

**&
INTERMOUNTAIN WEST
CORRIDOR STUDY**

I-11 & Intermountain West Corridor



In partnership with



Michael Kies
Multimodal Planning Division

November 20th, 2015

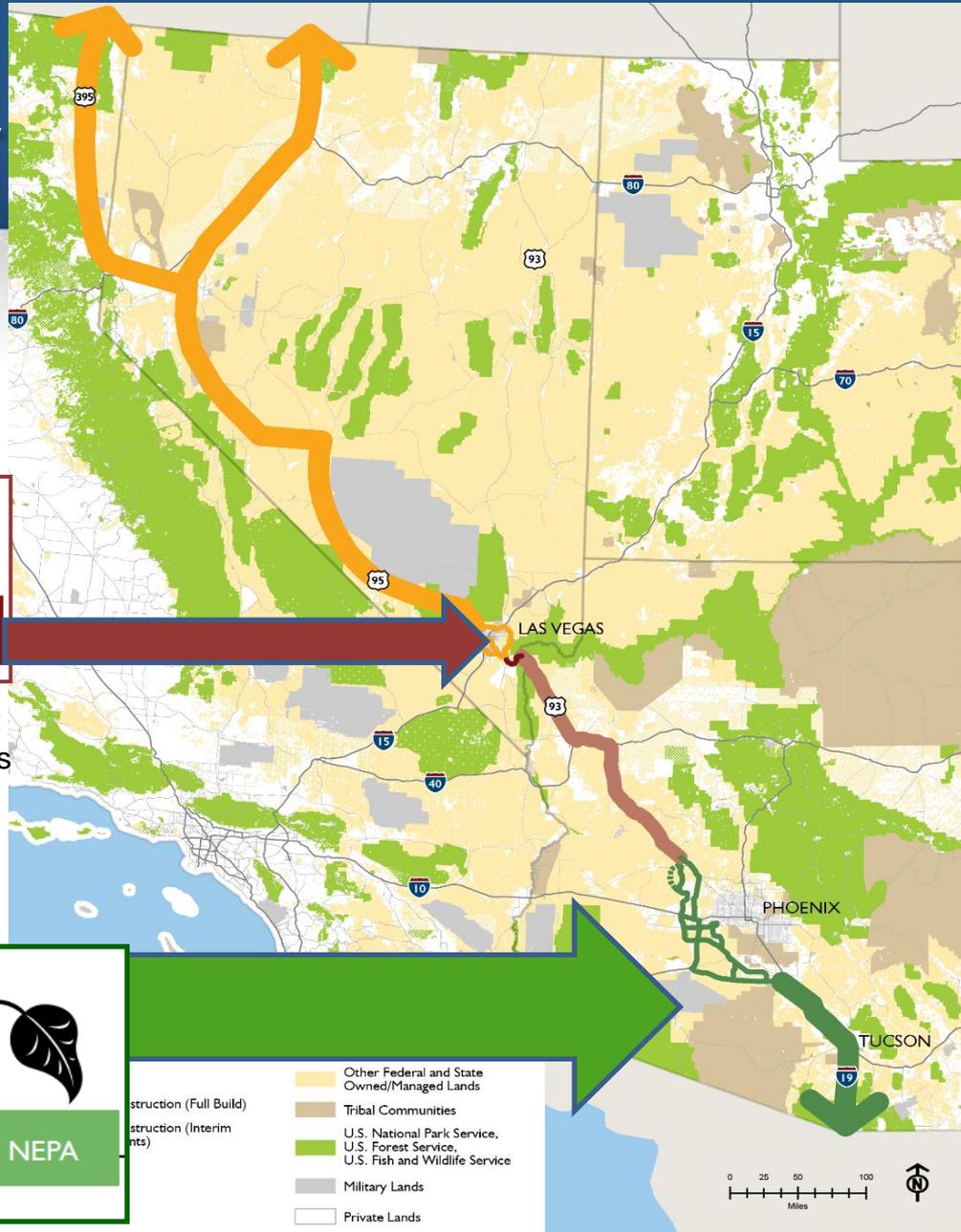
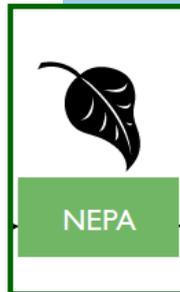


Next Steps - Ultimate Corridor



Boulder City;
Construct Bypass

Tier 1 EIS;
Nogales to Wickenburg
Initiate; Winter 2015/16
Recommendations; Winter 2018/19

