



APPENDIX G

Public Meeting Materials

Presentation



I-11 Corridor

Tier 1 Environmental Impact Statement



Public Information Meeting
May 2017

ADOT

Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact ADOT's Civil Rights Office at 602.712.8946 or at civilrightsoffice@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con la Oficina de Derechos Civiles al 602.712.8946 o en civilrightsoffice@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

ADOT Self-identification Surveys

- Self-identification surveys are available at today's meeting
- ADOT asks that you fill one out and turn it in before you leave
- The information you provide helps ADOT determine who attends public meetings
- The information is anonymous
- The information enables ADOT to fulfill federal reporting requirements from the Federal Highway Administration (FHWA)
- **Completing the survey is voluntary**

Thank you!

Presentation Topics

Project
Background

Alternatives
Development
and
Screening

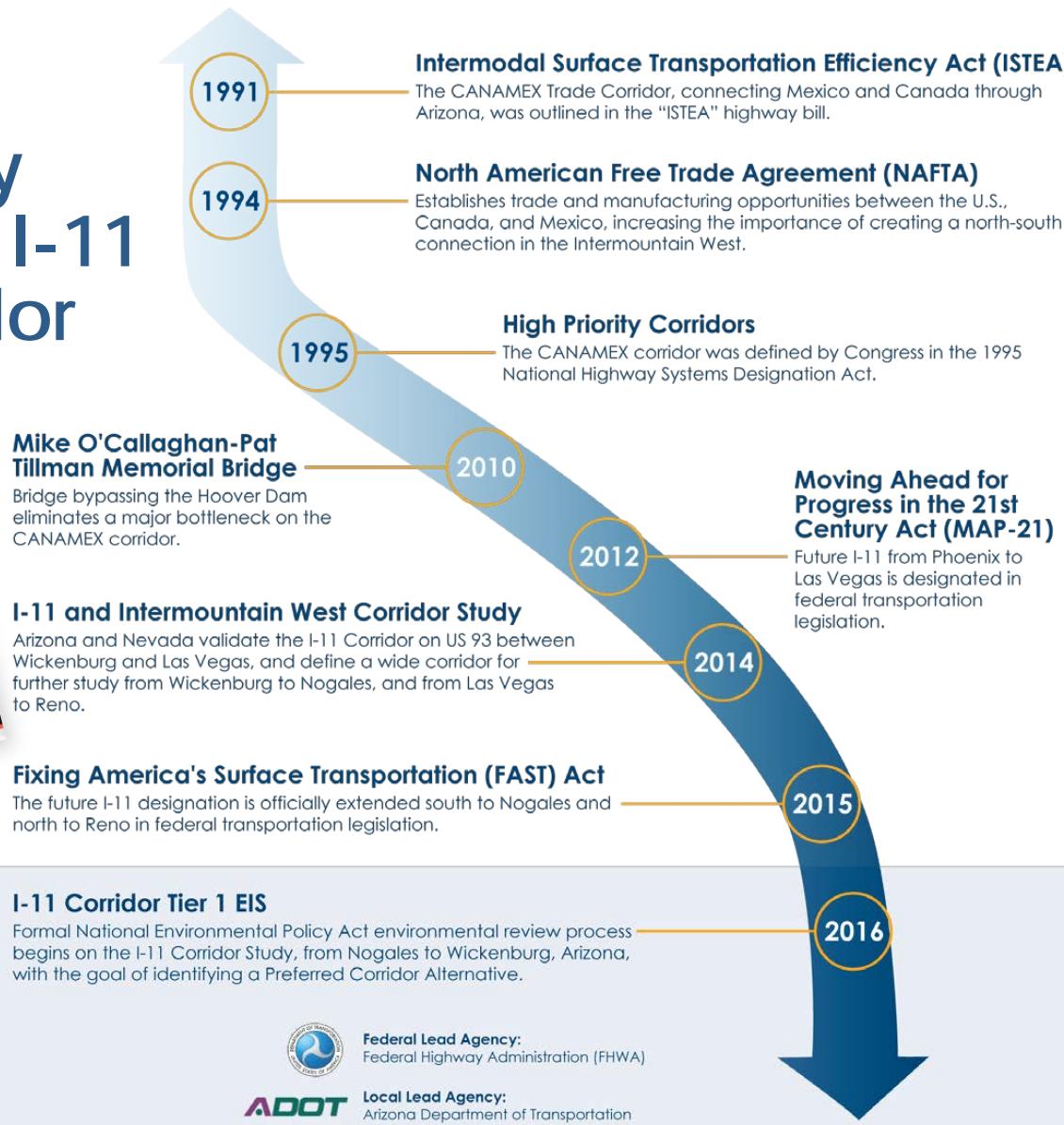
Scope of
Tier 1 EIS

Opportunities
for Comment



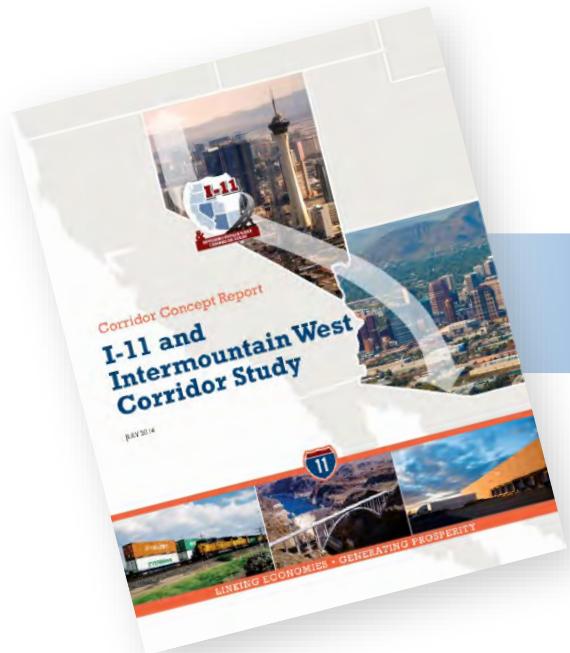
Project Background

The History of the I-11 Corridor

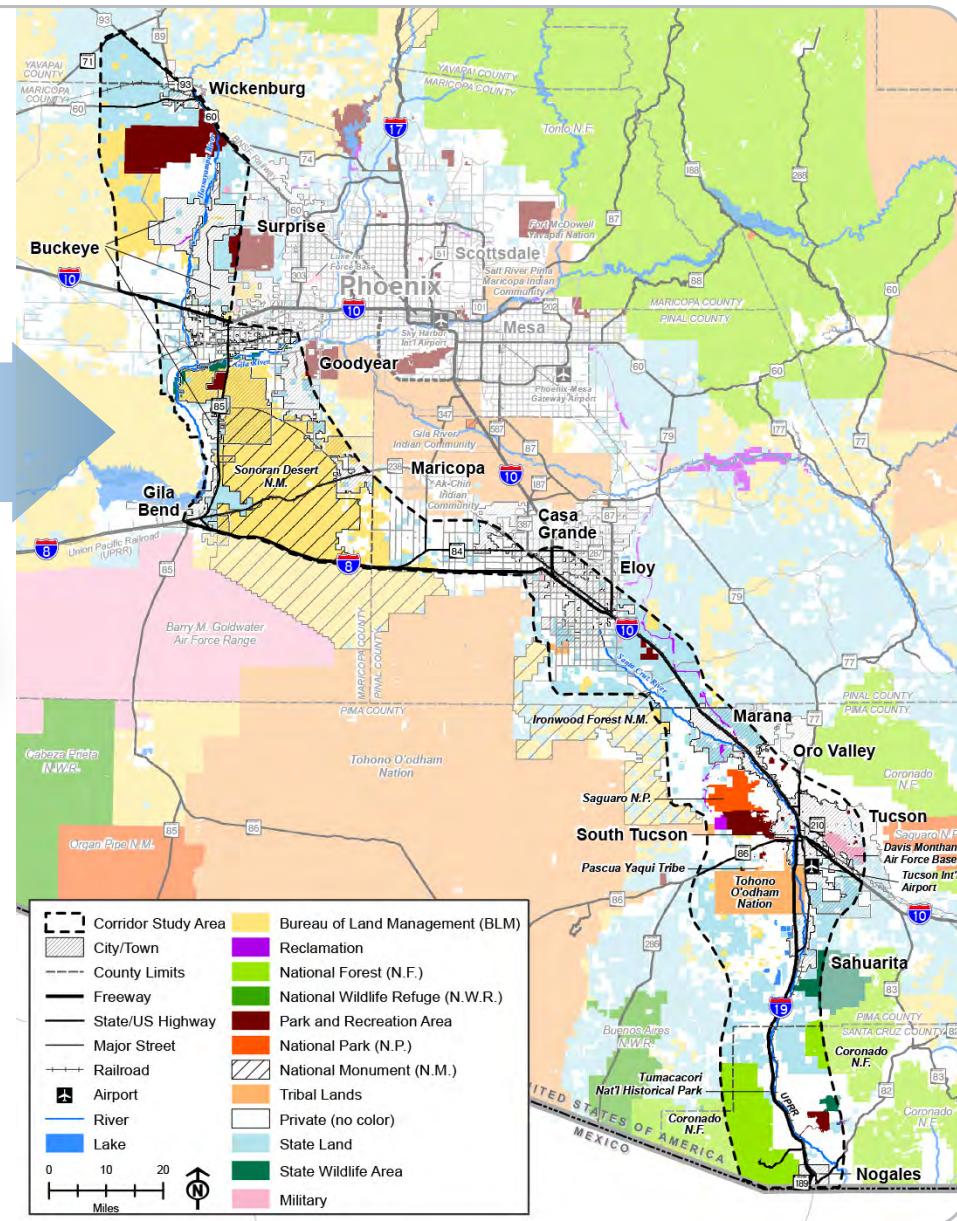


Notes

- The concept of a (generally) north-south trade corridor through Arizona and the western U.S. is not new.
- Various pieces of federal legislation have established the need and general corridor vicinity (ISTEA, NAFTA, High Priority Corridors, MAP-21, FAST Act).
- Legislative actions advanced through various planning studies in Arizona and Nevada.
- Completion of the Mike O'Callaghan-Pat Tillman Memorial Bridge bypassing the Hoover Dam eliminates major bottleneck on the CANAMEX corridor.
- This study initiates the formal environmental review process required under law (NEPA) for the section between Nogales and Wickenburg, Arizona.



280-mile study area from Nogales to Wickenburg



Notes

- The I-11 and Intermountain West Corridor Study identified a 280-mile study area from Nogales to Wickenburg.

Notes

Tier 1 vs Tier 2 Level of Detail

Tier 1 EIS

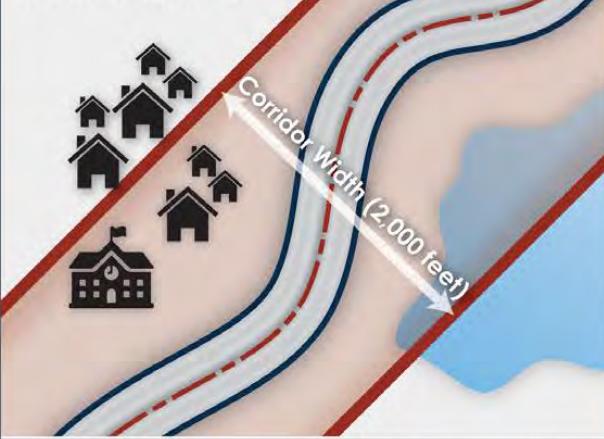


Evaluates wide corridors in multiple locations, at a program level, within which a new transportation facility could be located.

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

Tier 2 Environmental Study

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.

- The Tier 1 EIS will evaluate wide corridors (approximately 2,000 feet) in multiple locations within which a new transportation facility could be located.
 - » During the Tier 1 EIS stage of study, additional constraints or potential impacts will be analyzed within the 2,000-foot corridors, and alternative corridors will be compared to each other and a No-Build scenario. Depending on surrounding constraints, the 2,000 foot wide corridor could be narrowed.
 - » The ultimate transportation facility would not be 2,000 feet wide, but rather be defined during the Tier 2 process and fit within the 2,000 foot wide selected corridor.
 - » The purpose and outcome of the Tier 1 EIS, if a Build corridor is selected, will be to define one wide corridor to study further during Tier 2. During Tier 2, a specific transportation alignment would be identified within the Tier 1 selected corridor.
- The Tier 2 process may be conducted on smaller segments of independent utility of the I-11 corridor. During this phase, a specific alignment and width would be refined to minimize impacts.

Notes

- This study is being conducted with many partners, who will be engaged throughout the NEPA process:
 - » 9 Cooperating Agencies – comprised of federal/state agencies who will provide data and review analysis of potential environmental impacts
 - » 52 Participating Agencies – comprised of federal, state, regional, county, local, and tribal governments that have a special interest in the I-11 corridor
- Study coordination also includes 91 agencies, tribes, and organizations that will be formally consulted regarding potential cultural and historic resources, in accordance with federal legislation (Section 106 of the National Historic Preservation Act).

Coordination throughout the NEPA Process

Cooperating Agencies

Arizona Game and Fish Department (AGFD) • Bureau of Land Management (BLM) • Federal Aviation Administration (FAA) • Federal Railroad Administration (FRA) • National Park Service (NPS) • US Bureau of Reclamation (Reclamation) • US Environmental Protection Agency (USEPA) • US Fish and Wildlife Service (USFWS) • US Forest Service (USFS), Coronado National Forest • **FEDERAL** • Bureau of Indian Affairs (BIA) • Federal Emergency Management Agency (FEMA) • US Army Corps of Engineers (USACE) • US Customs and Border Protection (CBP) • US Department of Agriculture (USDA) • Western Area Power Administration (Western) • **STATE** • Arizona Department of Corrections (ADOC) • Arizona Department of Environmental Quality (ADEQ) • Arizona Department of Public Safety (ADPS) • Arizona State Land Department (ASLD) • Arizona State Parks (ASP) • Arizona State Historic Preservation Office (SHPO) • **REGIONAL** • Central Arizona Governments (CAG) • Central Yavapai Metropolitan Planning Organization (CYMPO) • Maricopa Association of Governments (MAG) • Pima Association of Governments (PAG) • SouthEastern Arizona Governments Organization (SEAGO) • Sun Corridor Metropolitan Planning Organization (SCMPO) • **COUNTY** • Maricopa County • Flood Control District of Maricopa County • Pima County • Pima County Flood Control • Pinal County • Pinal County Flood Control District • Santa Cruz County • Yavapai County • Yavapai County Flood Control • **LOCAL** • City of Buckeye • City of Casa Grande • City of Eloy • City of Goodyear • City of Maricopa • City of Nogales • City of South Tucson • City of Surprise • City of Tucson • Town of Gila Bend • Town of Marana • Town of Oro Valley • Town of Sahuarita • Town of Wickenburg • **UTILITY** • Central Arizona Irrigation and Drainage District • Cortaro-Marana Irrigation District • Greene Reservoir Flood Control District • Maricopa Flood Control District • San Carlos Irrigation and Drainage District (SCIDD) • Salt River Project (SRP) • Trico

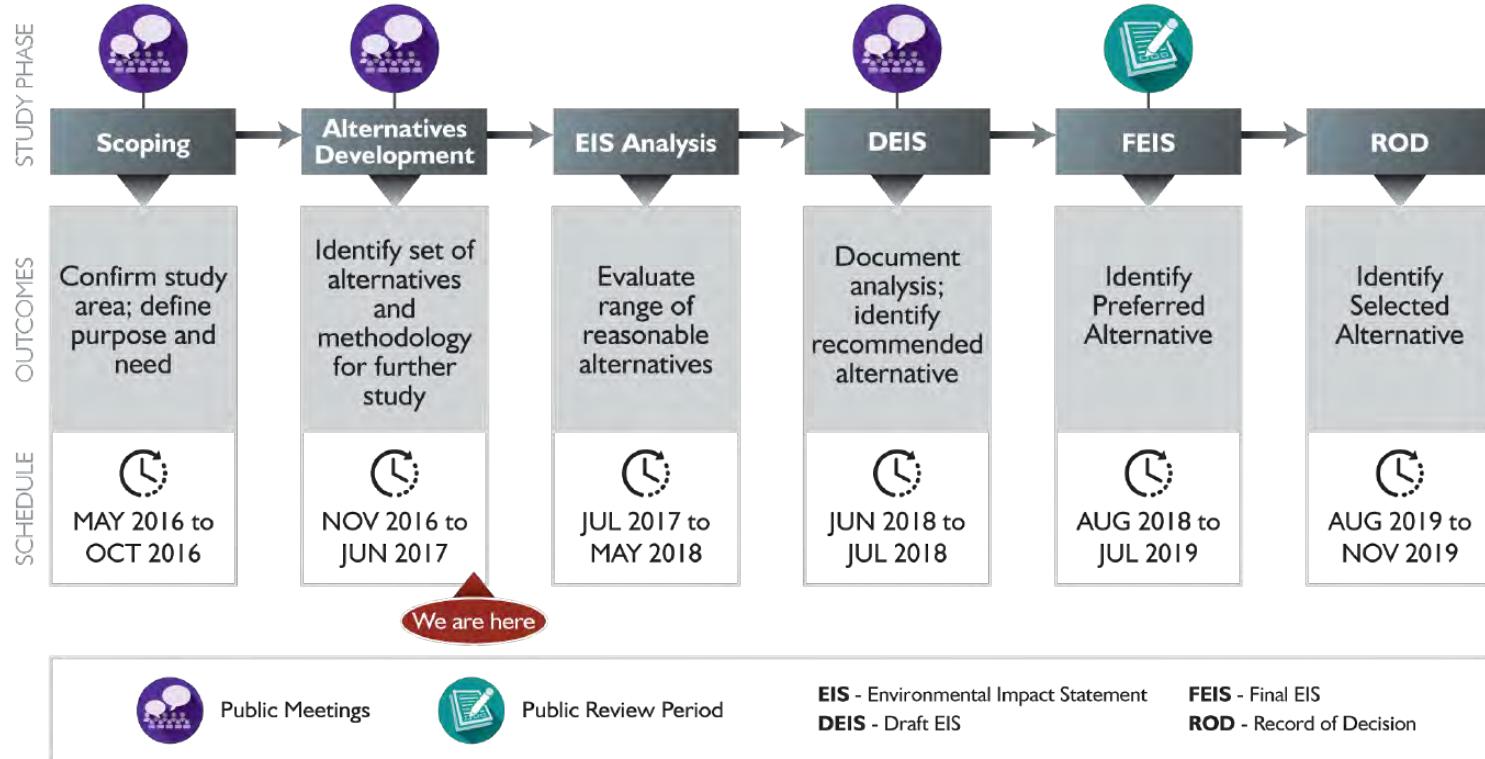
ADOT



Notes

- The purpose of our current study phase is to identify the range of reasonable alternatives to carry forward for continuing study in the Tier 1 EIS.
- Future schedule milestones include:
 - We will come out to the public again with the Draft EIS in mid-2018, in which ADOT and FHWA would identify a recommended alternative and solicit feedback through a public hearing.
 - Input on the Draft EIS will be factored into the determination of a Preferred Alternative in the Final EIS.
 - The Final EIS will be issued for review in mid-2019. Consistent with typical NEPA processes, the Final EIS review process will not include in-person public meetings, rather the document will be made publicly available for review of how the comments on the Draft EIS were responded to.
 - A Record of Decision will identify a Selected Corridor Alternative (Build or No-Build); present the basis for the decision; describe the alternatives considered; and provide strategies to avoid, minimize, and mitigate for environmental impacts.

