

WELCOME

North-South Segment 1

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

US 60 to Arizona Farms Road (State Route 505)

PUBLIC INFORMATION MEETING

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

Please see a staff member
if you need Spanish
interpretation assistance.

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



www.northsouth-segment1.com

ARIZONA
— DEPARTMENT OF —
TRANSPORTATION

How to Comment

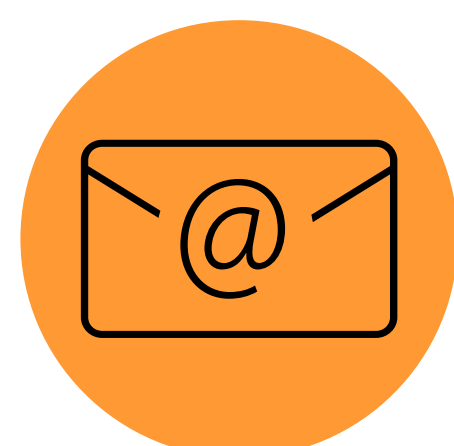
Provide comments through June 10, 2025.



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



Take the survey or provide location specific comments on the online comment map:



Email: info@northsouth-segment1.com



Mail: ADOT NSCS Segment 1 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012



Call: 602-474-3990



Visit the website: www.northsouth-segment1.com

Study Overview

Study Area

- » Segment 1 Study area extends from US 60 to Arizona Farms Road
- » Approximately 20 miles of the full North-South corridor
- » ADOT is preparing a separate Tier 2 Study for the segment of the North-South corridor between Arizona Farms Road and I-10 near Eloy



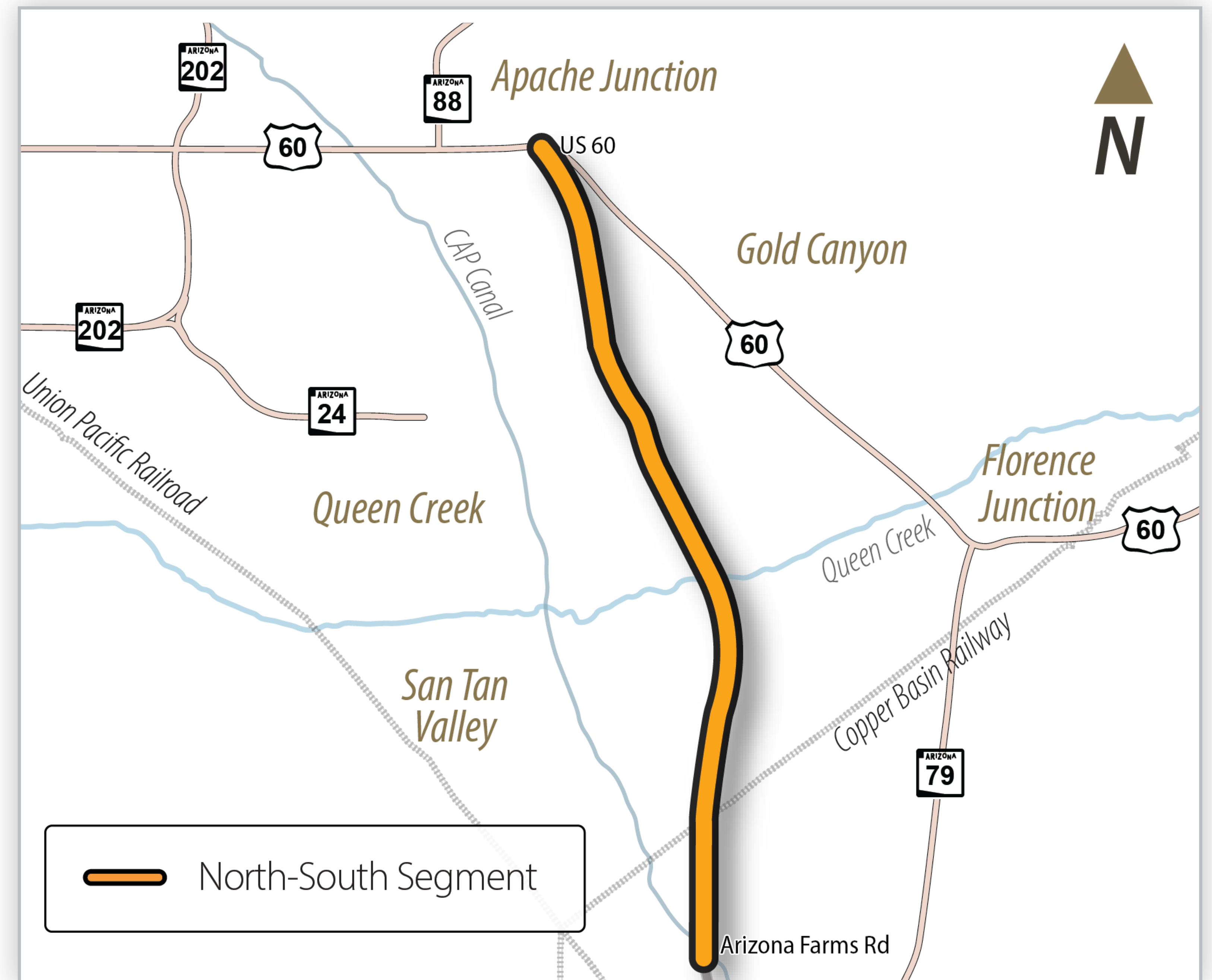
Preliminary Purpose and Need

The North-South Corridor Study — Tier 1 EIS and DCR identified the following purpose and need for the North-South corridor.