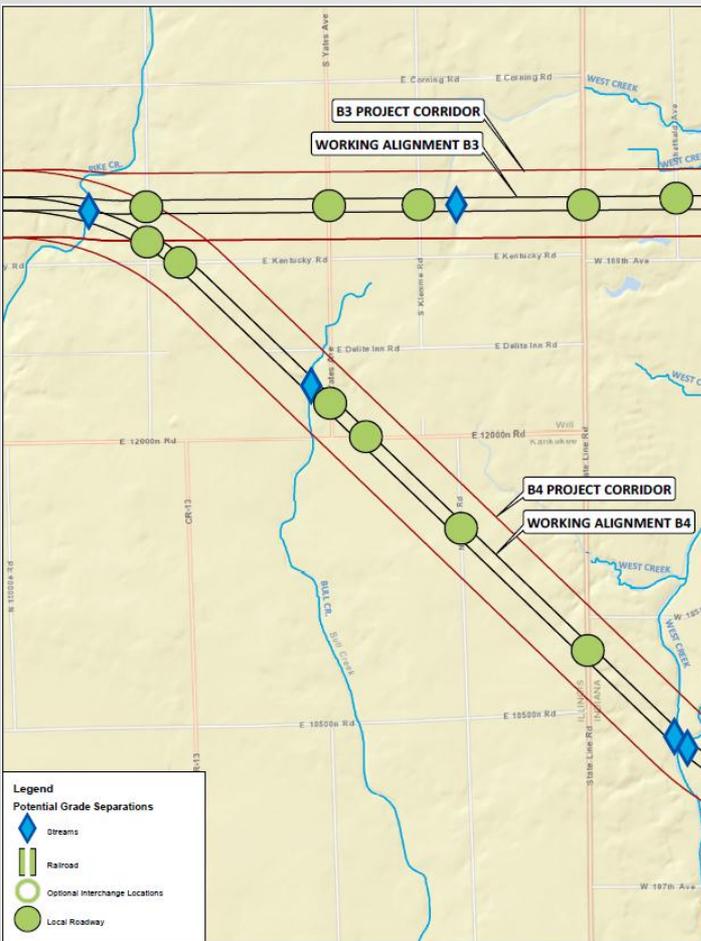


Tier 1 – End Results

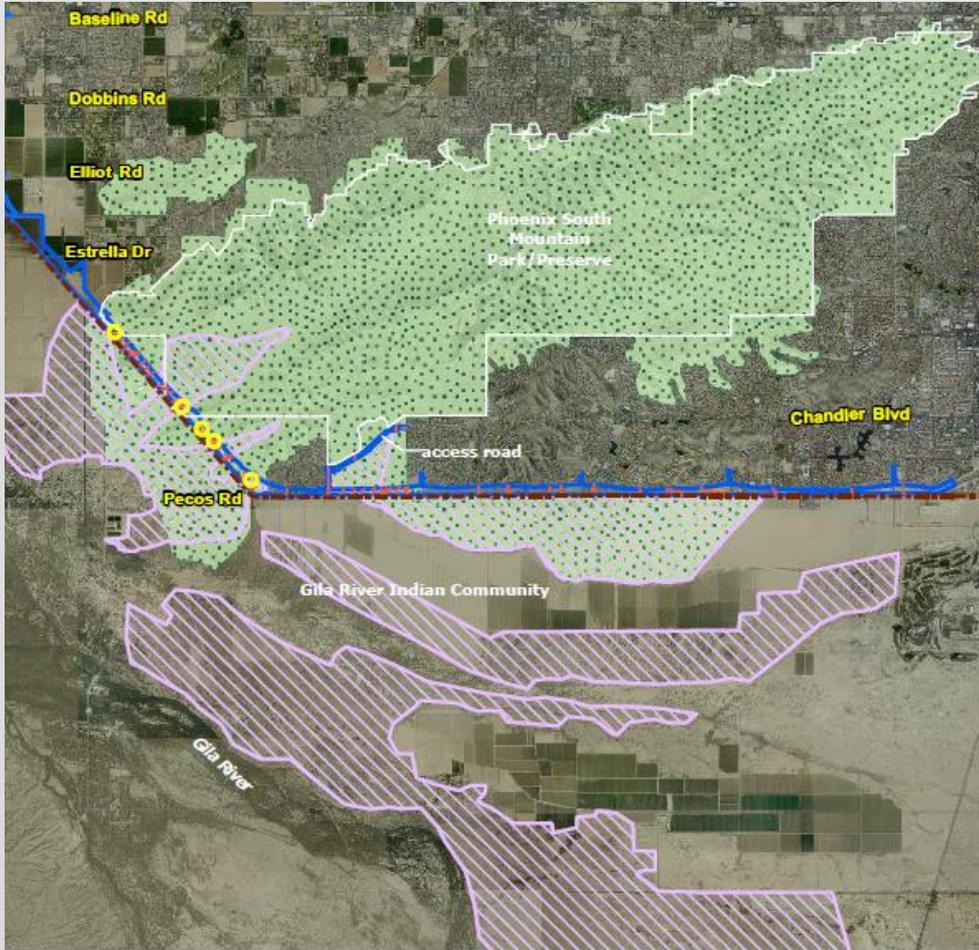
Goal is to recommend a single 2000' wide corridor from north of Wickenburg to Nogales

Obtain Record of Decision on preferred corridor

Complete within 3 years of NOI

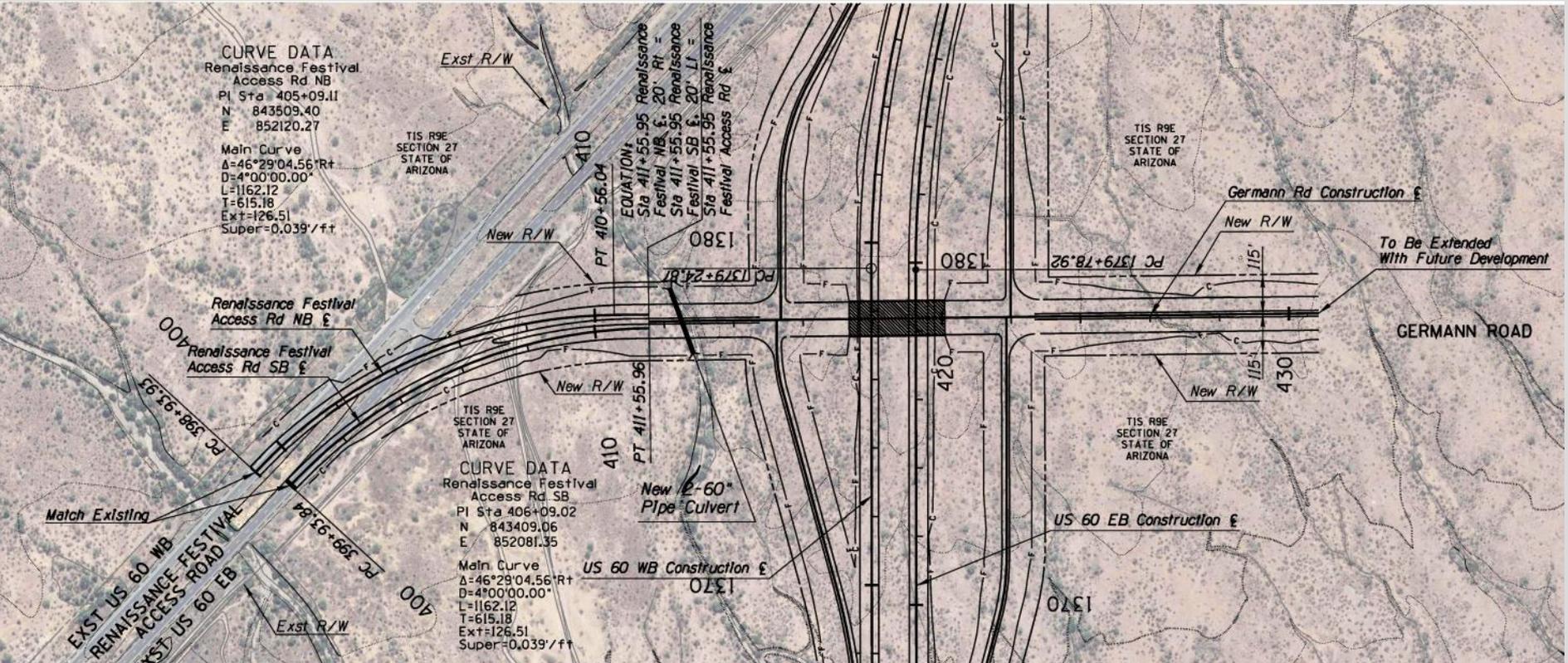


Tier 1 – GIS Level Inventory



Corridor-level impacts to resources such as parks, endangered species and critical habitat are comparatively assessed

Tier 2 – Design Decisions (footprint)



Pima County Proposal

ONE ALTERNATIVE WITH MEASURED IMPACT

IMPACTS

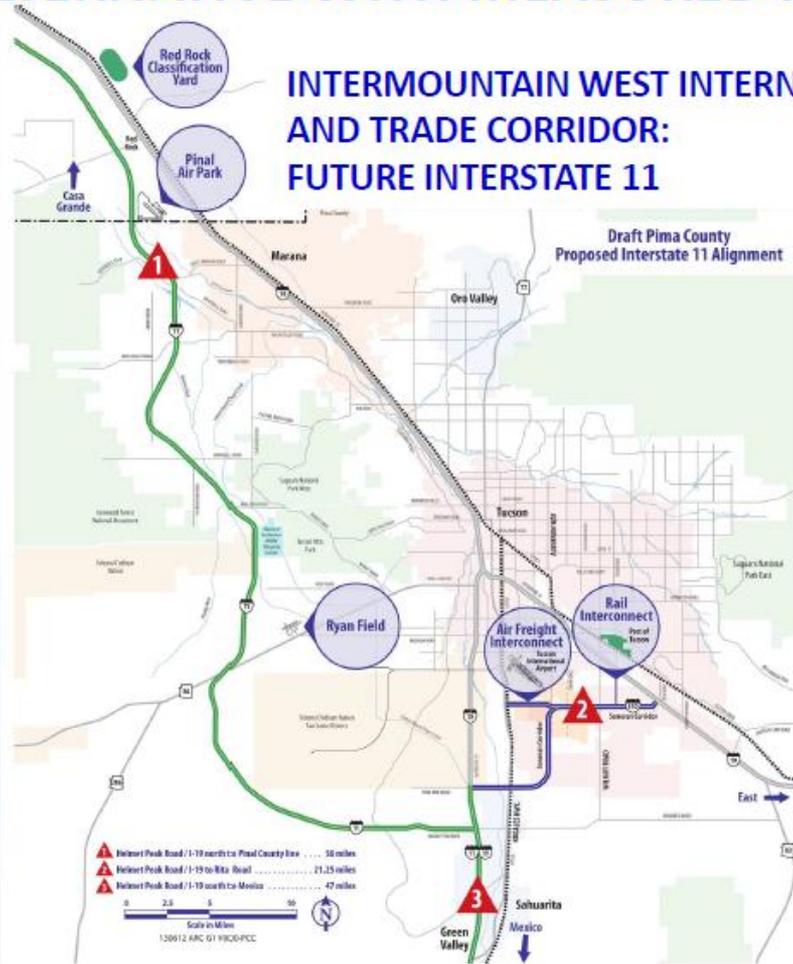
- Right of Way , 2035 acres**

Ownership	Acres	%
State Trust	827	41
City, County and Federal	716	35
Private; mostly vacant agricultural	492	24

