



INFORMATION SHEET

SR 95 Realignment Study: I-40 to SR 68

LOCATION/DESIGN CONCEPT REPORT & ENVIRONMENTAL IMPACT STATEMENT

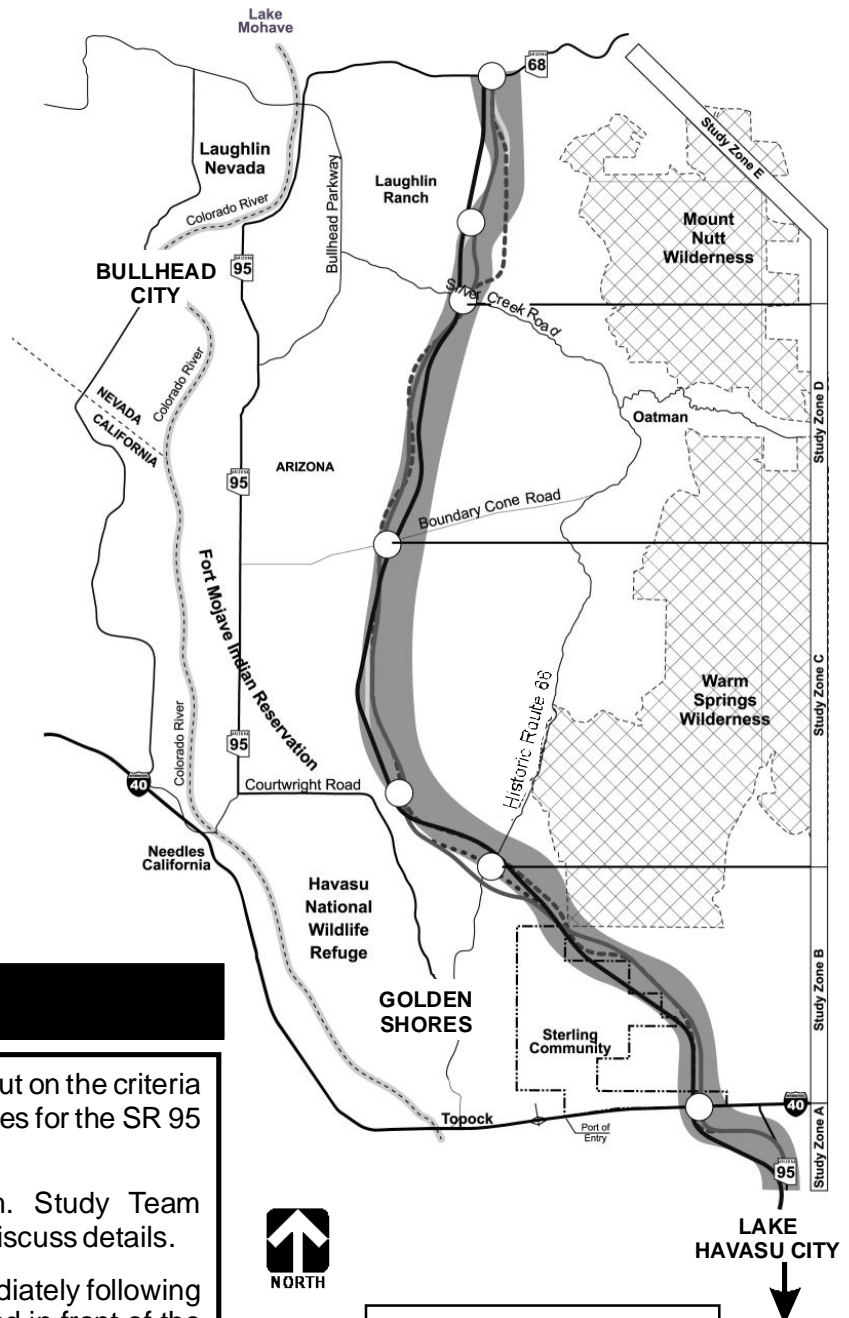
Public Scoping Meetings: July 31, August 1 & 2, 2007

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), as the lead federal agency, are initiating environmental and engineering studies for the realignment of State Route (SR) 95 between Interstate 40 (I-40) and SR 68. These studies will be conducted with the Bureau of Land Management (BLM) serving as a cooperating federal agency and in coordination with Mohave County and Bullhead City.