A continuous, controlled-access 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

A refined needs assessment specific to Segment 1 is available for review in the Preliminary Purpose and Need. Comments on the Preliminary Purpose and Need are welcomed during the comment period.



Study Goals

The current phase of the study will:

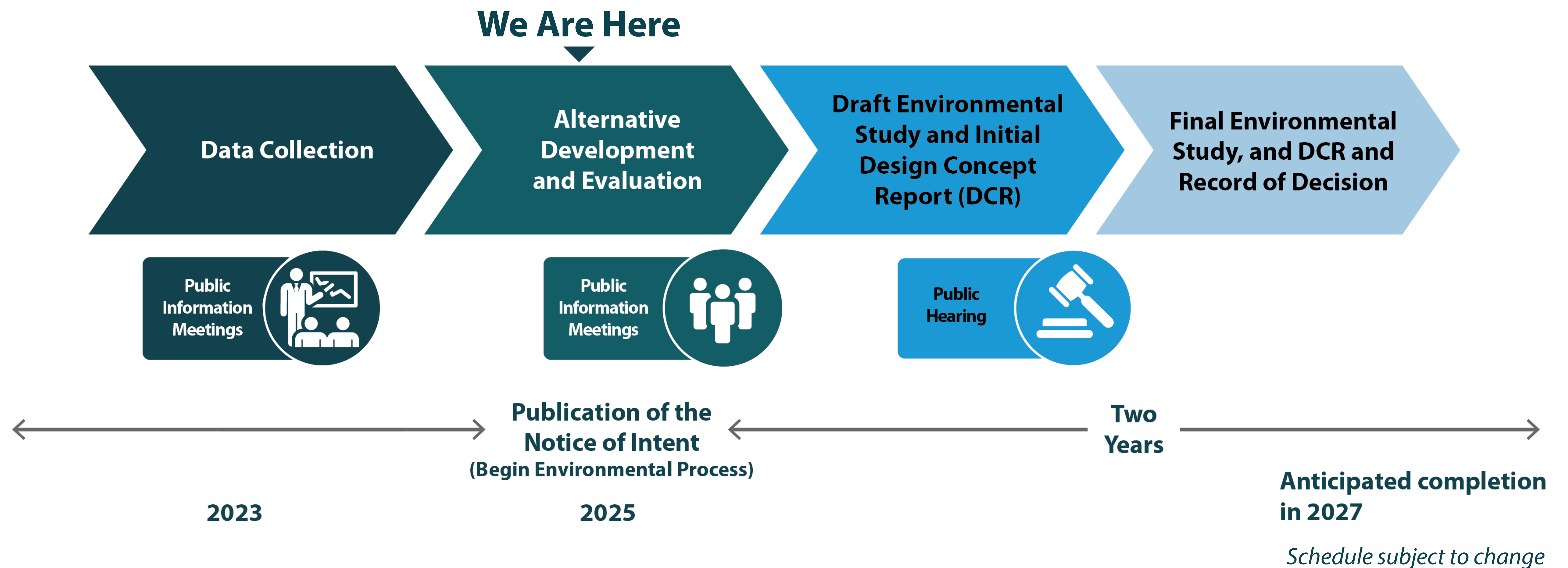
- » Refine the purpose and need for the proposed project
- » Develop a preliminary range of alternatives for potential 400-foot-wide freeway alignments within the 1,500-foot corridor established in the Tier 1 EIS
- » Review the potential interchanges found in the Tier 1 to inform initial interchange design concepts

Ultimately the study will:

- » Recommend a preferred alternative for the project alignment
- » Develop and circulate for public review and comment a Draft Tier 2 EIS and DCR that identifies the Preferred Build Alternative, which will be compared against the No Build, or do nothing alternative
- » Prepare a Final EIS and DCR document and Record of Decision identifying the Selected Alternative

Timeline

- » Notice of Intent to prepare a Tier 2 EIS and DCR issued in May 2025, which formally started the NEPA* process
- » During the current study phase, ADOT is seeking input on the preliminary range of alternatives for the highway alignment, the study purpose and need and other relevant information for consideration in developing the Tier 2 Draft EIS
- » There is no timeline to construct the North-South corridor, since it is not currently funded for design or construction