- Residential Structures**
47

- Mitigation Obligation**
4,964 acres to buffer public reserves and protect wildlife corridors

INTERMOUNTAIN WEST INTERNATIONAL TRANSPORTATION AND TRADE CORRIDOR: FUTURE INTERSTATE 11



LENGTHS IN PIMA COUNTY

Future I-11 Option

1 to 2 = 56 miles **1**

Aerospace/Sonoran Corridor

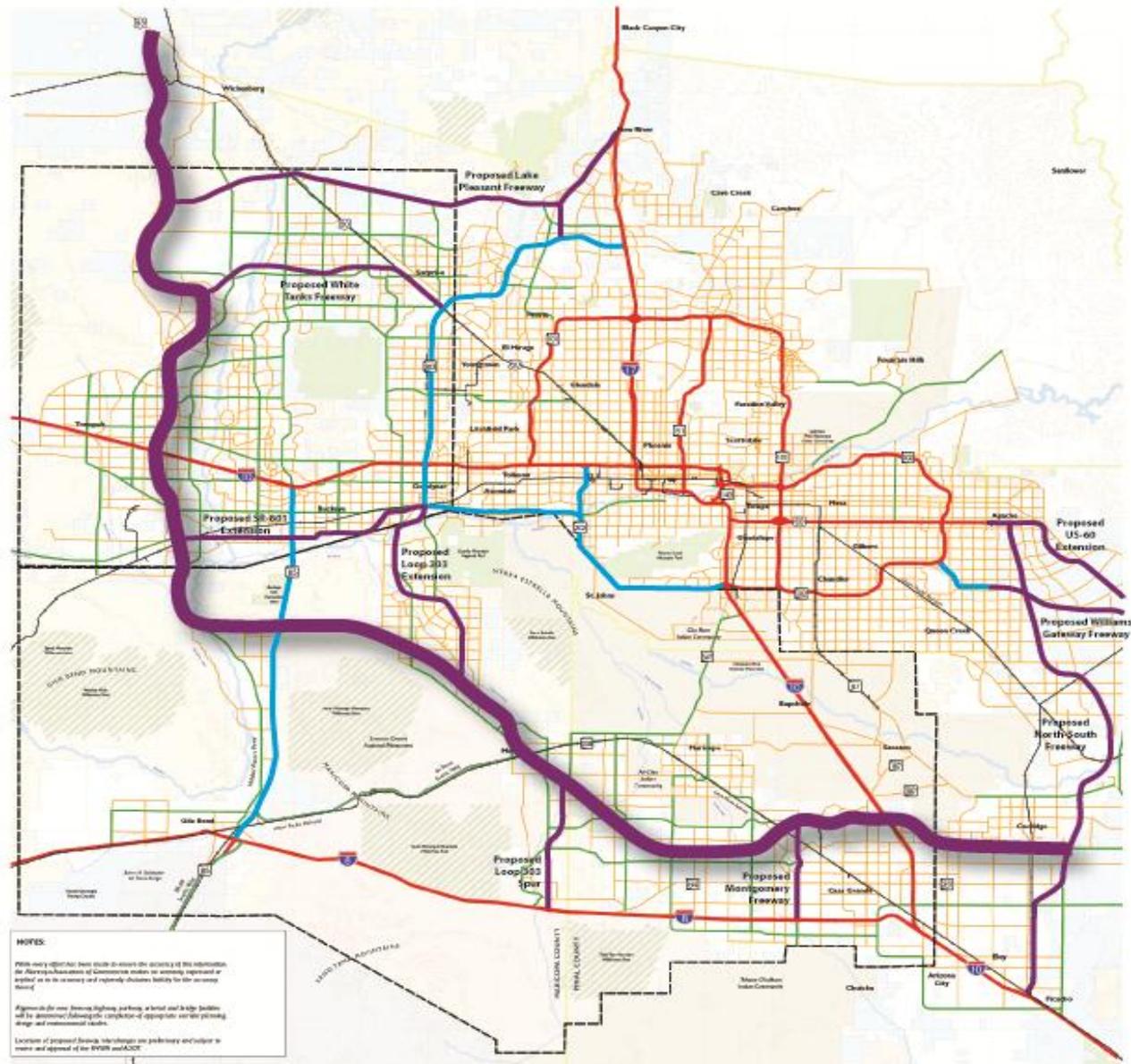
21 miles **2**

Sahuarita to Mexico

47 miles **3**



MAG HASSAYAMPA FREEWAY



NOTES:

Please verify all information has been double-checked to ensure the accuracy of this information. The Arizona Department of Transportation makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Agreements for new freeways, highway and tolls, or toll and bridge facilities will be determined following the completion of appropriate economic planning, design, and environmental studies.

Locations of proposed freeways, interchanges and auxiliary structures are shown and approved by the ADOT and ASCT.

