



WELCOME

TO THE

DRAFT TIER 1

ENVIRONMENTAL IMPACT

STATEMENT AND PRELIMINARY

SECTION 4(f) EVALUATION

Public Hearing

Please Sign In



Hablamos Español

Por favor vea a los miembros del equipo de estudio si necesita ayuda de interpretación en Español.

Please see a study team member if you need Spanish interpretation assistance.



Errata to the Draft Tier 1 EIS

On April 26, 2019, ADOT and FHWA issued an Errata (a supplemental document) to the Draft Tier 1 EIS.

The Errata includes:

- A revised Chapter 4 with analysis not previously included in the Draft Tier 1 EIS released on April 5, 2019
- Appendix H1 – attachments to public comments

To allow additional time for public review and comment on the Errata, the comment period was extended to July 8, 2019.



Welcome to the Draft Tier 1 EIS Public Hearing



At the public hearing, you can review and provide input on the Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Draft Tier 1 EIS) and the Recommended Corridor Alternative.



Meeting Format:

- **Area 1:** View a project overview video
- **Area 2:** View project information and speak with study team staff
- **Area 3:** Provide three-minute verbal comments (speakers must check-in at the Speaker Registration table)



Provide your comments at today's hearing:

- Online at the computer stations
- Via a written comment form
- Through 3-minute public comment
- Verbally to a court reporter




How to Comment

All comment methods are considered equal.


The Draft Tier 1 EIS public comment period will close on **July 8, 2019**. All comments and a formal response to comments will be included in the Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Final Tier 1 EIS).

Throughout the public review and comment period, anyone can submit comments through the following methods:

Email  **I-11ADOTStudy@hdrinc.com**

Voicemail  **1.844.544.8049** (bilingüe)

Online  **I11study.com/Arizona**

Letters and comment forms  **I-11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson St., Mail Drop 126F
Phoenix, AZ 85007**



Overview of the Public Hearing

The public hearing is organized into three main areas, with all activities running continuously throughout the duration of the public hearing and described in more detail below.

Area 1: Overview Video

- You are encouraged to start here.
- Watch the video to learn about the study and the Draft Tier 1 EIS process and results. This video is played continuously throughout the public hearing.

Area 2: Open House

- View displays summarizing important elements of the Draft Tier 1 EIS.
- View maps showing the Recommended Corridor Alternative.
- Speak with a study team representative.
- Submit a verbal comment to a court reporter.
- Complete a comment form.
- Submit a comment online.
- View a copy of the Draft Tier 1 EIS.

Area 3: Public Statements

- Provide verbal comments for up to 3 minutes (**speakers must register at the sign-in table**) to a panel of study team members (documented by a court reporter).
- Listen to public comments.



General Ground Rules

Mutual respect, courtesy, and patience are the hearing's guiding principles.

So that everyone feels welcome, comfortable, and has the opportunity to speak, we ask that you follow the ground rules listed below.



Meeting Venue

- Independently printed materials, signs, or banners are not allowed in the meeting venue.



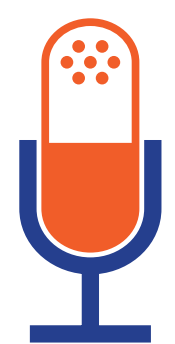
Video Area

- Please remain quiet and silence cell phones.
- Please leave the area for side discussions.



Open House Area

- Please refrain from interrupting conversations between study team members and meeting attendees.



Public Statement Area

- Please remain quiet and silence cell phones while in the audience.
- Please do not interrupt a speaker.
- Please leave the area for side discussions.
- Keep comments to within the allotted 3 minutes to provide equal opportunity and time for all to speak and be heard.



Guidelines for Giving Public Statements

General guidelines for speaker registration and participation are listed below. The moderator has the authority to deviate from these procedures, if needed.

Register – All speakers are required to check-in at the Speaker Registration table.

Order of speakers – Speakers will be called forward based on the order in which they sign up.

Format – The public statement area is to receive 3-minute verbal comments; study discussions or questions and answers are accommodated in the open house area of the meeting.

Time limit for public statements – In order to allow as many to be heard as possible and provide equal opportunity, each speaker will be allotted a maximum of 3 minutes.

Submit written comments – An individual or group representative who speaks may also submit more detailed written comments for the hearing record. All comments – regardless of how submitted – will have equal weight.

Cannot yield time – To allow equal opportunity for all and to accommodate the number of people who may wish to speak, yielding time to another person will not be allowed.

No demonstrations – Demonstrations are not allowed in the public hearing.

Hearing schedule – All speakers registered to speak by the scheduled close of this hearing will have the opportunity to speak. Registration will not be allowed past the closing time of this hearing.



Interstate 11 (I-11)



The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are conducting the environmental review process for I-11 through central and southern Arizona.

A Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Draft Tier 1 EIS) was prepared in accordance with the National Environmental Policy Act (NEPA) and other regulations.

Study Area

The Study Area is 280 miles long between Nogales and Wickenburg, and traverses five counties—Santa Cruz, Pima, Pinal, Maricopa and Yavapai.

If a Build Alternative is selected, future Tier 2 studies would identify the specific location of I-11 within the corridor.

If constructed, the future I-11 would generally be 400 feet wide, which includes travel lanes, shoulders, median and other possible features like frontage roads.



Study Process

The publication of the Draft Tier 1 EIS is the culmination of:

- Extensive public outreach
- Technical analysis
- Consultation with federal, state and local governments, tribal governments, planning organizations and utility companies

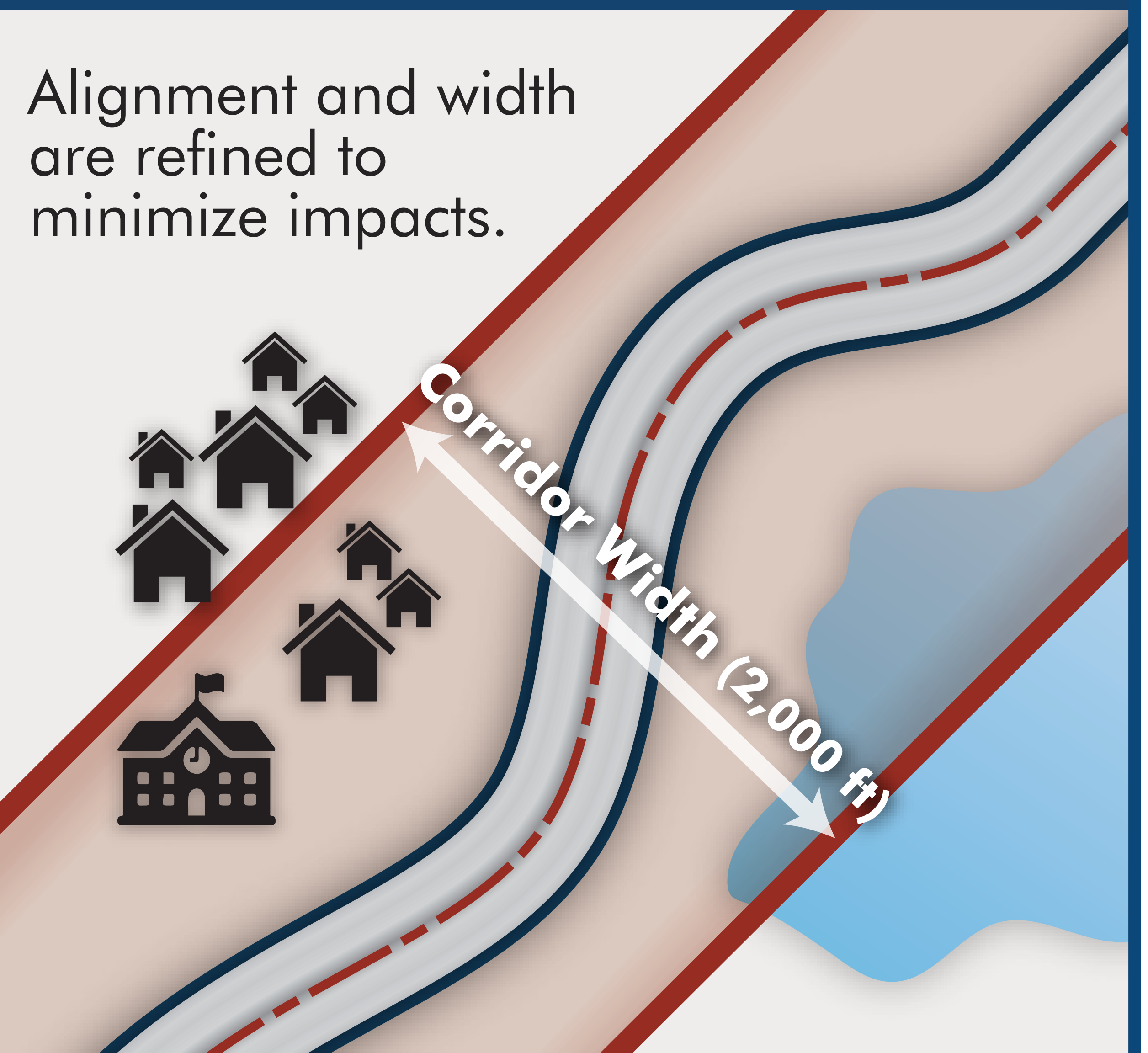
Tier 1 EIS



Evaluates wide corridors in multiple locations, at a program level, within which a new transportation facility could be located.