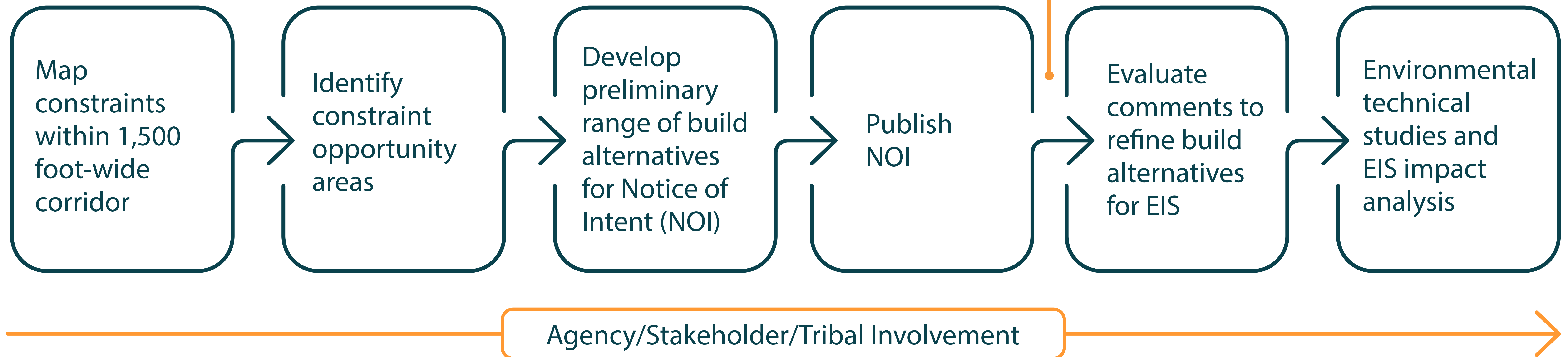


*National Environmental Policy Act

Constraint Process

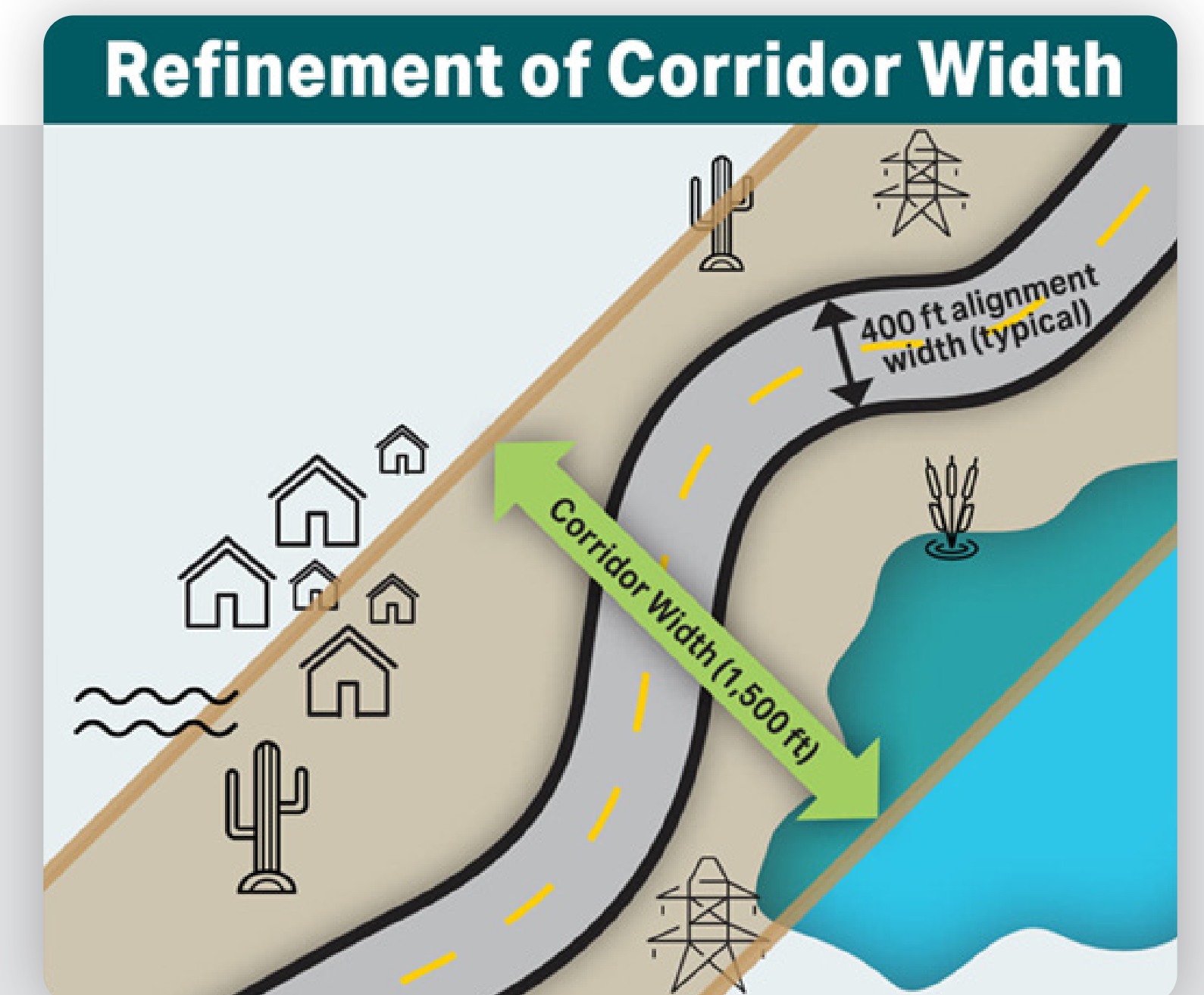
ADOT conducted a constraint evaluation process to identify the preliminary range of alternatives within the 1,500 foot-wide Segment 1 corridor.