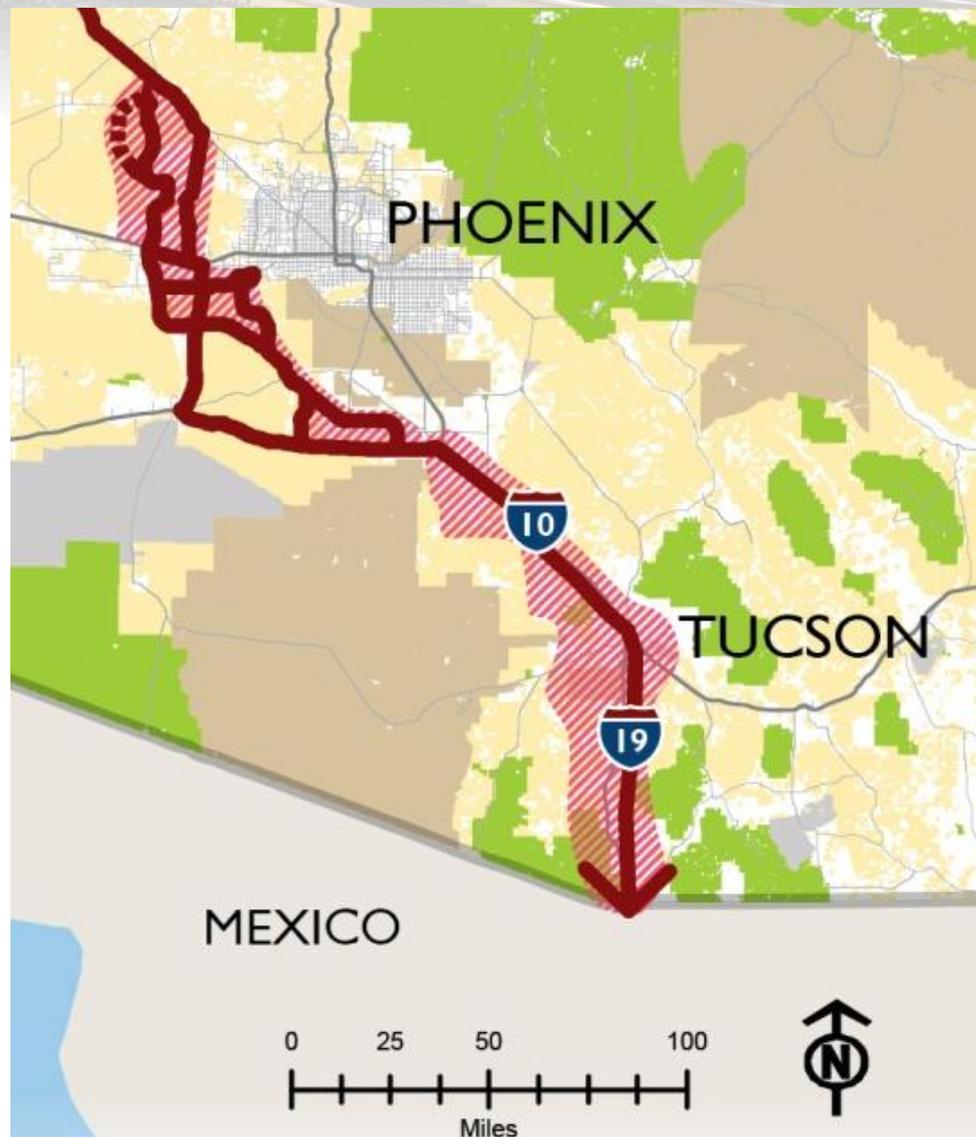
Existing/Proposed Principal Arterial Existing/Proposed Parkway Operational Freeway New Funded Freeway Conceptual Freeway

Source: MAG 2009



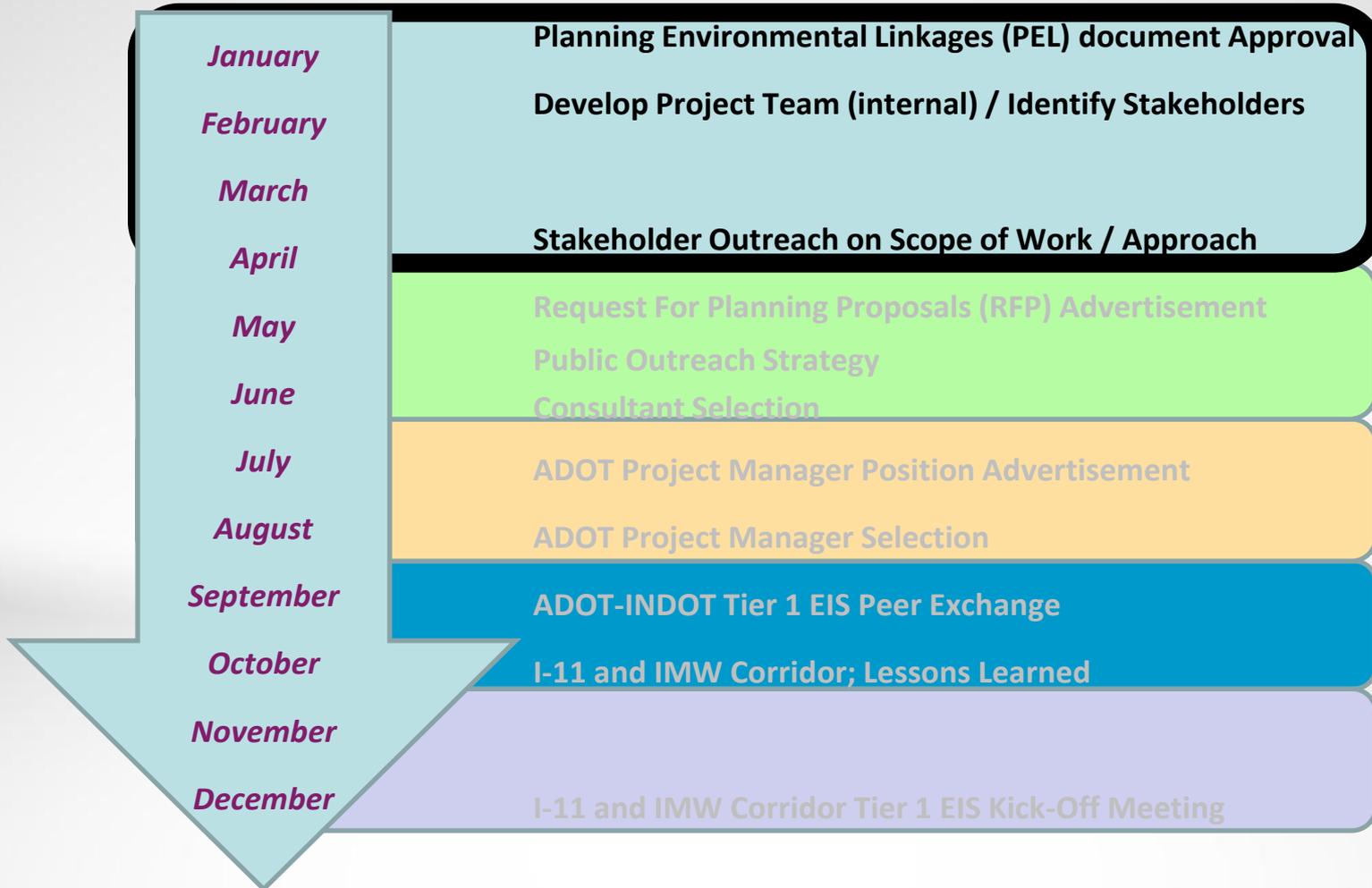
Tier I EIS; Study Challenges

- Complicated Alternative Selection Process
 - *Team Selected*
- Enormous Community Outreach Effort
 - Innovative Methods
 - Continuous Communication
- Tier 1 EIS, New Tool for Arizona
 - Public Expectation
 - Agency Expectation



Current Status

I-11 and Intermountain West Corridor Tier 1 EIS





Planning and Environmental Linkages (PEL)

