

**North-South Segment 1 Tier 2
Environmental Impact Statement (EIS) and
Design Concept Report (DCR), US 60 to
Arizona Farms Road (State Route 505)**

Frequently Asked Questions

North-South Segment 1 EIS/DCR

Frequently Asked Questions

Below are frequently asked questions related to the North-South Corridor Segment 1 Study between US 60 and Arizona Farms Road.

General

Is the North-South Corridor now called State Route 505?

The North-South Corridor has been designated as State Route 505 (SR 505) . In December 2023, the State Transportation Board approved the SR 505 designation for the North-South Corridor between US 60 and I-10.

What's the difference between the Tier 1 and Tier 2 Environmental Study for this corridor?

The previous Tier 1 study evaluated a broader study area and several potential corridors. The outcome of that study was ADOT selecting a single 1,500-foot-wide corridor to move forward with. We are now conducting a Tier 2 environmental study and DCR for the Segment 1 Study between US 60 and Arizona Farms Road. The current Segment 1 Tier 2 study will refine the corridor and evaluate potential 400-foot-wide highway alignments and design concepts - ultimately identifying a preferred alternative for the 400-foot-wide highway alignment. At the conclusion of the EIS and DCR study process, if ADOT selects a recommended build alternative, that would allow ADOT to move forward with design and right-of-way acquisition, once funding is available.

	Tier 1	Tier 2
Purpose	Evaluates wide corridors in multiple locations, at a program level, within which a new transportation facility could be located.	Evaluates design concepts for specific alignments within the corridor, such as 400 feet for a typical freeway alignment.
Outcome	Select a single corridor within which an alignment would be identified during Tier 2 studies.	Select an alignment and enable permitting for that alignment.

What is a Design Concept Report (DCR)?

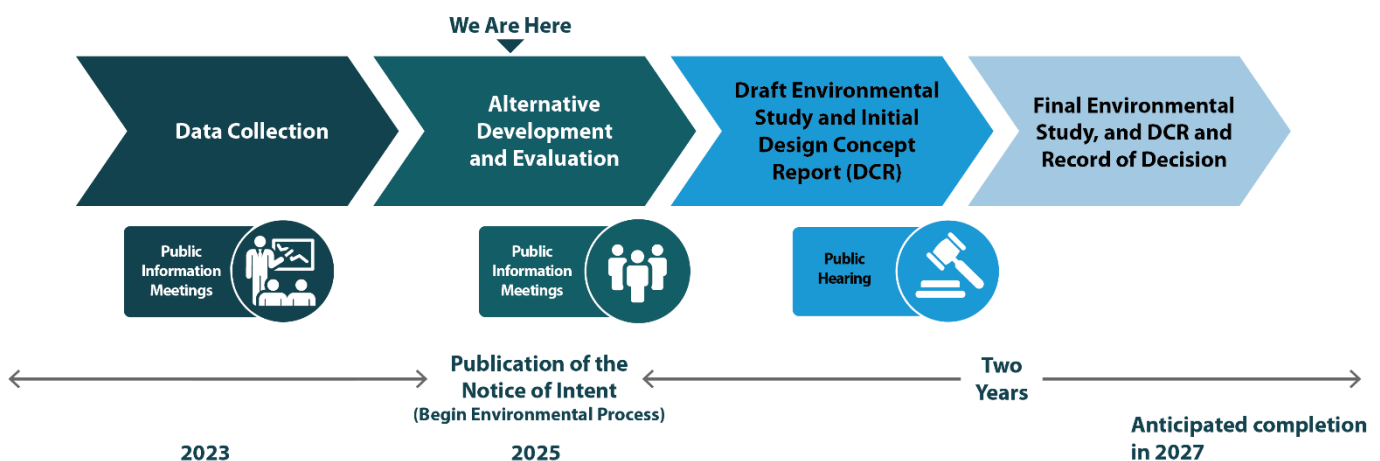
In conjunction with the Tier 2 Environmental Study, which focuses on environmental analysis, a DCR is also prepared, which identifies the engineering elements associated with the study. This includes interchange configuration options, drainage modifications, traffic operations and safety, construction requirements, impacts to traffic during construction, right of way requirements, cost and maintainability, implementation plans and other items. These elements are evaluated for a range of reasonable build alternatives, as well as the no-build baseline alternative. The final DCR represents a preliminary 15% level of design for the Recommended Build Alternative for evaluation and decision making purposes.