We Are Here



The constraint evaluation process considered environmental and technical constraints within the study corridor:

- » Cultural Resources
- » Section 4(f)
- » Clean Water Act/Section 404
- » Hazardous Materials
- » Biological Resources
- » Wildlife Habitat and Connectivity
- » Prime and Unique Farmland
- » Social and Economic Considerations
- » Noise
- » Drainage and Floodplains
- » Major Utilities
- » Terrain
- » Existing Infrastructure and Feature Crossings (CAP Canal, Magma Arizona Railroad)
- » Agency, Tribal, Stakeholder and Public Input

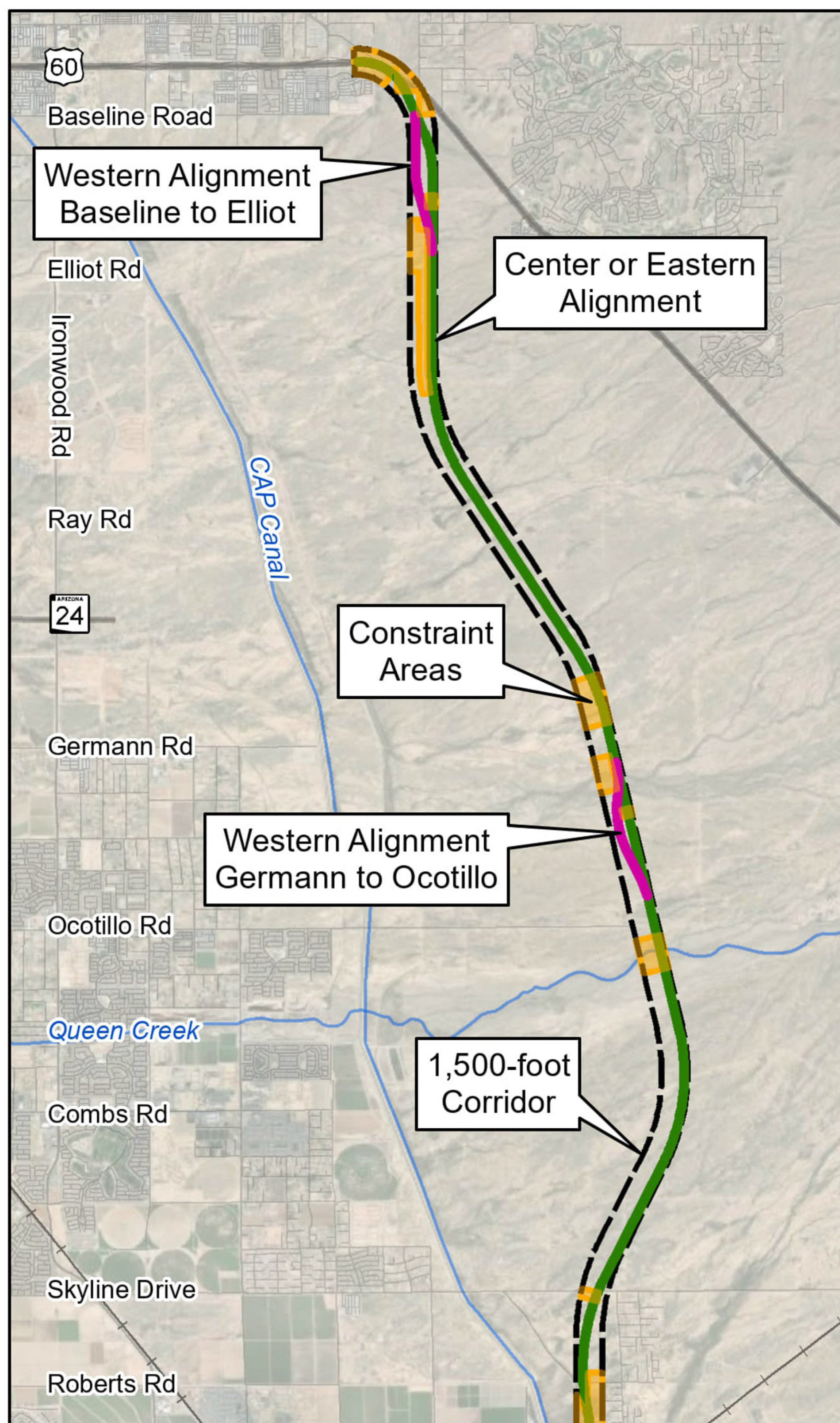


Preliminary Alignment Alternatives

Preliminary highway alignment generally within center/eastern zones of the corridor (green)

Two preliminary alignment alternatives in two areas:

- » Baseline to Elliot Road: western (pink) or eastern alignment (green)
- » Germann to Ocotillo Road: western (pink) or eastern alignment (green)

