goes down to two lanes in either direction by Apache Junction. You'd need an upgrade to 60 too with more lanes to accommodate this influx of traffic. Personally I live in Apache because I don't like the traffic. I'd be against this proposed upgrade.
2025-07-21 20:49:52	Comment Form	Are there any houses that need to be torn down for this to happen?

Date	Comment Type	Comment
2025-07-21 20:29:28	Comment Map	Range of alternatives being considered: I would recommend the north end of the new 505 freeway connect to the east end of the 24 Highway. Also, complete the 24 overpasses to make the 24 a true freeway/highway. The current volume of traffic traveling from San Tan Valley and eastern portions of Queen Creek north to connect with the 202 is overwhelming and should be the immediate need.
2025-07-21 19:55:30	Comment Form	YES! Do it ASAP, pls!
2025-07-21 19:52:36	Comment Form	I'm a winter resident in Casa Grande and it seems critical traffic issues has long passed. Very happy to learn better corridor is in the works. I dislike the old highway that goes through Florence up to east Mesa,terrible congestion. Thanks, Deb
2025-07-21 19:48:55	Comment Form	A connection in the East Valley makes sense. Also vital is frequent trains between Buckeye-Phoenix-Tempe-Tucson. Perhaps have some of the alignment in the median of the new highway.
2025-07-21 19:16:19	Comment Form	Great idea! Meets future needs of Southeast valley, Pinal County, and traffice between Phoenix and Tucson.
2025-07-21 19:00:22	Comment Map	Range of alternatives being considered: You mentioned Hanna and Selma Rhodes my residence and several others are on Korman Road which is right in between how is that going to be affected? We are in between the canal and the railroad tracks?
2025-07-21 18:08:42	Comment Form	Is it possible to have a Hunt hwy interchange. There will be a huge development of 10,000 homes on the rest of Merrill Ranch
2025-07-21 17:55:15	Comment Form	Cannot happen soon enough!
2025-07-21 17:06:46	Comment Map	Interchange locations: Why no interchange @Coolidge Ave? It connects to 79. None of the further south of Coolidge has an eastern 79 Connection.
2025-07-21 16:42:47	Comment Form	ADOT and the state government should be discouraging growth not spending our tax dollars on new freeways to handle even more population. This valley and state has a finite amount of water we live in the desert, people !!! We dont need more people moving to the desert and sucking our water resources dry.
2025-07-21 15:49:21	Comment Map	Range of alternatives being considered: Tier 1 study from 60 to this point need to be dropped. There are several green energy projects in the works that will not require the transportation needs as originally considered thru the ASLD. So now all the funds and money could go to coordinate the build with the pinal parkway that Pinal County is proposing and meet up with that plan at Arizona Farms rd. as this will follow along the west side of CAP. Please look into making this north / south corridor start at this Tier 2 point to avoid crossings of the CAP and let the Pinal Parkway from 60 to Arizona Farms Rd. be a combined effort to handle in town traffic. Any builds on the east side of the CAP no longer require infrastructure to be built. Other related comments: Green energy is taking up a lot of the state trust lands and I think it is a great way to keep the pristine valley views towards the box canyon area visible and provides an open habitat for wildlife that is being pushed into the area from all sides of growth.

Date	Comment Type	Comment
2025-07-21 15:31:04	Comment Map	Interchange locations: Is this going to be an overpass? We do not have many ways to get from Felix/Arizona Farms to Hunt HWY. Other related comments: Also the noise from more cars. I hear they are going to put a gas station near Arizona Farms and Felix.
7/21/2025 14:09	Email	Personally, it seems a bit excessive to build a new, dedicated expressway between Eloy and Florence, especially considering that Florence only has a population of under 25,000 people. Instead of constructing this expensive, completely separate Route 505, why can't ADOT simply look into upgrading the following existing roadways to higher standards -- with Signalized Intersections (for the major direction changes) and some other basic modifications? It will be an expedited route for motorists who are not interested in passing through intermediate downtown or residential areas. The below 2 routing options would bypass the residential town areas -- and allow for high speeds on the long straightaways between those intermediate roadways that separate existing Highway portions. From the FLORENCE end at SR-79: - OPTION 1 - AZ-79 Business Florence - Coolidge Highway Valley Farms Road Coolidge Avenue Christensen Road Bartlett Road SR-287 (to Interstate 10 at ELOY) ----- From the FLORENCE end at SR-79: - OPTION 2 - Cactus Forest Road / Coolidge Avenue Christensen Road Bartlett Road SR-287 (to Interstate 10 at ELOY)
2025-07-21 13:18:35	Comment Form	This segment is way overdue and so needed for the SE valley connection to Tucson. The Pinal voters have asked for this type of segment for over 10 years and even tried funding it with sales tax only to be shot down by Maricopa County based political think tank. So glad to see ADOT stepping up and taking care of this.