

Project No. 999 PN 000 H7454  
Federal Aid No. 999-A(365)X

# NORTH-SOUTH CORRIDOR STUDY

Draft Tier 1 Environmental Impact Statement

## Public Hearing & Open House

5:30-7:30 PM

Florence – Tuesday, October 1, 2019 | Eloy – Thursday, October 10, 2019 | San Tan Valley – Tuesday, October 15, 2019

**Estamos presentando información  
en inglés. Para ayuda en español,  
por favor hable con Alicia Jacobs.**

**Gracias.**

# SAFETY NOTICE

RESTROOM LOCATION  
EMERGENCY EXITS  
EVACUATION POINT

# PUBLIC HEARING AGENDA

5:30-7:30 PM	Open House
6:00-6:30 PM	Presentation
6:30-7:30 PM	Public Statements

# GUIDELINES FOR GIVING PUBLIC STATEMENTS

**“Mutual respect, courtesy, and patience are the hearing’s guiding principles.**

**SPEAKERS:** Maximum of 3 minutes each

**LISTENING PANEL:** Panelists are not allowed to respond.  
Discussions are welcome in the open house area.

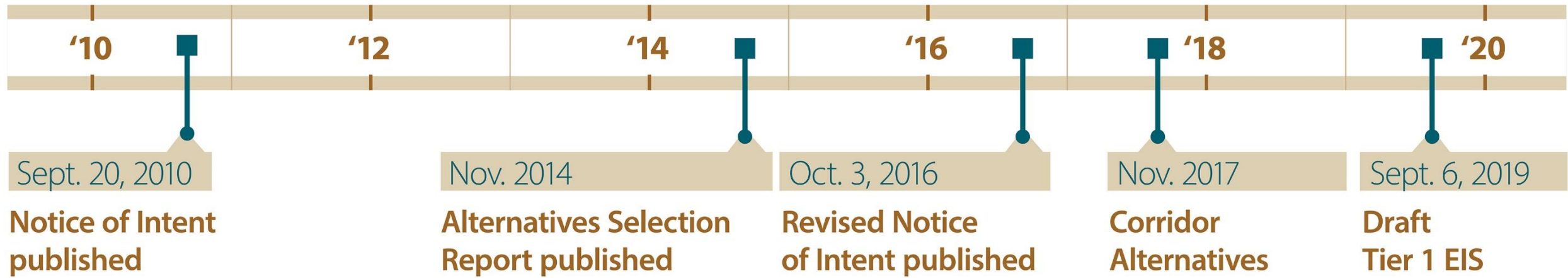
**COURT REPORTER:** Please state your name and speak clearly

**Please remain quiet and silence cell phones while in the audience.**

**Please do not interrupt a speaker.**

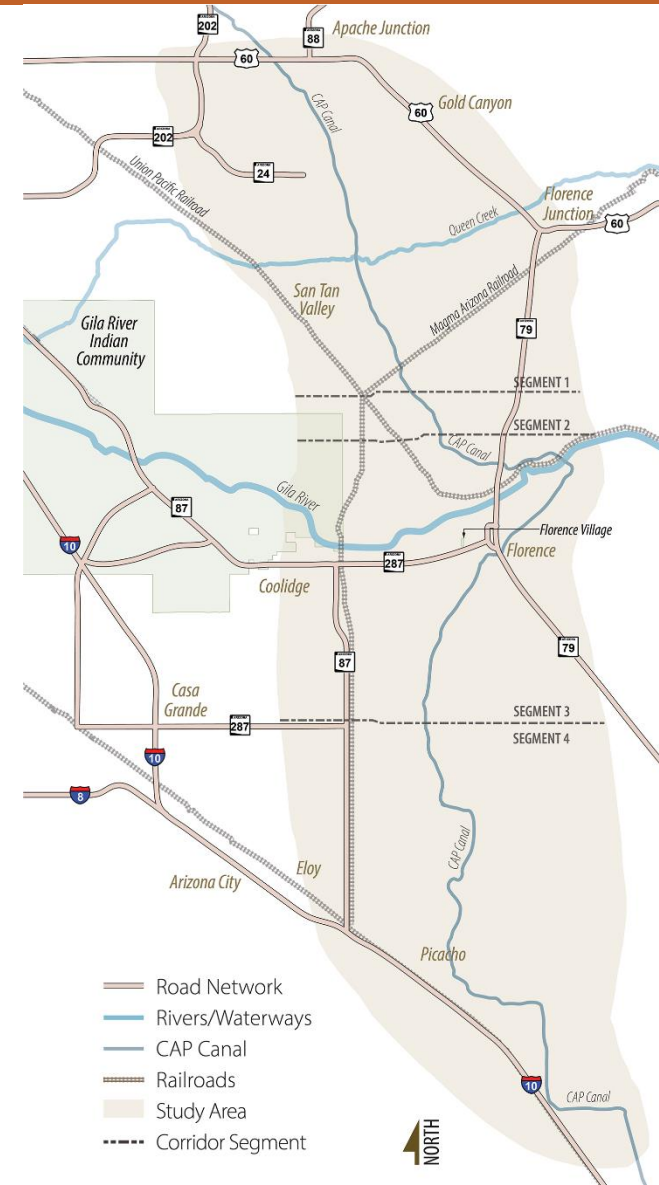
**Please leave the area for side discussions.**