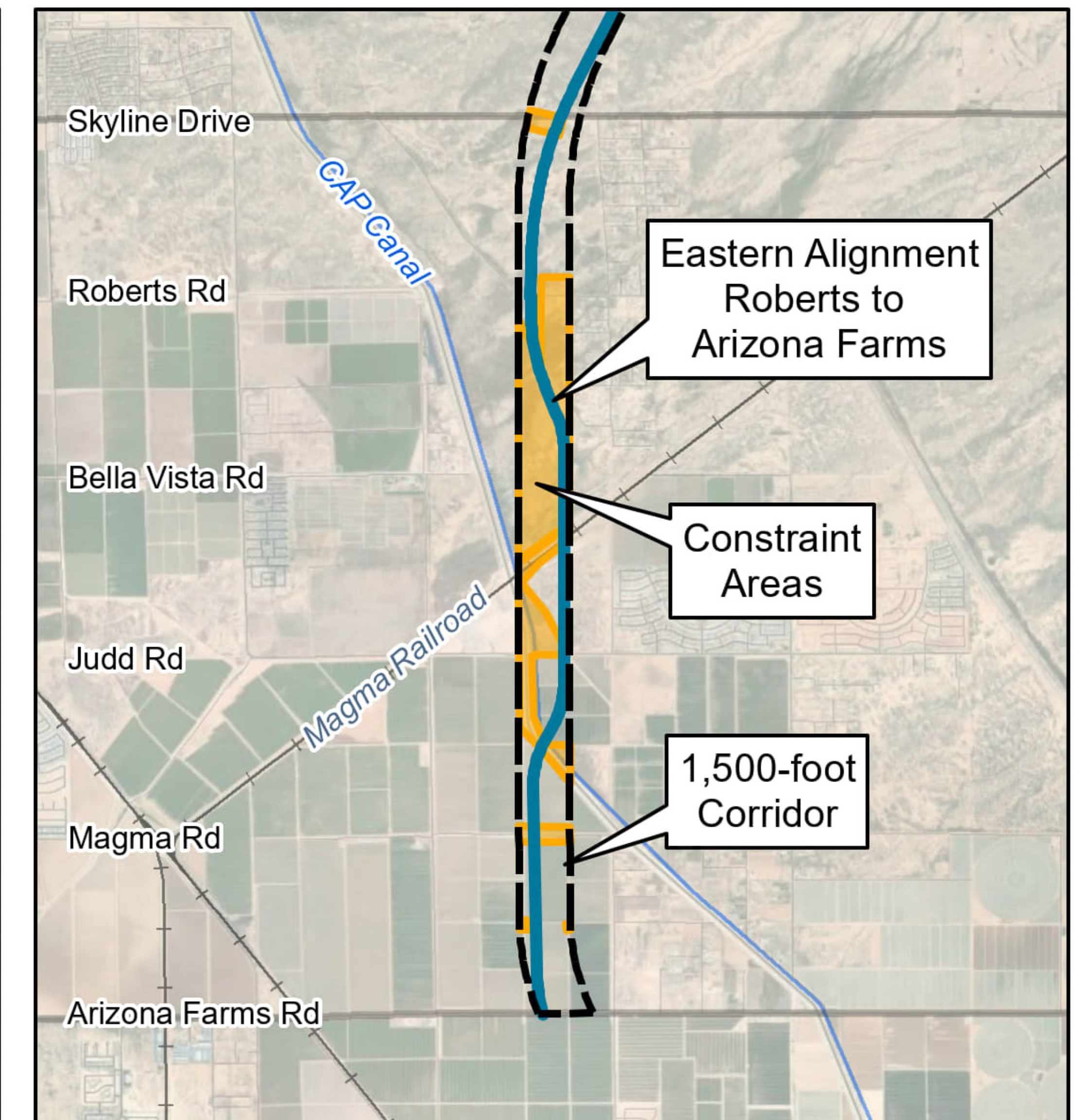
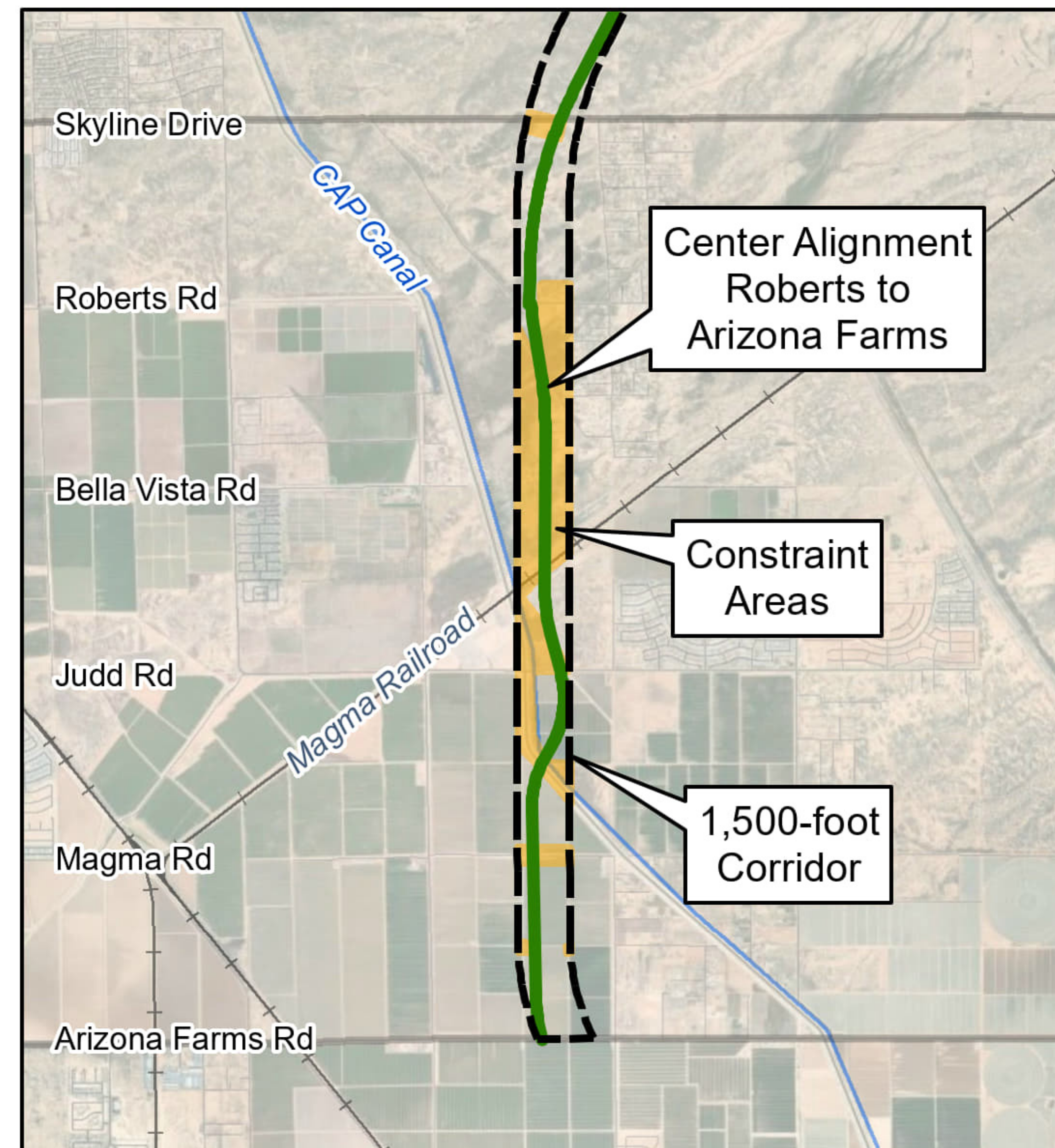
