

## **Appendix C – Responses to Comments**

Douglas Land Port of Entry Connector Road						
Date Received	Date of Response	Stakeholder Name	Email/Phone	Inquiry or Complaint - actual or summary	Response to Citizen - actual or summary	Response Method
10/30/2024		Stephani Stephenson	revivalesteph@gmail.com	My concern has to do with traffic once it connects to highway 80. I am a resident of Saint David, AZ where highway traffic goes right through the community and slows to 45 MPH, then 35 MPH, then 15 MPH during school hours, I am also concerned about additional truck traffic on highway 80 which must go right through the towns of Tombstone and Benson, as well as Saint David. the I-10 connector at Benson itself is problematic as it joins I-10 at exit 303 on a steep grade, must cross RR tracks to access exit 304/ ocotillo rd or negotiate a problematic turn and low underpass to access exit 305/pomerene. I think the preferred alternative would be to connect with highway 90, or at least highway 82 to 90, where truck traffic would have a straighter road and a divided highway, plus a better I-10 interchange at exit 302 hwy 90/I-10 to negotiate	Once trucks access SR 80, they most likely will avoid St. David by heading east on SR 80 to US 191 and then proceed north on 191 to I-10.	online comment form
11/14/2024		Guadalupe Barron	gpebarron33@gmail.com	El nuevo puerto de entrada que se construya con un amplio espacio para los grandes camiones y una seccion aparte para vehiculos comerciales y, si se pudiera, un anden peatonal. Ahí en el lugar donde esta programado. Gracias. (The new port of entry to be built with ample space for large trucks and a separate section for commercial vehicles and, if possible, a pedestrian platform at the location of where it is planned. Thank you.)	The new POE is for commercial vehicles only. All pedestrian border crossings will still be accommodated at the existing POE in Douglas. Thus, a pedestrian platform is not planned at the new facility. (El nuevo puerto de entrada es solo para vehiculos comerciales. Todos los cruces fronterizos peatonales seguirán teniendo cabida en el puerto de entrada existente en Douglas. Por lo tanto, no está prevista una plataforma peatonal en la nueva instalación.)	online comment form
11/19/2024	11/19/2024	n/a	n/a	Question asked during the open house portion of the November 19 public hearing If frontage roads would be included along both sides of James Ranch Road?	The answer provided was they are not planned as part of the project.	verbal
11/19/2024	11/19/2024	n/a	n/a	A property owner along the east side of James Ranch Road wanted to know what would be required to get driveway access into her property?	Because Cochise County will be responsible for the road after construction, owners would likely need to obtain access permits from the County for the driveway connection. The conversation did not address potential costs or who would be responsible for them.	verbal
11/20/2024		Steven Helffrich	studioarchaz@gmail.com, 602 309 3261	Good morning Robert, Following up on our discussion at yesterday's meeting, can you send me a copy of the proposed roadway drawing for the new port of entry. I am developing a site drawing of the area. Even better would be an autocad 2004 drawing of the roadway so I could directly import it into my drawing.	The footprint of GSA's LPOE facility is under review and will be updated in the near future. Please contact Bernard Tong, GSA (bernard.tong@gsa.gov) directly to obtain this information.	email
12/7/2024		Meggen	bisbeebikeways@gmail.com	I am concerned trucks will not be routed onto 191 as usual and cause congestion on SR80. I do not want more trucks to travel through Bisbee. Also the area proposed is further away from the downtown area of Douglas and Agua Prieta making it harder for pedestrians to cross.	Once trucks access SR 80, they most likely will avoid St. David by heading east on SR 80 to US 191 and then proceed north on 191 to I-10.	online comment form
12/7/2024		Johan Van Woensel	jwoense@gmail.com	Hi, I propose that the road is being built in areas that are not nature areas. If the road must be built through a nature area, then I suggest that the road is being built in a tunnel under the nature reserve in order to preserve nature. In general it might be best to build the road in a underground tunnel, as that way it will cause the least problems.	The connector road will not be constructed in a nature preserve or any other natural area. The local topography is fairly flat, and a tunnel is not a feasible alternative.	project email
12/9/2024		Hardeep Cheira	hchera@gmail.com, 602-717-8356	Concerned about land take; loss of ingress, egress, utility easement and existing electrical service to one of owner's parcels; also developing a land use plan; planning for utility service on the west side of the corridor for ease of future development	Access from the connector road to adjacent properties can be accommodated. Cochise County, who will maintain the road, should be contacted about access requirements. During final design of the connector road, coordination with the City, County and private landowners will occur to address specific concerns.	mail