The SR 95 Realignment Study is a continuation of an ADOT Feasibility Study completed in 2005, which resulted in the identification of a realignment corridor for detailed study. More information on the Feasibility Study is included on the inside pages of this handout.

The current studies will be documented in a Location/Design Concept Report (L/DCR) and an Environmental Impact Statement (EIS). The EIS will meet the requirements of the National Environmental Policy Act (NEPA), which outlines the process by which federal agencies integrate public comments and environmental concerns into the decisions they make.

Preliminary Concept Drawing



About Tonight's Meeting

- The purpose of tonight's meeting is to get your input on the criteria to be used in developing and evaluating alternatives for the SR 95 realignment.
- Please review the exhibits around the room. Study Team members are available to answer questions and discuss details.
- A question and answer session will be held immediately following the presentation. To have your question answered in front of the group, please write your question on the card provided and hand it to any Study Team member. Your input is important to us. Be sure to complete a comment sheet.
- You may leave it with us tonight or submit it to the Study Team as directed on the form by **August 17, 2007**.



LEGEND

- SR 95 Realignment Study Corridor
- Possible Intersections
- Preliminary Alignment Concepts

A summary of the Feasibility Study completed in 2005 is presented below to provide an understanding of the decisions that have been made about the SR 95 realignment and the process that has brought us to the current environmental and engineering studies.

Feasibility Study Summary

Federal, state and local government agencies began discussions of the various strategies for improving regional traffic in the SR 95 corridor in the mid-1990s. One of the strategies identified was constructing a new SR 95 roadway alignment to accommodate regional traffic. Thus, ADOT and FHWA conducted a Feasibility Study between 2003 and 2005 to identify potential corridors for the realignment of SR 95 from I-40 to SR 68, between the Black Mountains to the east and the communities along the Colorado River to the west.

The Feasibility Study included input from the public as well as agencies representing the different resources and land management jurisdictions that could be affected by realigning SR 95. A Technical Advisory Committee (TAC) guided the corridor development process and included representatives of the BLM, US Fish and Wildlife Service, Bureau of Reclamation, Arizona Game and Fish Department, Arizona Attorney General's Office, Mohave County, Bullhead City, Lake Havasu City, Sterling Community, Fort Mojave Tribe, and Western Arizona Council of Governments, as well as the Nevada and California Departments of Transportation.

Several corridor options were eliminated from detailed study early in the process because, based on public and TAC input, they were found to have "fatal flaws" and would therefore not be considered feasible locations for a new highway corridor. Because they were not studied in detail, these corridor options are not shown in the figure to the right. The eliminated options consist of a corridor to the east of Corridor C, as well as two options for connecting the new corridor to SR 68 at the northern project terminus and one option for connecting to I-40 at the southern project terminus.

The corridors that were studied in detail in the Feasibility Study are shown in the figure to the right. These corridors were assessed during the Feasibility Study based on evaluation criteria reflecting the critical issues identified by the TAC and public, such as:

- Engineering design standards
- Impacts to plants and wildlife
- Water quality
- Socioeconomic impacts
- Historic and archaeological sites
- Impacts on existing and future land use

Previous Public Involvement

A series of public meetings was held during the Feasibility Study in 2003 and 2004 in Lake Havasu City, Bullhead City and Golden Shores (three at each location). During these open houses, over 500 comments were collected from community participants.

Comments received during the Feasibility Study open houses were used to help identify, develop and evaluate the potential corridors for the realignment of SR 95.

