



**Bellemont Area I-40 TI DCR Update
ADOT Project No. 40 CN 182 T0490 03L
Federal Aid No.: TBD**

January 2025 Public Meeting Summary Report

September 2025

Prepared by Stanley Consultants, Inc.
3133 E. Camelback Road, Suite 100, Phoenix, AZ 85016

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De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Jason Stephens al 855.712.8530 o por correo electrónico al projects@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

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1. INTRODUCTION

The Arizona Department of Transportation (ADOT), in cooperation with Coconino County, has initiated a Design Concept Report (DCR) Update for the Bellemont (Hughes Avenue) Traffic Interchange (TI) located on Interstate 40 at milepost (MP) 185. The TI was originally identified for improvement in the I-40 Bellemont to Winona DCR document that was created in 2013. ADOT and Coconino County initiated this DCR update based on traffic projections from recently proposed developments that will significantly increase long-term traffic volumes and congestion in the area.

The I-40 DCR will be updated by developing new design alternatives and identifying a preferred alternative for the Bellemont area (study limits: I-40 between mileposts 182-188). A key component to this phase of the project is to determine the specific interchange location, type, and overall footprint of the project.

Project Map

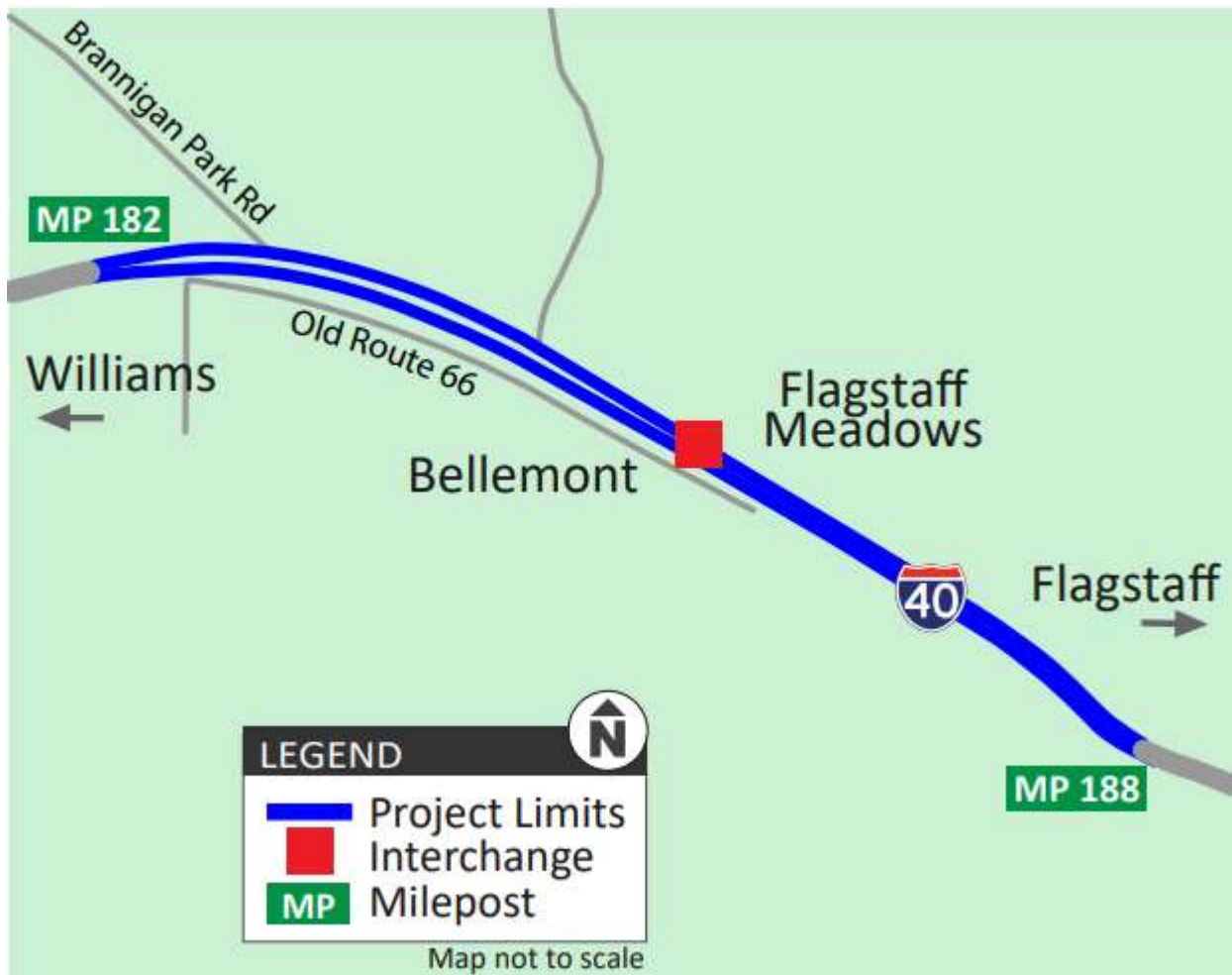


Figure 1 – Project Area Map

2. PUBLIC MEETING

ADOT and Coconino County held an in-person public meeting on January 15, 2025. The purpose of the meeting was to present the interchange study and the current alternatives to the public. The meeting also provided opportunities for the public to ask questions and make comments.