Outcome: Select a single corridor within which an alignment would be identified during Tier 2 studies.

Tier 2 EIS



Alignment and width are refined to minimize impacts.

Evaluates design concepts for specific alignments within the corridor, such as 400 feet for a typical freeway alignment.

Outcome: Select an alignment and enable permitting for that alignment.



Purpose and Need for I-11

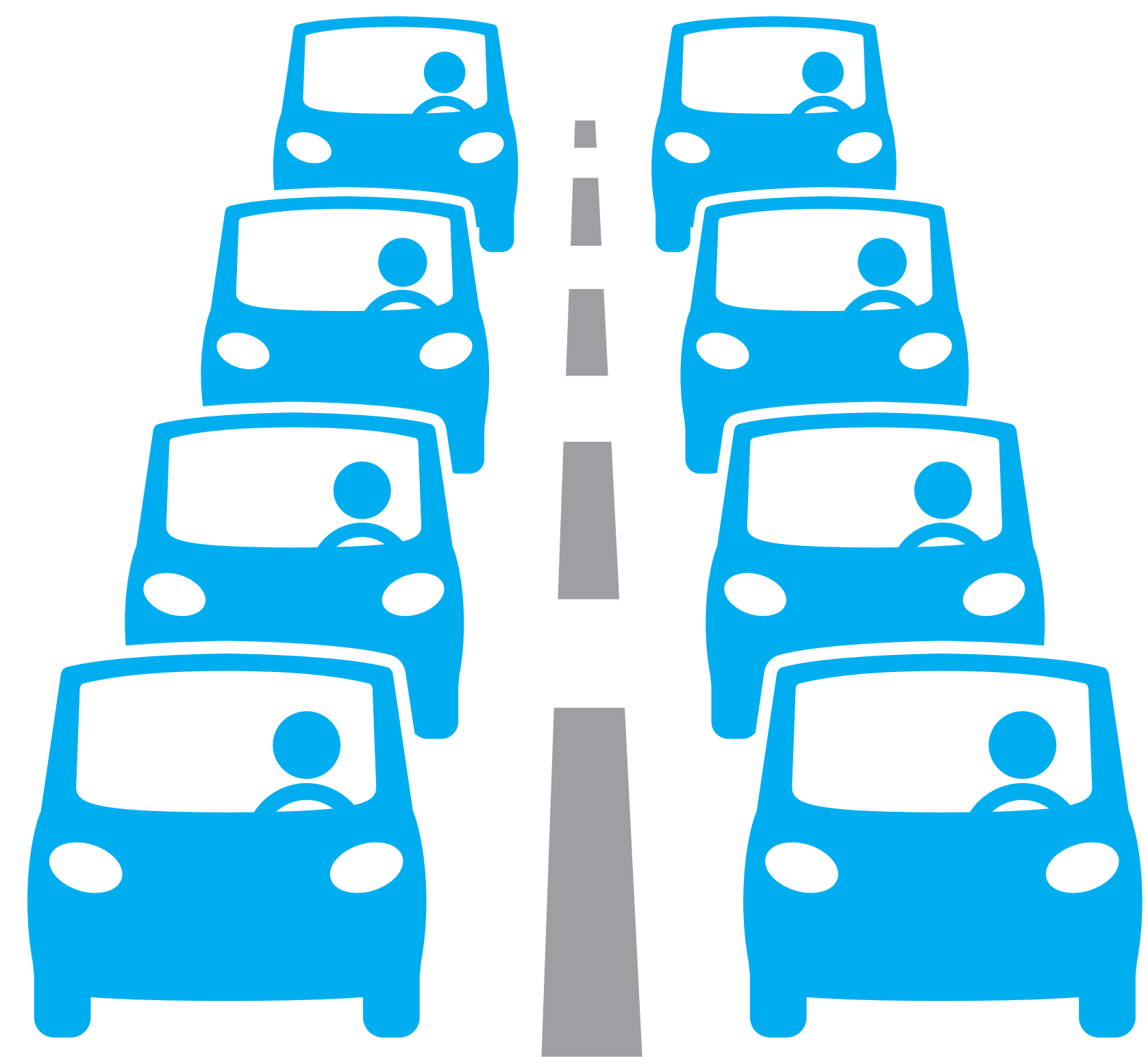
Population and Employment Growth

High-growth areas need access to a high-capacity, access-controlled transportation network.



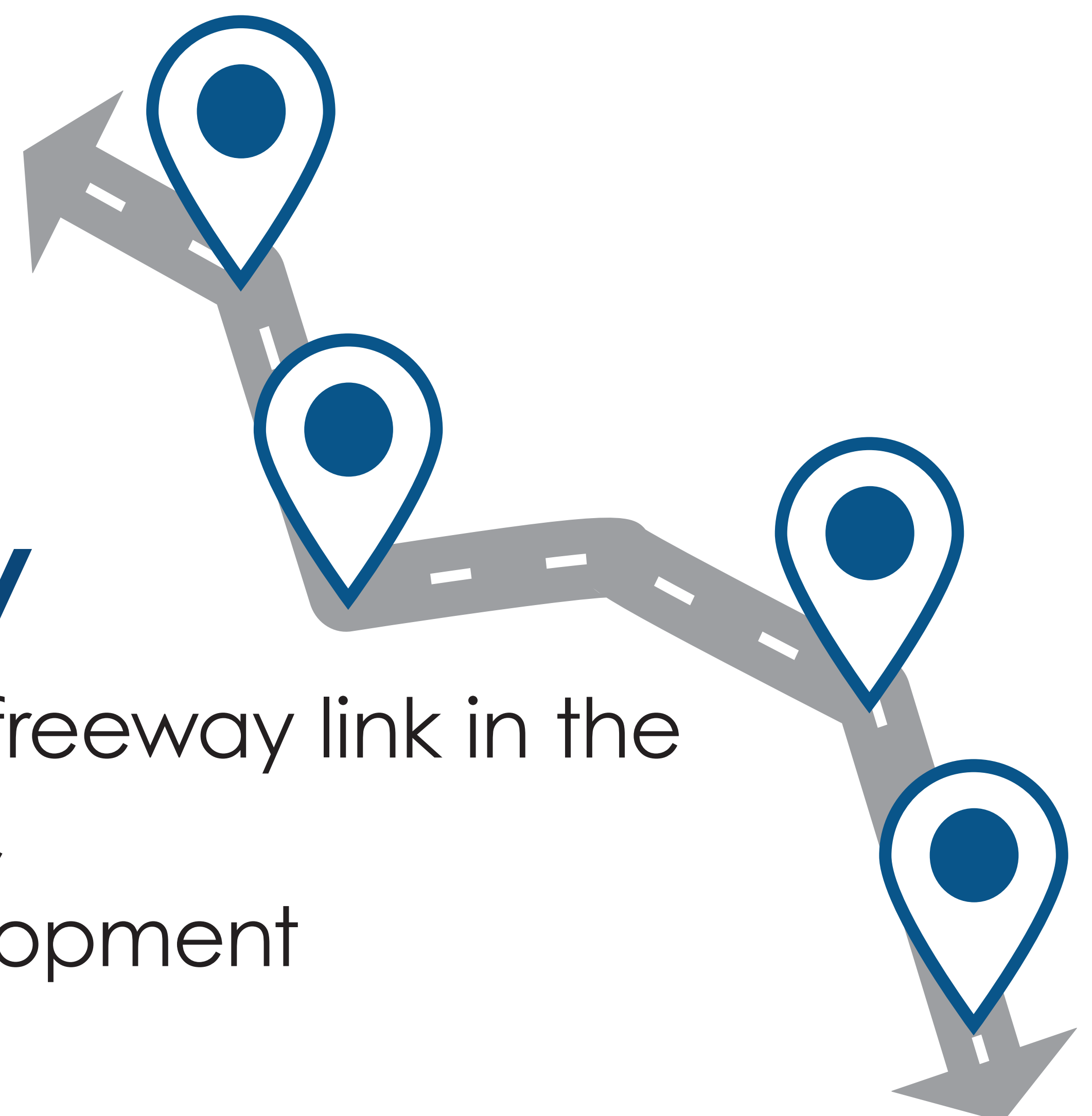
Traffic Growth and Travel Time Reliability