Tier 1 EIS Schedule





Notes

- Last June we were conducting a similar series of public meetings across the study corridor for Scoping, with the intent to share ideas and concerns to shape the “scope” or range of issues to be addressed in the Tier I EIS.
- Feedback received:
 - » Support for use of existing corridors to limit impacts
 - » Support for new corridors to support economic development objectives and provide faster travel times
 - » Protect environmentally sensitive resources
- The full Scoping Summary Report is available online: i11study.com/Arizona/Reports

What did we hear during Scoping?

- Support for use of existing corridors to limit impacts
- Support for new corridors to support economic development objectives and provide faster travel times
- Protect environmentally sensitive resources
- Scoping Summary Report available on I-11 website
(i11study.com/Arizona)

Notes

- With input from the scoping comments we developed a Purpose and Need statement to guide our alternatives analysis. The purpose of the I-11 Corridor is to:
 - » Provide a high capacity transportation corridor that improves mobility and connectivity, and enhances economic vitality.
 - » We need I-11 to support a growing population, for access to economic activity centers, to alleviate congestion, for homeland security, and to complete transportation system linkages.
 - » The full Purpose and Need statement is available online: i11study.com/Arizona/Reports

Purpose and Need for I-11

► THE PURPOSE

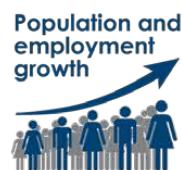
The overall purpose of the I-11 Corridor is to:

- Provide a high priority, high capacity, access-controlled, transportation corridor;
- Support improved regional mobility for people, goods, and homeland security;
- Connect major metropolitan areas and markets in the Intermountain West with Mexico and Canada; and
- Enhance access to the high capacity transportation network to support economic vitality.



► THE NEED

The problems, issues, and opportunities that support the need for a proposed transportation facility are:





Alternatives Development and Screening

Alternatives Development



Prior Studies



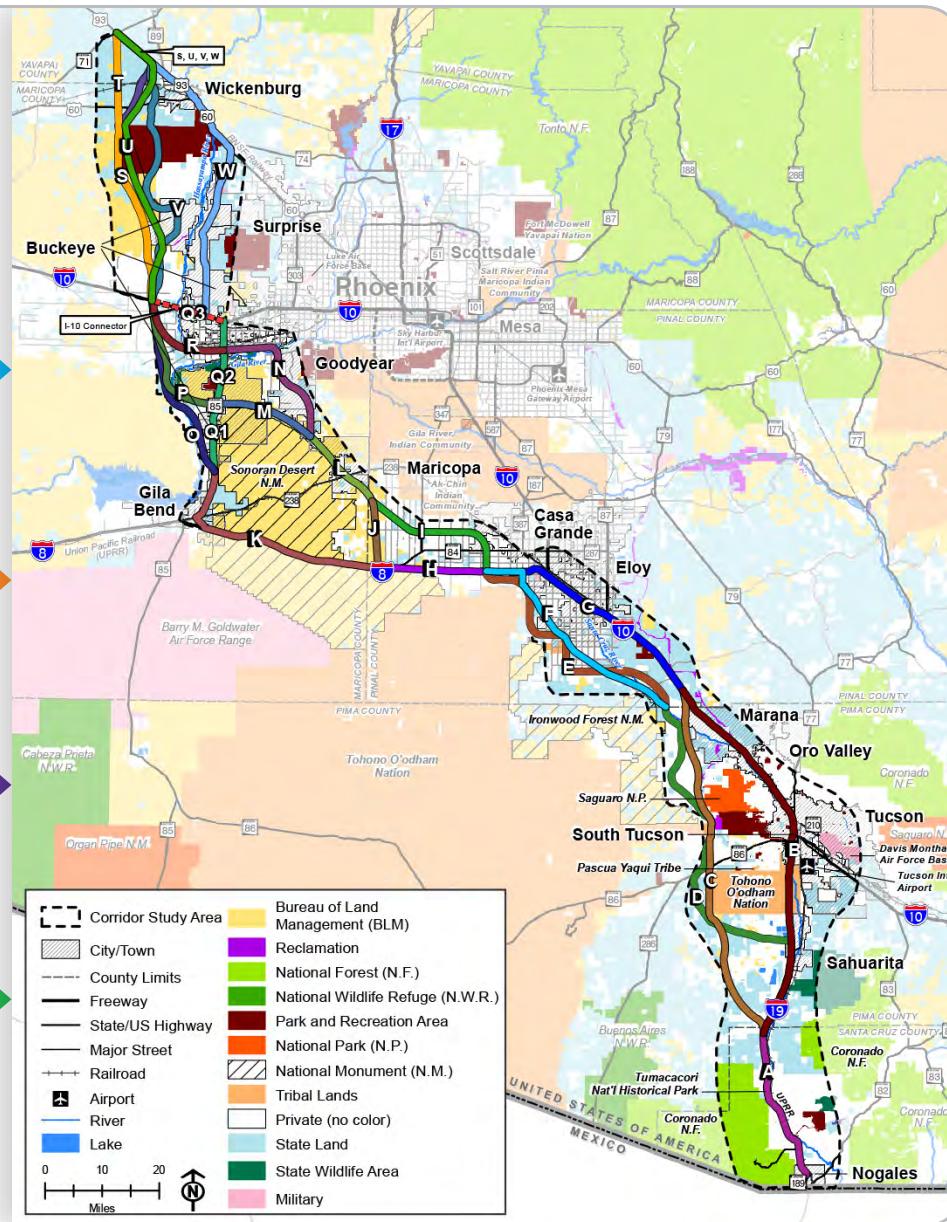
Agency Scoping



Public Scoping



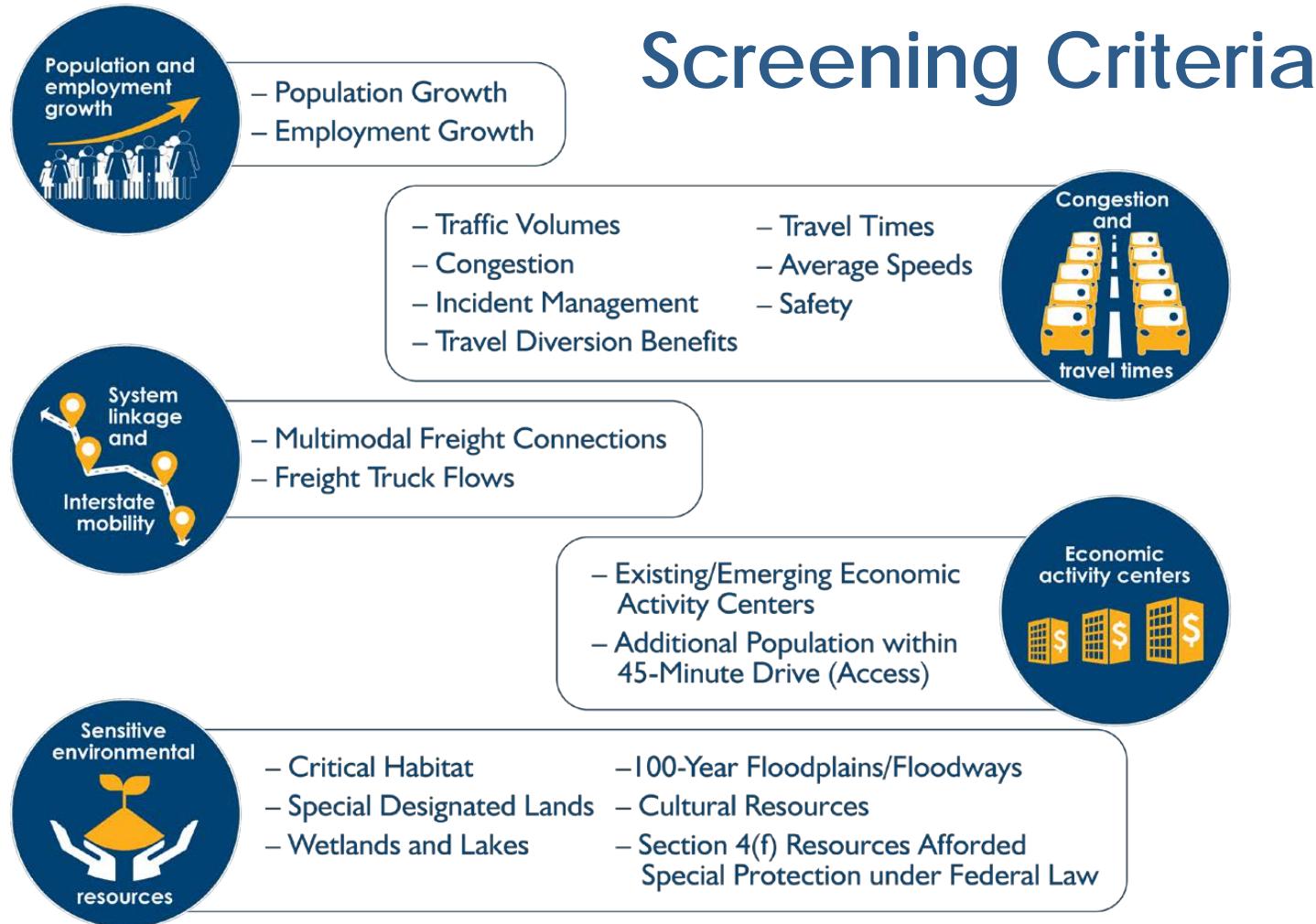
Technical Analysis



Notes

- This map illustrates the universe of alternatives that were screened as part of the alternatives selection process.
- These corridors come from four main sources:
 - » Prior studies
 - » Agency scoping input
 - » Public scoping input
 - » Technical analysis
- The goal of screening these alternatives is to define a reasonable range of alternatives to evaluate in more detail in the Tier 1 EIS.
 - » At this time, we are not trying to define one recommended corridor.
 - » We are aiming to identify a reasonable range of alternatives that meet our Purpose and Need, and respond to the feedback the public and agencies provided during scoping.

Notes



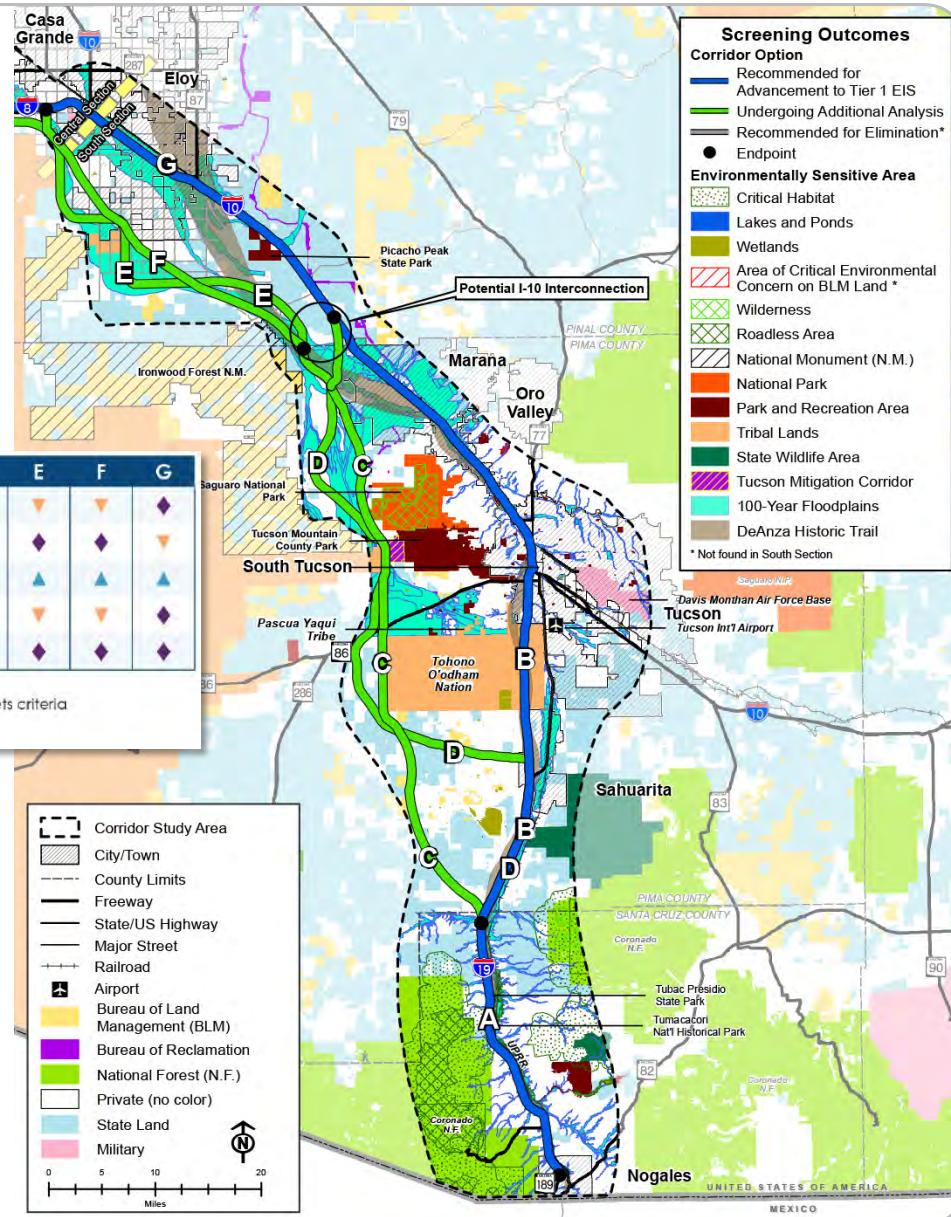
- The universe of alternatives was evaluated, using the criteria shown here, to identify a reasonable range of alternatives for the Tier 1 EIS analysis.
- These criteria are structured around meeting the Purpose and Need, along with identifying major environmental obstacles, such as avoiding designated protected areas (monuments, national parks, wilderness areas).
 - » As reference, the environmental criteria includes a wide range of sub-criteria, including: critical habitat, special designated lands (e.g., wilderness areas, national monuments, areas of critical environmental concern, etc.), wetlands, 100-year floodplains, cultural resources, and Section 4(f) resources.
- A more detailed evaluation of potential environmental impacts will occur during the Tier 1 EIS process.

South Section: Screening Results

Criteria	A	B	C	D	E	F	G
Population and Employment Growth	▲	◆	▼	▼	▼	▼	◆
Congestion and Travel Time with Diversion Benefits	▲	▼	◆	◆	◆	◆	▼
System Linkages and Interstate Mobility	▼	▲	◆	▲	▲	▲	▲
Economic Activity Centers	▼	◆	◆	▼	▼	▼	◆
Sensitive Environmental Resources	◆	◆	▲	▼	◆	◆	◆

◆ Best meets criteria ▲ Reasonably meets criteria ▼ Least meets criteria

Note: Screening results are comparative to each other.



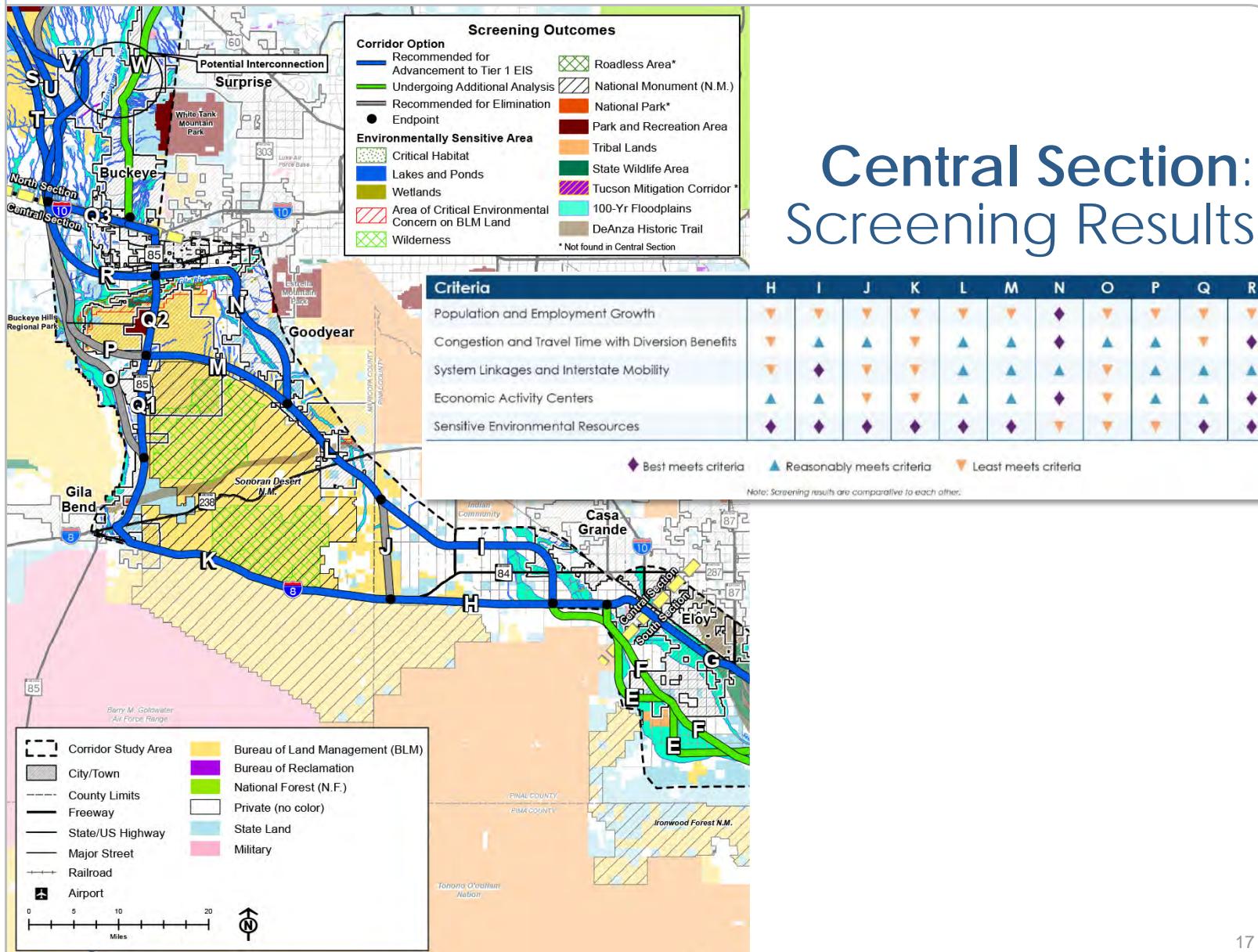
Notes

- The screening was conducted for alternative corridor options in each of the three sections (south, central, and north).
- The screening results are comparative to each other – ranging from those that best meet the screening criteria to those least meeting the criteria.
- The results are shown in a much larger format on the boards (available for download at IStudy.com/Arizona/Outreach)
- The outcome of the screening led to the sorting of alternatives into three categories:
 - Those recommended to be advanced into the Tier 1 EIS (dark blue)
 - Those recommended for elimination (gray)
 - Those requiring further analysis either to advance or eliminate (green)
- In the south section, the existing corridors (I-19, I-10) are both recommended to be advanced into the Tier 1 EIS.
- We have two sets of alternatives to the west of I-10 – C/D and E/F. These corridor options serve the same purpose of providing an alternate route for I-11. These are under review and input is appreciated. It may be an option to create hybrids – or taking the best parts of each corridor.
 - For C/D, C better meets most criteria, especially the ability to mitigate congestion; D provides a greater buffer between park and tribal lands
 - For E/F, E is proposed in transportation plans in Eloy and Pinal County; F better avoids impacts to floodplains and tribal land

Notes

- In the central section, three corridor options are recommended to be removed from further study; the rest of the corridor options are recommended to remain in for the Tier I EIS. Recommended for elimination are:
 - » J, which forms a connection between I-8 and new corridors to the north, but provides little mobility benefit
 - » O and P, which provide alternative options west of SR 85, but both include major environmental concerns (critical habitat, habitat fragmentation, Important Bird Area, floodplain issues, cultural resource impacts, etc.)
- The remaining options provide a range of (1) co-locating with existing transportation facilities, and (2) new roadways that might provide faster travel times but would represent new impacts on the environment.