# PROJECT MILESTONES



# STUDY OVERVIEW

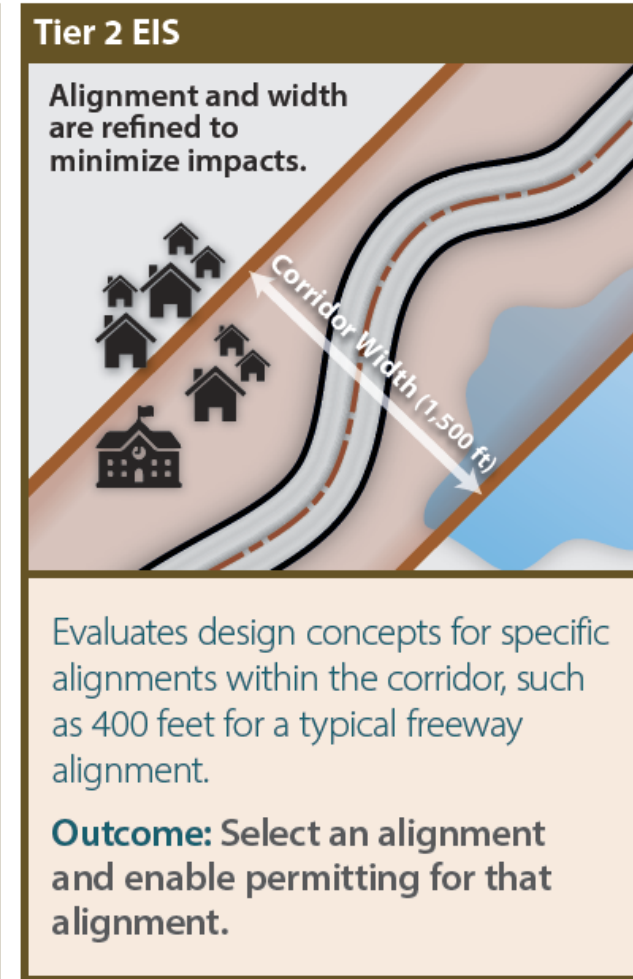
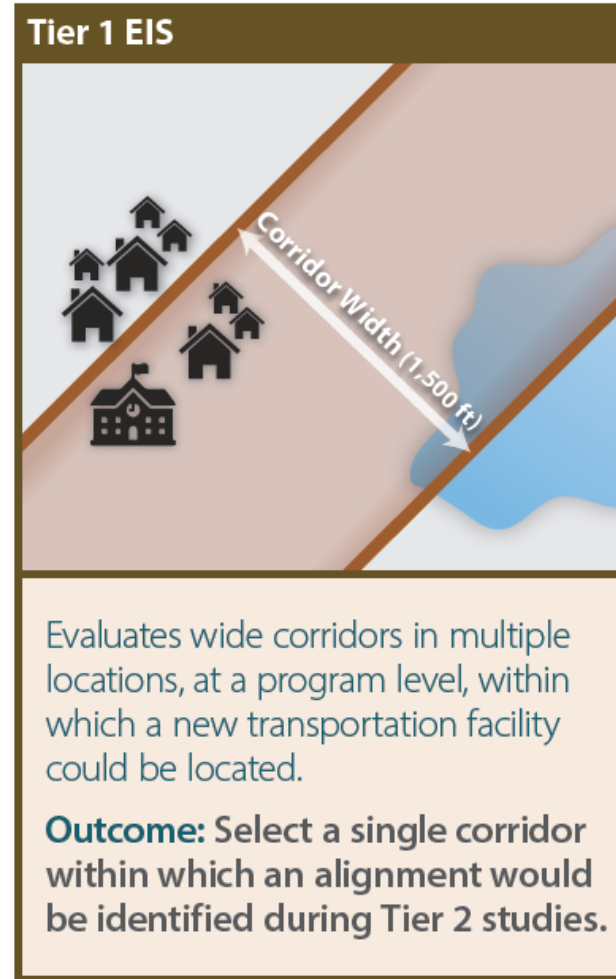
The Study Area is approximately 50 miles long between Apache Junction and Eloy, and traverses central Pinal County.