Increased traffic growth reduces travel time reliability due to unpredictable freeway conditions that impede travel flows, hindering the ability to efficiently move people and goods around and between metropolitan areas.



System Linkages and Regional Mobility

The lack of a north-south interstate freeway link in the Intermountain West constrains trade, reduces access for economic development and inhibits efficient mobility.





Purpose and Need for I-11

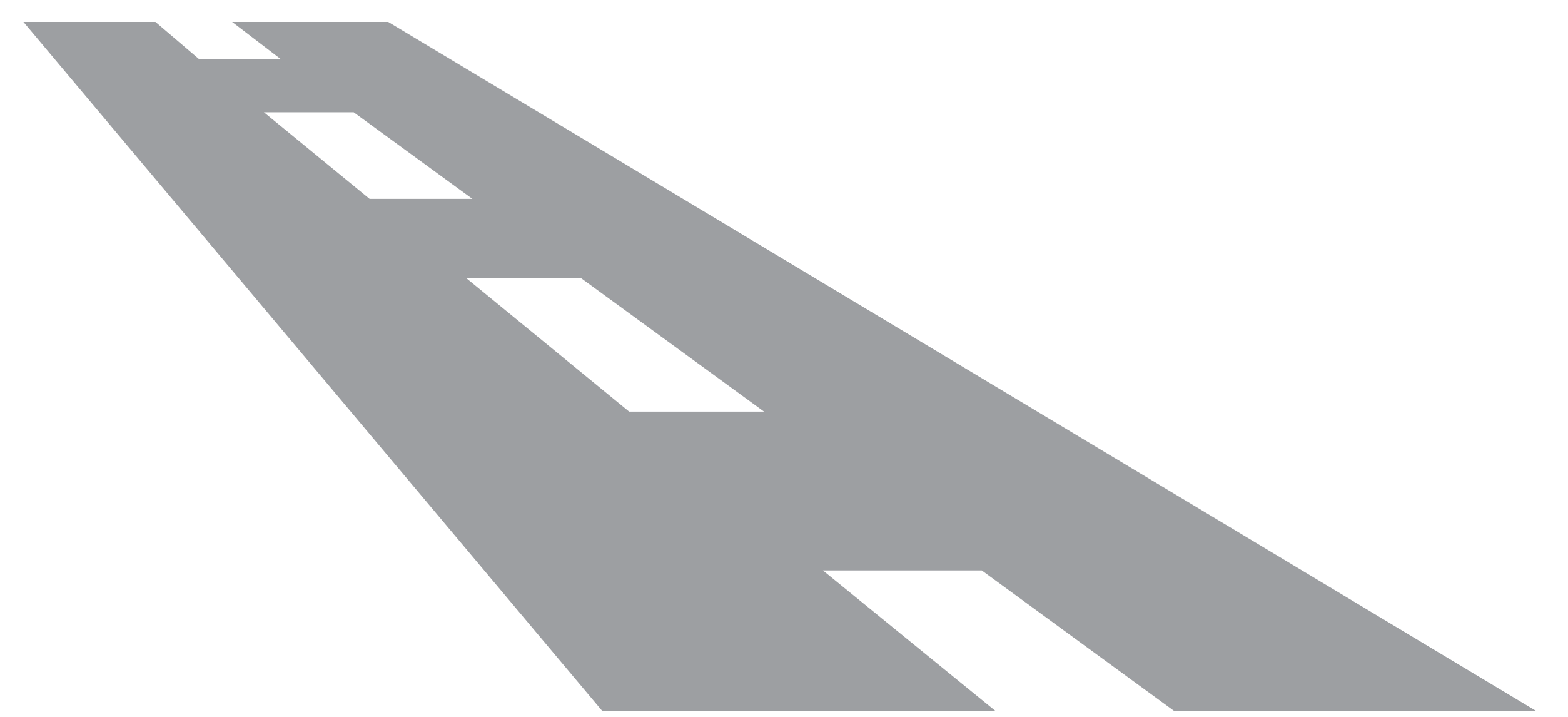
Access to Economic Activity Centers

Efficient freeway access and connectivity to major economic activity centers are required to operate in a competitive economic market.



Homeland Security and National Defense

Alternate interstate freeway routes help alleviate congestion and prevent bottlenecks during emergency situations. These routes may be parallel, or generally serve the same major origin and destination points, with local or regional roads connecting the freeway routes in various places.

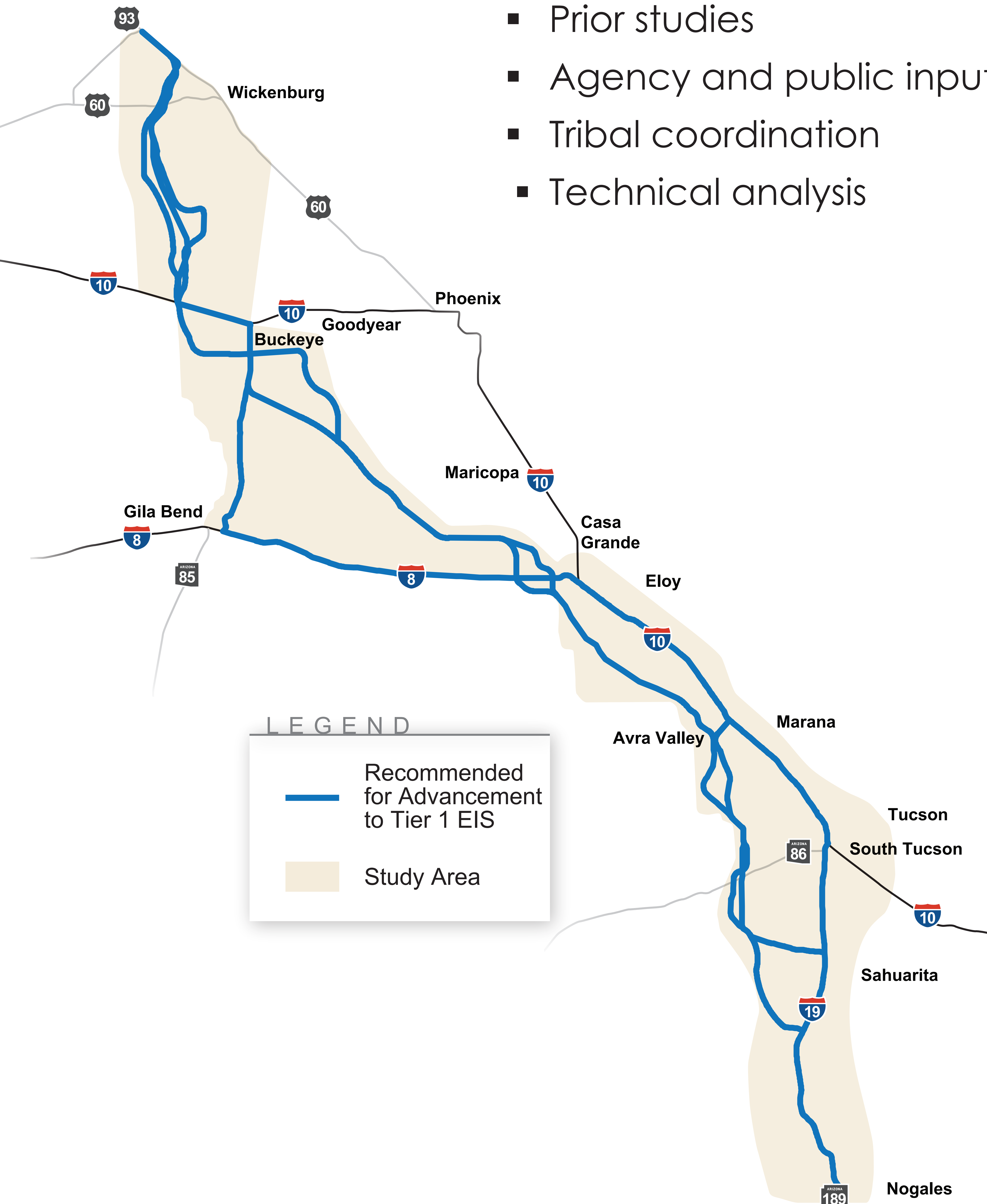




Developing the Corridor Alternatives

The range of corridor options to meet the purpose and need for I-11 is based on:

