Reasonable Range of Build Corridor Alternatives for Tier 1 EIS Analysis

Potential Interconnection
- Serves same purpose as corridor options S and U
- Other options better support planned employment growth in Wickenburg (Foremost Industrial Rail Park, Wickenburg Municipal Airport Environments, West Side Expansion)

Potential to develop a hybrid alternative that utilizes the best components of each option
- Both corridor options provide an alternate route to I-19
- Alternative C better meets criteria, especially the ability to mitigate congestion
- Alternative D is not located directly along boundaries of park and tribal lands

Potential I-10 Interconnection
- Under consideration for elimination
- A portion of this corridor option (US 60/US 93) already exists; would need substantial improvement in areas with limited right-of-way
- Does not perform well from a mobility perspective
- Potential to impact sensitive environmental resources, such as wildlife movement, the Hassayampa River, and nearby parks and preserves

Corridor Option
- Recommended for Advancement to Tier 1 EIS
- Undergoing Additional Analysis
- Recommended for Elimination
- Endpoint

Corridor Study Area
- City/Town
- County Limits
- Freeway
- State/US Highway
- Major Street
- Railroad
- Airport
- River
- Lake

Bureau of Land Management (BLM)
- Bureau of Reclamation
- National Forest (N.F.)
- National Wildlife Refuge (N.W.R.)
- Park and Recreation Area
- National Park (N.P.)
- National Monument (N.M.)
- Tribal Lands
- State Land
- Private (no color)
- State Wildlife Area
- Military

ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

May 2017

Federal Aid No. 999-M(16)S | ADOT Project No. 999 SW 0 MS180 01P