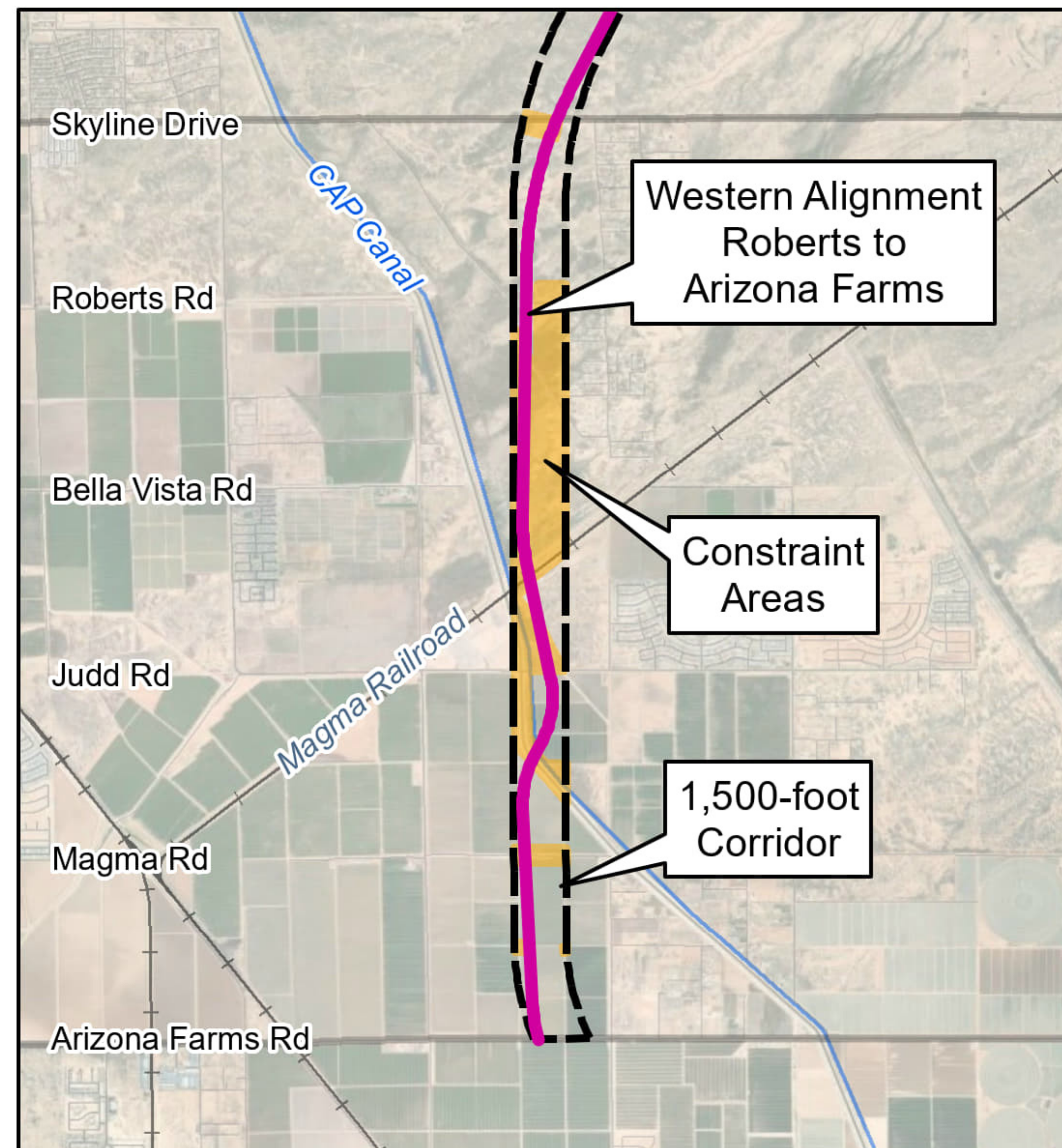