Central Section: Screening Results

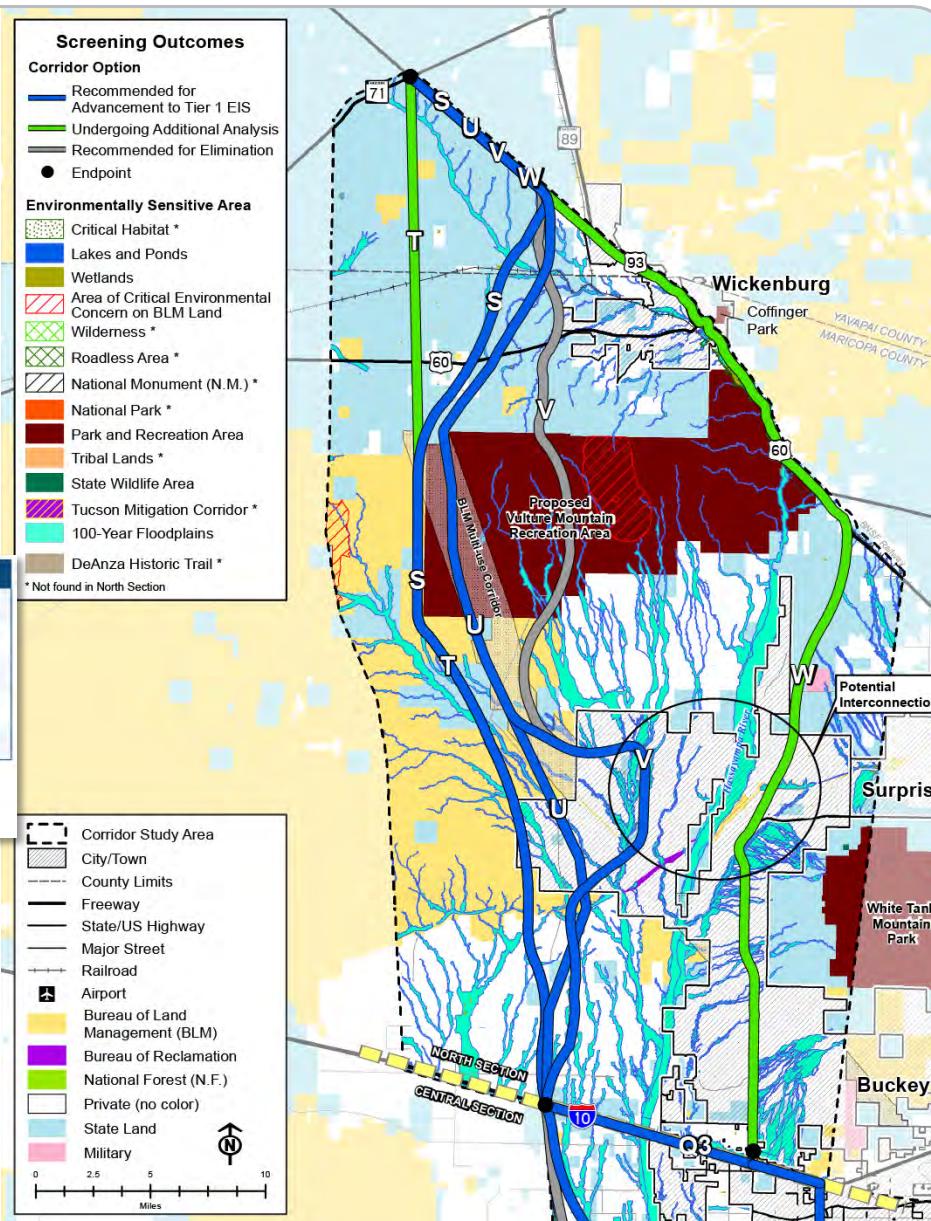


North Section: Screening Results

Criteria	S	T	U	V	W
Population and Employment Growth	◆	◆	▲	▲	◆
Congestion and Travel Time with Diversion Benefits	◆	◆	◆	◆	◆
System Linkages and Interstate Mobility	◆	◆	◆	◆	◆
Economic Activity Centers	◆	◆	◆	▲	◆
Sensitive Environmental Resources	◆	◆	▲	▲	◆

◆ Best meets criteria ▲ Reasonably meets criteria ◇ Least meets criteria

Note: Screening results are comparative to each other.



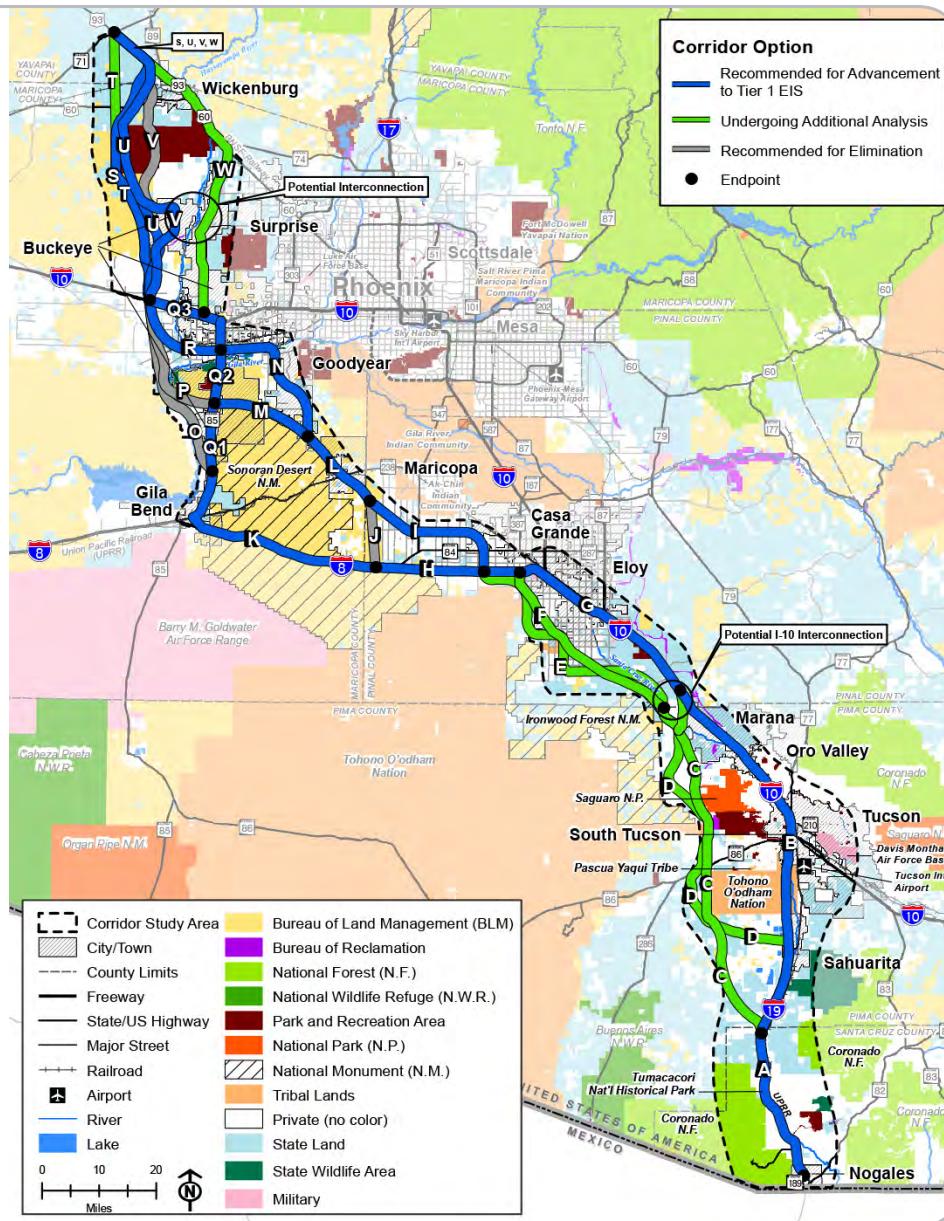
Notes

- In the north section:
 - W is under consideration for potential elimination. Although it utilizes a portion of existing roadway (US 60/US 93), it performs poorly against the screening criteria, would require completely re-building the existing roadway, and is not preferred by some stakeholders due to potential environmental impacts.
 - The north section of V is proposed for elimination, where it enters the Vulture Mountain Recreation Area (not in a BLM-designated corridor) northward.
 - S, U, and potentially a hybrid with U/V are recommended to be carried forward into the Tier 1 EIS.
 - T serves the same purpose as S/U, but does not support planned employment growth in Wickenburg; is under consideration for elimination.



Scope of Tier 1 EIS

Reasonable Range of Build Corridor Alternatives for Tier 1 EIS Analysis



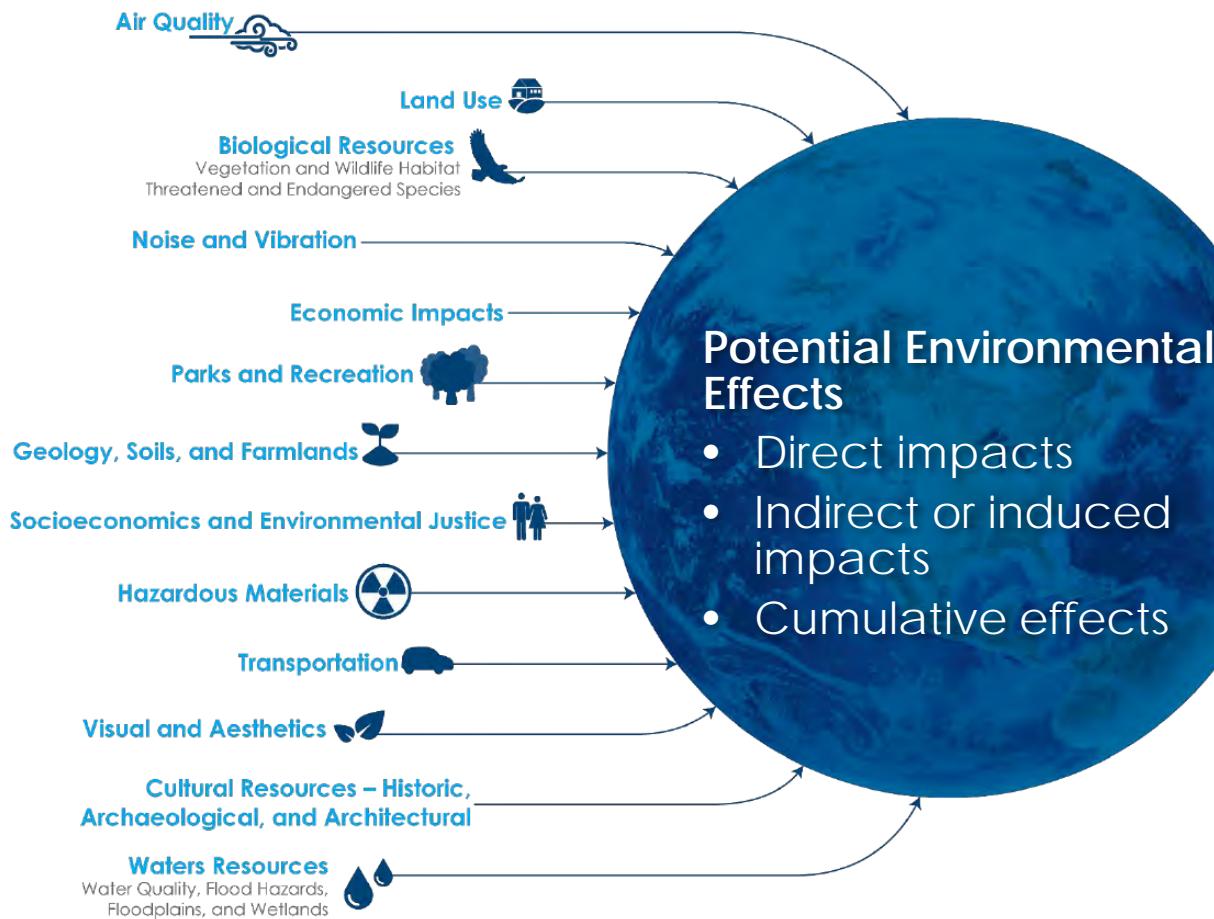
Notes

- From this high-level screening, a set of corridor options were identified that appear to best support projected growth, improve travel time and system linkages, connect to economic activity centers, and avoid sensitive environmental resources. These are recommended to advance for further study in the EIS.
- Some options are subject to continuing analysis or have been recommended for elimination.
- Please review all of these corridor options more closely and provide feedback via the online survey and mapping tool (i1study.com/Arizona/Outreach).

Notes

- The screening conducted as part of the Alternative Section Report phase was comparative and meant to ensure that all alternatives advanced into the Tier I EIS are feasible and meet the corridor's Purpose and Need.
- We're about to begin the Tier I EIS study phase, which will include a more rigorous environmental review of all corridor alternatives – including the topics shown here.

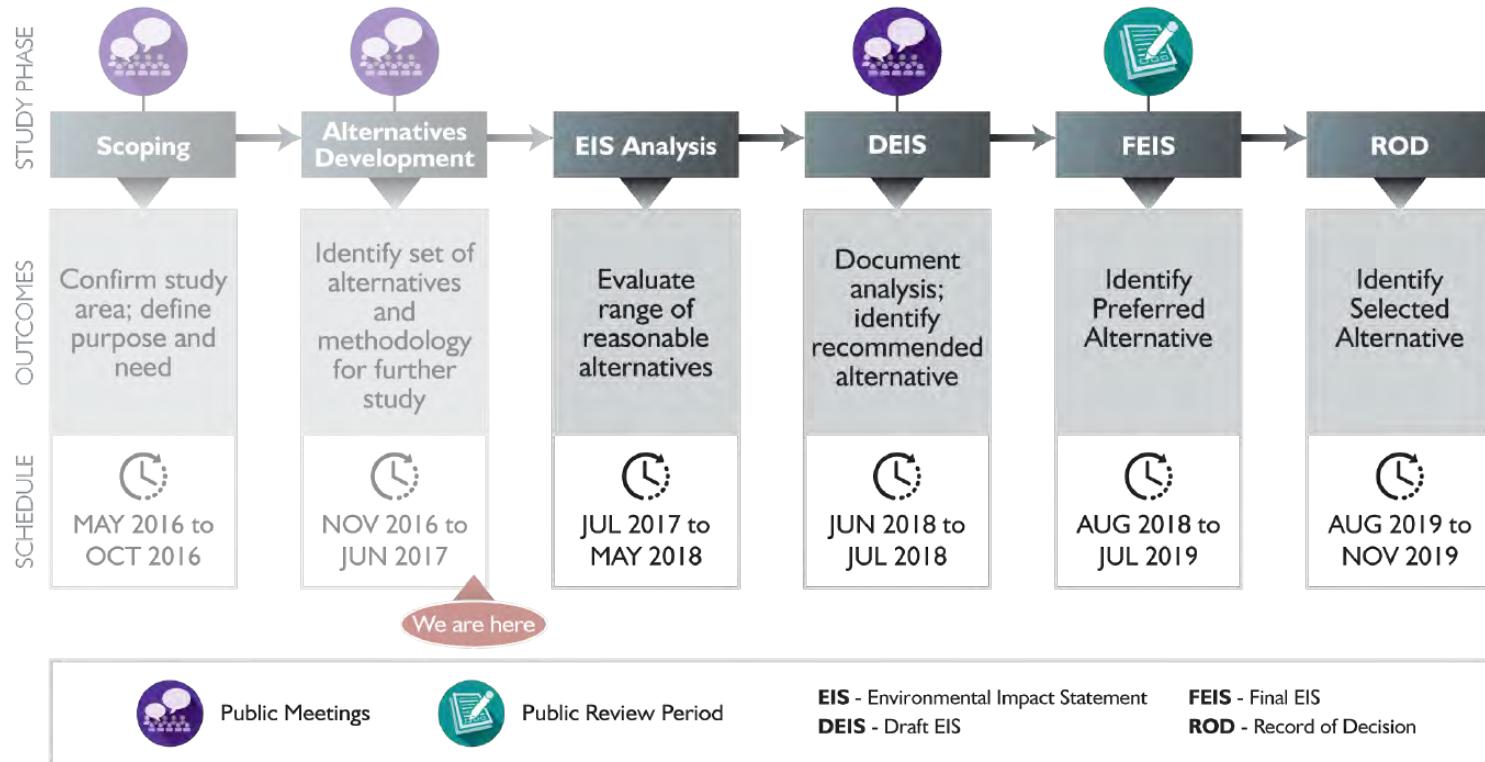
Tier 1 EIS Resource Areas



Notes

- To summarize, we started this process with extensive scoping, defined the Purpose and Need, and developed corridor alternatives for analysis during the EIS, which comes next.
- After this round of meetings, a summary of the input received will be drafted and posted on the I-11 website for review. Later in the summer, the Alternatives Selection Report (ASR) will be drafted, detailing all the analysis completed and incorporating input received during the outreach process, and also posted on the ADOT website.
- We'll be back out about a year from now with the results of the Tier 1 EIS analysis – presenting a recommended corridor alternative – for your review and comment.
- A revised project schedule splits the FEIS and ROD documents (instead of issuing together as one document) which allows you an additional input opportunity before a Selected Alternative is identified in the Record of Decision.

Next Steps



Opportunities for Comment

At Today's Meeting:

Review information on display boards and handouts

Provide written comments on comment forms

Provide feedback on alternatives on large table maps

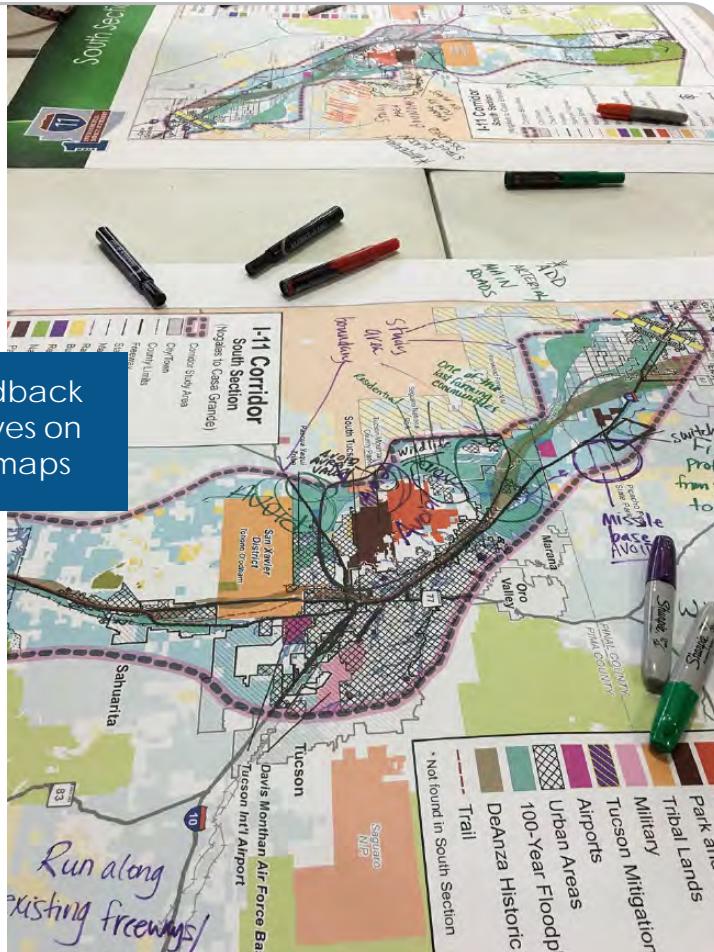
Throughout the study, everyone can **submit comments** through the following methods:

Email  i-11ADOTStudy@hdrinc.com

Voicemail  1-844-544-8049 (bilingual)

Online survey  i11study.com/Arizona

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



Please submit comments by **Friday, June 2, 2017** so that the project team can include your comment in the meeting summary

Notes

- There are several opportunities for public comment at this meeting, outside of this meeting, and throughout the whole study process.
 - » Review information on display boards and handouts
 - » Provide written comments via letter or email
 - » Complete the online survey or mapping tool
 - » Submit comments anytime online
- Comments are always welcome at any time and will be considered in the study process, however for comments to be included in the meeting summary, they must be received by June 2, 2017.