- Prior studies
- Agency and public input
- Tribal coordination
- Technical analysis

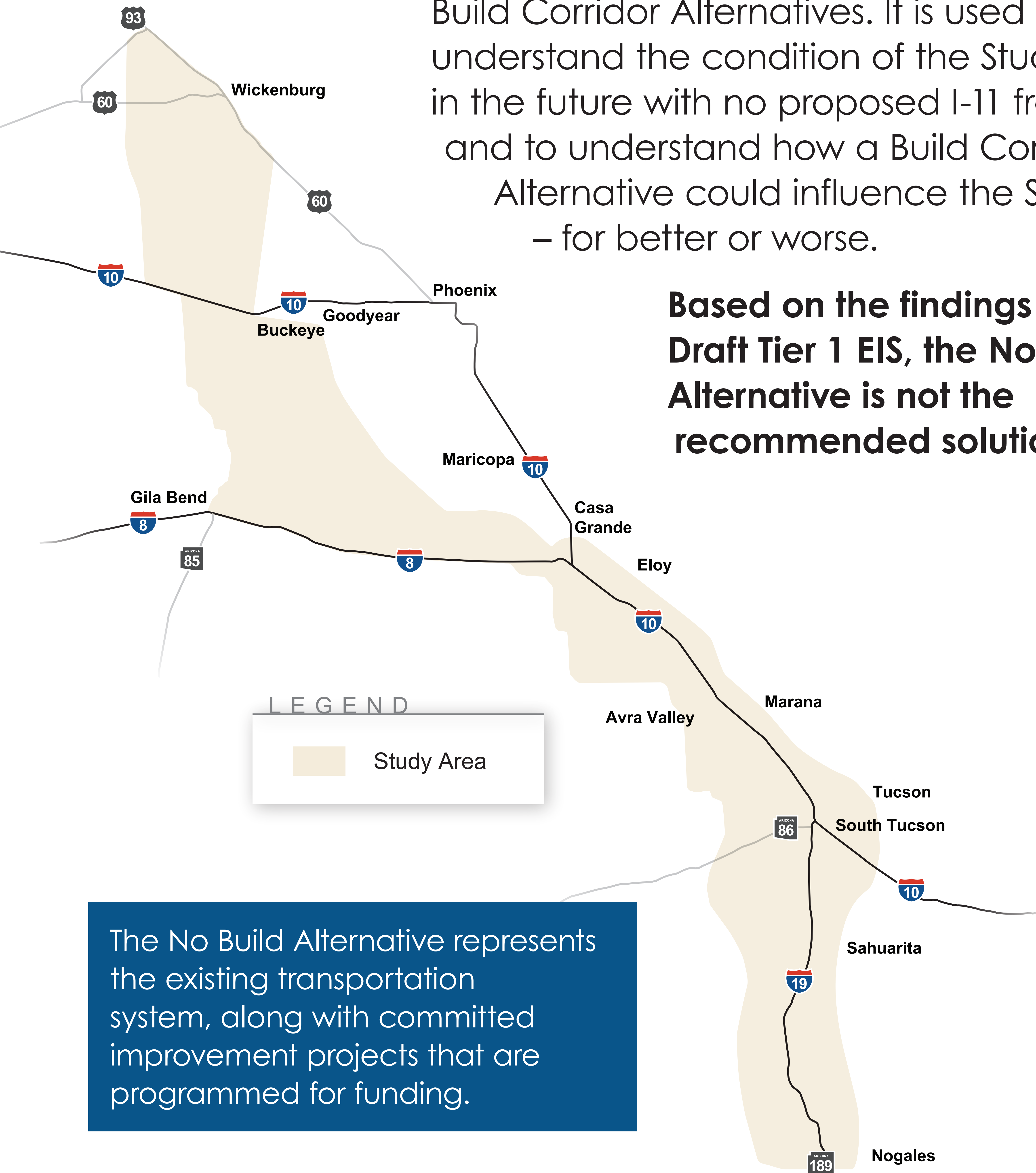




No Build Alternative

The No Build Alternative is used as a baseline, or a benchmark, to compare against the Build Corridor Alternatives. It is used to understand the condition of the Study Area in the future with no proposed I-11 freeway, and to understand how a Build Corridor Alternative could influence the Study Area – for better or worse.

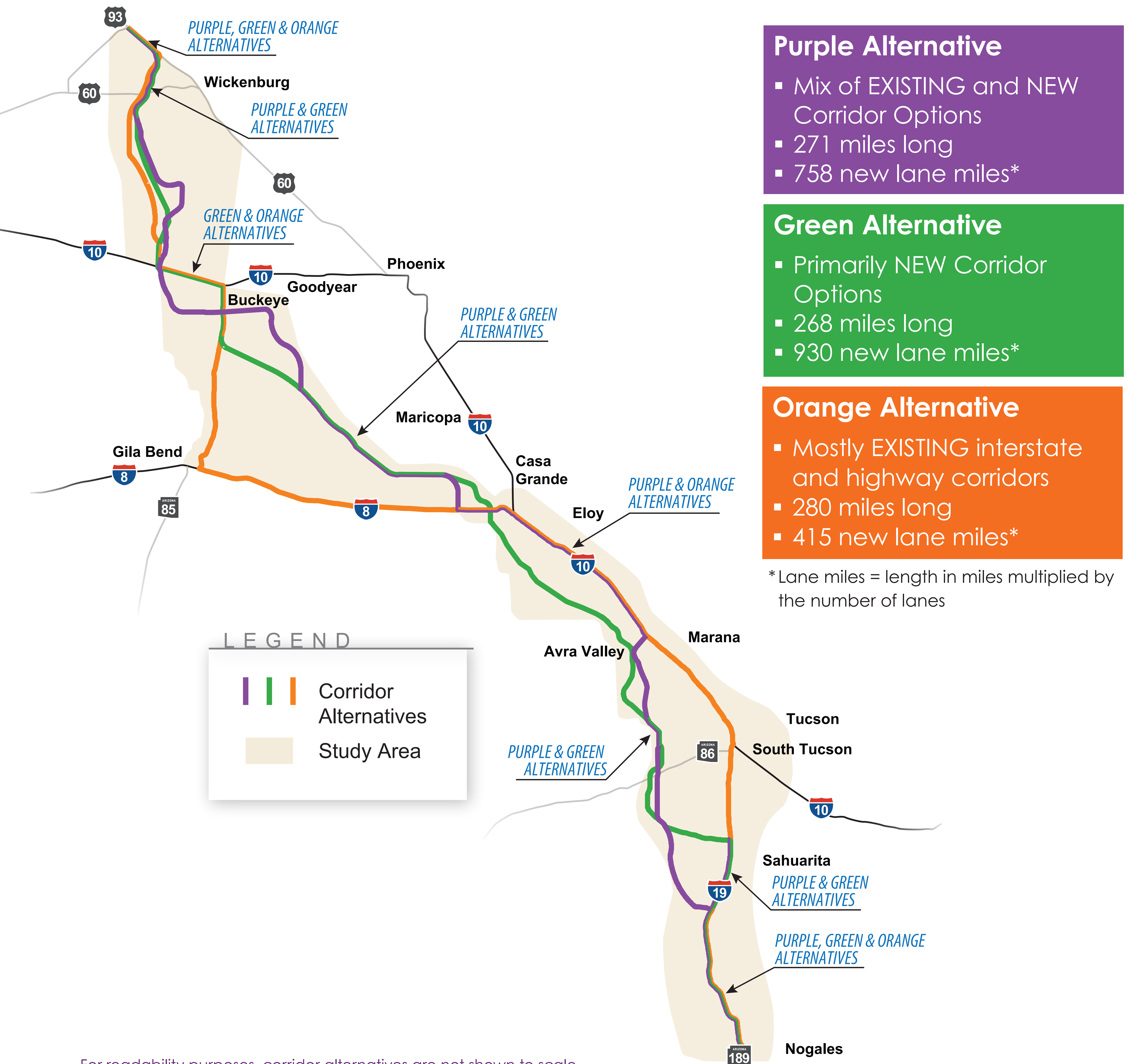
Based on the findings of the Draft Tier 1 EIS, the No Build Alternative is not the recommended solution.