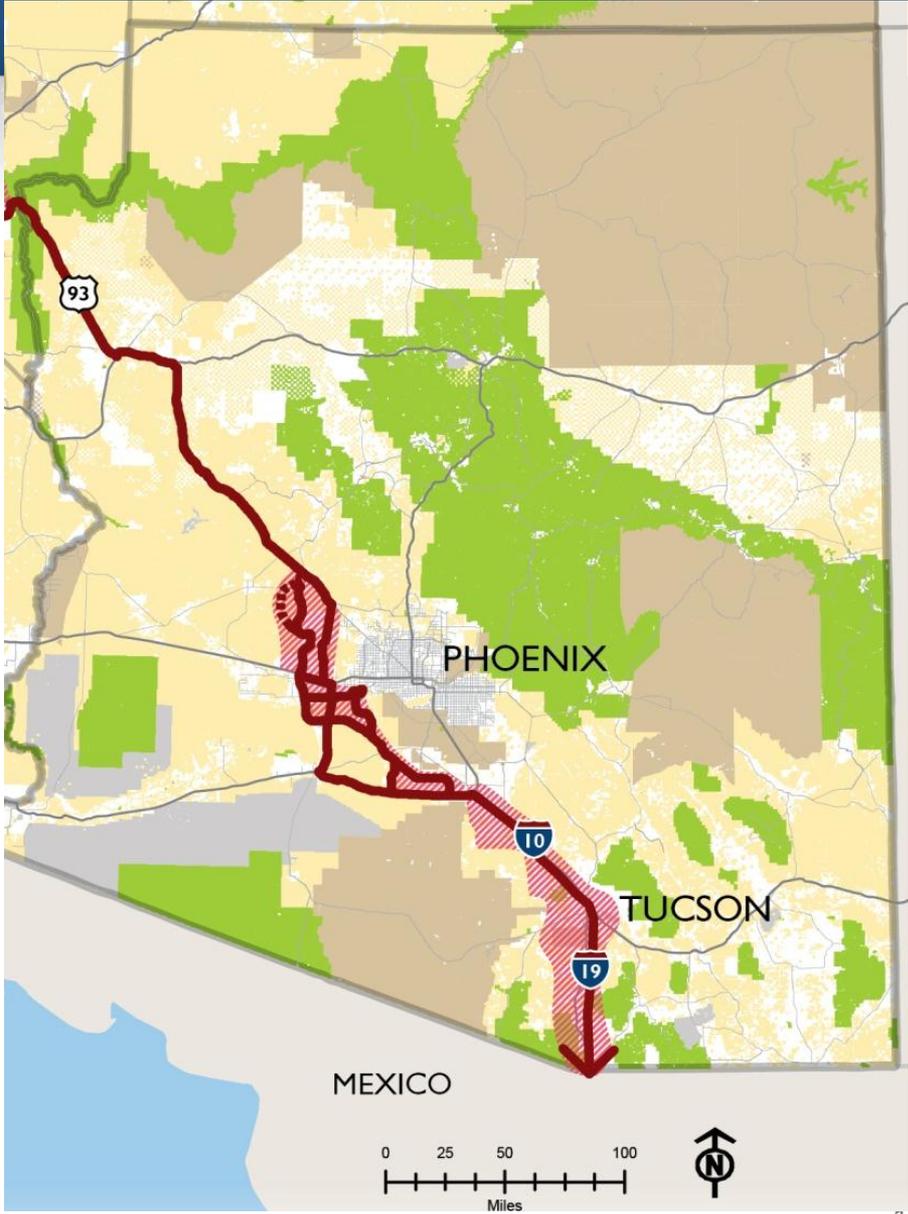
PEL
Planning and Environmental Linkages
ADOT

Questionnaire and Checklist

I-11 and Intermountain West Corridor Study
Planning and Environmental Linkages
Questionnaire and Checklist:
Arizona Corridor Segments

ADOT Contract No. 2010-00000
 ADOT Purchase Order No. 95 100612

Prepared for
ADOT
 December 2014



Stakeholder Outreach

I-11 and Intermountain West Corridor Tier 1 EIS

Tribal Governments

- ▶ Ak-Chin Indian Community
- ▶ Gila River Indian Community
- ▶ Salt River Pima-Maricopa Indian Community
- ▶ Tohono O'Odham Nation

Federal Agencies

- ▶ FHWA
- ▶ BLM
- ▶ BOR
- ▶ USFWS
- ▶ Corps
- ▶ NPS

State Agencies

- ▶ ADEQ
- ▶ ADOT
- ▶ AGFD

COGs/MPOs

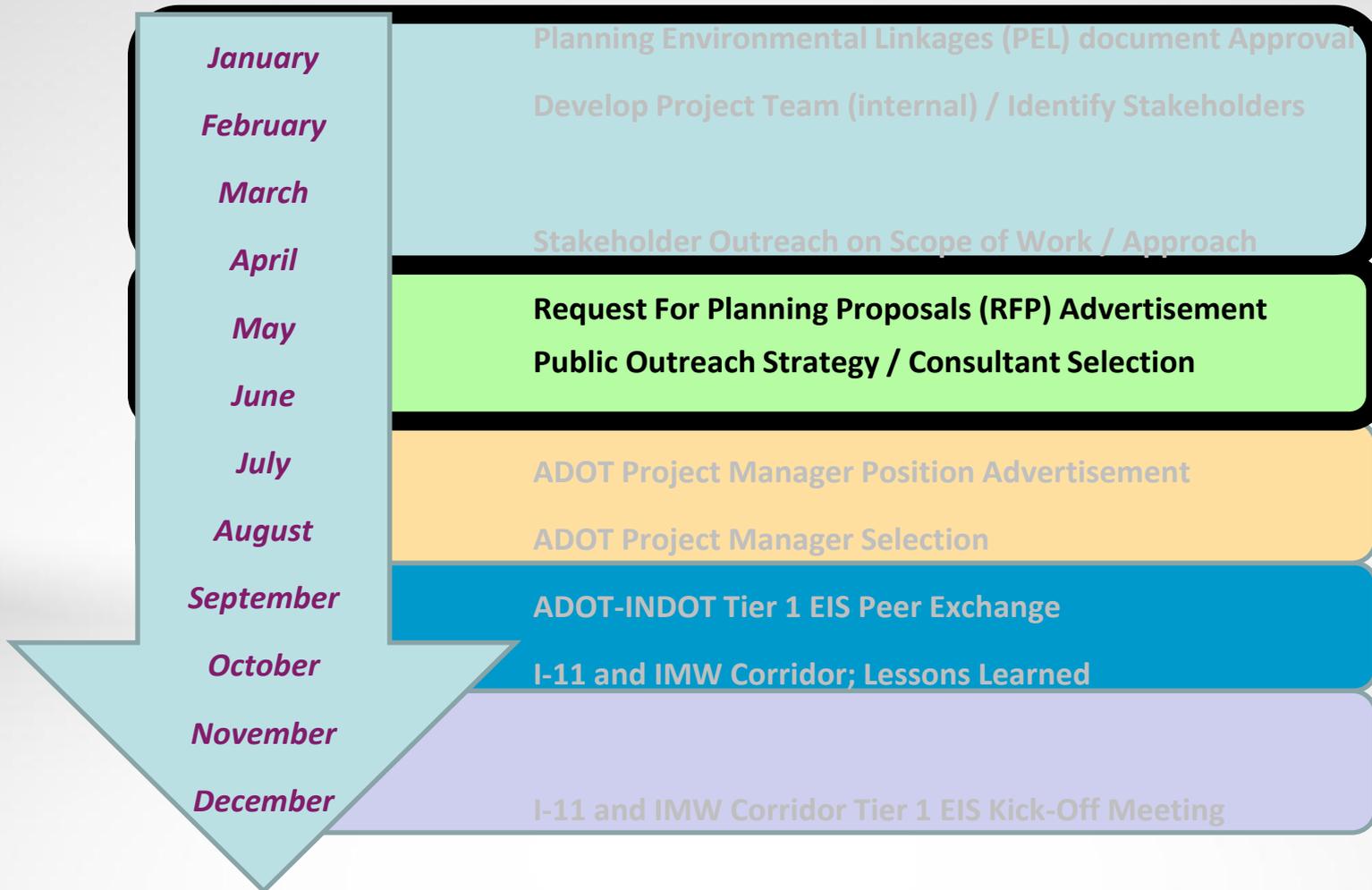
- ▶ MAG
- ▶ PAG
- ▶ SCMPO

Local Public Agencies

- ▶ City of Buckeye
- ▶ City of Goodyear
- ▶ City of Surprise
- ▶ Town of Wickenburg
- ▶ Pima County
- ▶ Pinal County
- ▶ Maricopa Co.