What is the study process ?

A Tier 2 Environmental Study and Design Concept Report is an evolution of the Tier 1 EIS study process and is required to evaluate and refine the corridor to a freeway alignment and identify interchange locations and other design features. It can also determine a final preferred alternative, needed before a project can advance to the final design phase. It is anticipated to take 2 years to complete this study for the corridor, and (once project funding is identified) several years to complete final design and construction of this freeway segment.

ADOT must follow specific requirements of the National Environmental Policy Act (NEPA) and other federal, state and local regulations when proposing and evaluating a new freeway corridor, which requires that we evaluate the various impacts of all potential alternatives, seek extensive input from other affected agencies, jurisdictions, Tribal Governments, and the public and determine the selected alternative that best meets the proposed project purpose and need. Due to the extensive nature of this process, combined with the development of the Design Concept Report, it typically takes several years to complete a process for a study this large.

Please see the graphic below that illustrates where we currently are in the process.



**Schedule subject to change*

How does ADOT plan to secure funding to advance the Segment 1 Study? What are some potential funding sources?

There is no funding currently identified for design or construction of the North-South corridor. Potential sources of funding for the North-South corridor design, right-of-way and construction could include a combination of any of the following:

- Federal grants
- Future transportation taxes passed by voters in Pinal County
- Possible state legislative appropriations or state gas tax revenues from the Highway User Revenue Fund

ADOT is not directly involved in securing funding through these sources. It is likely that funding would first be identified for project design and/or right-of-way acquisition, and then for construction of segments of the corridor, due to the length of the corridor and anticipated cost.

How much is Segment 1 expected to cost to design and construct?

The Tier 1 EIS for the North-South corridor estimated that the entire 50-mile project would cost approximately \$2 billion to design and construct. NSCS Segment 1 is approximately 22 miles and is estimated to be approximately half the overall cost or around \$1 billion. However, detailed costs will be developed for the Recommended Build Alternative as part of this Tier 2 study.

When would the freeway be built and how long would it take?

Currently, there is no funding identified to build any portion of the North-South corridor. Therefore, the study team is not able to provide a more specific timeframe for when the North-South corridor would be built. The Segment 1 Study will further refine the corridor from the Tier 1 EIS process and identify an alignment, as well as the location of interchanges and other features necessary for landowners and jurisdictions to plan for the future freeway alignment.

If a Build Alternative advances and there is available funding, Segment 1 would most likely be separated into smaller, manageable sections for design and construction. Final design of the project would likely take up to two years. Construction would likely take another three years, depending on the project delivery approach selected and complexity of construction, such as the amount of utility relocation, bridge construction and earth work. There are many factors in how long a project would take to construct. This is only a rough estimate based on other new freeway projects in the state, such as the Loop 202 South Mountain Freeway and Loop 303 in Maricopa County.

Why do we need the North-South corridor if the Central Arizona Parkway Project is also planned?

The planned Central Arizona Parkway is west of the CAP Canal between Ocotillo Road and Arizona Farms Road and is intended to address near-term transportation needs based on growth in this area and more

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localized areas' needs. The North-South corridor is a major regional facility that stretches from US 60 to I-10 near Eloy and addresses long-term growth in the eastern portion of Pinal County, providing regional connectivity and an alternate to the I-10 corridor between the Phoenix metro area and southern Arizona.

Is there a separate study for the southern portion of the Tier 1 North-South corridor?

Yes, ADOT will conduct a separate Tier 2 study on the southern portion of the North-South corridor from Arizona Farms Road to Interstate 10. ADOT plans to host a series of public meetings for the North-South Segment 2 Tier 2 Environmental Impact Statement and Design Concept Report (DCR), from Arizona Farms Road to Interstate 10 near Eloy, in August 2025. To learn more, visit <https://azdot.gov/planning/transportation-studies/north-south-corridor-study-proposed-new-transportation-route-pinal>.