The No Build Alternative represents the existing transportation system, along with committed improvement projects that are programmed for funding.

Build Corridor Alternatives

The Build Corridor Alternatives represent the range of viewpoints voiced during the study to date, from developing a new corridor through Arizona to capitalizing on existing corridors as much as possible.



Purple Alternative

- Mix of EXISTING and NEW Corridor Options
- 271 miles long
- 758 new lane miles*

Green Alternative

- Primarily NEW Corridor Options
- 268 miles long
- 930 new lane miles*

Orange Alternative

- Mostly EXISTING interstate and highway corridors
- 280 miles long
- 415 new lane miles*

* Lane miles = length in miles multiplied by the number of lanes

LEGEND

- █ █ █ Corridor Alternatives
- █ Study Area

For readability purposes, corridor alternatives are not shown to scale.



Cultural Resources

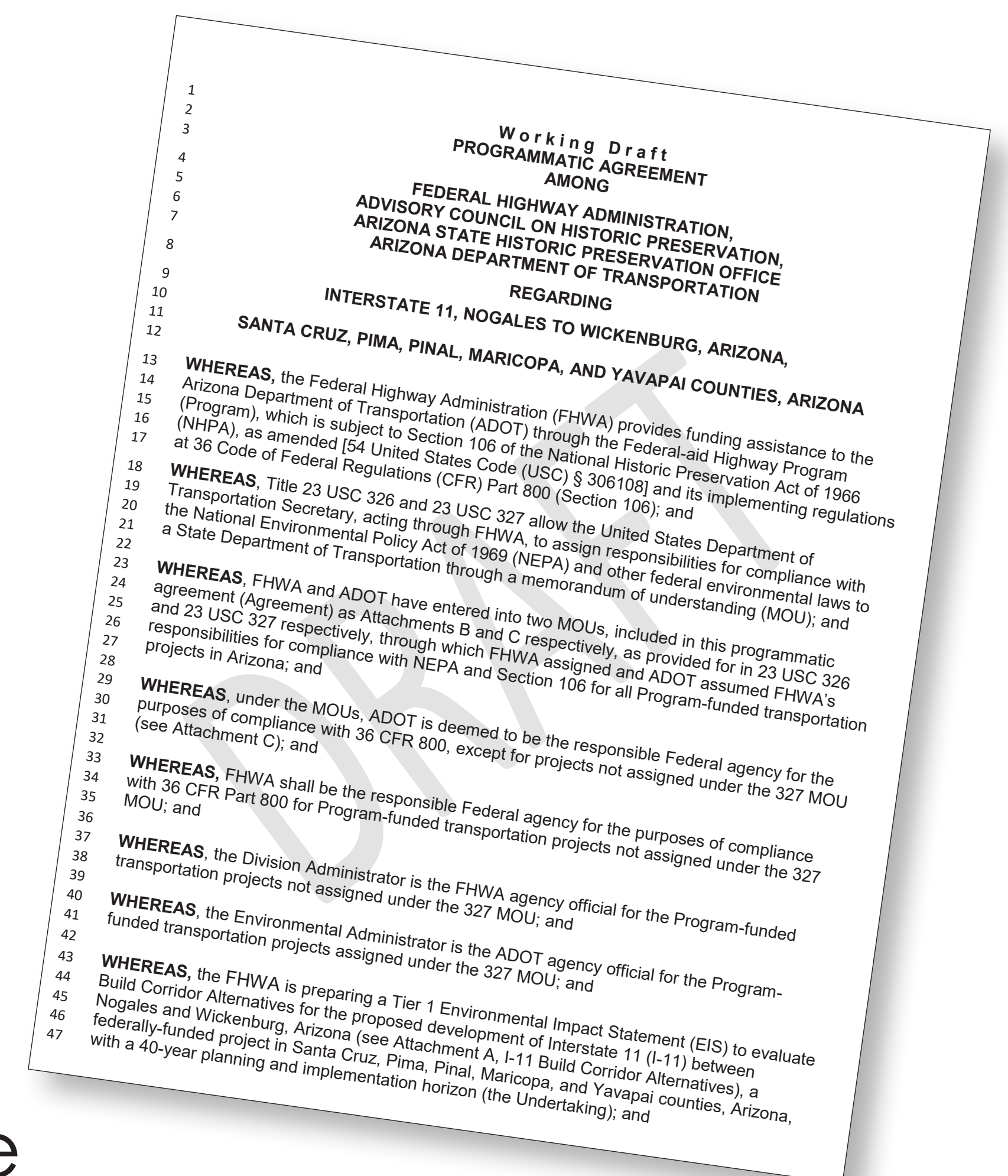
The impacts of a project on historic and archaeological resources are regulated under **Section 106 of the National Historic Preservation Act**. FHWA and ADOT evaluated how the proposed I-11 project could impact cultural resources.

- FHWA and ADOT considered the potential for impacts on the identified cultural resources in developing corridor alternatives and identifying the Recommended Corridor Alternative.
- In consultation with agencies, Tribes and other interested parties, FHWA and ADOT drafted a **Programmatic Agreement (PA)** to comply with the National Historic Preservation Act. The PA stipulates procedures to complete the inventory and evaluation of cultural resources and assess effects on properties listed in or eligible for the National Register for each Tier 2 project environmental process.
- The draft PA will be revised, as necessary, in response to comments on the Draft Tier 1 EIS and executed in conjunction with the Final Tier 1 EIS, before the Record of Decision is issued.



Nickel Mine Shaft at Vulture Mountains

By Tony the Marine, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=25956791>



In consultation with agencies, tribes and other interested parties, FHWA and ADOT drafted a Programmatic Agreement to comply with the National Historic Preservation Act.



Biological Resources

FHWA and ADOT evaluated the extent to which the construction and operation of I-11 would affect biological resources. Federal, state and local regulations relevant to biological resources were reviewed and baseline data was collected on:

- Plant and animal biotic communities
- Protected species
- Critical habitat
- Wildlife movements

The results of the biological resources analysis were considered when identifying the Recommended Corridor Alternative.



The endangered Pima pineapple cactus is located within the southern portion of the Study Area.