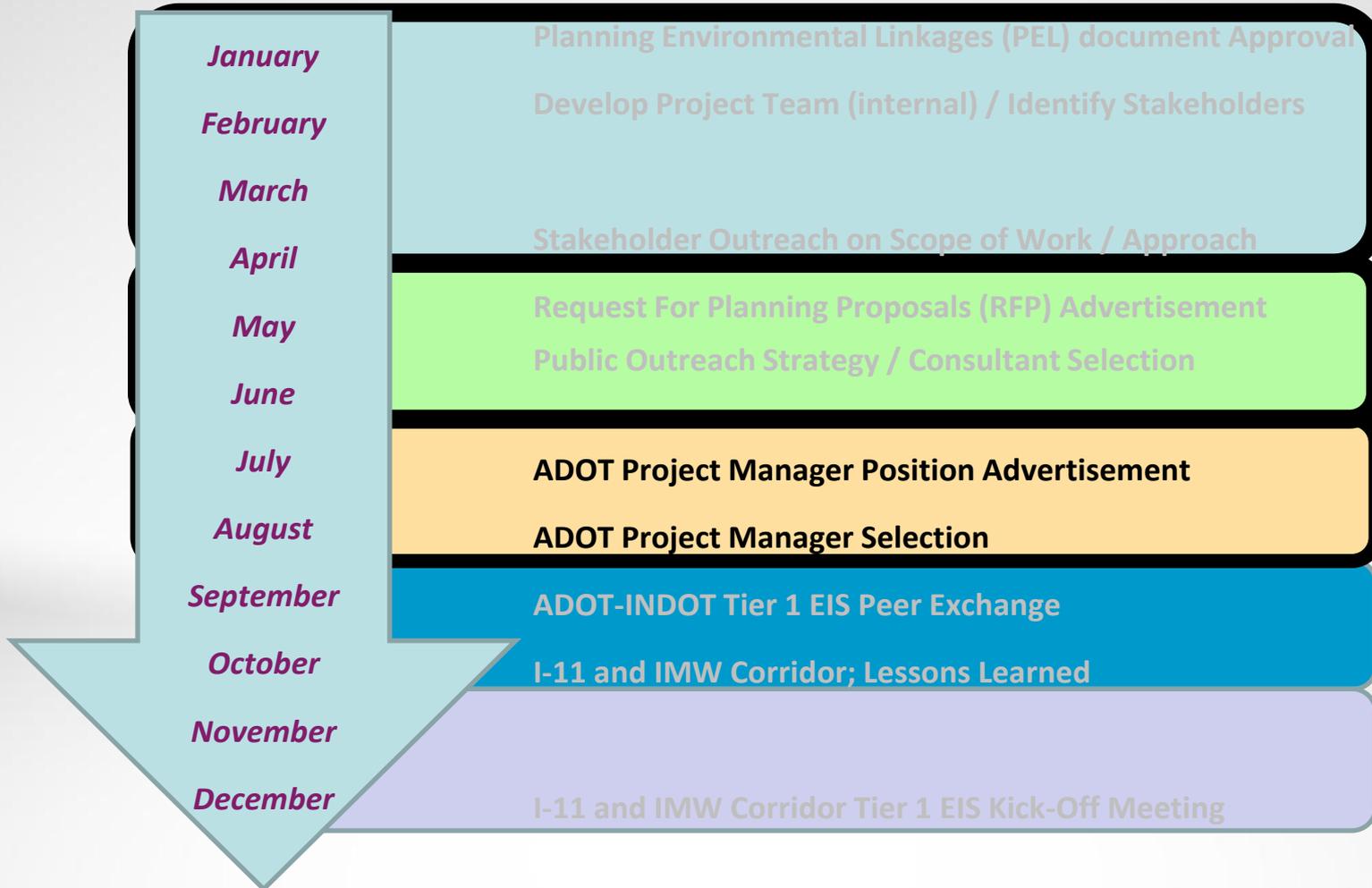
Current Status

I-11 and Intermountain West Corridor Tier 1 EIS



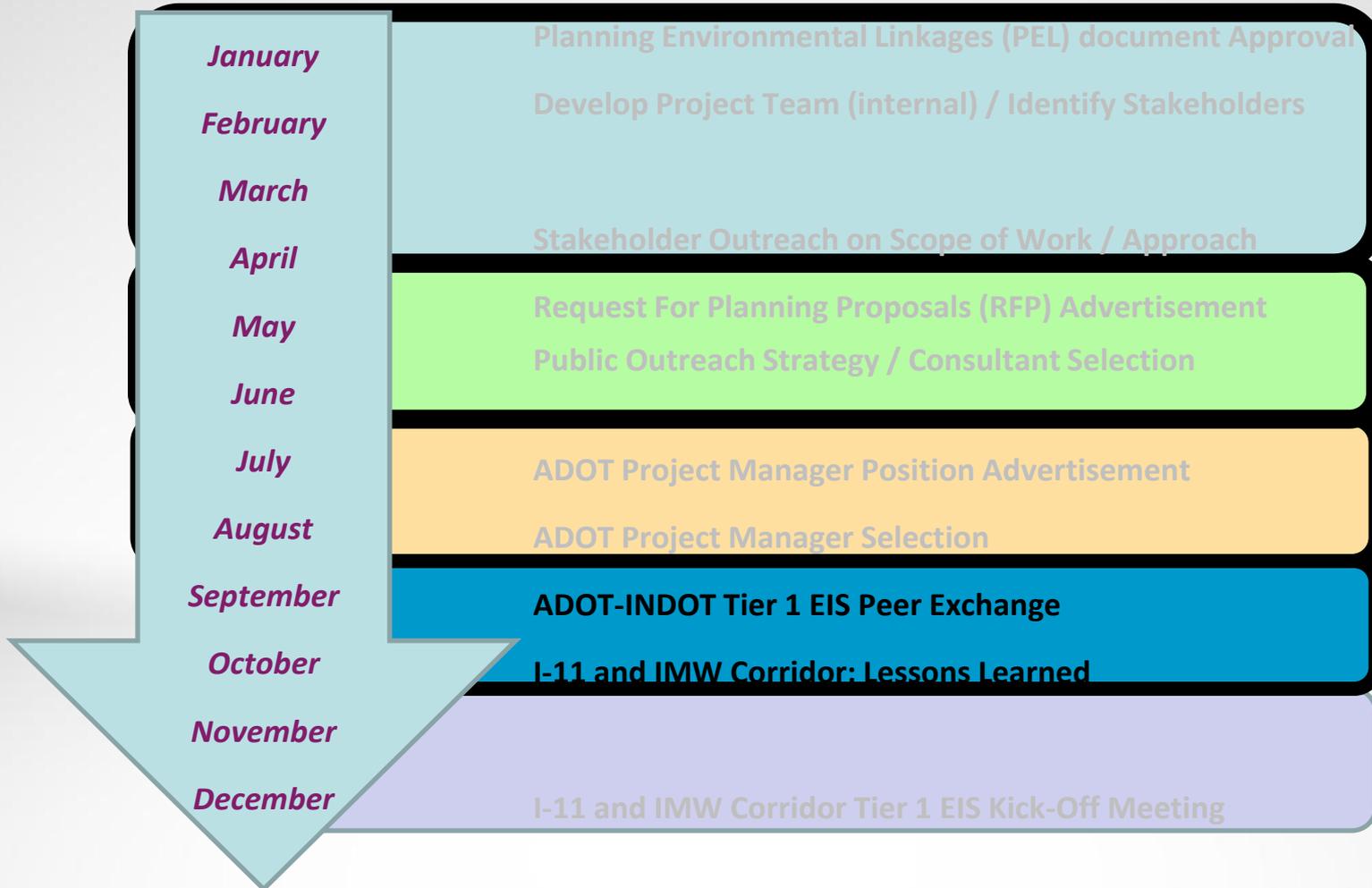
Current Status

I-11 and Intermountain West Corridor Tier 1 EIS



Current Status

I-11 and Intermountain West Corridor Tier 1 EIS



I-69 Tier 1 EIS

Tier 1

- 1999 Resource agency meeting held on tiered approach.
- 2001 NOI published re TIER 1 EIS from Evansville to Indianapolis(I-64 to I-465)



