

**Table 5-25
MILITARY TRAINING ROUTES IN INITIAL AREA OF INVESTIGATION**

MILITARY TRAINING ROUTE	HOURS OF OPERATION	ROUTE WIDTH (FROM EITHER SIDE OF CENTERLINE, UNLESS OTHERWISE NOTED)
IR126	Continuous	Segments: A to H: 5 NM H to M: 4 NM M to N: 3 NM N to O: 4 NM left & 2 NM right O to Q: 3 NM left & 2.5 NM right Q to S: 3 NM left & 2.5 NM right S to X: 4 NM X to Z: Boundaries of Desert MOA Left & 4 NM right
IR266	Continuous	Segments: A to H: 4 NM H to J: 2.5 NM left & 3 NM right J to L: 4 NM L to M: 2 NM left & 4 NM right M to N: 3 NM N to S: 4 NM right S to Y: 5 NM
VR209	Daylight hours Other times by Notice to Airmen (NOTAM)	2 NM

Source: *Area Planning, Military Training Routes, North and South America*. AP/1B, Department of Defense Flight Information Publication. September 4, 2003. Published by National Imagery and Mapping Agency, St. Louis. MO.

The Final EIS for the proposed Southern Corridor was released by the FHWA and the UDOT on April 6, 2005.¹⁴⁹ The FHWA issued the Record of Decision (ROD) for the Southern Corridor EIS on October 17, 2005.¹⁵⁰

As part of the development of the proposed replacement airport, an access roadway would be constructed from the airport to the Southern Corridor, serving as the main access point for airport passengers, employees, and suppliers. The impacts of this Airport Access Roadway are included in **Section 6.19, Surface Transportation**, of this EIS. In the distant future, it is anticipated that additional access roads from the southwest and northwest sides of the airport to the Southern Corridor would be constructed to provide access to services in these areas. Since it is undetermined at this time if and when these additional access roads would be constructed, they are not proposed as part of this current project action, and therefore, their impacts are not evaluated in this EIS.

¹⁴⁹ *Southern Corridor Final Environmental Impact Statement and Section 4(f) Evaluation, Southern Corridor – I-15 at Reference Post 3 near St. George to State Route 9 near Hurricane in Washington County, Utah*. Federal Highway Administration and Utah Department of Transportation; April 6, 2005.

¹⁵⁰ U.S. Department of Transportation, Federal Highway Administration; Record of Decision. *Southern Corridor from I-15 at Reference Post 2 in St. George to SR9 near Hurricane, Washington County, Utah*. October 17, 2005.

5.16.2 CONTINUING URBAN DEVELOPMENT IN THE VICINITY OF THE PROPOSED REPLACEMENT AIRPORT SITE ¹⁵¹

The planned construction of the Southern Corridor and the potential development of the proposed replacement airport would make the surrounding area on the Utah side of the state line attractive for urban development. Given the rapid rate of growth in the St. George area over the past 20 years, it is expected that the replacement airport study area would begin to see substantial development in the relatively near future. The proposed highway and the proposed replacement airport would provide an impetus for the development of travel-related enterprises to serve business and leisure travelers, including restaurants, hotels, and service stations at high visibility locations near the Southern Corridor.

The current General Plan for the City of St. George, completed in 2002, states that the city anticipates that the existing industrial property along River Road would expand to the south in the near future. The city's current General Plan also states that the undeveloped land in that area has been designated for future light industrial areas, mixed residential uses (i.e. single-family lots, town-homes, and apartment buildings), neighborhood and regional commercial centers, a major business park near Interstate 15, and various community uses such as schools, churches, and parks.

Little development is expected in the Arizona section of the proposed replacement airport study area due to the lack of municipal water and sewer services in that area, as well as the lack of a viable plan for providing such services in the foreseeable future.

5.16.3 PLANNED FUTURE DEVELOPMENT AND FORECAST TRAFFIC GROWTH AT OTHER AREA AIRPORTS

As previously discussed in **Section 5.10**, two new airports are proposed in the region in the relatively near future. Those airports are a proposed new commercial service airport in southern Nevada and the proposed replacement Mesquite Municipal Airport, to be located at Mesquite, Nevada. **Table 5.26** summarizes the basic components of these two proposed airports in comparison to the proposed replacement airport at St. George.

¹⁵¹ *General Plan for the City of St. George, Utah.* Department of Community Development. 2002.