

## 2 ALTERNATIVES CONSIDERED IN DRAFT TIER 1 EIS

This chapter briefly summarizes the Purple, Green, and Orange Alternatives described in more detail in the Draft Tier 1 EIS and shown on **Figure 2-1**. These three original Build Corridor Alternatives formed the building blocks of the Recommended Alternative (Draft Tier 1 EIS) and Preferred Alternative (Final Tier 1 EIS). The Recommended Alternative described in

Read **Chapter 6** (Preferred Alternative) to learn about the Preferred Alternative and how it compares to the Recommended Alternative that was presented in the Draft Tier 1 EIS.

**Chapter 6** (Recommended Alternative) of the Draft Tier 1 EIS is a hybrid alternative. It is comprised of portions of the Purple, Green, and Orange Alternatives. The Preferred Alternative in **Chapter 6** (Preferred Alternative) of this Final Tier 1 EIS is also a hybrid. No changes have been made to the initial Purple, Green, and Orange Alternatives detailed in the Draft Tier 1 EIS.

A comparison of the public feedback and environmental impacts of the No Build, Recommended, and Preferred Alternatives can be found in **Chapter 6** (Preferred Alternative). Detailed responses to comments can be found in **Appendix H** (Comments on Draft Tier 1 EIS and Responses). Implementation and phasing are also discussed in **Chapter 6** (Preferred Alternative).

### 2.1 Recommendations from Prior Plans and Studies

Recommendations for major transportation corridors in prior regional plans and studies were a primary input into the initial alternatives considered for the I-11 Corridor. Specifically, the *I-11 and Intermountain West Corridor Study* (NDOT and ADOT 2014) evaluated likely potential routes for a new high-priority, high-capacity transportation corridor and recommended a study area for a future environmental process.

### 2.2 Alternatives Development Process

The Tier 1 EIS alternatives development process narrowed down a large initial range of suggested options to a smaller reasonable range to carry forward for detailed evaluation in the Draft Tier 1 EIS. The Project Team, comprised of FHWA, ADOT, and their consultant team, first developed a range of corridor options (or segments) within the Study Area and lettered them from A to W. The corridor options were based on prior plans and studies, agency scoping input, public input, tribal coordination, and technical analysis. The Project Team eliminated options that did not perform as well as others in the same area and then combined remaining options to form three end-to-end Build Corridor Alternatives (Purple, Green, and Orange).

The Purple, Green, and Orange end-to-end Build Corridor Alternatives and the lettered options are shown on **Figure 2-1**.