Preliminary Alignments

Roberts Road to Arizona Farms Road

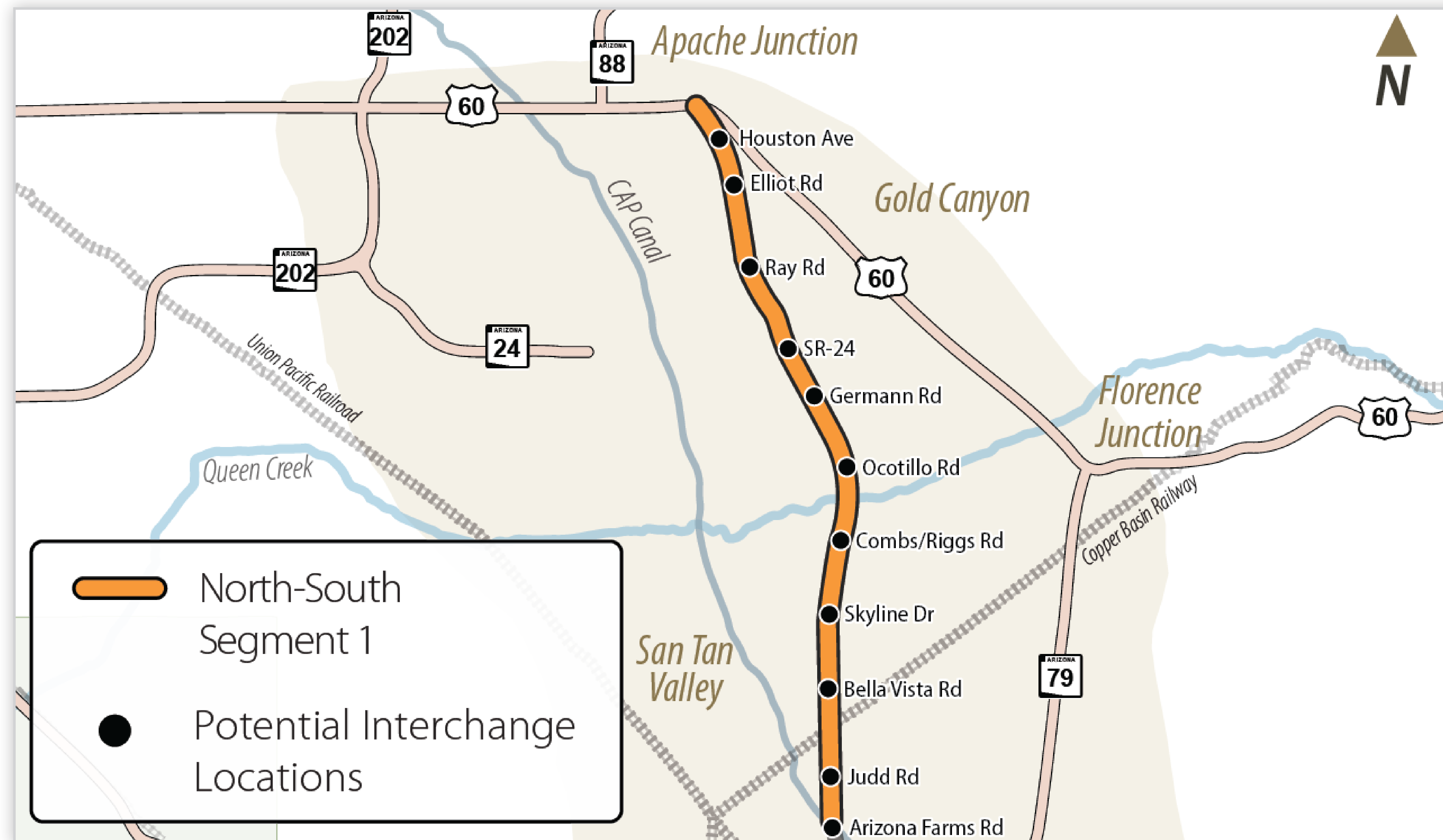
Three preliminary alignment alternatives within 1,500-foot corridor:

- » Western, center and eastern
- » Preliminary range of alternatives includes the No Build Alternative, which consists of future conditions in 2050 without implementation of a new north-south freeway corridor