(Photo: Johnida Dockens, ACS)

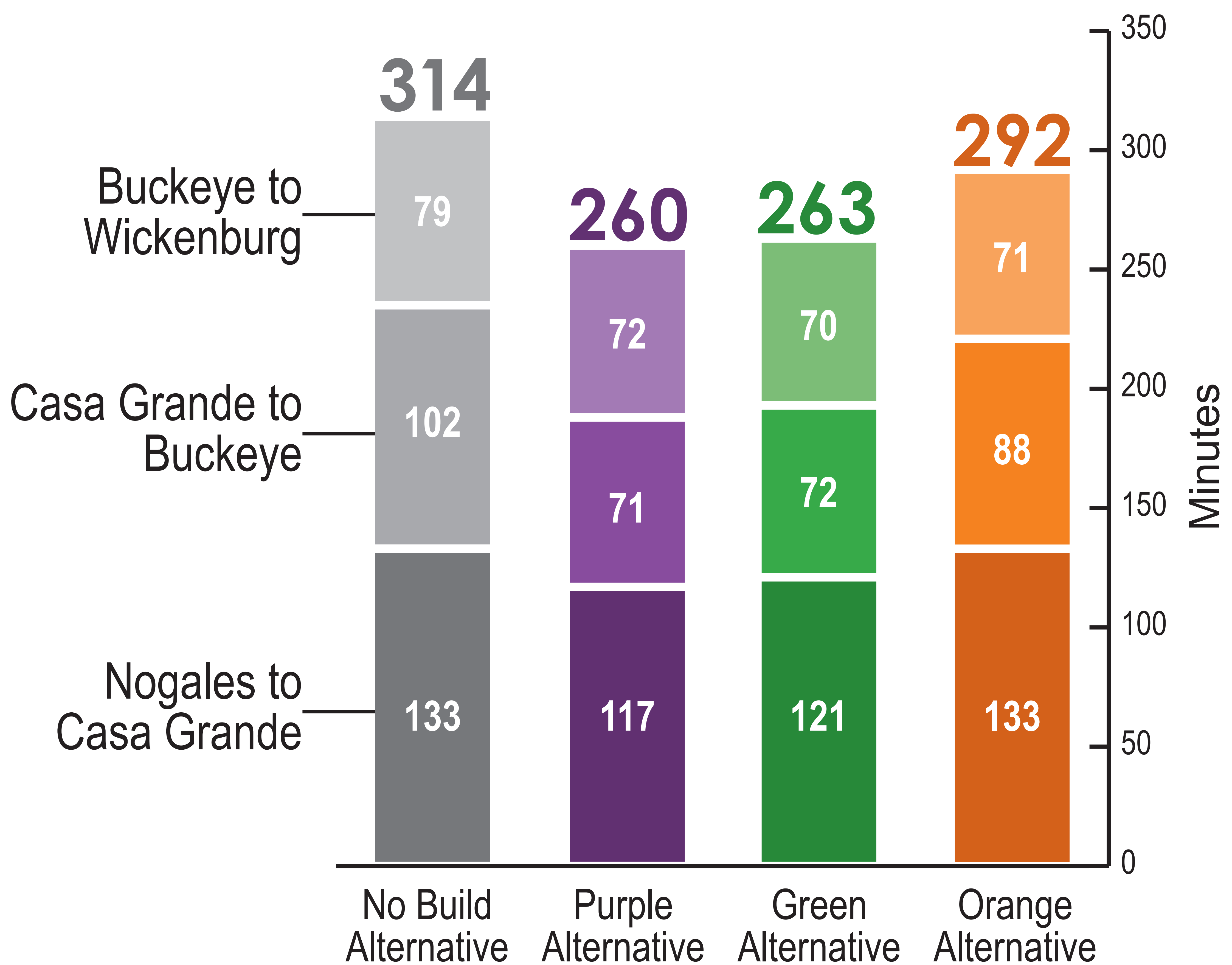
Mitigation strategies to avoid or minimize potential impacts to biological resources are included in the Recommended Corridor Alternative.

The analysis was conducted in coordination with cooperating agencies, including Arizona Game and Fish Department, U.S. Fish and Wildlife Service, Bureau of Reclamation, National Park Service, Environmental Protection Agency and others.



Transportation Efficiency

Expected 2040 travel times between cities during afternoon peak commute periods

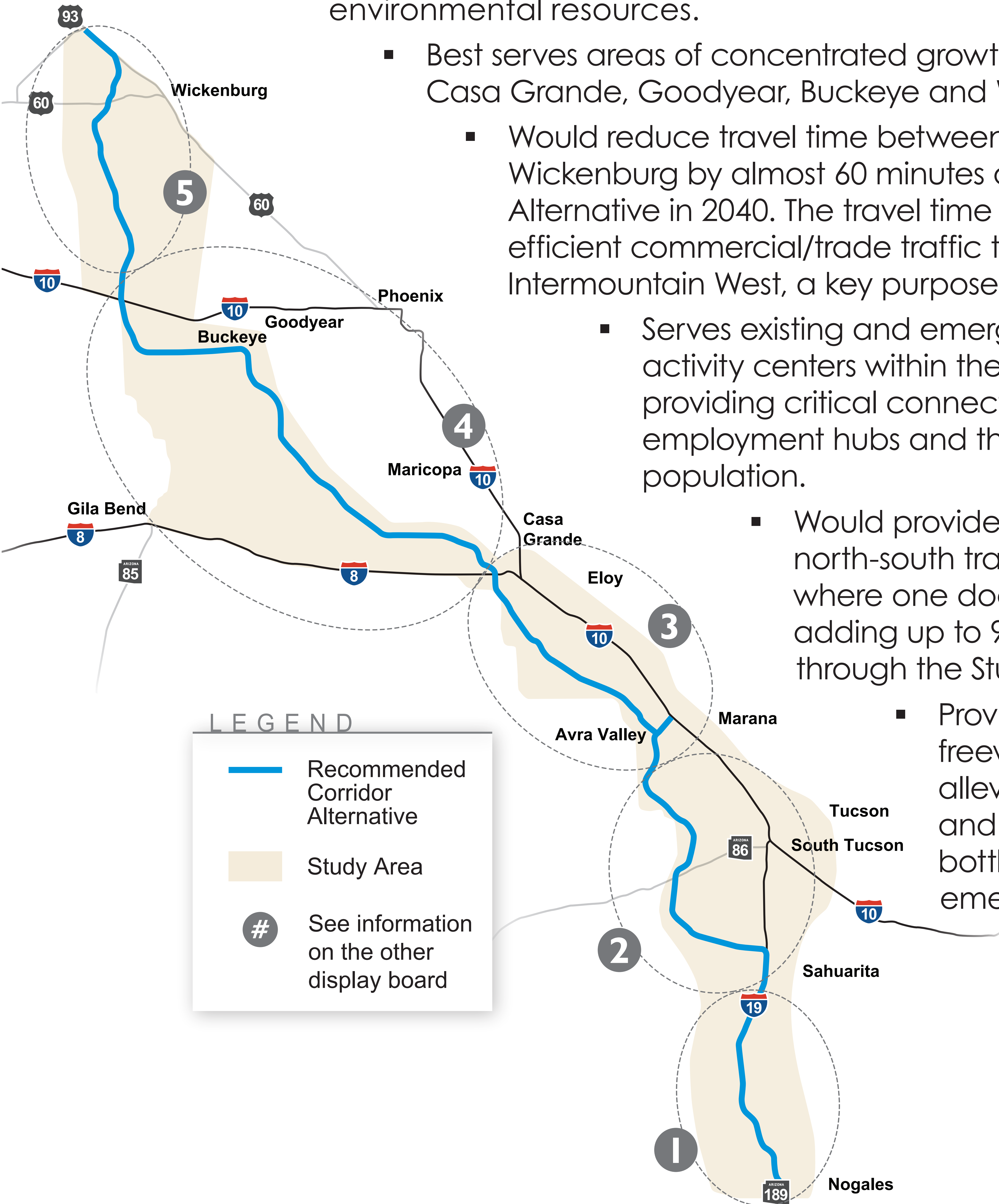


The Recommended Corridor Alternative would reduce travel time between Nogales and Wickenburg by almost 60 minutes over the No Build Alternative in 2040.

Recommended Corridor Alternative

The Recommended Corridor Alternative:

- Reduces the potential for adverse impacts to sensitive environmental resources.
 - Best serves areas of concentrated growth, including Casa Grande, Goodyear, Buckeye and Wickenburg.
 - Would reduce travel time between Nogales and Wickenburg by almost 60 minutes over the No Build Alternative in 2040. The travel time savings supports efficient commercial/trade traffic through the Intermountain West, a key purpose of I-11.
 - Serves existing and emerging economic activity centers within the Study Area, providing critical connections between employment hubs and the broader population.
 - Would provide a continuous north-south transportation facility where one does not exist – adding up to 930 new lane miles through the Study Area.
 - Provides alternate freeway routes to help alleviate congestion and prevent bottlenecks during emergency situations.