# STUDY PROCESS

The publication of the Draft Tier 1 Environmental Impact Statement (EIS) is the culmination of:

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





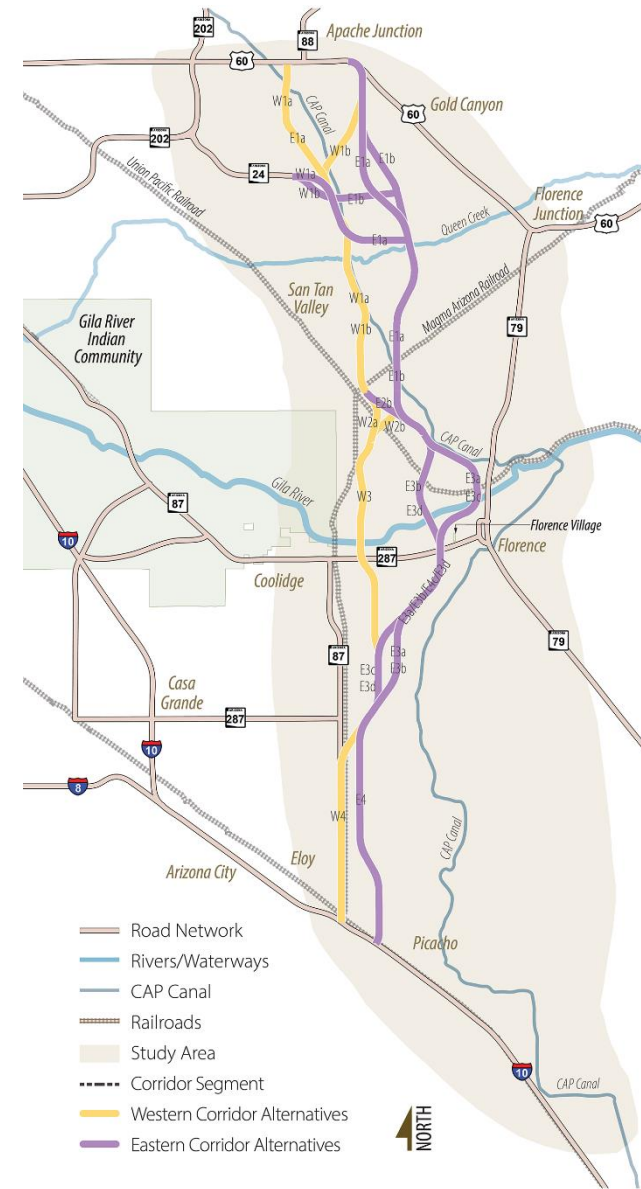
# PURPOSE AND NEED

- Improve access to future activity centers
- Improve regional mobility
- Improve north-to-south connectivity
- Integrate the region's transportation network
- Address population and employment growth
- Provide an alternative to avoid congestion on I-10

# DEVELOPMENT OF CORRIDOR ALTERNATIVES

The range of corridor options to meet the purpose and need for the North–South Corridor are based on:

- Public input
- Local, regional, state, and federal agencies and tribal coordination
- Findings from previous studies
- Avoidance or minimization of environmental impacts

