



1 **3.15 Temporary Construction-related Impacts**

2 **3.15.1 Summary of Draft Tier 1 EIS**

3 The Build Corridor Alternatives would result in temporary construction-related impacts, with the
4 most consequential impacts occurring where new roadway would be constructed in
5 undeveloped areas. Temporary construction impacts would include, but are not limited to:

- 6 • Increased traffic congestion and travel times through construction areas, which may change
7 traffic patterns on local roads or increase emergency response times for fire, police, and
8 ambulance services
- 9 • Reduced access for businesses near the construction zones
- 10 • Fugitive dust and mobile source emissions
- 11 • Increased sedimentation from erosion during stormwater runoff
- 12 • Risk of hazardous material spills into adjacent streams or rivers
- 13 • Noise and vibration from activities such as pile driving for bridge structures, which could
14 impact residences and businesses or wildlife movement and nesting for bird species
- 15 • Removal of vegetation, including protected plant species
- 16 • Impacts to wildlife species, especially less mobile species, such as the Sonoran Desert
17 tortoise, or ground nesting species such as the burrowing owl

18 **3.15.2 Summary of Changes Since Draft Tier 1 EIS**

19 Commenters on the Draft Tier 1 EIS expressed concern for impacts to air quality and health,
20 wildlife, and other resources. These impacts are analyzed and discussed in **Section 3.10** (Air
21 Quality) and **Section 3.14** (Biological Resources). No changes to **Section 3.15** resulted from
22 comments.

23 **3.15.3 No Build Alternative**

24 The No Build Alternative would not lead to I-11 construction-related activities and is therefore
25 not discussed.

26 **3.15.4 Recommended Alternative**

27 The Recommended Alternative would result in the I-11 construction-related impacts
28 summarized in **Section 3.15.1**.



1 **3.15.5 Preferred Alternative**

2 The Preferred Alternative would result in the I-11 construction-related impacts summarized in
3 **Section 3.15.1.**

4 **3.15.6 Mitigation and Tier 2 Analysis**

5 **3.15.6.1 Tier 2 Analysis Commitments**

6 FHWA and ADOT completed an initial level of analysis in this Final Tier 1 EIS to identify a
7 2,000-foot-wide preferred Build Corridor Alternative. Additional analysis in Tier 2 will inform
8 (1) the selection of a specific alignment (approximately 400 feet wide) within the selected
9 2,000-foot-wide corridor and (2) the selection of the west option or east option in Pima County.
10 Tier 2 analysis will also identify measures to avoid, minimize, or mitigate temporary construction
11 impacts.

12 Tier 2 analysis would provide additional detail on the construction methodology if a Build
13 Corridor Alternative is selected. Additional details would be expected to include the number of
14 aerial structures (bridges or viaducts), the need for embankments and other earth-moving
15 activities, and other design details. The exact design and configuration of I-11 would be highly
16 dependent upon local conditions, and efforts would be undertaken to gather information about
17 local features as part of the Tier 2 analysis. Further, the Tier 2 analysis would address traffic
18 management and detours that may occur during the construction period. Details about
19 construction techniques, equipment, and staging areas used to minimize temporary
20 construction-related impacts also would be analyzed as part of the Tier 2 analysis.

21 **3.15.6.2 Mitigation Commitments**

22 As required by NEPA, FHWA and ADOT considered measures to avoid, minimize, and mitigate
23 temporary construction impacts from the Project (generally referred to as mitigation measures)
24 during this Tier 1 process.

25 Strategies to mitigate the temporary impacts from construction are identified by resource
26 throughout **Chapter 3** (Affected Environment and Environmental Consequences) and in
27 **Chapter 7** (Summary of Mitigation and Tier 2 Analysis). More specific mitigation measures
28 would be identified in the Tier 2 analysis. Once project design is more defined, temporary
29 construction impacts can be evaluated and addressed in commensurate detail.

30 **3.15.6.3 Additional Mitigation to be Evaluated in Tier 2**

31 During the Tier 2 process, ADOT will evaluate mitigation measures to include best practices,
32 permit requirements, and/or other mitigation strategies suggested by agencies or the public.