For readability purposes, corridor alternative is not shown to scale



Recommended Corridor Alternative

Rationale for Selecting the Recommended Corridor Alternative

| Description | Rationale for Recommendation |
|---|--|
| <p>1 From Nogales to Sahuarita</p> <ul style="list-style-type: none"> • Connects to existing SR 189 using existing Port of Entry • Co-located with I-19 <p></p> | <ul style="list-style-type: none"> • Avoids potential impacts to sensitive environmental resources • Existing I-19 has the capacity to accommodate the projected future traffic • Benefits of a new route in this area do not outweigh the impacts (e.g. steep terrain, roadless areas and protected open space) |
| <p>2 From Sahuarita to Marana (new corridor)</p> <ul style="list-style-type: none"> • New corridor west of Tucson • Includes a connection to I-10 in Marana <p></p> | <ul style="list-style-type: none"> • Avoids unmitigable impacts to communities as well as historic districts and structures in downtown Tucson • Includes mitigation strategies to address impacts to wildlife connectivity including 7 wildlife crossings within or near the Tucson Mitigation Corridor aligned with existing wildlife crossings of the Central Arizona Project (CAP) canal • Attracts and diverts traffic from existing roadways, connecting metropolitan areas and markets in the western U.S. through a high-capacity transportation corridor • Provides alternate regional route to I-10, facilitating efficient mobility for emergency evacuation and defense access |
| <p>3 From Marana to Casa Grande (new corridor)</p> <ul style="list-style-type: none"> • New corridor west of I-10 • Connects to I-8 and extends north along Chuichu Road <p></p> | <ul style="list-style-type: none"> • Includes measures to minimize impacts on floodplains • Consistent with local and county plans • Provides access to planned growth areas and serves key economic centers in Marana, Eloy and Casa Grande • Attracts and diverts traffic from existing roadways, connecting metropolitan areas and markets in the western U.S. through a high-capacity transportation corridor • Provides alternate regional route to I-10, facilitating efficient mobility for emergency evacuation and defense access |
| <p>4 From Casa Grande to Buckeye (new corridor)</p> <ul style="list-style-type: none"> • Extends west along Barnes Road, then heads northwest toward Goodyear • Parallel to the Sonoran Desert National Monument boundary • Follows the proposed SR-303L south extension and proposed SR-30 west • Crosses SR-85 and then veers north to intersect I-10 near 363rd Avenue <p></p> | <ul style="list-style-type: none"> • Includes mitigation strategies to address the impacts of a new Gila River crossing and commits to avoiding Section 4(f) resources • Consistent with local and county plans • Provides access to planned growth areas and serves key economic centers in western Pinal and Maricopa counties • Attracts and diverts traffic from existing roadways, connecting metropolitan areas and markets in the western U.S. through a high-capacity transportation corridor • Provides an alternative regional route in an area where there are currently no high-capacity transportation facilities |
| <p>5 From Buckeye to Wickenburg (new corridor)</p> <ul style="list-style-type: none"> • Extends north from I-10 near 363rd Avenue • Follows an existing transmission line corridor through the Vulture Mountains Recreation Area • Connects to US 93 northwest of Wickenburg <p></p> | <ul style="list-style-type: none"> • Includes measures to mitigate impacts to Vulture Mountains Recreation Area • Consistent with local land-use and transportation plans • Serves key economic centers in the Hassayampa Valley, western Maricopa County and Yavapai County • Attracts and diverts traffic from existing roadways, connecting metropolitan areas and markets in the western U.S. through a high-capacity transportation corridor • Provides an alternate regional route and access to planned growth areas |

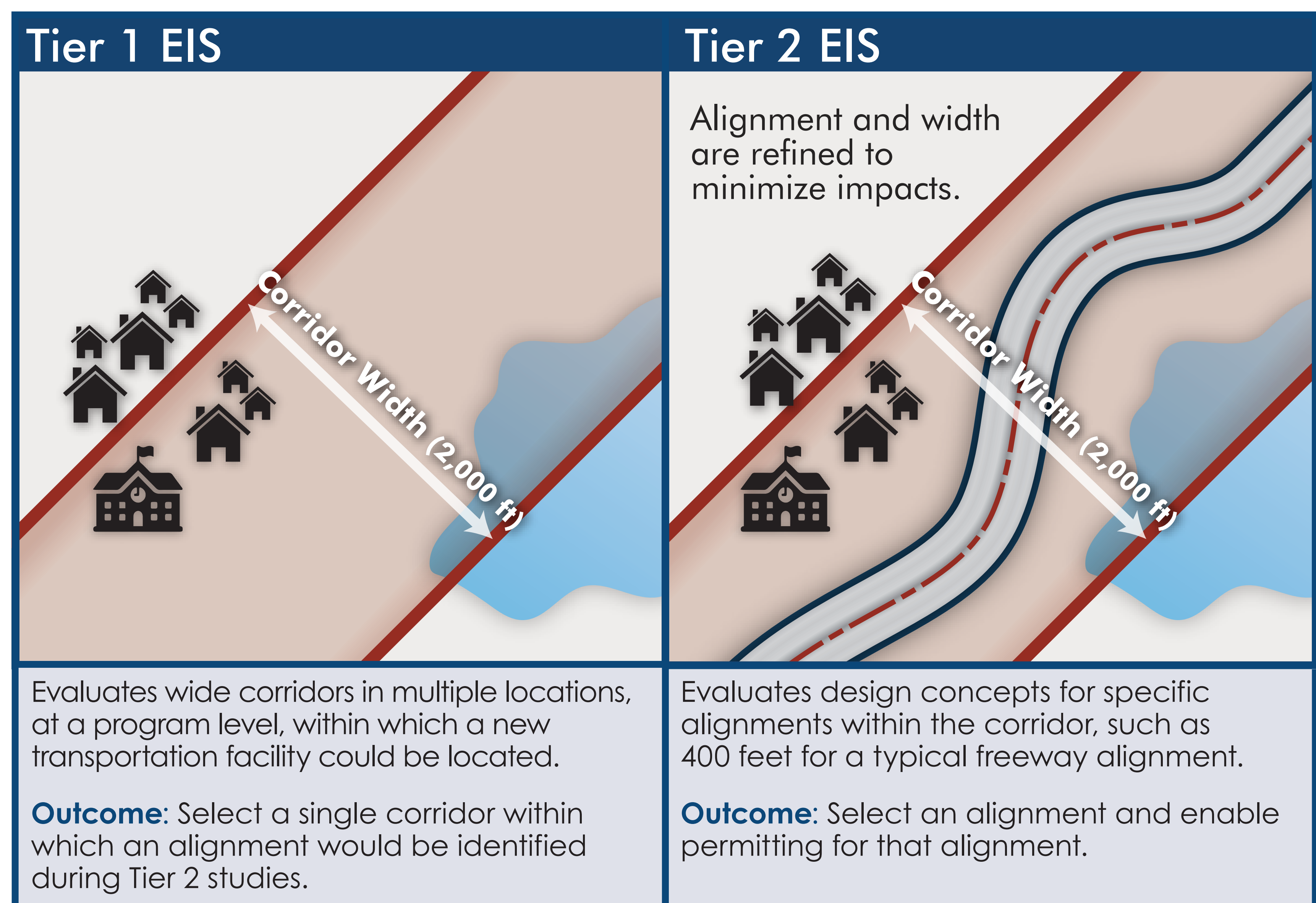
-  Purple Alternative
-  Green Alternative
-  Orange Alternative



Study Process

Right of Way property acquisition in the Study Process

- If a Build Corridor Alternative is selected, Tier 2 studies would identify an approximately 400-foot-wide alignment within the 2,000-foot-wide corridor
- If Tier 2 studies determine that property acquisition is necessary, ADOT will notify and work with property owners, following the rules set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the Civil Rights Act of 1964.
- Future Tier 2 studies are currently unfunded and there is no timeline for a potential property acquisition process



ADOT follows the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 which requires that property owners (residential and business) receive fair market value for their property and relocation benefits, and that displaced persons receive fair and equitable treatment and do not suffer disproportionate injuries because of programs designed for overall public benefit.



What's Next?

Public Review Period on Draft Tier 1 EIS

- The public review and comment period for the Draft Tier 1 EIS is April 5 through July 8, 2019.
- All comments and a formal response to comments will be included in the Final Tier 1 EIS.