Display Boards



WELCOME TO THE I-11 CORRIDOR TIER 1 ENVIRONMENTAL IMPACT STATEMENT

Public
Information
Meeting

Please Sign In



Welcome to the I-11 Corridor Tier 1 EIS



At the meeting you can provide input on the reasonable range of alternatives recommended to move forward for additional analysis in the I-11 Corridor Tier 1 Environmental Impact Statement (EIS).



Tonight's Schedule:

- 5:00 pm – Sign In
- 5:15 pm – Presentation Starts
- 5:30 pm – Open House



Meeting Topics:

- Project Background
- Alternatives Development and Screening
- Scope of Tier 1 EIS



Please fill out a comment form before you leave, mail comments to the study team, or go online to i11study.com/Arizona. We want to hear from you to help determine the future of the I-11 Corridor!



How Can You Help?

At Today's Meeting:

Review information
on display boards
and handouts

Provide written
comments on
comment forms

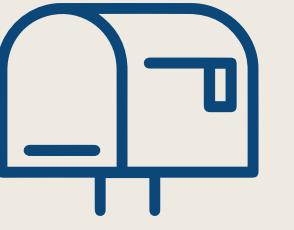
Provide written or
verbal feedback on
alternatives on large
table maps

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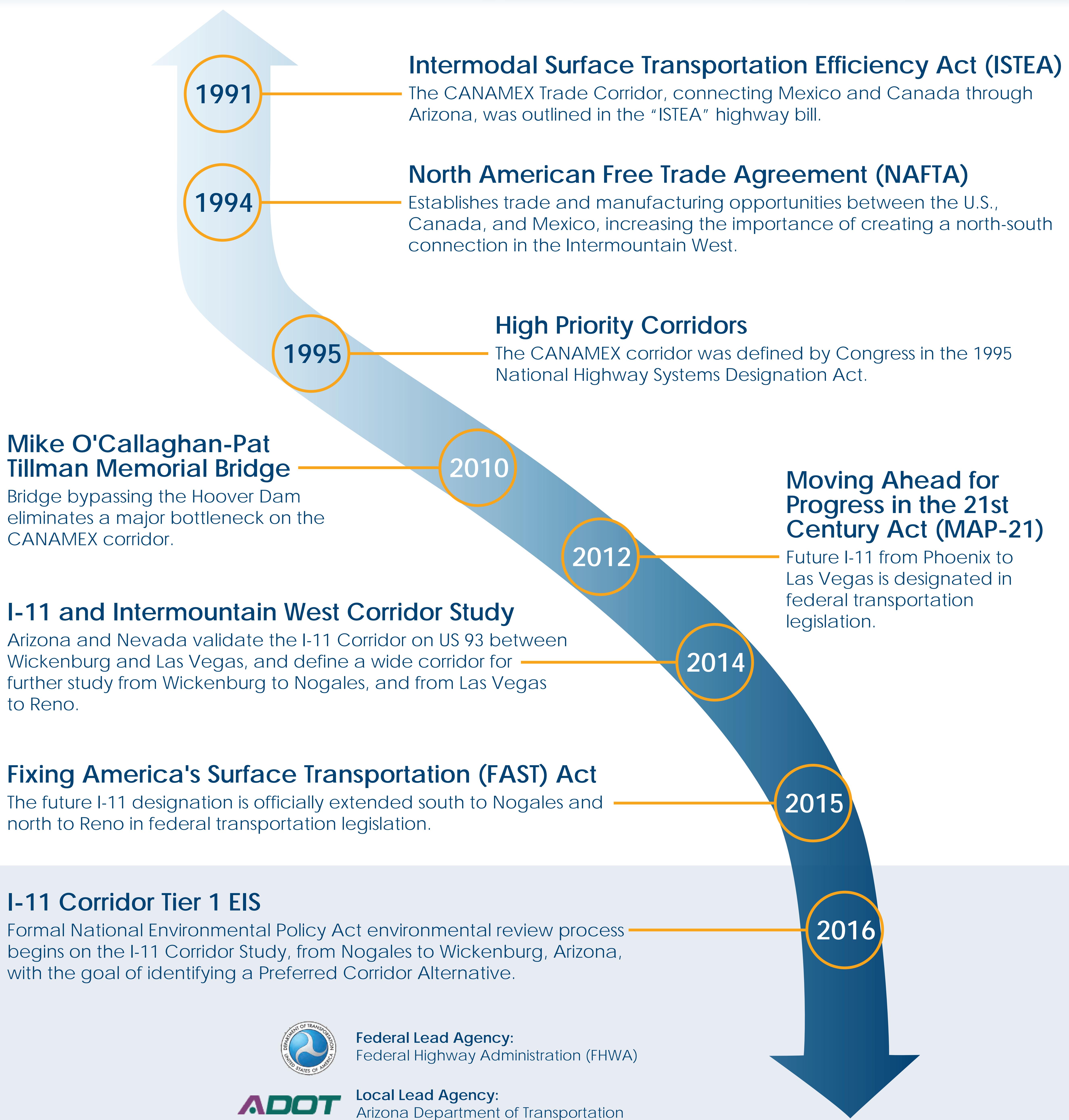
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The History of the I-11 Corridor



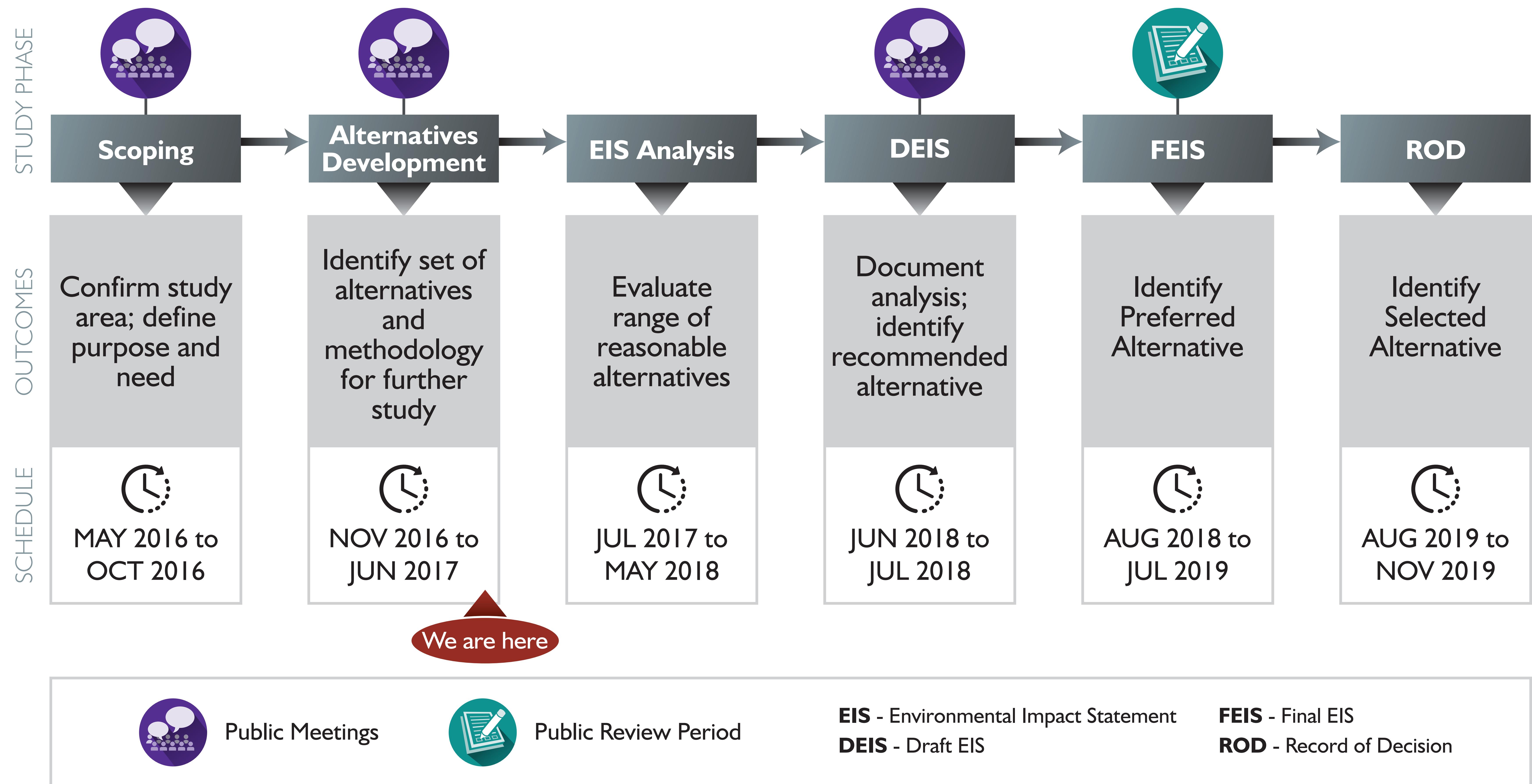
Federal Lead Agency:
Federal Highway Administration (FHWA)



Local Lead Agency:
Arizona Department of Transportation



I-11 Tier 1 EIS Schedule





I-11 Public Scoping Summary

800+ community members participated in the public scoping process. Six meetings were held throughout the corridor in June 2016. Comments were provided through various forms.



Meetings



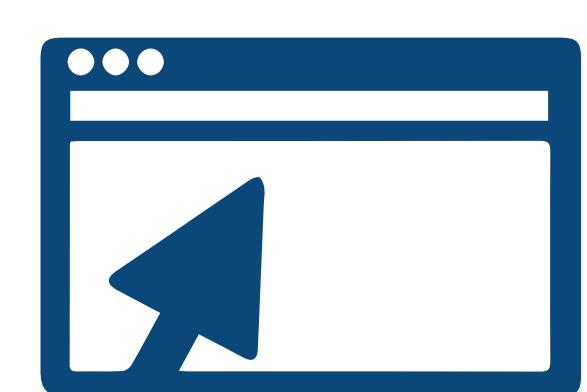
Voicemail



Emails & Letters



Comment Form



Online Survey

Comment Form and Online Survey Results (657 responses)

Question 1

The top two most important transportation problems experienced today or anticipated in the future that I-11 could address include:



1. Relieving regional congestion; improving travel time and reliability

2. Improving freight travel and reliability, reducing bottlenecks on existing highways



Question 2

When asked to consider what I-11 should be or accommodate, the highest ranking response was:



Enhancing or expanding existing highways and freeways

Question 3

Top three human environmental factors to consider:

1. Land use



2. Neighborhoods, diverse communities, and residences



3. Public parks and recreation



Question 4

Top three natural environmental factors to consider:

1. Water resources



2. Biological resources

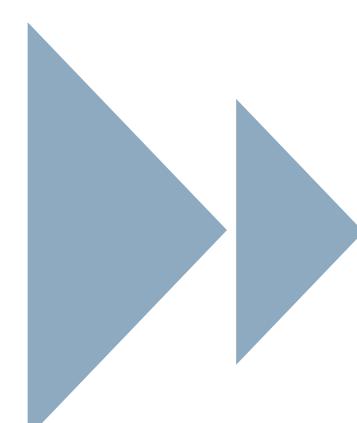


3. Air quality





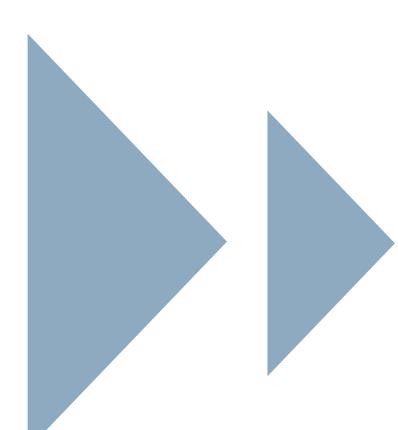
Why I-11?



THE PURPOSE

The overall purpose of the I-11 Corridor is to:

- Provide a high priority, high capacity, access-controlled, transportation corridor;
- Support improved regional mobility for people, goods, and homeland security;
- Connect major metropolitan areas and markets in the Intermountain West with Mexico and Canada; and
- Enhance access to the high capacity transportation network to support economic vitality.

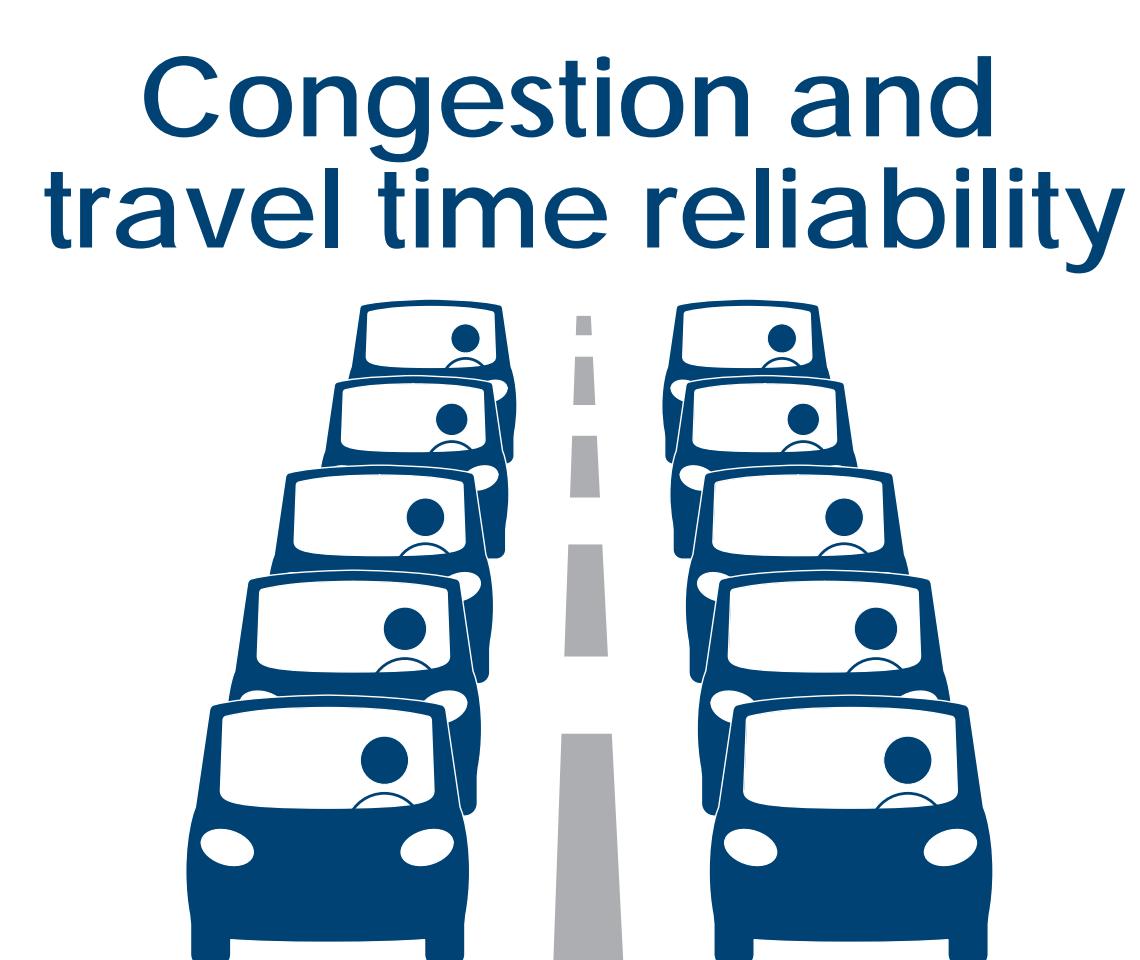


THE NEED

The problems, issues, and opportunities that support the need for a proposed transportation facility are:



Population and employment growth



Congestion and travel time reliability



System linkages and regional interstate mobility



Access to economic activity centers



Homeland security and national defense



Alternatives Development

Factors in developing alternatives:



