



**SONORAN CORRIDOR (State Route 410):
I-19 to I-10 ROUTE CONCEPTUAL DESIGN AND ENVIRONMENTAL IMPACT STUDY
FREQUENTLY ASKED QUESTIONS**

What and where is the Sonoran Corridor?

The Sonoran Corridor, also known as State Route 410, is a proposed new freeway in Pima County that would connect Interstate 19 (I-19) to Interstate 10 (I-10) south of the Tucson International Airport. The corridor is just over 20 miles long and is shown in the Study Area Map.



Why is this study necessary?

In a previous study, a [Tier 1 Environmental Impact Statement \(EIS\)](#) was prepared and a corridor was selected. This Tier 2 study is necessary to refine the broader Sonoran Corridor route to a freeway alignment and identify interchange locations and other features.

What will be accomplished in the current study?

The current study, which includes a Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR), will:

- Develop and evaluate a range of 400-foot-wide freeway alignment alternatives primarily within the 2,000-foot corridor. The study will also evaluate a “no-build” alternative.



- Evaluate environmental considerations and proposed mitigation.
- Develop design concepts and features, such as interchange locations and bridges.
- Select a preferred freeway alternative, which would include the alignment, interchange locations and other design features.
- Provide several opportunities for public and stakeholder input throughout the process.

What is the status of the current study?

The current Tier 2 Sonoran Corridor study was launched in October 2023. As of summer 2024, the study is currently in the early scoping phase and is expected to take approximately three years to complete. For a more detailed study timeline, see below.

What is the purpose of constructing this proposed new freeway?

A new freeway would:

- Improve vehicle mobility and the transportation system.
- Improve access to existing and future activity centers.
- Reduce persistent traffic backups and road congestion.
- Address existing and future high-growth areas.
- Improve and shorten east-west freight movement to and from Mexico and southern Arizona.

What will occur during the Design Concept Report and the Tier 2 Environmental Impact Statement processes?

During the DCR and Tier 2 EIS processes, the team will identify a range of feasible alternatives for the Sonoran Corridor alignment and major design features such as interchange locations, evaluate various alternatives based on engineering and environmental considerations and public/agency input, refine to a recommended build alternative and ultimately identify a selected alternative based on analysis of the engineering and environmental data and public/agency comments. The selected alternative will be identified in the final EIS/DCR documents and ADOT's decision on the selected project alternative will be documented in a Record of Decision. The environmental evaluation will include comprehensive analysis, measurement, assessment and reporting on multiple factors related to environmental impacts, socioeconomic impacts with an emphasis on traditionally underserved minority and low income populations and community needs in the study area. The engineering and environmental analysis will be shared with community members at public meetings and hearings, and the project team will seek input and comments from residents, business owners and other affected and interested stakeholders.

How will public input be used?

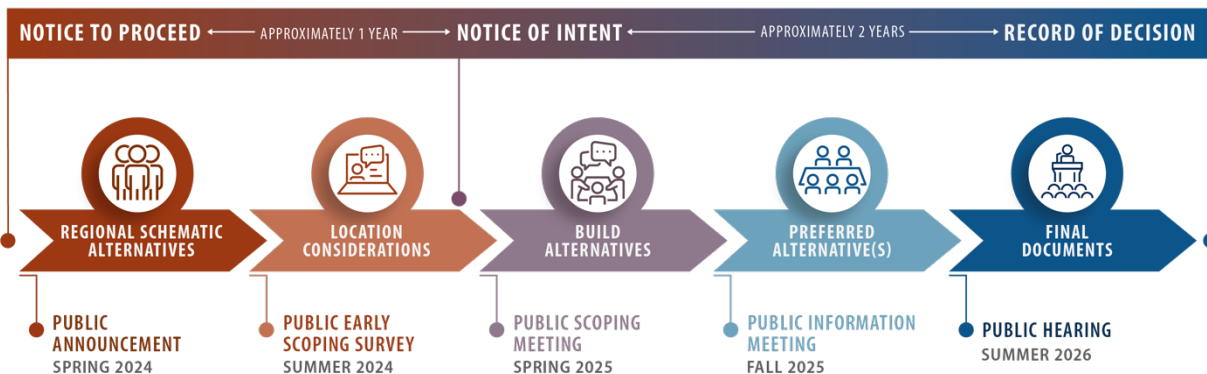
The project team will use public and stakeholder input to identify community desires, concerns and impacts, understand the expectations of the community for the route purpose and location, and determine specific issues, including from property owners abutting the study area. These impacts, concerns and expectations will be considered in the formulation of alternative alignments within the corridor, as well as mitigation strategies.

How long will this study process take?

The DCR and Tier 2 study began in October 2023 and is expected to conclude in 2027. The graphic below shows the main phases of the study process and planned engagement efforts. Public and stakeholder



outreach will occur throughout the process with a survey in summer 2024, public meetings planned in spring 2025 and fall 2025, and a public hearing in summer 2026.