The evaluation of corridors and subsequent input from the TAC and the public resulted in the identification of one corridor (in gray) to be continued for detailed study. The evaluation was based on comparative data and does not imply that the other corridors are not feasible. The corridor identified for further study in the Feasibility Study consists of the combination of segments N3, B, and S1.

- ◆ Segment N3 was identified for further study due to its consistency with local development patterns, and because there was local opposition to the impacts on the community that would occur with Segment N2.
- ◆ Segment B was identified for further study because it avoids fragmenting BLM-administered lands as would occur with Segment C and because Segment B would be more compatible with current and planned development than Segment A.
- ◆ Segment S1 was identified for further study because it minimizes impacts to existing development in comparison with Segment S2.

The corridor identified for further study is up to 2 miles wide, allowing for development of several roadway alignments within the corridor. This corridor will be used as the basis for the development of alignment alternatives to be evaluated in the current environmental and engineering studies.

***This document is available in alternative formats
by contacting
Meredith de Carbonnel at 1-480-763-8714***

SR 95 Realignment Feasibility Study Corridors

N3R
↓
N2 **N3**



S1 S2

LEGEND



Corridors considered in detail during Feasibility Study



Corridor identified for further study

Study Considerations

Travelers on the existing SR 95 roadway between I-40 and Bullhead City experience high traffic volumes and long delays. Although it was widened in 2000, SR 95 still functions as an urban arterial roadway with many signalized intersections, numerous driveways, and miles of sidewalks. Additionally, the existing SR 95 roadway is not continuous in Arizona. The existing SR 95 alignment does not connect between I-40 and Courtwright Road, pushing regional traffic onto local roadways.

The vision for the realignment of SR 95 is to develop an access-controlled highway that enhances regional travel. The primary goals of this study are to improve the regional transportation system by:

- ▶ Providing a continuous SR 95 roadway
- ▶ Ensuring the new facility will serve regional needs well into the future by controlling access and allowing free-flow of vehicles

Making this vision a reality would require a realignment of SR 95 north of I-40 and continuing to SR 68 east of Bullhead City. Access along the new highway would be limited to several interchange locations along the route, facilitating regional traffic flow.

The proposed SR 95 project would relocate SR 95 to a new north-south alignment located east of the current highway, primarily on BLM-administered land. The study corridor is approximately 42 miles long, beginning approximately 2 miles south of Interstate 40 and continuing north to SR 68.

In addition to the engineering evaluation of alternatives that will be conducted for the L/DCR, an environmental study will be conducted in accordance with NEPA requirements. NEPA requires federal agencies to consider and disclose environmental impacts during the decision-making process. Potential impacts of the proposed actions on environmental, social and economic resources will be investigated and reported in an EIS. At least two build alternatives and the no action alternative will be evaluated in detail in the study.

The Draft EIS will be made available to the public for review once the initial study results are in. Currently, the Study Team is gathering data on the study corridor to identify potential constraints and issues.

Schedule

At this time, we are in the earliest part of the study - the scoping phase - in which the Study Team seeks input on the range of alternatives, project constraints, and evaluation criteria from the public and government agencies. Over the next few months, the Study Team will further develop and evaluate project alternatives. The issues, concerns, and opportunities that you share tonight will be considered in that process. The input we receive from you tonight will help us identify the critical issues for the SR 95 Realignment Study.

The initial evaluation is expected to be complete by Summer 2008. A public information meeting will be held at that time to share the preliminary findings and get further public input on the project.

For More Information, Contact:

■ Berwyn Wilbrink, Consultant Study Manager
Jacobs
875 West Elliot Road, Suite 201
Tempe, Arizona 85284
Phone: 480.763.8609; Fax: 480.763.8601
email: berwyn.wilbrink@jacobs.com

■ Victor Yang, Project Manager
ADOT
205 South 17th Avenue, Mail Drop EMO2
Phoenix, Arizona 85007
Phone: 602.712.8715
email: vyang@azdot.gov

YOUR INPUT IS NEEDED

Visit the project website at
www.95realignment.com