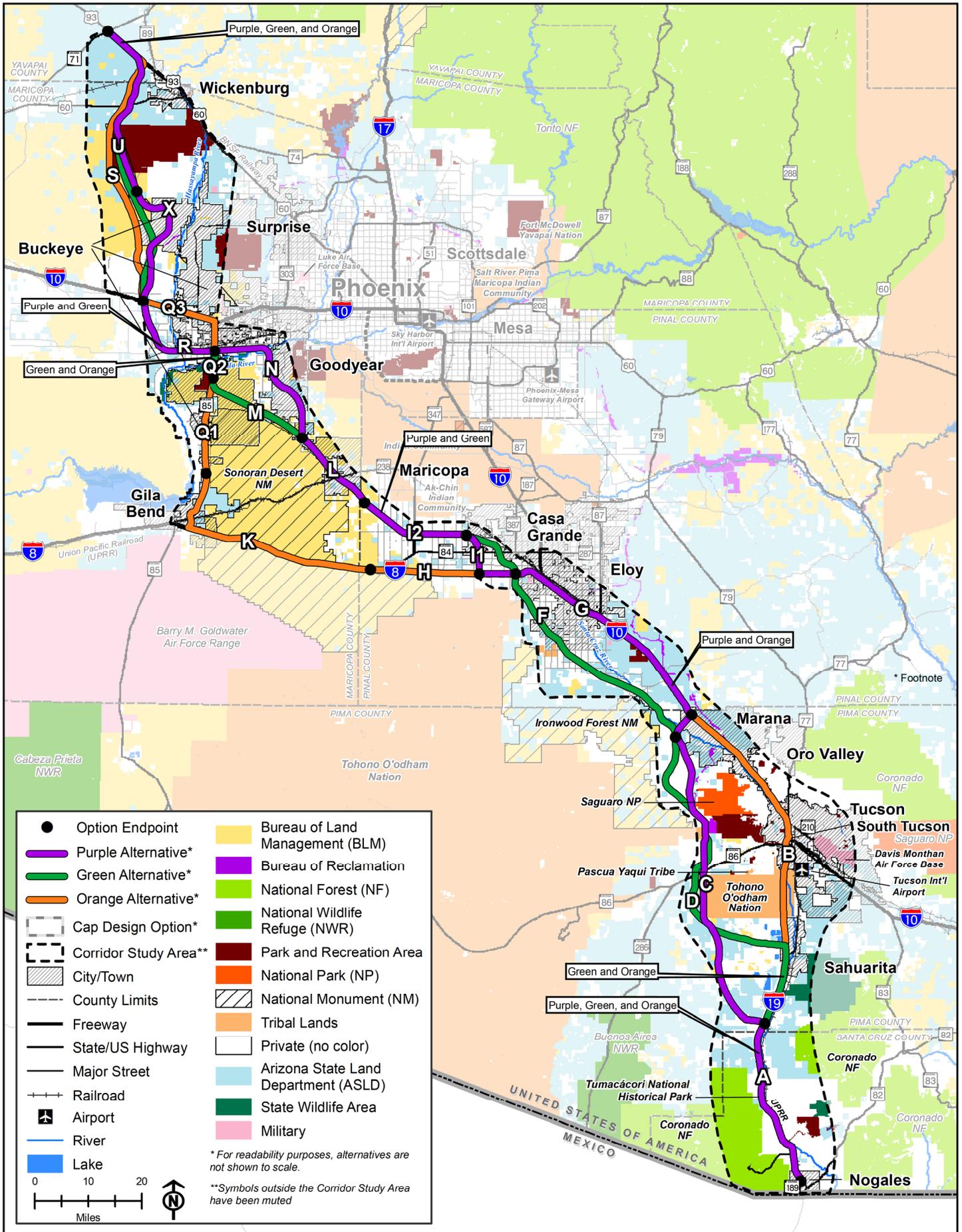


Figure 2-1. Draft Tier 1 EIS Build Corridor Alternatives



1   **2.3    End-to-End Build Corridor Alternatives**

2    The end-to end Build Corridor Alternatives (Purple, Green, and Orange) represent the range of  
3    viewpoints gathered from stakeholders, agencies, tribes, and the public during the NEPA  
4    scoping process. The Orange Alternative consists mostly of existing interstate and highway  
5    corridors. The Green Alternative is primarily new corridors not co-located with existing  
6    highways, and the Purple Alternative is a mix of existing and new corridors.

7    Each of the Build Corridor Alternatives is a 2,000-foot-wide corridor. If a Build Corridor  
8    Alternative is selected in the Tier 1 EIS Record of Decision, ADOT would undertake a Tier 2  
9    NEPA analysis for individual segments when funding becomes available. The Tier 2 analysis  
10   would identify a specific alignment, assumed to be approximately 400 feet wide, within the  
11   2,000-foot-wide corridor. Economic growth in Arizona will result in demands on all modes of  
12   transportation, not just interstate highways. The 2,000-foot-wide corridor provides the flexibility  
13   for, and does not preclude, future studies to also consider co-location of rail or utilities.

14   **Figure 2-1** shows the end-to-end Build Corridor Alternatives (Purple, Green, and Orange).

15   The No Build Alternative is the baseline for comparison to the Build Corridor Alternatives and is  
16   evaluated as a full alternative in the Draft Tier 1 EIS. The No Build Alternative consists of the  
17   existing transportation system as well as committed transportation projects that are  
18   programmed for funding in ADOT’s *2018-2022 Five-Year Transportation Facilities Construction*  
19   *Program* (ADOT 2017a).

20   **2.4    Comparison of Alternatives**

21   **Section 2.4** (Comparison of Alternatives) of the Draft Tier 1 EIS compares the Purple, Green,  
22   and Orange Alternatives in detail based on how well they met the purpose of and need for the  
23   project as well as cost. The Orange Alternative would be co-located with the greatest number of  
24   existing state freeways and would create the least new lane miles (415 miles). The Green  
25   Alternative would create the most new lane miles (930 miles), and the Purple Alternative would  
26   create 758 new lane miles. The Orange Alternative is 280 miles long, the Green Alternative is  
27   268 miles long, and the Purple Alternative is 271 miles long. The Recommended Alternative in  
28   the Draft Tier 1 EIS was a hybrid of mainly the Purple and Green Alternatives.

29   **Chapter 6** in the Draft Tier 1 EIS summarizes the Recommended Alternative, and **Chapter 6** in  
30   this Final Tier 1 EIS summarizes and compares the Recommended and Preferred Alternatives.

31



1

This page intentionally left blank.