Prior Studies



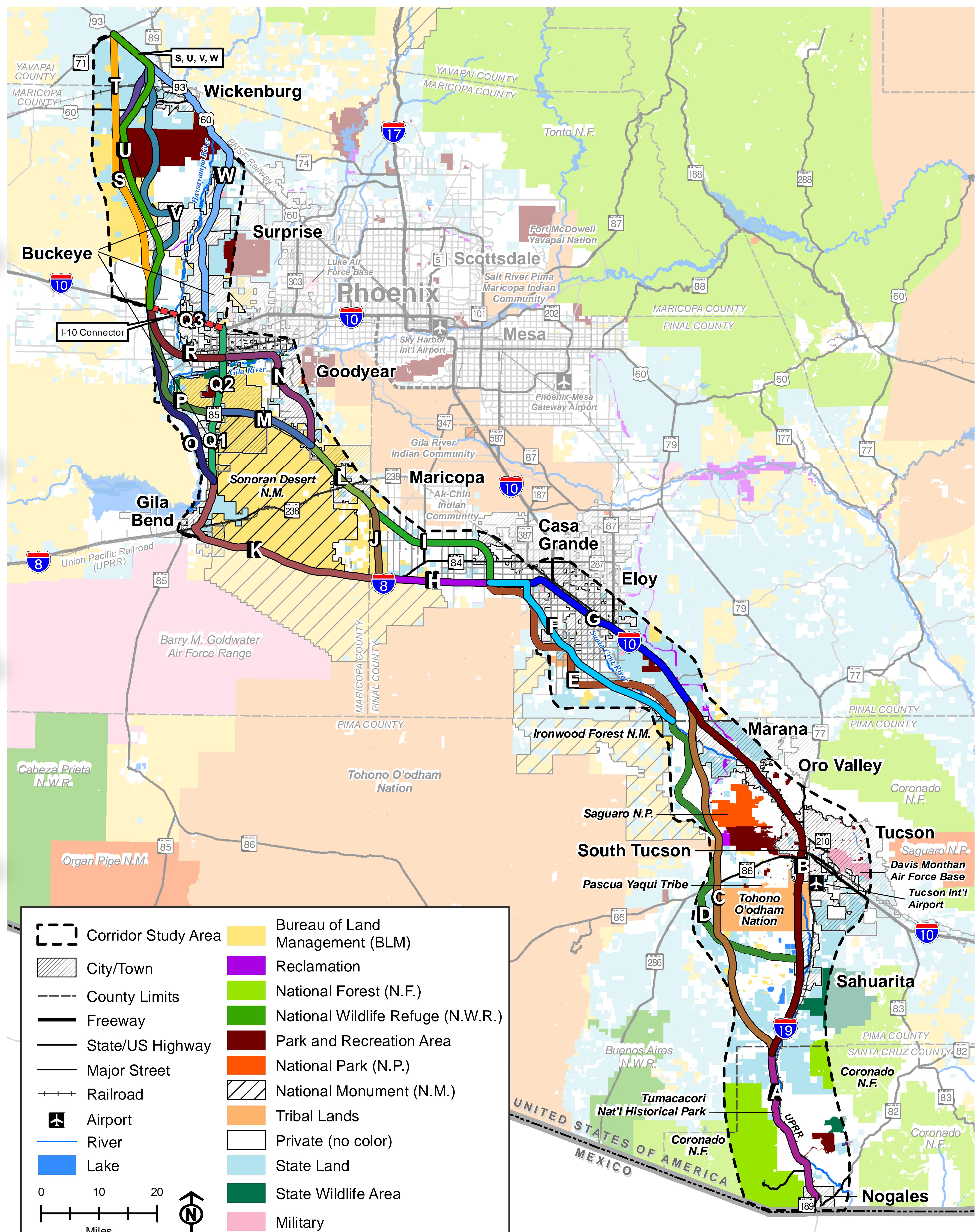
Agency Scoping



Public Scoping



Technical Analysis

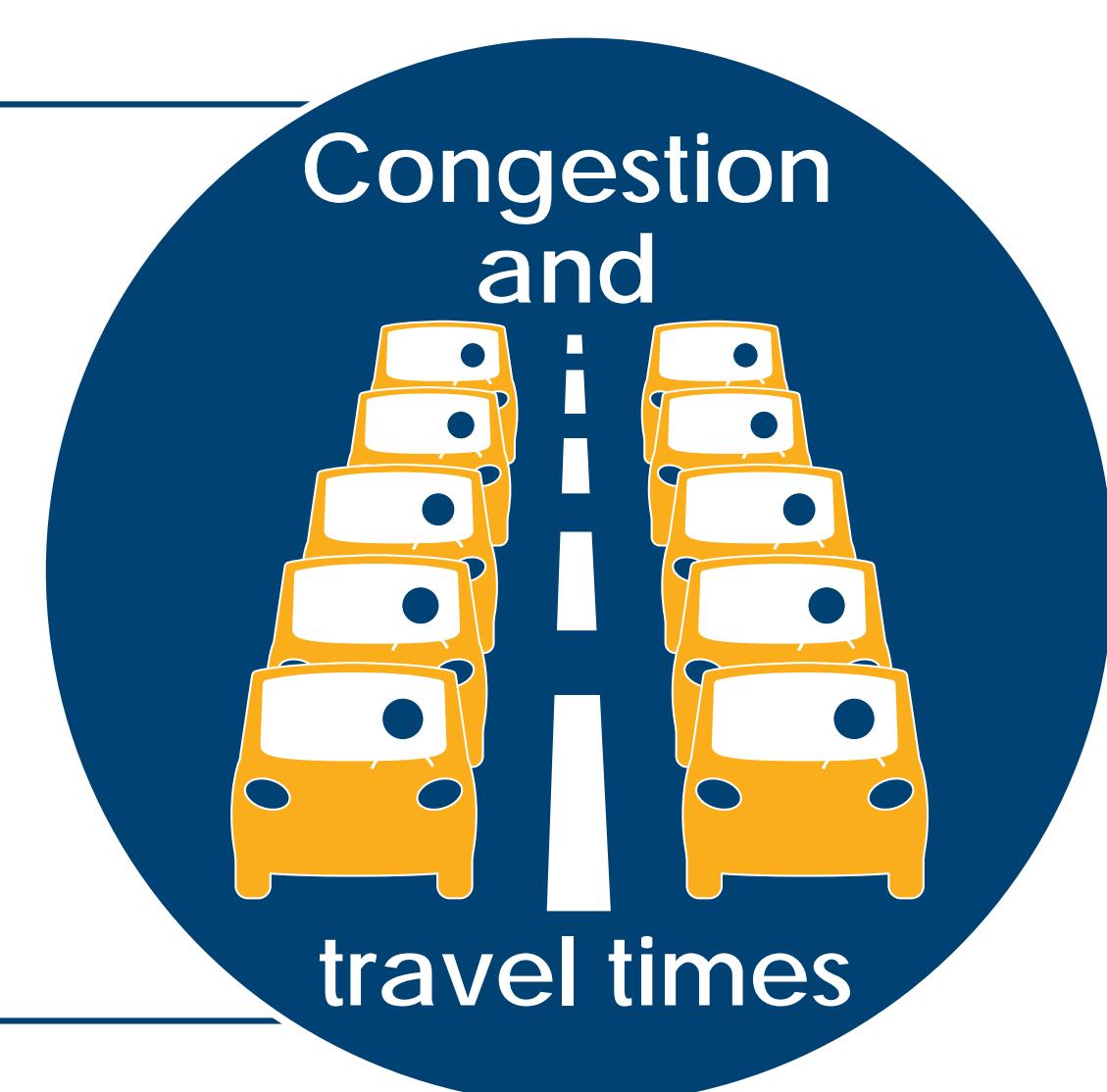




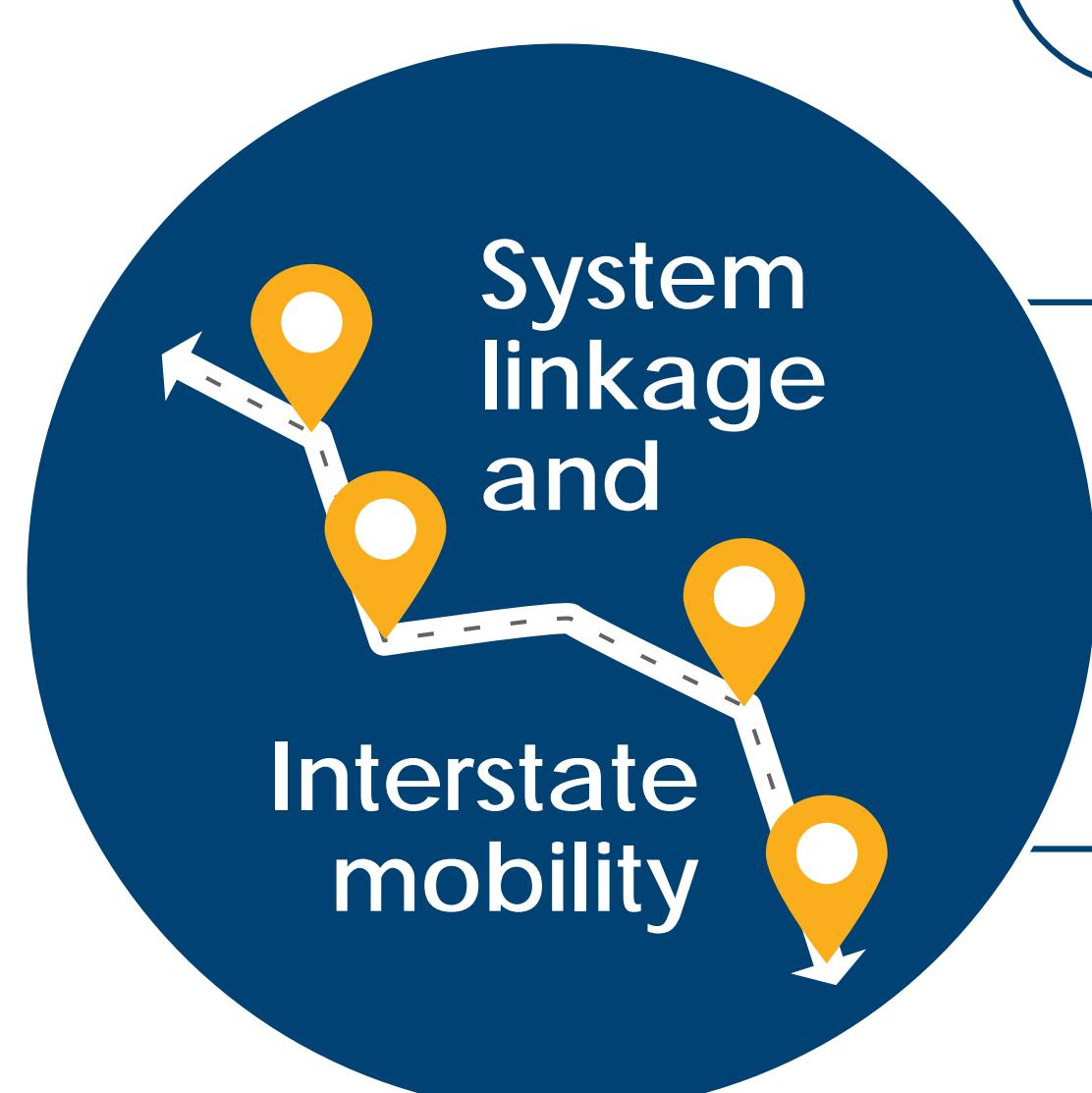
Screening Criteria



- Population Growth
- Employment Growth



- Traffic Volumes
- Congestion
- Incident Management
- Travel Diversion Benefits
- Travel Times
- Average Speeds
- Safety



- Multimodal Freight Connections
- Freight Truck Flows



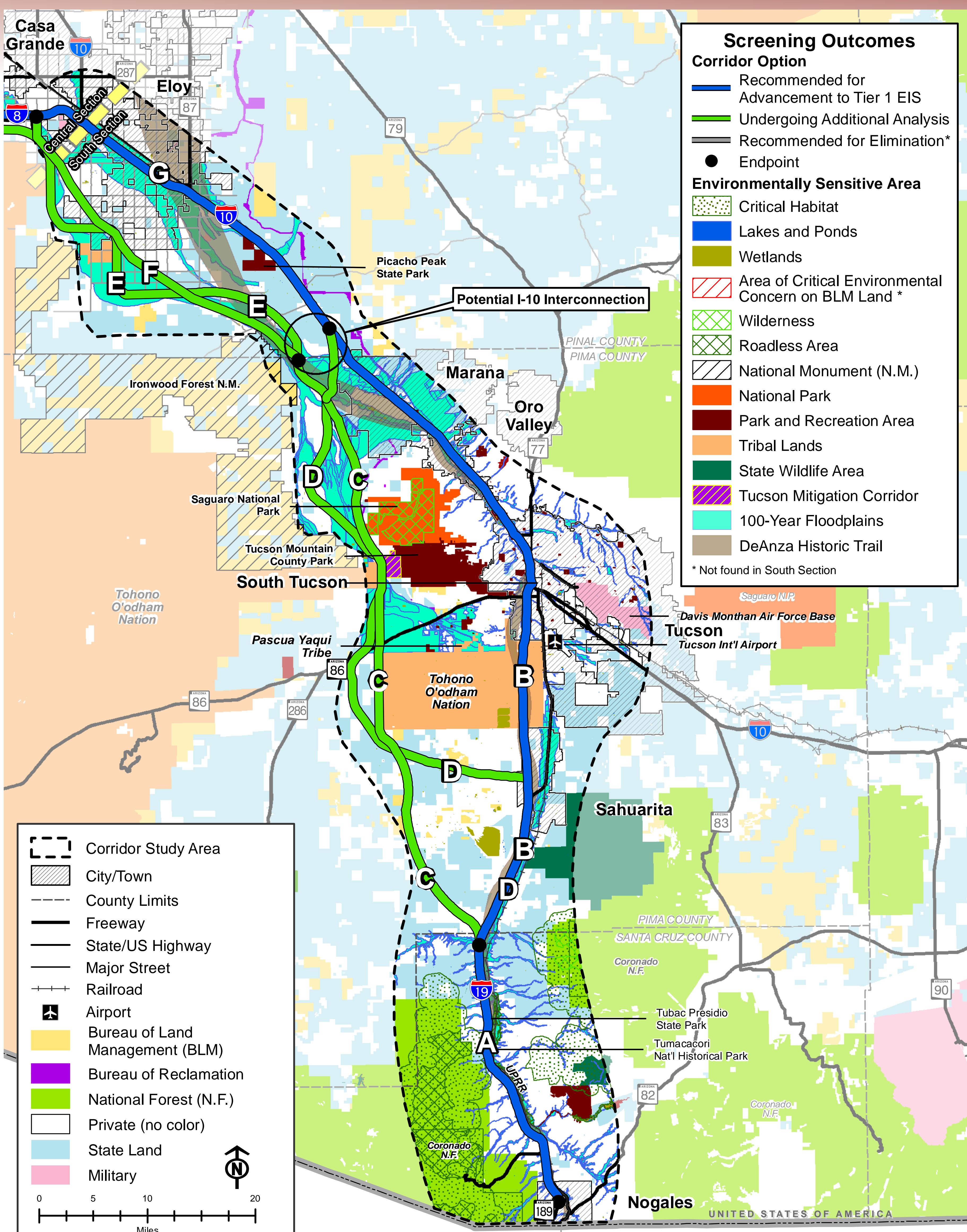
- Existing/Emerging Economic Activity Centers
- Additional Population within 45-Minute Drive (Access)



- Critical Habitat
- Special Designated Lands
- Wetlands and Lakes
- 100-Year Floodplains/Floodways
- Cultural Resources
- Section 4(f) Resources Afforded Special Protection under Federal Law



South Section: Screening Results



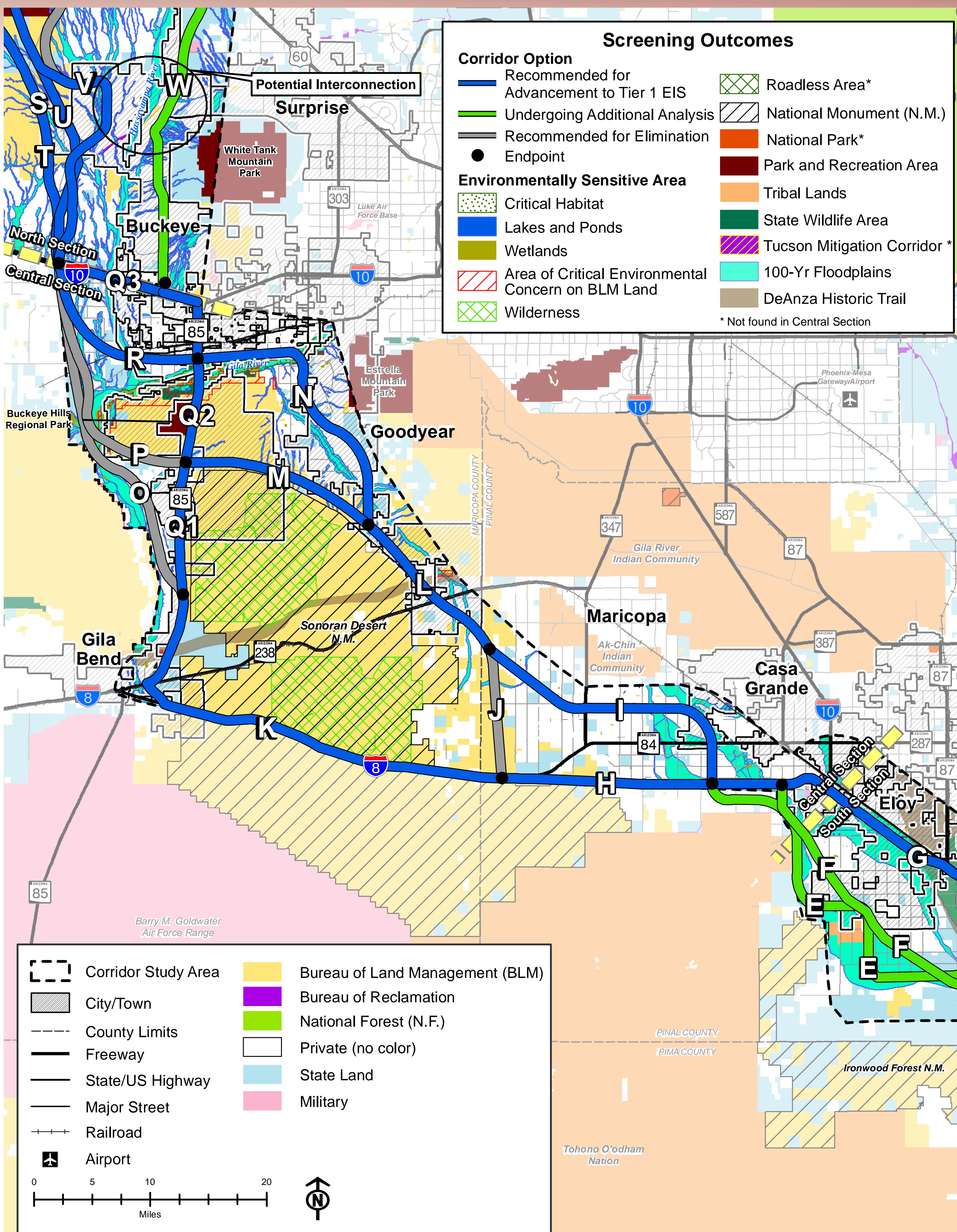
Criteria	A	B	C	D	E	F	G
Population and Employment Growth	▲	◆	▼	▼	▼	▼	◆
Congestion and Travel Time with Diversion Benefits	▲	▼	◆	◆	◆	◆	▼
System Linkages and Interstate Mobility	▼	▲	◆	▲	▲	▲	▲
Economic Activity Centers	▼	◆	◆	▼	▼	▼	◆
Sensitive Environmental Resources	◆	◆	▲	▼	◆	◆	◆

◆ Best meets criteria ▲ Reasonably meets criteria ▼ Least meets criteria

Note: Screening results are comparative to each other.