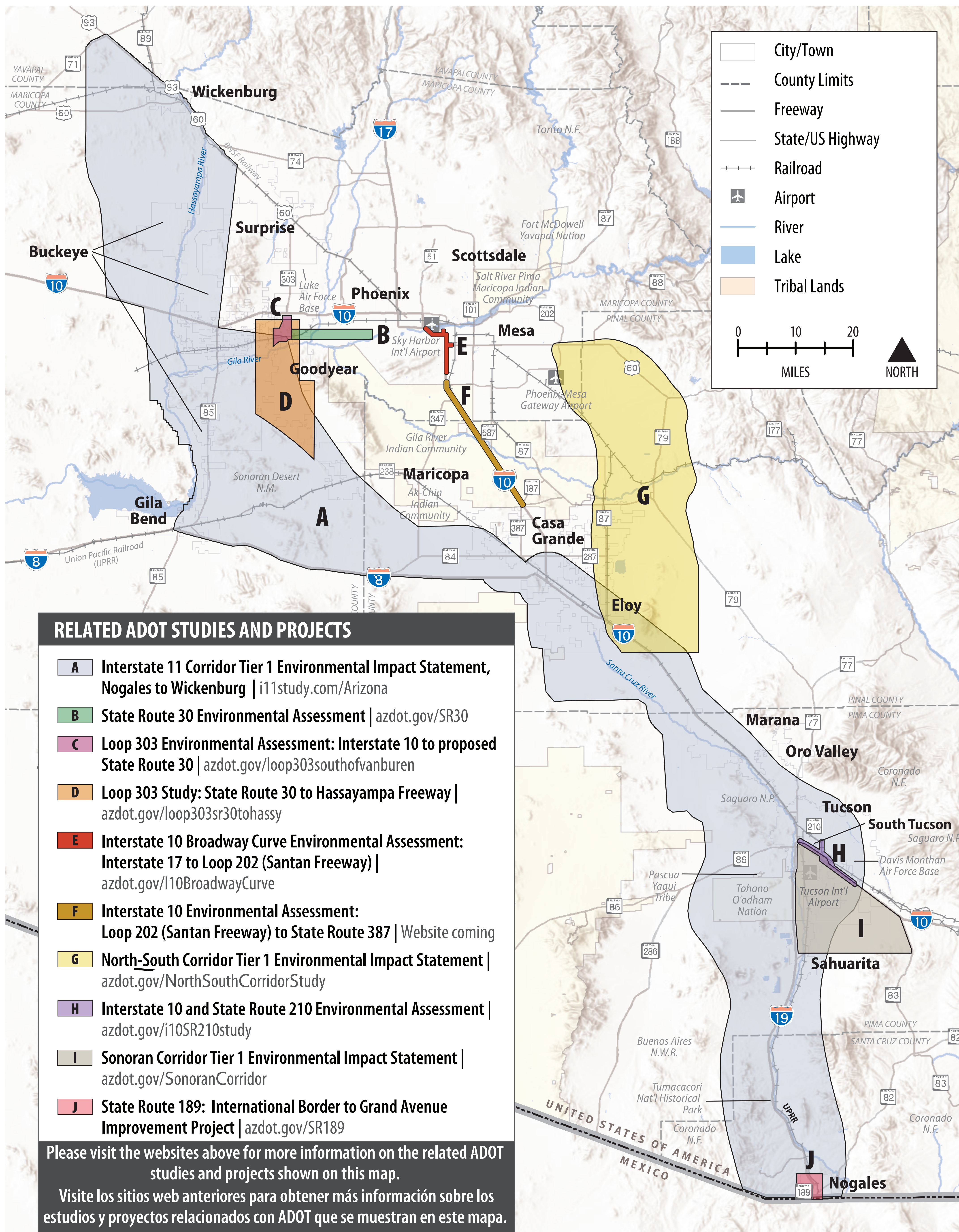
Public Review Period on Final Tier 1 EIS

- The Final Tier 1 EIS will take into consideration all of the comments received from the public, agencies, Tribes and stakeholders.
- The Final Tier 1 EIS will identify a Preferred Corridor Alternative, which can be a No Build or Build Corridor Alternative.
- If the Preferred Corridor Alternative is a Build Corridor Alternative, it may endorse or modify the Recommended Corridor Alternative. It would include recommendations to minimize environmental impacts.
- The Final Tier 1 EIS will be distributed for a minimum 30-day public review period.

Record of Decision

- Following the public review period for the Final Tier 1 EIS, FHWA will issue a Record of Decision that identifies the Selected Corridor Alternative and describes the basis for the decision.
- The Selected Corridor Alternative can be a No Build or Build Corridor Alternative.
- If FHWA selects a Build Corridor Alternative, the Record of Decision will include commitments to minimize environmental impacts.

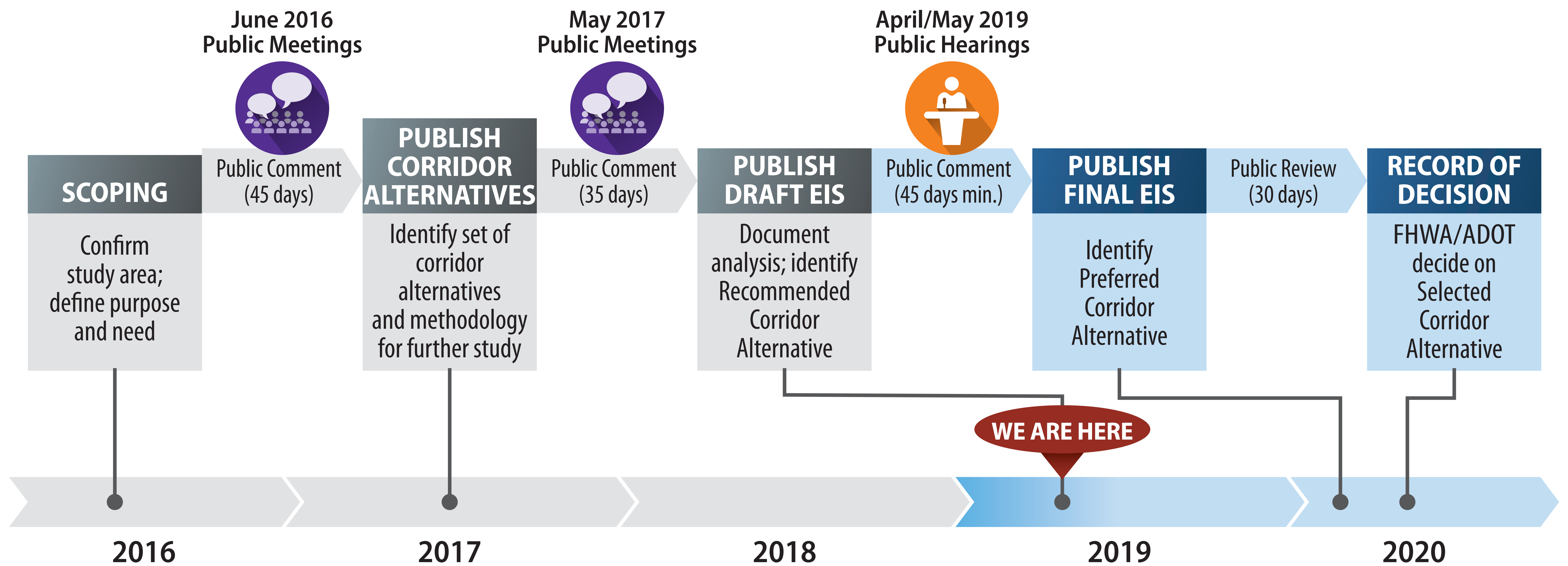
ADOT Environmental Studies



For more information, call the ADOT Bilingual Project Information Line at 855.712.8530. Para obtener asistencia en español, llame a la línea de información de proyectos bilingües de ADOT al 855.712.8530.



I-11 Tier 1 EIS Schedule and Key Milestones





AREA 3: PUBLIC STATEMENTS





AREA 4: PUBLIC STATEMENTS





AREA 1: OVERVIEW VIDEO





AREA 2: OPEN HOUSE





SPEAKER REGISTRATION





ONLINE/WRITTEN COMMENTS





COURT REPORTER/ VERBAL COMMENTS

*Please limit time when
providing comments
to 5 minutes*



Guidelines for Giving Public Statements

Speakers

- Maximum of 3 minutes each

Listening Panel

- Panelists are not allowed to respond
- Discussions welcome in Open House Area

Court Reporter

- Please state your name and speak clearly