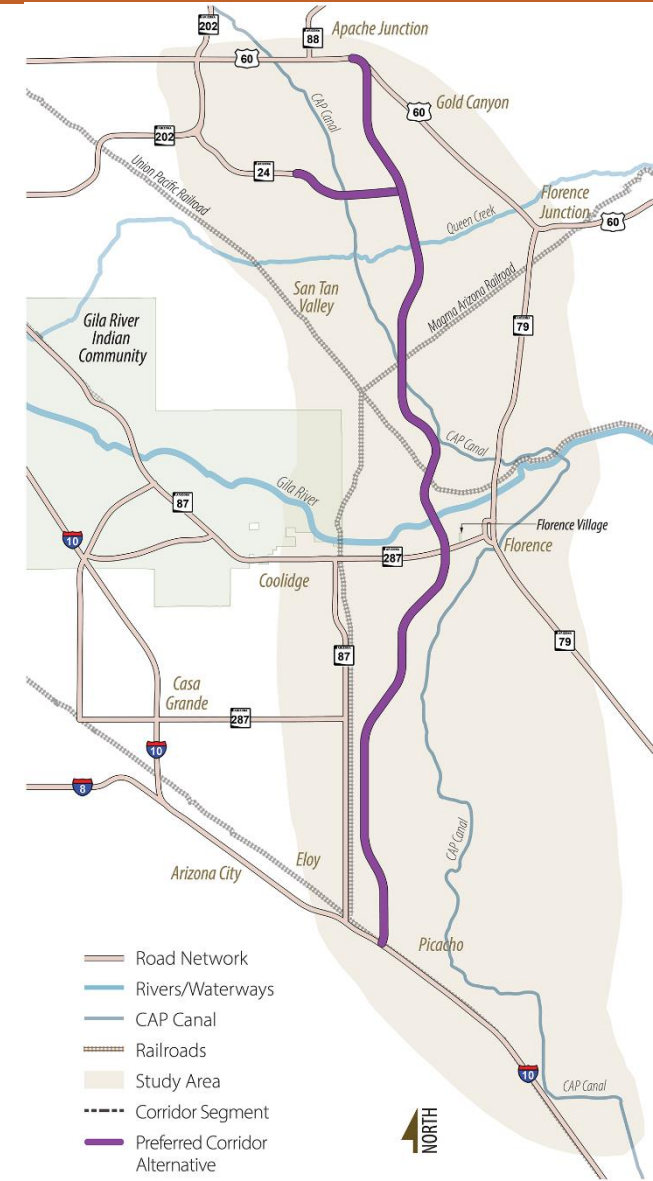


# NO-BUILD ALTERNATIVE


- 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 North–South Corridor freeway, and to understand how a Build Corridor Alternative could influence the Study Area—for better or worse.
- The **No-Build Alternative** represents the existing transportation system, along with committed improvement projects that are programmed for funding.

# PREFERRED CORRIDOR ALTERNATIVE

- Minimizes potential adverse impacts to sensitive environmental resources.
- Best serves areas of planned growth
- Provides critical connections
- Provides continuous north-south transportation facility
- Reduces congestion
- Provides an alternate to I-10



# PREFERRED CORRIDOR ALTERNATIVE RATIONALE

SEGMENT ID / LOCATION	RATIONALE FOR RECOMMENDATION
 <p><b>E1b</b></p> <p><b>E2a</b></p> <p><b>E3b</b></p> <p><b>E4</b></p>	<p><b>SEGMENT 1</b></p> <ul style="list-style-type: none"> <li>✓ Less disruptive to existing development and roadway network than Ironwood Drive connection.</li> <li>✓ Consistent with the Pinal County Comprehensive Plan and planning for Superstition Vistas.</li> <li>✓ Avoids impacts to Rittenhouse Army Heliport.</li> <li>✓ Lower risk of impacts to Section 4(f) properties (parks, recreation areas, and cultural resources).</li> </ul> <p><b>SEGMENT 2</b></p> <ul style="list-style-type: none"> <li>✓ Connecting the better performing alternatives in Segment 1 and 3 guided the selection of the E2a Alternative.</li> </ul> <p><b>SEGMENT 3</b></p> <ul style="list-style-type: none"> <li>✓ Less potential impacts to Gila River and associated drainage features.</li> <li>✓ Generally compatible with local land use planning.</li> </ul> <p><b>SEGMENT 4</b></p> <ul style="list-style-type: none"> <li>✓ Lower risk of residential and business displacements.</li> <li>✓ Lower risk of impacts on minority and/or low-income populations and historic properties.</li> </ul>

# CULTURAL RESOURCES

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

# BIOLOGICAL RESOURCES

FHWA and ADOT evaluated the extent to which the construction and operation of the proposed North–South corridor 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 and designated or proposed critical habitats
- Wildlife movement corridors

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

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



# NEXT STEPS

## **Public Review**

The public review and comment period for the Draft Tier 1 Environmental Impact Statement (EIS) is September 6, 2019 through October 29, 2019.

## **Final Tier 1 EIS & Record of Decision**

A Final Tier 1 EIS will be prepared and issued in combination with a Record of Decision (ROD).



# HOW TO COMMENT



**Email:**

northsouth@azdot.gov



**Voicemail:**

855.712.8530



**Online:**

azdot.gov/NorthSouthStudy



**Letters and comment forms:**

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

**Verbal Public Statements** in front of a panel of study team members recorded by a court reporter during this public hearing.

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# THANK YOU!

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