Preliminary Traffic Interchange Locations

- » Previous Tier 1 EIS identified potential interchange locations
- » List refined for further study in Tier 2 EIS



Environmental Considerations

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

- » Land Use
- » Socioeconomic 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
- » Indirect and Cumulative Impacts
- » Section 4(f) and 6(f) Resources

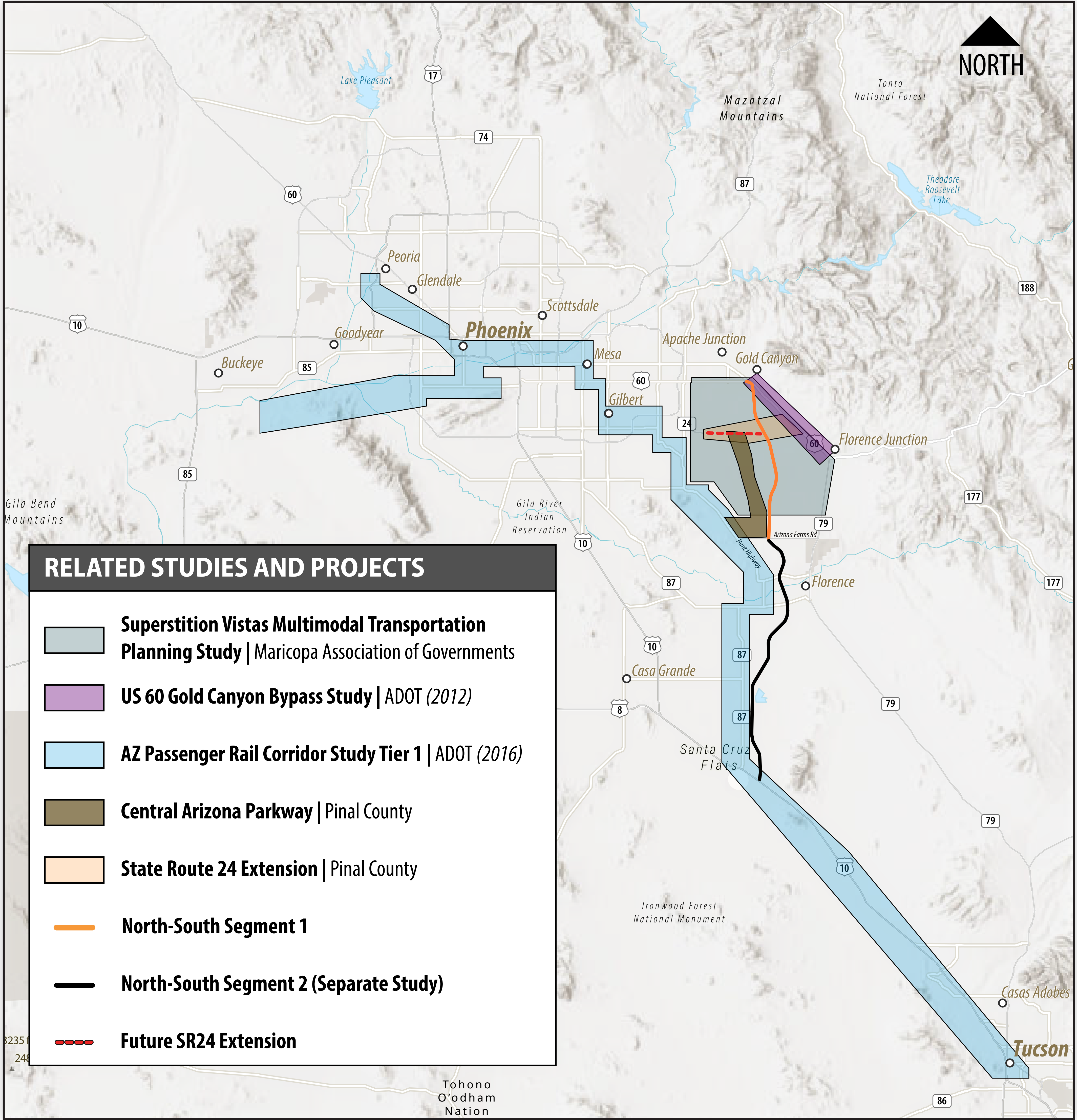


Cultural Resources (Section 106)

The impacts of a project on historic and archaeological resources are regulated under Section 106 of the National Historic Preservation Act. ADOT has initiated surveys and data collection to support the evaluation of how the proposed Segment 1 of the North-South Corridor could impact cultural resources.

- » ADOT considered the potential for impacts on the identified cultural resources in developing corridor alternatives and identifying the Preferred Corridor Alternative
- » In consultation with agencies, tribes and other interested parties, ADOT drafted a Programmatic Agreement to comply with the National Historic Preservation Act

Other Studies



Preliminary Alternative Connection to US 60

- » Direct connection between US 60 and SR 505
- » Existing US 60 east of Mountain View Rd to remain (with access points and traffic signals)
- » New traffic interchange and roadway connection to connect to US 60 in Gold Canyon
- » Connect Old West Highway to the existing US 60 at Goldfield Road
- » US 60/Goldfield Road interchange to remain