Central Section: Screening Results



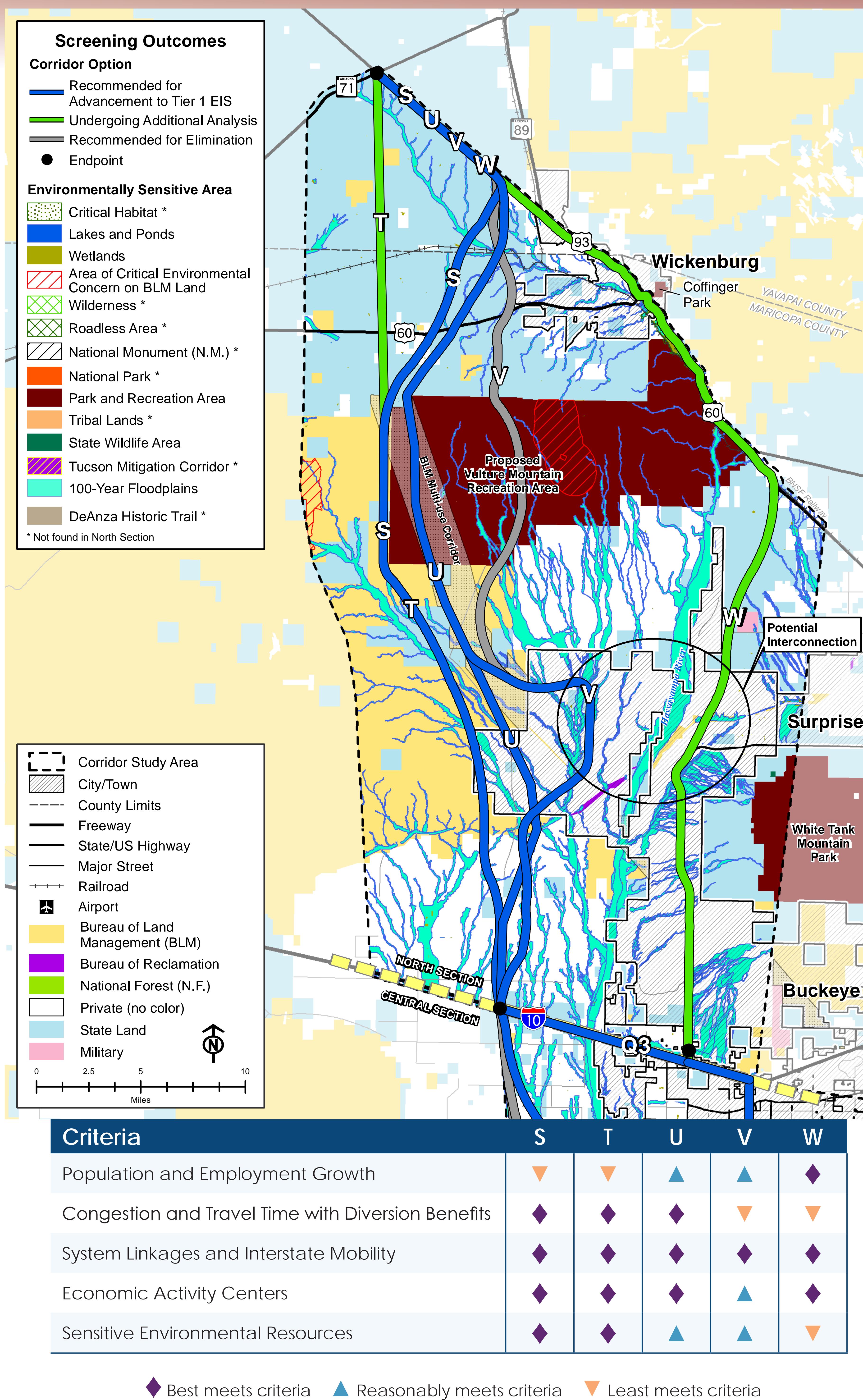
Criteria	H	I	J	K	L	M	N	O	P	Q	R
Population and Employment Growth	▼	▼	▼	▼	▼	▼	♦	▼	▼	▼	▼
Congestion and Travel Time with Diversion Benefits	▼	△	△	▼	△	△	♦	△	△	▼	♦
System Linkages and Interstate Mobility	▼	♦	▼	▼	△	△	△	▼	△	△	△
Economic Activity Centers	△	△	▼	▼	△	△	♦	▼	△	△	♦
Sensitive Environmental Resources	♦	♦	♦	♦	♦	♦	▼	▼	▼	♦	♦

♦ Best meets criteria △ Reasonably meets criteria ▼ Least meets criteria

Note: Screening results are comparative to each other.

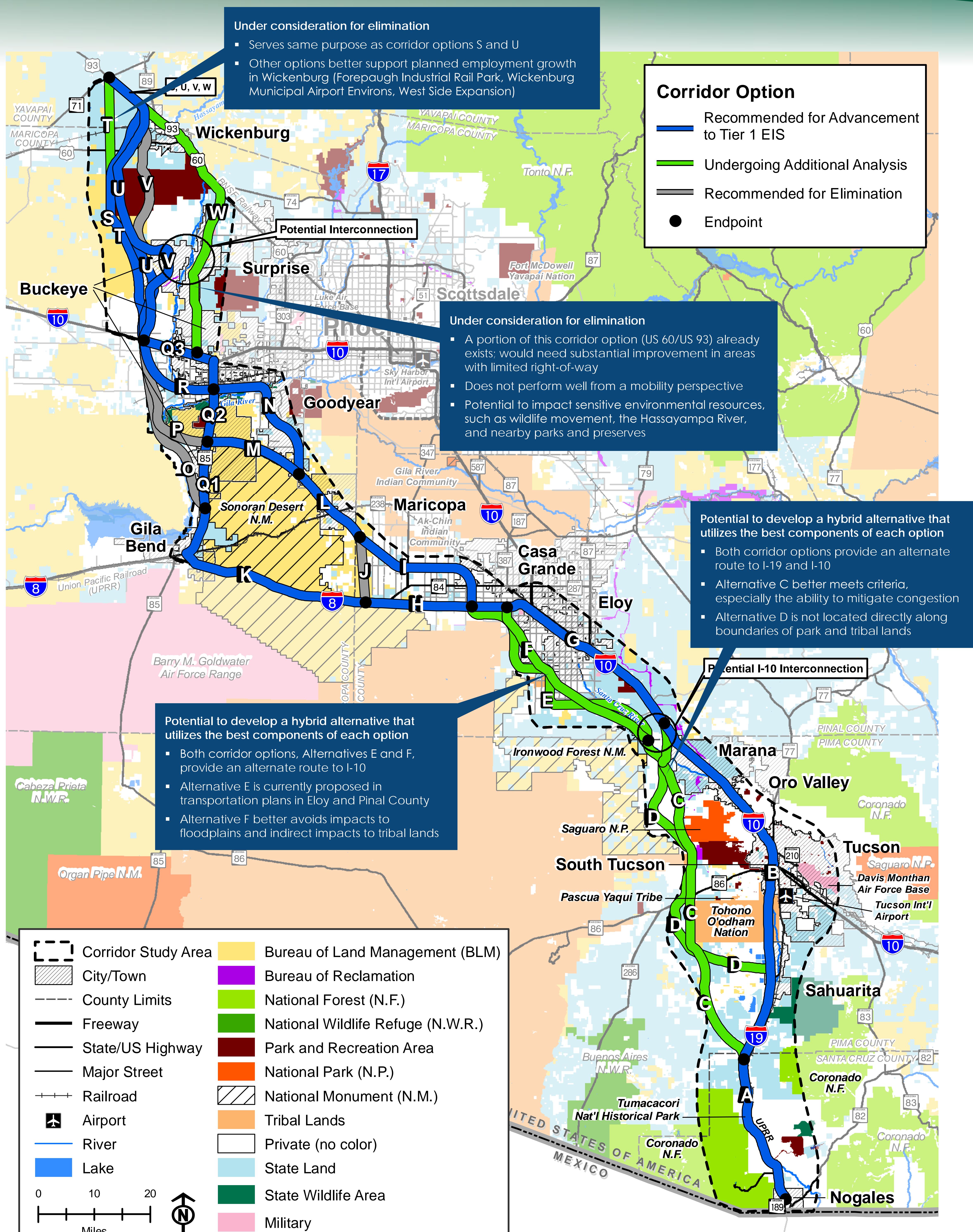


North Section: Screening Results





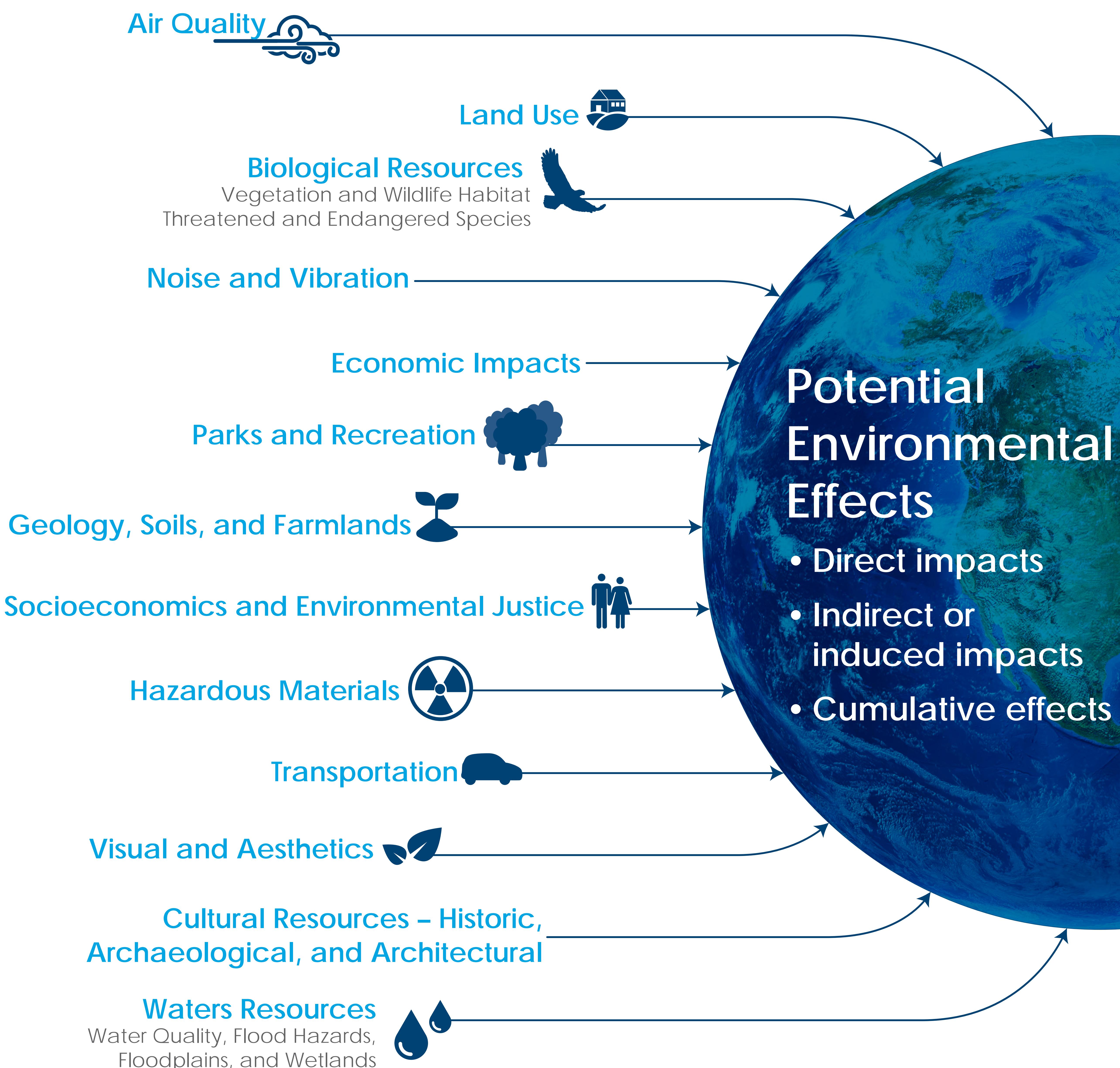
Reasonable Range of Build Corridor Alternatives for Tier 1 EIS Analysis





Tier 1 EIS Resource Areas

The Tier 1 EIS will evaluate the potential environmental effects of the project for the following resource areas:



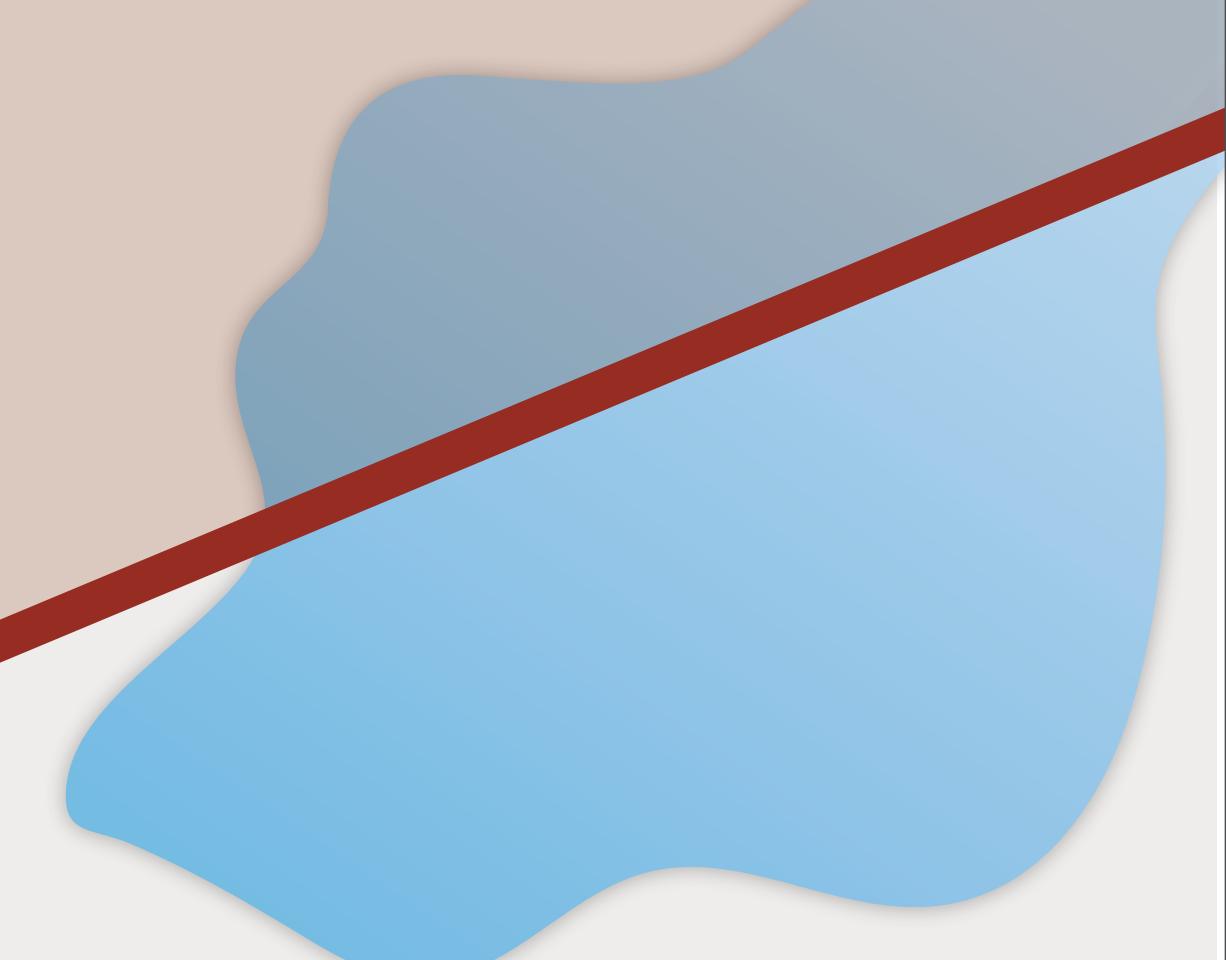


What is a Tier 1 versus a Tier 2?

Tier 1 EIS



Corridor Width (2,000 feet)



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

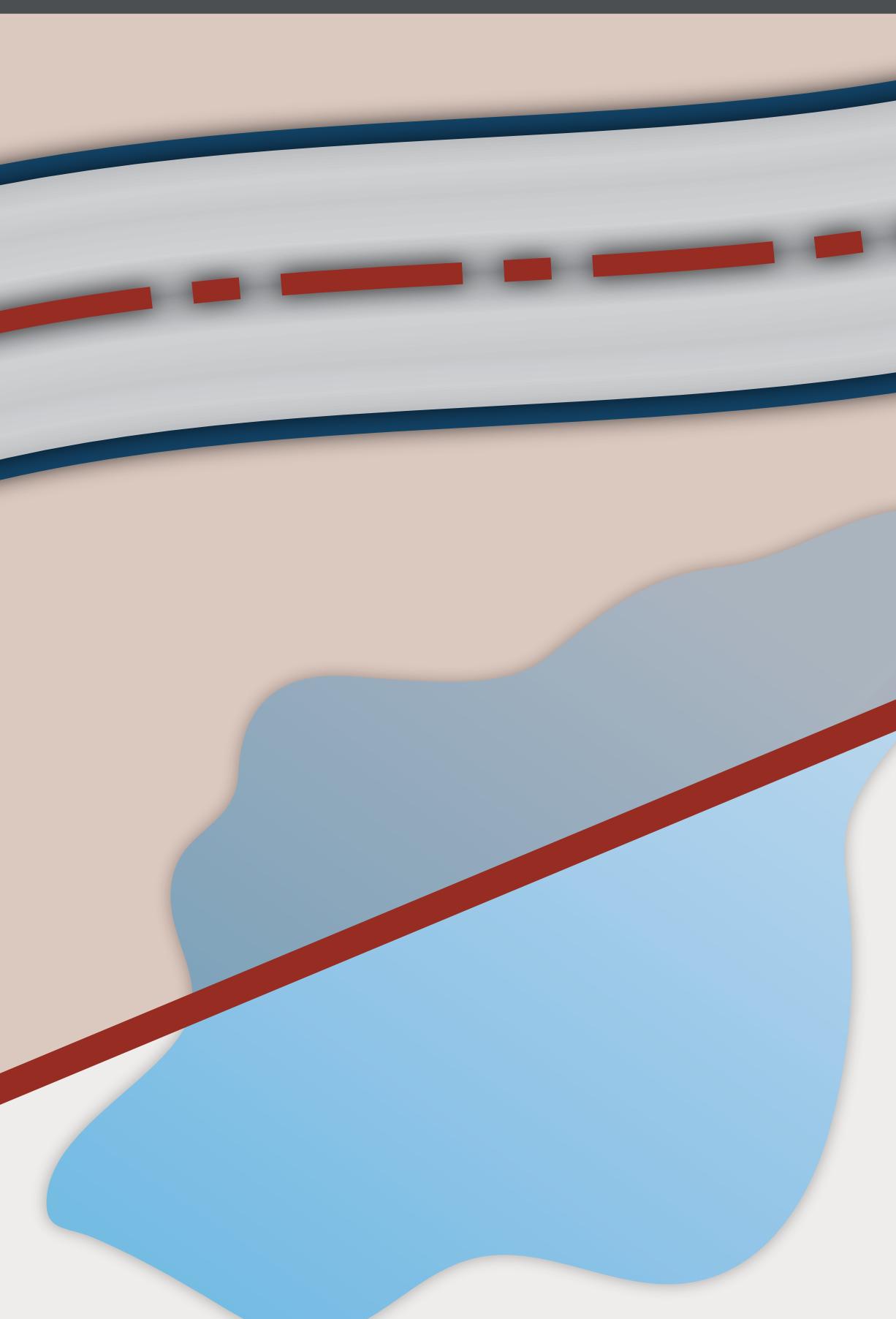
Outcome: Select a single corridor within which an alignment would be identified during Tier 2.

Tier 2 Environmental Study

Alignment and width are refined to minimize impacts



Corridor Width (2,000 feet)



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.

Comment Form



c/o ADOT Communications
1655 W. Jackson Street, Mail Drop 126F
Phoenix, AZ 85007

POSTAGE
REQUIRED



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

MAY 2017

ALTERNATIVES EVALUATION SURVEY



Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson Street, Mail Drop 126F
Phoenix, AZ 85007

Help Shape the Future of Arizona's Transportation System, TODAY!

FOR MAILING FOLD HERE

To be added to the study notification list, or to provide comments at any point during the process, please contact us:



i11study.com/Arizona



i-11ADOTStudy@hdrinc.com



1-844-544-8049 (Toll-free/bilingual)



Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson Street, Mail Drop 126F | Phoenix, AZ 85007

FOR MAILING FOLD HERE

Next Steps

During the next year, the study team will analyze the corridor alternatives in more detail, considering and incorporating the comments you provide. From this analysis, a Draft EIS document with recommended alternative(s) will be prepared. When the Draft EIS is complete, expected in mid-2018, the public will be asked to review it and provide comments.

Name: _____

Zip Code: (required) _____

Email: _____

Help Shape the Future of Arizona's Transportation System, TODAY!

Thank you for participating in the Interstate 11 (I-11) Corridor Study process by completing this survey. We need your input on the proposed corridor alternative options that will be studied in greater detail in the coming months.

