

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	<p>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.</p> <p>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.</p>
3. North-South Corridor Background	<p>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.</p> <p>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.</p> <p>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.</p>
4. Tier 1 Studies vs Tier 2 Studies	<p>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.</p> <p>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.</p>
5. Study Area	<p>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.</p> <p>This study is coordinating with the North South Segment 1 study efforts, which are also underway.</p>

6. Study Goals	<p>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.</p> <p>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.</p>
7. Study Purpose and Need	<p>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:</p> <ul style="list-style-type: none"> • 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 <p>The North-South Segment 2 study will further refine this purpose and need along the corridor from Arizona Farms Road to I-10.</p>
8. Tier 2 Environmental Review Process	<p>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.</p>
9. NEPA Disclosure	<p>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.</p>
10. Study Engineering Considerations	<p>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.</p>

11. Environmental Considerations	<p>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.</p>
12. Corridor Features	<p>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.</p>
13. Corridor Features	<p>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).</p> <p>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.</p>
14. Corridor Features	<p>This map shows the existing and future planned arterial street network based on Pinal County's current transportation planning map.</p> <p>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.</p>

<p>15. Potential Traffic Interchanges</p>	<p>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.</p> <p>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.</p>
<p>16. Community Concerns Expressed in Tier 1 Study</p>	<p>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.</p> <p>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.</p>
<p>17. Other Studies</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

18. Study Schedule	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
19. Project Schedule and Regional Planning	<p>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.</p> <p>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.</p>

<p>20. What We Need from You?</p>	<p>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:</p> <ul style="list-style-type: none"> • 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? <p>These questions are to help you get started, but we welcome any and all input related to the North-South Segment 2 study.</p>
<p>21. How to Comment</p>	<p>We encourage you to provide input on the current phase of the study through September 8, 2025, in any of the following ways:</p> <ul style="list-style-type: none"> • 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