When will construction begin on the new freeway resulting from this study?

There is no current timeline for construction of the Sonoran Corridor. The proposed project is still in the planning stages and there is no funding currently identified for construction. To advance the project, the environmental process must be completed and funding identified to move forward into final design and right-of-way acquisition before construction can begin.

How can I provide input or ask questions?

Public input is essential to the study process. ADOT welcomes questions and comments on this study through the methods outlined below.

- By phone: 855.712.8530 (Bilingual)
- By email: sonorancorridor@azdot.gov
- By mail: ADOT Sonoran Corridor Study Team
2540 N. Tucson Blvd., Tucson, AZ 85716

There will be opportunities for the public to provide input through public meetings, hearings and other methods during public comment periods as the study progresses.

Why was this corridor alternative selected over other alternatives that were evaluated?

In the Sonoran Corridor [Tier 1 EIS](#), 12 alternative corridors were studied, and public and agency input was gathered through a series of public outreach events and activities. The selected Tier 1 Sonoran Corridor route best met multiple performance factors related to the Need and Purpose of the study,



including reducing congestion, addressing anticipated regional growth and providing effective connections in the area. The selected Sonoran Corridor route was determined by the Federal Highway Administration (FHWA) and ADOT to be the best choice based on the engineering and environmental analysis, as well as public and agency input.

Will the new freeway be built within the corridor identified in the Tier 1 EIS?

The Tier 1 EIS results were used to determine the corridor route to be further refined to a 400-foot freeway alignment in the Tier 2 EIS. There may be some areas where the proposed Sonoran Corridor alignment falls slightly outside the Tier 1 selected corridor to avoid adverse impacts on the environment or other impacts identified during the study.

Will the alignment selected as a result of this study allow for the extension of utilities into this area?

The conceptual design for the Sonoran Corridor freeway alignment would allow for additional utility infrastructure to be installed in the area, including connections and infrastructure such as electricity, water and cable/internet. Utility companies may elect to extend their infrastructure into the area regardless of this project; any alignment resulting from the Sonoran Corridor study would not preclude this.

What impacts will the construction of this new freeway have on residential and commercial properties?

Properties and land within or abutting the final project location may require partial or full acquisition for a selected future Sonoran Corridor alignment. Efforts will be made to minimize acquisition of private property in the evaluation and selection of a preferred corridor route.

What will be done to avoid negative impacts on cultural and natural resources and wildlife in the corridor?

The ADOT Sonoran Corridor study team will follow Section 106 of the National Historic Preservation Act, which requires agencies to identify and assess the effects their actions may have on cultural and historic properties and consider the views of interested parties when making project decisions. In addition, Section 7 of the Endangered Species Act requires agencies to consult with the U.S. Fish & Wildlife Service to ensure their actions will not jeopardize the continued existence of any listed species or adversely modify designated critical habitats. The Sonoran Corridor study will include coordination with regulatory agencies and area stakeholders and the determination of mitigation measures for impacts to identified cultural and natural resources.

What will be done to protect water resources in the study area?

ADOT is required to follow the Clean Water Act. Mitigation considerations include designing future construction footprints to minimize impact on sensitive water resources, obtaining Clean Water Act permits and certification and developing stormwater pollution prevention plans.

What will be done to protect public trails (existing and planned) in the area?

As required by Section 4(f) of the U.S. Department of Transportation Act of 1966 and in the best interest of the community and environment, ADOT will coordinate with area stakeholders to identify and protect parks, recreation areas and trails, and provide crossings for trails either under or over the freeway. The



Tier 2 EIS will consider existing and planned public trails and the project will be designed to minimize or eliminate any encroachment on trails.

What will be done to reduce impacts from noise, air quality and light pollution from a new freeway?

As required by the Clean Air Act, impacts on air quality will be studied and mitigation measures will be identified to minimize impact where anticipated air quality levels exceed recognized standards.

The study will include noise and vibration abatement analyses based on ADOT's Noise Policy and federal guidelines. If noise abatement is warranted based on the noise analysis, measures may include noise walls, earthen berms, acquisition of buffer zones, traffic management during construction, and design modifications for the selected alignment.

The Sonoran Corridor will comply with local and county dark sky ordinances.

Will the new freeway facilities include accommodation for pedestrian, wheelchair and bicycle travel?

Because the Sonoran Corridor will be designed as a continuous high-capacity freeway, pedestrians, wheelchair users and bicyclists will be prohibited from using the roadway. However, they will be accommodated at the interchange cross streets. Where appropriate, the design will accommodate pedestrians, wheelchair users and bicyclists in the project area on complementary paths and/or trails. Trail access will be preserved through freeway design modifications. Crossings for trails will be provided either under or over the freeway.

Title VI

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age or disability. Persons who require a reasonable accommodation based on language or disability should contact Cynthia Wolfe, ADOT Community Relations Project Manager, at 855.712.8530 or email SonoranCorridor@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.