There are a variety of ways to comment on the proposed corridor alternatives, which are shown as individual corridor options with the labels A, B, C, D, etc. You can:

- 1) Provide comments on an individual corridor option.
- 2) Provide comments on a specific area of the map.
- 3) Provide any other comments on the I-11 Study under "Additional Comments" at the end of the survey.

You can also complete this survey online at i11comment.com.

Please tell us why you favor/do not favor a certain option(s) so that we can better understand your views and opinions. We suggest beginning any comments on the corridor option(s) with the phrases below.

- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

2) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____



Interstate 11 Corridor Tier 1 Environmental Impact Statement

Nogales to Wickenburg

ALTERNATIVES EVALUATION SURVEY | MAY 2017

3) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

Favorable

Neutral

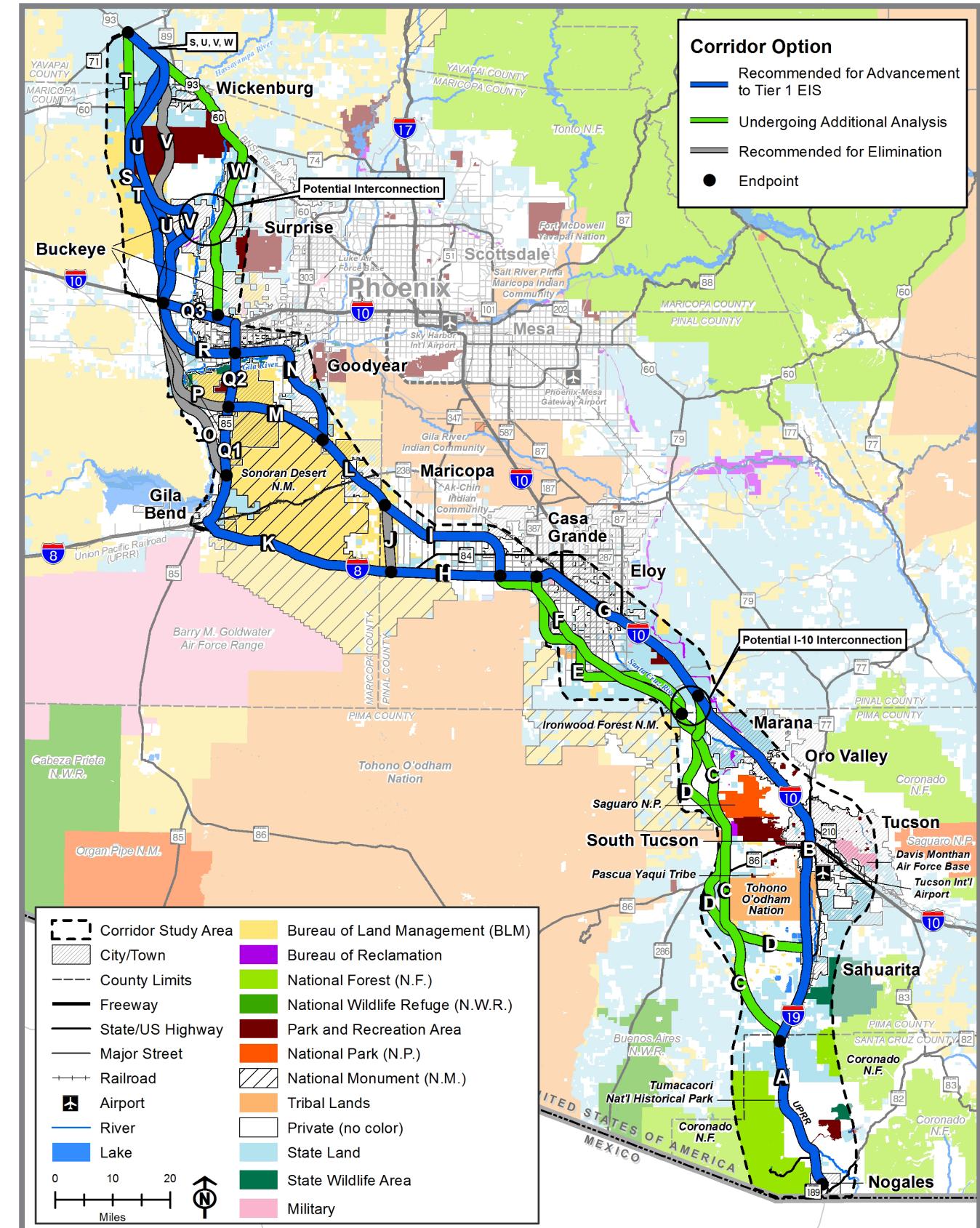
Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.



Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson Street, Mail Drop 126F
Phoenix, AZ 85007

Ayude a Formar el Futuro de Sistema de Transporte de Arizona, ¡HOY!

PARA ENVIARLO POR CORREO POSTAL DOBLE AQUÍ

ara que se le agregue a la lista de notificación del estudio, o para proveer comentarios en cualquier momento durante el proceso, por favor contáctenos:



i11study.com/Arizona



i-11ADOTStudy@hdrinc.com



(línea bilingüe de larga distancia gratuita)



Interstate 11 Tier 1 EIS Study Team
c/o ADOT Communications
1655 W. Jackson Street, Mail Drop 126F | Phoenix, AZ 85007

PARA ENVIARLO POR CORREO POSTAL DOBLE AQUÍ

Siguientes Pasos

Durante el próximo año, el equipo del estudio analizará las alternativas del corredor con más detalle, considerando e incorporando los comentarios que usted provea. De este análisis, se preparará un documento llamado Borrador de la Declaración EIS con la/s alternativa/s recomendada/s. Cuando se complete el Borrador de la Declaración EIS, lo cual se espera a mediados de 2018, se le pedirá al público que lo revise y que provea sus comentarios.

Nombre: _____

Código Postal: (requerido) _____

Domicilio Electrónico: _____



Declaración del Impacto Medioambiental del Nivel 1 del Corredor de la Autopista Interestatal 11 Nogales a Wickenburg

MAYO DE 2017

ENCUESTA DE EVALUACIÓN DE ALTERNATIVAS

Ayude a Formar el Futuro del Sistema de Transporte de Arizona, ¡HOY!

Muchas gracias por participar en el proceso del Estudio del Corredor de la Autopista Interestatal 11 (I-11) llenando esta encuesta. Nosotros necesitamos su opinión con respecto a las opciones de alternativas propuestas para el corredor que serán estudiadas con mayor detalle en los meses venideros.

Hay una variedad de formas para comentar sobre las alternativas propuestas para el corredor, las cuales son mostradas como opciones individuales para el corredor con las etiquetas A, B, C, D, etc. Usted puede:

- 1) Proveer sus comentarios sobre una opción individual para el corredor.
- 2) Proveer sus comentarios sobre un área específica del mapa.
- 3) Proveer cualquier otro comentario sobre el Estudio de la Autopista I-11 bajo "Comentarios Adicionales" al final de la encuesta.

Usted también puede llenar esta encuesta en línea en i11comment.com.

Por favor díganos por qué está usted a favor/no está a favor de cierta opción u opciones para que nosotros podamos entender mejor sus puntos de vista y opiniones. Le sugerimos que comience cualquier comentario sobre la/s opción/es para el corredor con las frases que están a continuación.

- Yo estoy a favor de esta opción porque ...
- A mí me gustaría esta opción si fuera cambiada a ...
- Yo no estoy a favor de esta opción porque ...

Por favor dé sus comentarios sobre las alternativas propuestas para el corredor. Vea dentro el mapa de referencia.

1) Letra de la Opción para el Corredor: _____

Favorable

Neutral

Desfavorable

Por favor explique: _____

2) Letra de la Opción para el Corredor: _____

Favorable

Neutral

Desfavorable

Por favor explique: _____



Declaración del Impacto Medioambiental del Nivel 1 del Corredor de la Autopista Interestatal 11 Nogales a Wickenburg

ENCUESTA DE EVALUACIÓN DE ALTERNATIVAS | MAYO DE 2017

3) Letra de la Opción para el Corredor: _____

Favorable

Neutral

Desfavorable

Por favor explique: _____

4) Letra de la Opción para el Corredor: _____

Favorable

Neutral

Desfavorable

Por favor explique: _____

5) Letra de la Opción para el Corredor: _____

Favorable

Neutral

Desfavorable

Por favor explique: _____

6) Letra de la Opción para el Corredor: _____

Favorable

Neutral

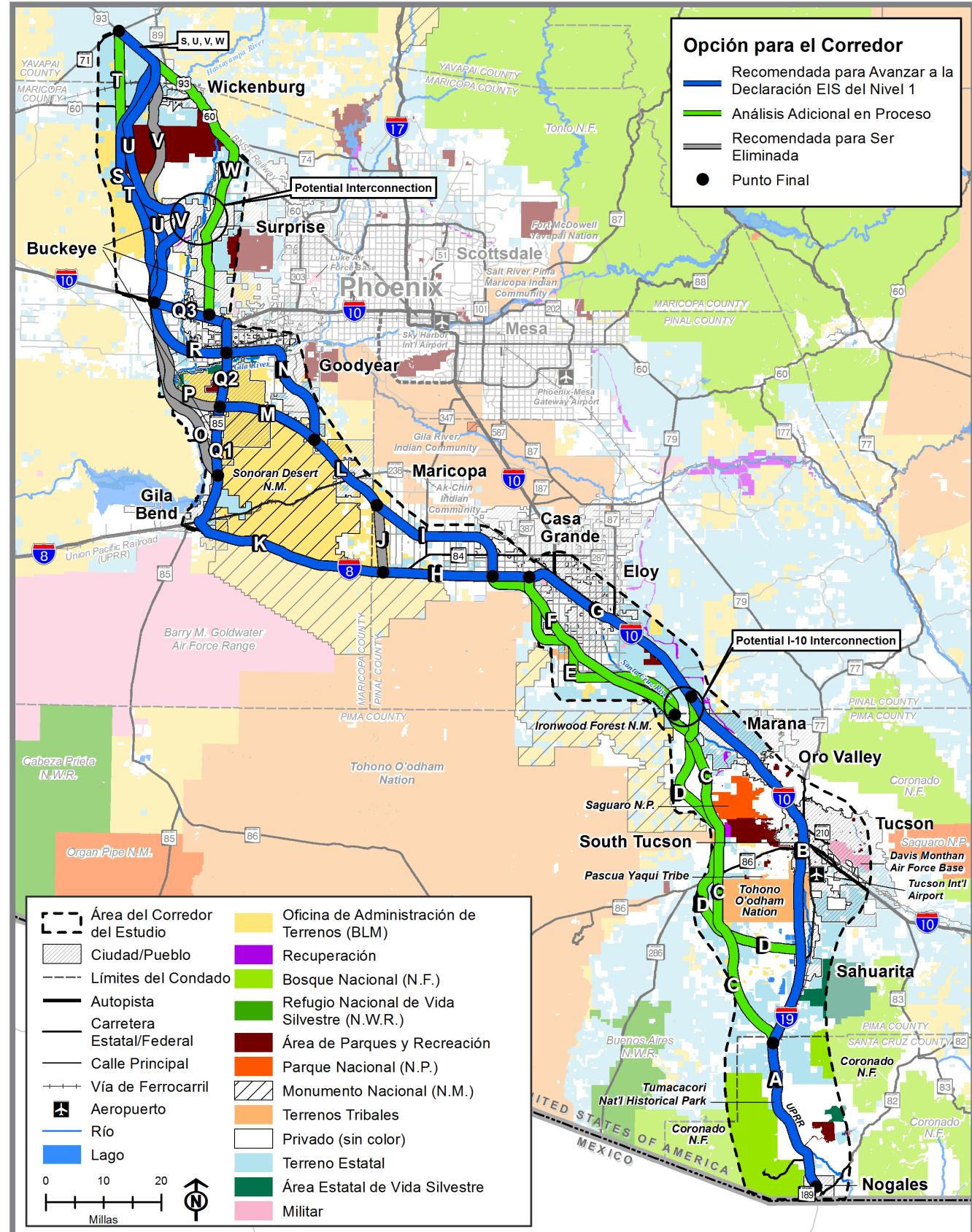
Desfavorable

Por favor explique: _____

Para comentar en más de seis opciones para el corredor, por favor use una forma de comentarios adicional.

Comentarios Adicionales:

Por favor use este mapa para proveer cualquier comentario sobre áreas específicas.



Muchas gracias por su interés en el Estudio de la Autopista I-11.

Handout



Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg

Spring 2017

WELCOME

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) welcome your input on the corridor alternatives developed as part of the environmental study for the proposed Interstate 11 (I-11) between Nogales and Wickenburg.

Please review and comment on the alternative corridor options for I-11 that will be studied in greater detail in the coming months. These corridor options were developed based on input from prior studies, agency and public scoping meetings, and technical analysis conducted to date.

WHAT IS I-11?

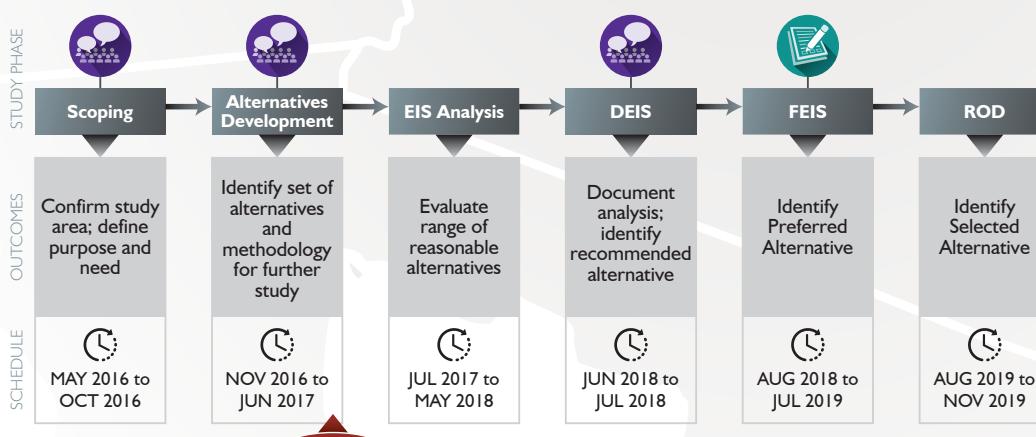
I-11 is envisioned as a continuous high-capacity transportation corridor that has the potential to enhance movement of people and freight, and to facilitate regional connectivity, trade, communications, and technology.

THE STUDY PROCESS

ADOT and FHWA are in the process of preparing the I-11 Tier 1 Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA). Under NEPA, federal lead agencies such as the FHWA are required to consider impacts of a proposed transportation corridor on social, cultural, natural and economic resources.

The environmental review process under NEPA also provides an opportunity for you to be involved in the decision-making. It helps you understand what is being proposed; allows you to offer your thoughts on alternative ways to accomplish what is being proposed; and seeks your comments on the potential environmental effects and possible mitigation required for the various alternatives.

I-11 TIER 1 EIS SCHEDULE



Public Meetings



Public Review Period

EIS - Environmental Impact Statement
DEIS - Draft EIS

FEIS - Final EIS
ROD - Record of Decision

HOW CAN YOU GET INVOLVED?

Attend a public meeting to review study information and provide comments. View public meeting materials and provide comments online at:



I11study.com/Arizona

To inquire about the study, please reach out to the study team:



I-11ADOTStudy@
hdrinc.com



1-844-544-8049
(bilingual)



Interstate 11 Tier 1 EIS
Study Team
c/o ADOT
Communications
1655 W. Jackson St.
Mail Drop 126F
Phoenix, AZ 85007

Please submit comments by **Friday, June 2, 2017** so that the project team can include your comment in the meeting summary.

DEVELOPMENT OF CORRIDOR ALTERNATIVES

Alternative corridor options were developed through a systematic process based on concepts from prior studies, input received during the public and agency scoping meetings, as well as various topographical, environmental and other technical planning information that identified opportunities and constraints. These numerous alternatives were evaluated to provide a reasonable range of Build Corridor Alternatives, essentially a shortlist of alternatives. The next step is to advance the Build Corridor Alternatives, along with a No-Build Alternative (i.e., a do-nothing option), into a Tier 1 EIS - a detailed environmental analysis to recommend a preferred alternative for the I-11 Corridor. An Alternative Selection Report (ASR) is underway, as an early step, to document this process and will include input received from agency and public comments.



Prior Studies



Agency Scoping



Public Scoping



Technical Analysis



REASONABLE RANGE OF BUILD CORRIDOR ALTERNATIVES FOR TIER 1 EIS ANALYSIS

The Build Corridor Alternatives are broken into shorter options to help identify specific issues along the 280-mile corridor from Nogales to Wickenburg. They are assigned an alphabetical letter to define one corridor option from another. The shorter corridor options will be combined to create end-to-end alternatives that will be compared in the Tier 1 EIS against a No-Build Alternative, which represents a benchmark against which to evaluate potential impacts.

TIER 1 VS TIER 2 LEVEL OF DETAIL

In the upcoming phase of this study, a Tier 1 EIS

will be conducted to understand the potential impacts associated with each corridor alternative.

The impacts will be assessed within a 2,000 foot wide corridor, even though the actual I-11 facility will be a much narrower footprint (e.g., approximately 400 feet for a new freeway). While the Tier 1 EIS will determine a preferred alternative for the general corridor, a Tier 2 environmental study would be required to identify the precise alignment and footprint for the future I-11 Corridor.

Tier 1 EIS

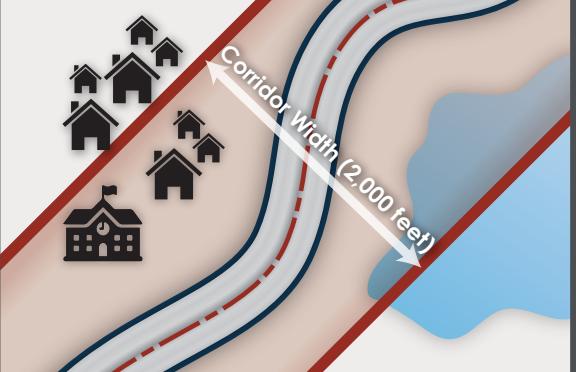


Evaluates wide corridors in multiple locations, at a program level, within which a new transportation facility could be located.