study bands, corridors, and working alignments

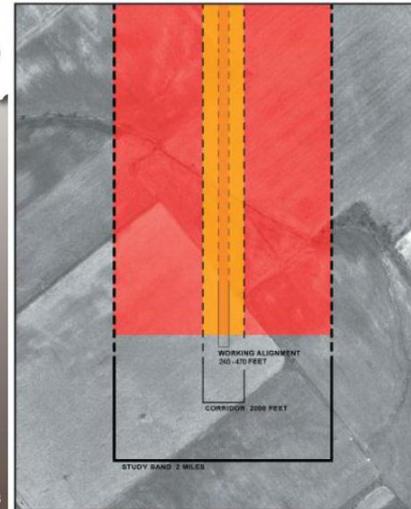


Figure 5.1-1: Illustration of Study Band Corridor and Working Alignment

- **Study band** – 2-mile wide band within which environmental data-gathering (field verification) focused.
- **Corridor** – generally 2000' wide – Tier 1 ROD would select a corridor.
- **Working alignment** – generally 240 – 470' potential alignment within 2000' corridor used to estimate impacts.

Study area-wide GIS

Indiana Division Office

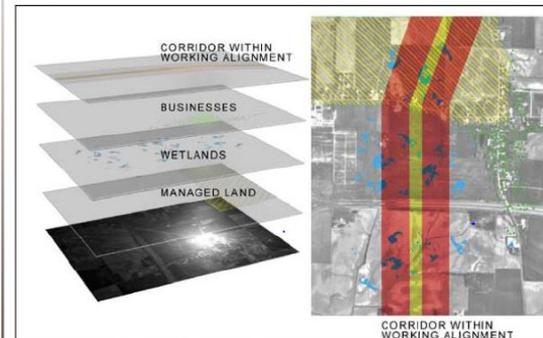


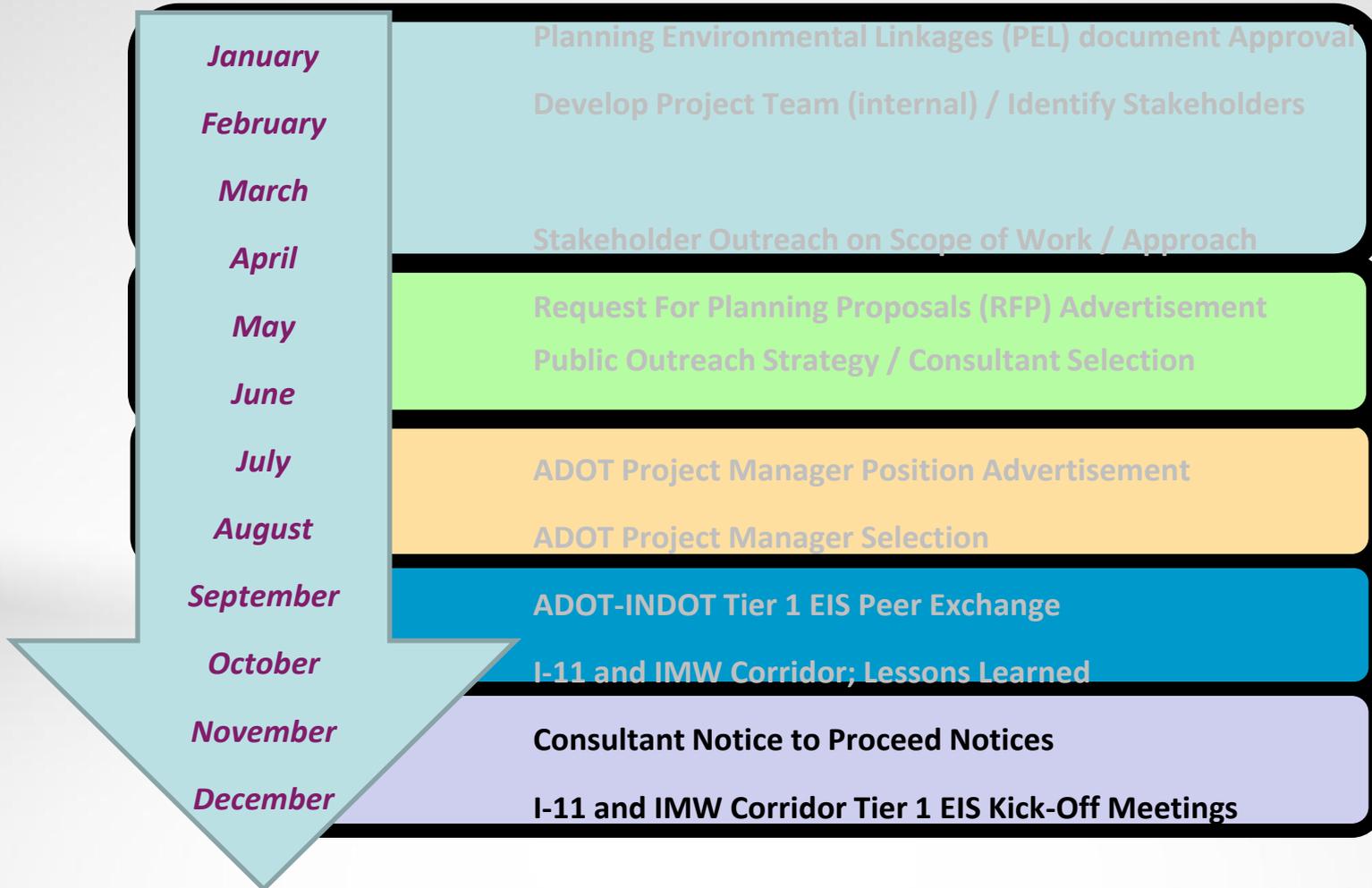
Figure S-4: Illustration of GIS Layering

- GIS encompass ¼ of state
- Working alignments superimposed to determine impacts during Tier I
- Subsequently field verified and supplemented