How can I stay informed and/or submit comments?

Information about the Segment 1 Study can be found on the study web page at www.northsouth-segment1.com.

Our current comment period is open from **April 25 to June 10, 2025**. You can submit comments in any of the following ways:

- Attend one of our public meetings (in-person or virtual)
- Submit online comments: www.northsouth-segment1.com
- Email: info@northsouth-segment1.com
- Call: 602-474-3990
- Mail: ADOT North-South Segment 1 c/o HDR, Inc.
20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

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

Right-of-Way/Property Acquisitions

How do I determine if my property is located within the 1,500-foot Segment 1 corridor or within one of the preliminary build alternatives?

The selected North-South corridor can be viewed through our interactive, online map viewer at <https://adot.maps.arcgis.com/apps/mapviewer/index.html?webmap=2b843a99b8e644f5b05d7c2888eb44b3>

You can use the map zoom tool to view the corridor at the street level.

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If you need a map with more detail than the online map, GIS shape files of the North-South corridor are available and may be requested by submitting a records request to ADOT at northsouth@azdot.gov.

My property is located within the 1,500-foot Segment 1 corridor or within one of the preliminary build alternatives. How will I know whether my property will be needed?

Potential right-of-way impacts will not be identified until a DCR is developed as part of the engineering and design efforts for the study. Any property owners identified within the future alignment that are potentially affected by right-of-way impacts will be notified and will have an opportunity to provide input during this study process.

If my property is needed as part of the Segment 1 Study, when would that process occur?

ADOT will not be able to proceed with right-of-way acquisitions until this study is complete and a final decision is made regarding whether to proceed with a preferred alternative identified in the final Tier 2 EIS (i.e., a selected 400-foot alignment, interchange locations and other design features) and recorded through a Record of Decision (ROD) in the Federal Register.

Since no funding is currently identified for right-of-way acquisition, design or construction of Segment 1, we cannot confirm at this time when right-of-way acquisition would begin.

I have a property within Segment 1. Can I get a GIS shapefile map of the corridor to determine the exact location in relation to my parcel?

Yes, GIS shape files of the full North-South corridor are available and may be requested by submitting a records request to ADOT at northsouth@azdot.gov.

Preliminary Range of Alternatives

The preliminary alternatives look like just a single line, is that how wide the corridor will be?

At the current study phase, the preliminary build alternatives are defined by a line in the center of the horizontal alignment. The North-South Corridor is anticipated to be approximately 400 feet wide, but it could be slightly narrower or wider in certain locations depending on location-specific considerations. Further design details such as the number of lanes, right-of-way footprint, and vertical profile will be developed as the environmental technical studies and DCR progress.

Where will the interchanges be located?

ADOT will review the potential interchanges found in the Tier 1 to inform initial interchange design concepts during the Tier 2. The preliminary range of potential interchange locations will be refined based on comments received, engineering and environmental considerations, and further coordination with local agencies. The Draft EIS and Initial DCR are expected to include a refined list of traffic interchanges with more specific location information.

The following list represents the preliminary range of potential interchange locations to be considered in the Tier 2 EIS, which includes four additional locations beyond those shown in the Tier 1 EIS:

- Houston Avenue
- Elliott Road
- Ray Road
- SR 24
- Germann Road
- Ocotillo Road
- Combs Road/Riggs Road
- Skyline Drive
- Bella Vista Road
- Judd Road
- Arizona Farms Road

What will the connection to US 60 look like?

At this point in the Study, there is not a definite answer for what the connection to US 60 will look like. The configuration of the preliminary Build Alternatives is based on the previous US 60 Alignment Study and does not include a new interchange connecting the North-South facility to US 60. Rather, the preliminary concept would provide a direct connection between US 60 and SR 505 where through traffic traveling eastbound would be directed south along the new freeway near Goldfield Road, and also for traffic traveling northbound on SR 505 to westbound US 60.

One of the initial concepts includes keeping the existing portion of US 60 through Gold Canyon and constructing a new traffic interchange that would provide access to US 60 from the new North-South freeway, with the preliminary location near Houston Avenue. This is just one concept for the connection to US 60 and the team will continue to investigate this concept, along with other concepts.