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

Tier 2 Environmental Study

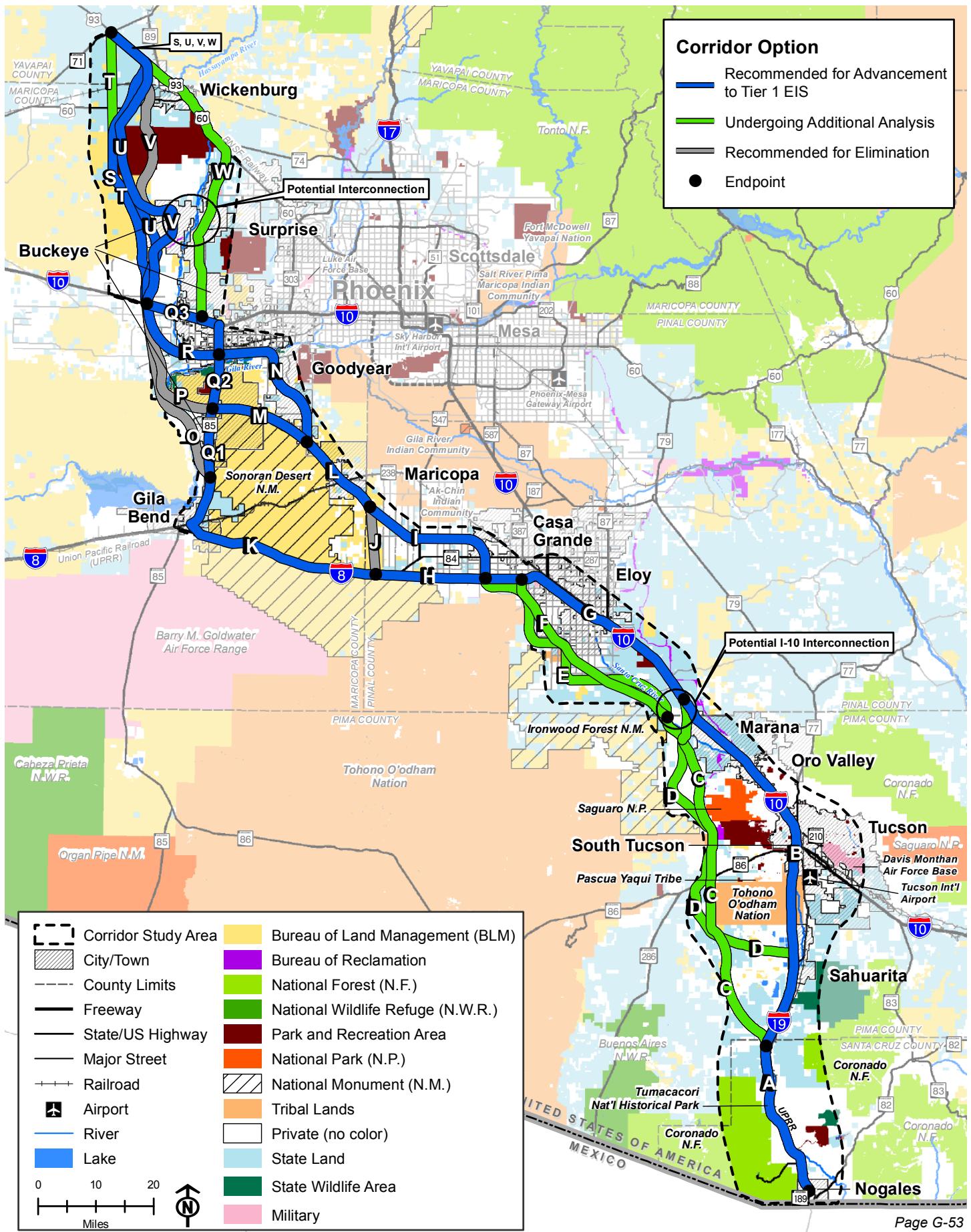
Alignment and width are refined to minimize impacts.



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.

RESULTS OF ALTERNATIVES SCREENING



WE ASKED, YOU ANSWERED: SCOPING SUMMARY

Public scoping for the project occurred in June 2016. Scoping is an early, important step in the environmental review process. During scoping, the public and agencies have an opportunity to share their ideas and concerns, which help determine the "scope" or range of issues to be addressed in the environmental document. For more information, the Scoping Summary Report is located on the study website (i11study.com/Arizona).

More than 800 community members participated in the public scoping process. Six meetings were held throughout the corridor and comments were provided through various forms:



Meetings



Voicemail



Emails & Letters



Comment Form



Online Survey

Comment Form and Online Survey Results (657 responses)

Question 1

The top two most important transportation problems experienced today or anticipated in the future that I-11 could address include:



1. Relieving regional congestion; improving travel time and reliability



2. Improving freight travel and reliability, reducing bottlenecks on existing highways

Question 2

When asked to consider what I-11 should be or accommodate, the highest ranking response was:



Enhancing or expanding existing highways and freeways

Question 3

Top three human environmental factors to consider:

1. Land use





Declaración del Impacto Medioambiental del Nivel 1 del Corredor de la Autopista Interestatal 11, Nogales a Wickenburg

Primavera de 2017

BIENVENIDOS

El Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) y la Administración Federal de Carreteras (FHWA por sus siglas en inglés) le invitan a compartir sus opiniones con respecto a las alternativas para el corredor, desarrolladas como parte del estudio medioambiental para la Autopista Interestatal 11 (I-11) entre Nogales y Wickenburg.

Por favor revise y comente sobre las opciones alternativas para el corredor de la autopista I-11, las cuales se estudiarán con mayor detalle en los próximos meses. Estas opciones para el corredor fueron desarrolladas basándose en las opiniones de estudios previos, reuniones de exploración con agencias y públicas, y análisis técnico realizado hasta la fecha.

¿QUÉ ES LA AUTOPISTA I-11?

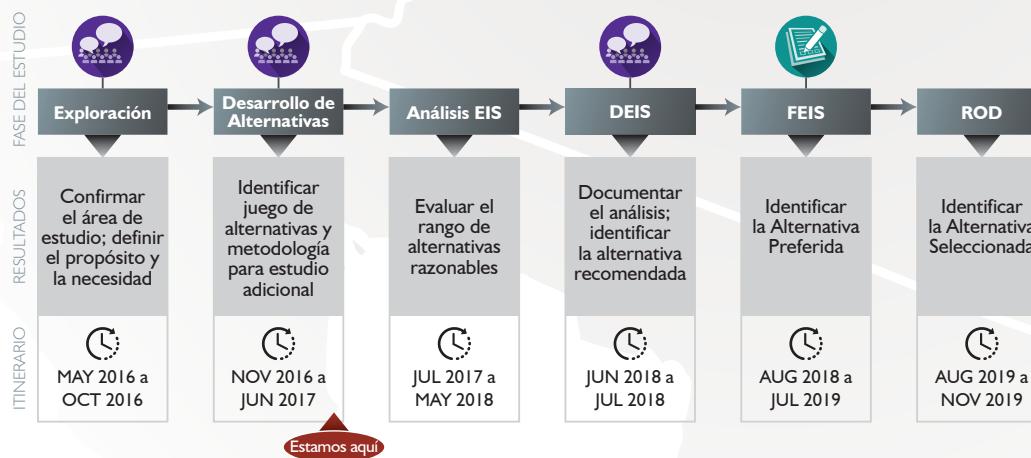
La autopista I-11 se considera como un corredor de transporte de alta capacidad, el cual tiene el potencial de mejorar la circulación de personas y de mercancías, además de facilitar la conectividad regional, el comercio, las comunicaciones, y la tecnología.

EL PROCESO DEL ESTUDIO

ADOT y FHWA se encuentran en el proceso de preparar la Declaración del Impacto Medioambiental (EIS por sus siglas en inglés) del Nivel 1 de la Autopista Interestatal 11, en cumplimiento con el Decreto de Normas Medioambientales Nacionales (NEPA por sus siglas en inglés). Bajo el decreto NEPA, se requiere que las agencias federales líderes tales como la administración FHWA, consideren los impactos de un corredor de transporte propuesto sobre los recursos sociales, culturales, naturales y económicos.

El proceso de revisión medioambiental bajo el decreto NEPA también provee una oportunidad para que usted participe en la toma de decisiones. Le ayuda a entender lo que se está proponiendo; le permite ofrecer sus ideas sobre formas alternativas para lograr lo que se está proponiendo; y busca sus comentarios sobre los efectos medioambientales potenciales y la posible mitigación requeridos para las variadas alternativas.

NIVEL I DEL PROCESO EIS DE LA AUTOPISTA I-11



Reuniones Públicas



Período de Revisión Pública

EIS - Declaración del Impacto Medioambiental
DEIS - Borrador de la Declaración EIS

FEIS - Declaración EIS Final
ROD - Registro de la Decisión

¿CÓMO PUEDE USTED PARTICIPAR?

Asista a una reunión pública para revisar la información del estudio y proveer sus comentarios. Vea los materiales de la reunión pública y provea sus comentarios en línea en:



I-11study.com/Arizona

Para preguntas sobre el estudio, por favor comuníquese con el equipo del estudio:



I-11ADOTStudy@
hdrinc.com



1-844-544-8049
(bilingüe)



Interstate 11 Tier 1
EIS Study Team
c/o ADOT
Communications
1655 W. Jackson St.
Mail Drop 126F
Phoenix, AZ 85007

Por favor envíe sus comentarios a más tardar el **viernes 2 de junio de 2017** para que el equipo del proyecto pueda incluir sus comentarios en el resumen de la reunión.

DESARROLLO DE ALTERNATIVAS PARA EL CORREDOR

Se desarrollaron opciones alternas para el corredor a través de un proceso sistemático basado en conceptos de estudios previos, de la información recibida durante las reuniones de exploración con agencias y el público, además de la diversa información topográfica, medioambiental y otra información para la planificación técnica que identificó oportunidades y limitaciones. Estas numerosas alternativas fueron evaluadas para proveer una gama razonable de Alternativas de Construcción para el Corredor, esencialmente una lista de preselección de alternativas. El siguiente paso es avanzar las Alternativas de Construcción del Corredor junto con una Alternativa de No Construcción (ejem.: la opción de no hacer cosa alguna), a una declaración EIS del Nivel 1 – un análisis medioambiental detallado para recomendar la alternativa preferida para el corredor de la autopista I-11. Ya se está desarrollando un Reporte de Selección de la Alternativa (ASR por sus siglas en inglés), como un paso temprano, para documentar este proceso e incluirá las opiniones recibidas de las agencias y los comentarios del público.



Estudios Previos



Reuniones de Exploración con Agencias



Reuniones de Exploración con el Público



Análisis Técnico



Crecimiento de la Población y Empleo

Enlaces del Sistema y Movilidad de la Autopista Interestatal

Recursos Medioambientales Sensibles

Congestionamiento y Tiempos de Viaje

Centros de Actividad Económica



GAMA RAZONABLE DE ALTERNATIVAS DE CONSTRUCCIÓN EN EL CORREDOR PARA EL ANÁLISIS EIS DEL NIVEL 1

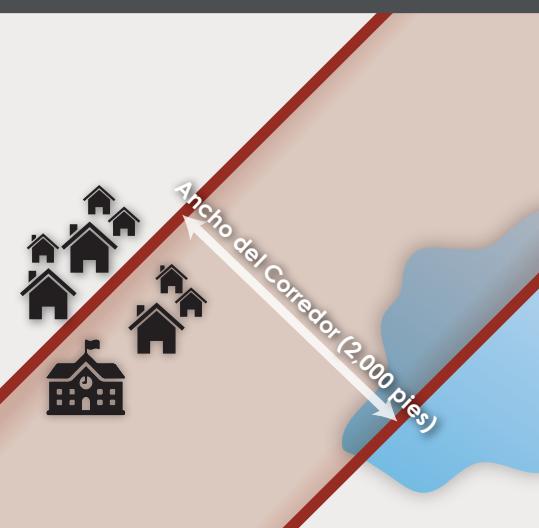
Las Alternativas de Construcción del Corredor se dividen en opciones más cortas para ayudar a identificar problemas específicos a lo largo del corredor de 280 millas, de Nogales a Wickenburg. Se les asigna una letra en orden alfabético para diferenciar las opciones para el corredor. Las opciones más cortas para el corredor se combinarán para crear alternativas de punta a punta, las cuales serán comparadas en la declaración EIS del Nivel 1 contra la Alternativa de No Construir, la cual representa un punto de referencia contra el cual se pueden evaluar los impactos potenciales.

NIVEL DE DETALLE DEL NIVEL 1 VS EL NIVEL 2

En la próxima fase de este estudio, se realizará una declaración EIS del Nivel 1 para entender los impactos potenciales asociados con cada alternativa para el corredor. Los impactos serán evaluados dentro de un corredor de 2,000 pies de ancho, a pesar de que la instalación real de la autopista I-11 dejará una

huella medioambiental mucho más estrecha (ejem.: aproximadamente 400 pies para una nueva autopista). Mientras que la declaración EIS del Nivel 1 determinará una alternativa preferida para el corredor general, se requeriría un estudio medioambiental del Nivel 2 para identificar la alineación precisa y el impacto medioambiental para el futuro corredor de la autopista I-11.

Declaración EIS del Nivel 1



Evaluá los corredores anchos en varias ubicaciones, a nivel de programa, dentro del cual se podría ubicar una nueva instalación de transporte.

Resultado: Seleccionar un solo corredor dentro del cual se identificaría una alineación durante el Nivel 2.

Estudio Medioambiental del Nivel 2

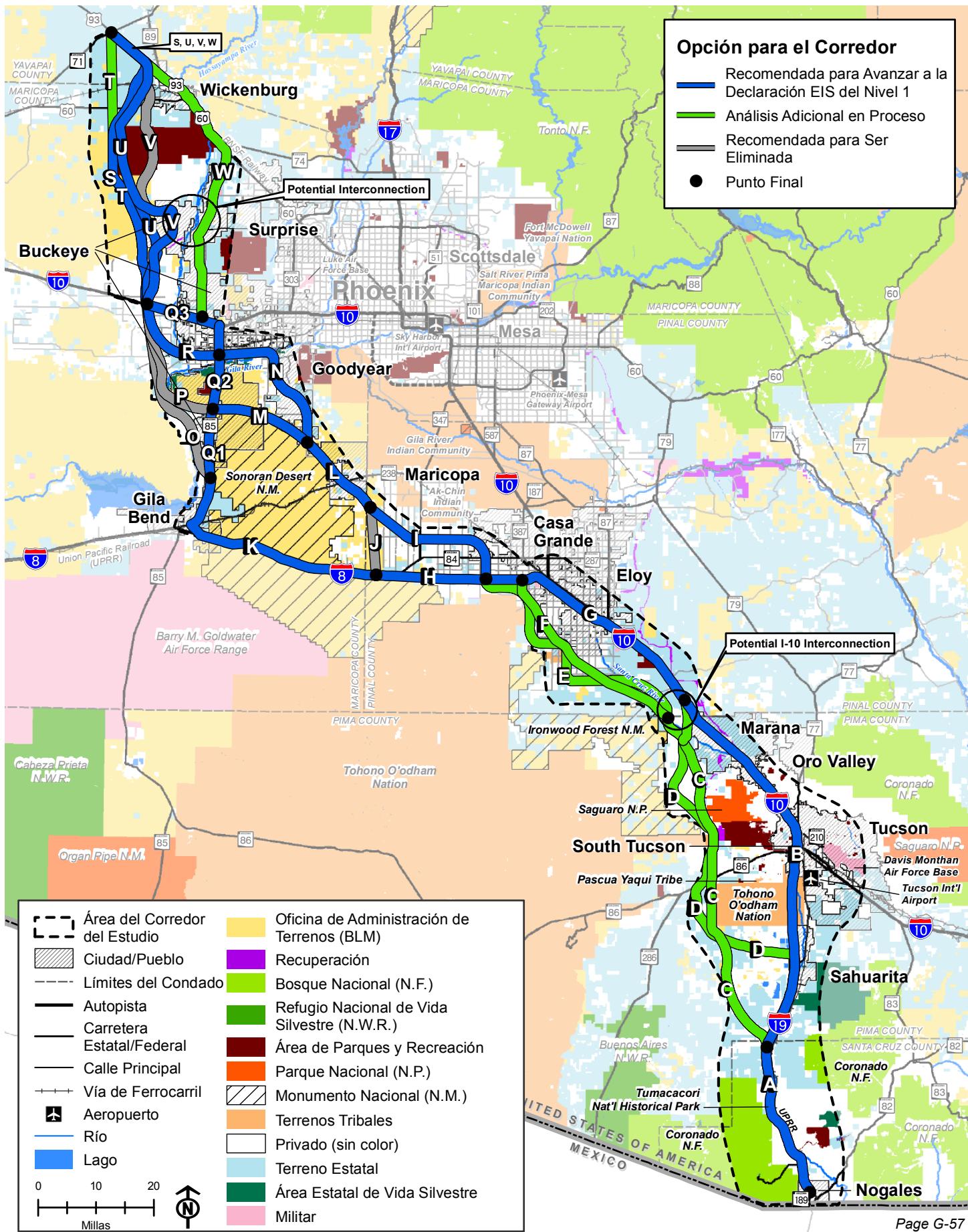
La alineación y el ancho son refinados para minimizar los impactos.



Evaluá los conceptos de diseño para alineaciones específicas dentro del corredor, tal como 400 pies para una alineación típica de la autopista.

Resultado: Seleccionar una alineación y promover el permiso para dicha alineación.

RESULTADOS DE LA EXPLORACIÓN DE ALTERNATIVAS



NOSOTROS PREGUNTAMOS, USTED CONTESTÓ: RESUMEN DEL PROCESO DE EXPLORACIÓN

El proceso de exploración pública del proyecto ocurrió en junio de 2016. La exploración es un importante paso temprano dentro del proceso de revisión medioambiental. Durante el proceso de exploración, el público y las agencias tienen la oportunidad de compartir sus ideas e inquietudes, lo cual ayuda a determinar el "enfoque" o variedad de temas a tratar en el documento medioambiental. Para más información, el Reporte del Resumen de la Exploración se encuentra en el sitio web del estudio (i11study.com/Arizona).

Más de 800 miembros de la comunidad participaron en el proceso de exploración pública. Se llevaron a cabo seis reuniones a lo largo del corredor y se proporcionaron comentarios a través de diversas formas:



Reuniones



Mensajes de Voz



Notas Electrónicas y Cartas



Forma de Comentarios



Encuesta en Línea

Resultados de la Forma de Comentarios y Respuestas a la Encuesta (657 respuestas)

Pregunta 1

Los dos problemas más importantes de transporte que existen en la actualidad o que se anticipan en el futuro, los cuales la autopista I-11 podría resolver incluyen:



1. Aliviar el congestionamiento regional; mejorando el tiempo de viaje y la confiabilidad.

2. Mejorar los viajes de carga y la confiabilidad, reduciendo embotellamientos en las carreteras existentes.

Pregunta 3

Los principales tres factores humanos a considerar:

1. Uso de terrenos.



2. Vecindarios, diversas comunidades, y residencias.



3. Parques públicos y recreación



Pregunta 2

Cuando se le preguntó qué debería ser ó debería alojar la autopista I-11, la respuesta con la calificación más alta fue:

Mejorando o ampliando las autopistas y carreteras existentes



Pregunta 4

Los principales tres factores naturales medioambientales a considerar:

1. Recursos de agua.



2. Recursos biológicos.



3. Calidad del aire.



EL PROPÓSITO Y LA NECESIDAD DE LA AUTOPISTA I-11

Definiendo el Propósito y la Necesidad de un proyecto es una parte fundamental del proceso del decreto NEPA y provee la base para identificar, evaluar y seleccionar las alternativas para un corredor; es uno de los componentes clave para determinar y seleccionar una Alternativa Preferida para el Corredor de la Autopista I-11.



EL PROPÓSITO

El propósito en general del Corredor de la Autopista I-11 es el de:

- Proveer un corredor de transporte de alta prioridad, alta capacidad, acceso controlado;
- Apoyar la movilidad regional mejorada de personas, mercancía, y seguridad de la patria;
- Conectar a mercados y áreas metropolitanas principales en el área oeste entre las montañas, con México y Canadá; y
- Mejorar el acceso a la red de transporte de alta capacidad para apoyar la vitalidad económica.



LA NECESIDAD

Los problemas, los asuntos y las oportunidades que apoyan la necesidad de una instalación propuesta de transporte:

Crecimiento de la población y del empleo



Confiabilidad de tiempo de viajes y congestionamiento



Acceso a centros de actividad económica



Seguridad nacional y defensa nacional



La Declaración Completa del Propósito y de la Necesidad está disponible en el sitio web del estudio (i11study.com/Arizona).



Declaración del Impacto Medioambiental del Nivel 1 del Corredor de la Autopista Interestatal 11, Nogales a Wickenburg

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