Current Status

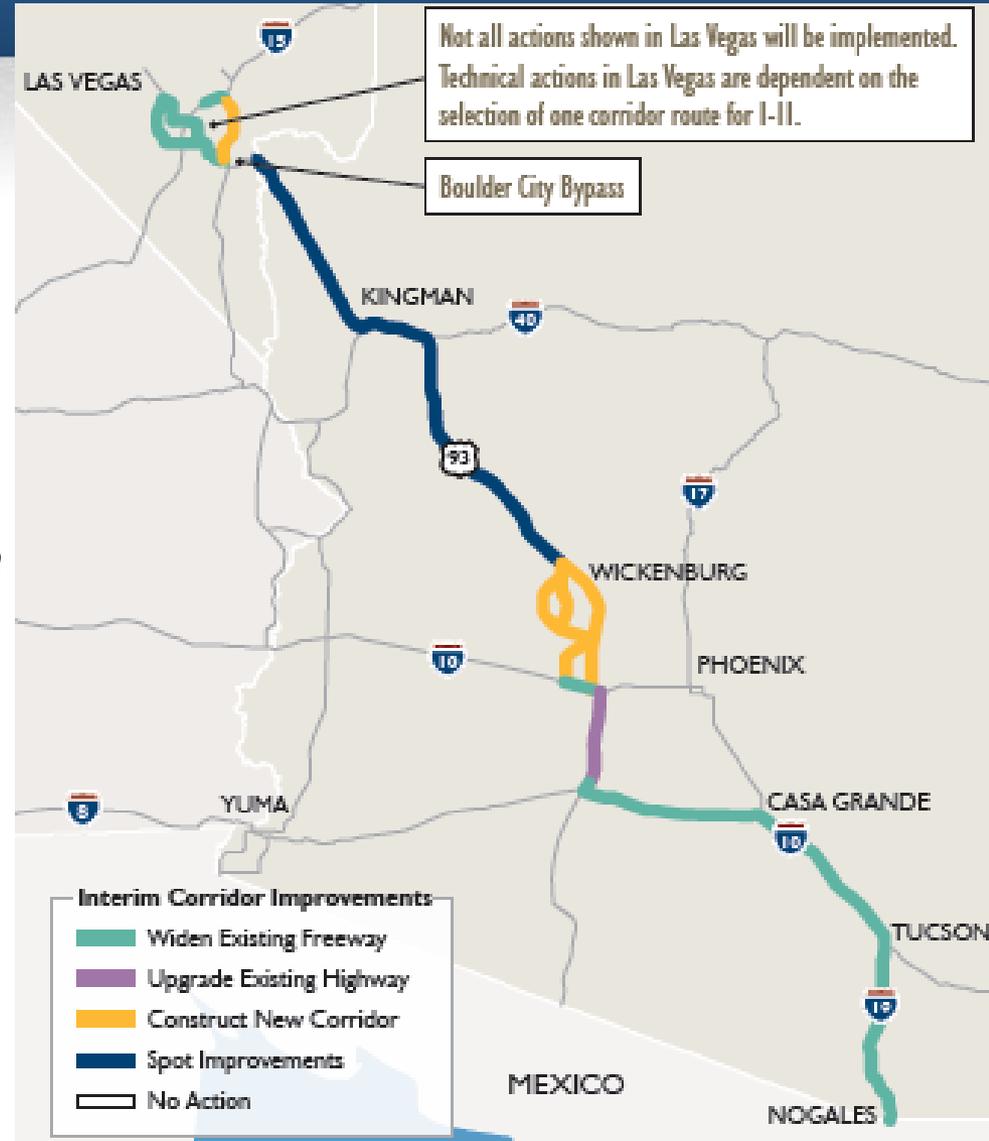
I-11 and Intermountain West Corridor Tier 1 EIS





Interim Improvements

- Southern Arizona
 - Upgrade existing Corridors
 - SR189; I-10; I-19; I-8
- Central Arizona
 - Potential connection from I-10 to Wickenburg
 - Upgrade SR85
- Northern Arizona
 - Widen US 93 to a 4-lane roadway

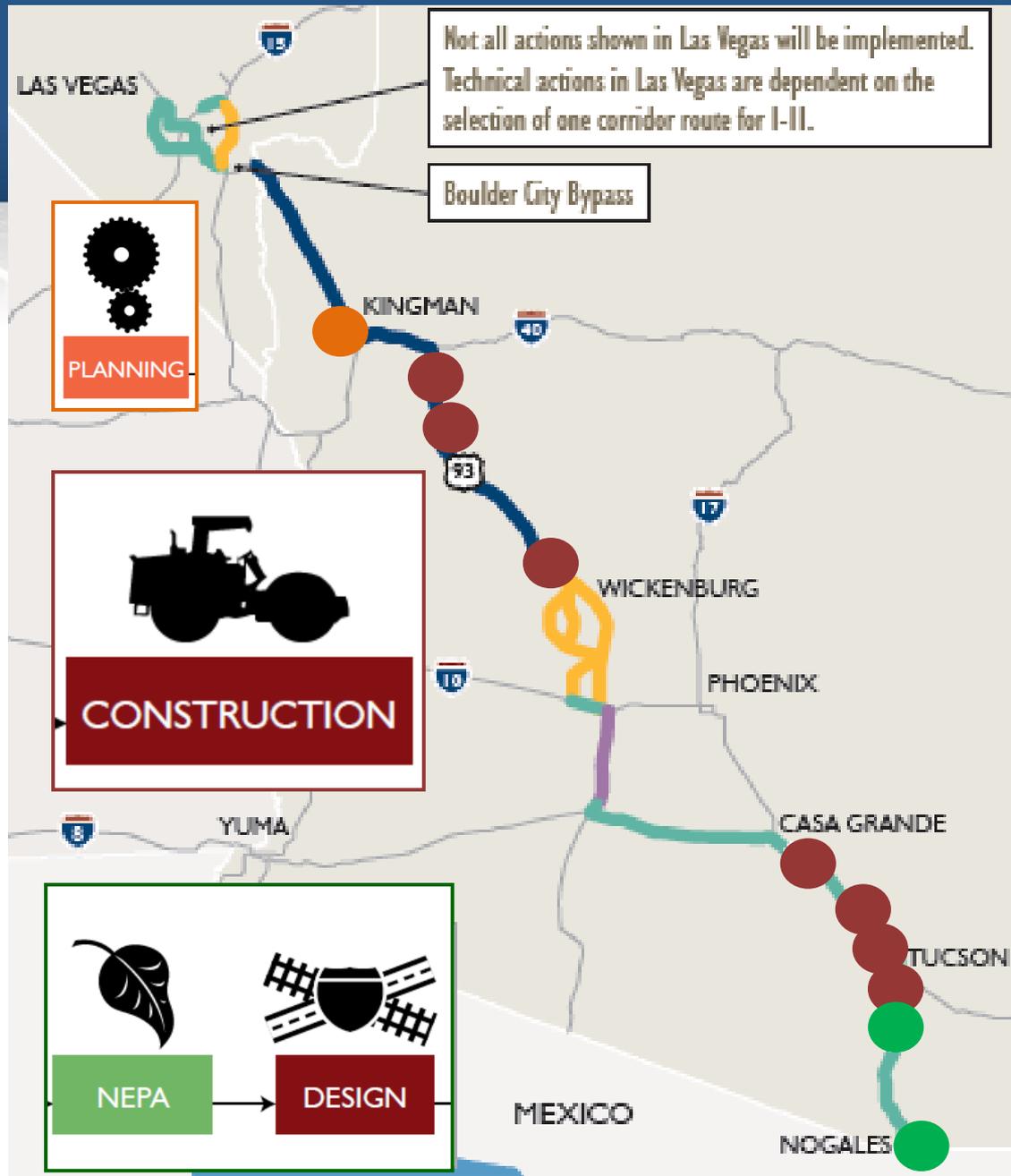




Interim Improvements



- **I-40/US93 System Interchange;**
Design Concept Study
- **US93 Antelope Wash;**
Under Construction
- **US93 Carrow to Stephens;**
Construction pending funding
- **US93 MP185 to MP191;**
Under Construction
- **I-10 SR87 to Picacho;**
Under Construction in FY22
- **I-10 Ina Road Interchange;**
Under Construction in FY16
- **I-10 Ruthrauff Interchange;**
Under Construction in FY17
- **I-19 Ajo Way Interchange;**
Under Construction
- **I-19 Irvington Interchange;**
Under Design in FY19
- **SR189 Corridor Plan;**
Design Concept Study and EA





Website: i11Study.com

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