In addition to the presentation on the ADOT study and current alternatives, the County presented its intersections study, which is running concurrently with the ADOT DCR Update study and includes evaluation of the nearby Hughes Avenue/Brannigan Park Road/Shadow Mountain Road intersection and the Shadow Mountain Road/Access Road roundabout north of I-40.

The meeting featured an open house, presentations by the project teams, followed by a question-and-answer period. Members of the public were provided comment cards and were able to ask questions of the project team during the open house portion of the evening.

Project team members from ADOT, Coconino County, Stanley Consultants (ADOT's consultant), and Parsons (County's consultant) served as subject matter experts at the meeting. Staff attendees included:

- Kim Musselman, Coconino County, Deputy County Manager
- Christopher Tressler, Coconino County, Public Works Director
- Chris Rodriguez, ADOT, Project Manager
- Brenden Foley, ADOT, former Northcentral District Engineer
- Jeremy DeGeyter, ADOT, Northcentral District Administrator
- Nathan Reisner, Coconino County, Assistant County Engineer
- Jackie Noblitt, Stanley Consultants, Senior Project Manager
- Marta Gerber, Stanley Consultants, Senior Traffic Engineer
- Matt Dasen, Stanley Consultants, Senior Roadway Engineer
- Skye Gentile Bush, Parsons, Principal Project Manager (Coconino County's consultant)
- Marc Della Roca, Coconino County, Community Relations

Additional project team staff were present to assist in facilitating the open house and Q&A session.

Participants were notified that comments and questions about the project could also be submitted during the public comment period through email, telephone, USPS mail, or online. Participants were notified that all project meeting materials, including the presentation, would be available online.

Thirty-seven members of the public signed in at the public meeting.

2.1. PUBLIC MEETING NOTIFICATION

2.1.1. Project Website

ADOT hosts a project website [I-40 Bellemont Traffic Interchange Design Concept Report Update | Department of Transportation](#), which was updated with the meeting presentation slides on approximately January 16, 2025. The project website provides a project overview, the public meeting

date and flyer, and a link to information on the ways to ask questions or make comments. Materials related to the public meeting are posted on the project website, including:

- Public meeting flyer
- Public meeting presentation slides

Copies of the public meeting materials posted to the website are included in Appendix A.

Coconino County hosts a separate website for its intersection study.

2.1.2. Direct Mail

Coconino County sent flyers to residential and business properties (1,002 total) within the areas shown on the map in Appendix B. The 8.5" x 11" flyer included information about the project, how to participate in the virtual public meeting and how to provide comments. The flyers were mailed on December 23, 2024. The flyer was also emailed to the Coconino County Sheriff's Office. A copy of the mailer can be found in Appendix B.

A post-meeting letter was distributed on January 22, 2025, to the same (1,002) homes and commercial properties that were mailed the original meeting flyer. This letter included links and QR codes to allow those who could attend the meeting to provide comments on the ADOT I-40 Study and the County Bellemont-Area Study through February 5, 2025. The post-meeting letter can be found in Appendix B.

2.2. Public Meeting Materials

A variety of public meeting materials were made available in English to the public online via the project website. These public meeting materials included:

- Presentation slides
- Roll plots for interchange alternatives
- Preliminary evaluation matrix
- Self-Identification survey
- Comment form

Copies of the materials listed above can be found in Appendix A.

Copies of Coconino County's intersection study materials can be found in Appendix D.

2.2.1. Presentation

The ADOT presentation slides can be found in Appendix A. The following topics were covered:

- Study background, purpose
- Existing Bellemont area issues
- Study process
- Traffic interchange alternatives
- Preliminary evaluation of alternatives

- How to ask questions and provide comments

3. PUBLIC COMMENTS

This section summarizes the comments received during the public-comment period from January 15, 2025, through February 5, 2025. Comments could be submitted through the following methods: mail, telephone, e-mail and online. A total of 40 comments were received on the ADOT project elements through the following methods:

- Comments submitted at public meeting: 16
- Online comments: 12
- Email comments: 12

The public comments and questions are included in Appendix C.

3.1. PUBLIC COMMENTS

Comments and questions received during the public comment period and at the virtual public meeting addressed the following topics:

- Add secondary access to I-40 from residential areas.
 - There was concern about the possibility of evacuating the area in case of wildfire or other natural disaster.
- Separation of residential and truck traffic is desirable.
 - Another truck stop may be constructed near the Pilot travel center, which could increase the number of trucks at the existing TI.
 - If a separate TI is constructed east of Hughes Avenue, signage to route truck traffic to the Hughes Avenue TI should be added so trucks would not travel through the residential area.
 - This would address some residents' safety concerns.
- Coconino County prefers an alternative that does not require the acquisition of homes.

4. TITLE VI REPORTING

4.1. Self ID Surveys

Meeting participants were asked to complete ADOT's self-identification survey for Title VI reporting purposes. A total of 11 people completed the self-ID survey out of 37 attendees (excluding the panelists and ADOT/County staff), which was a 30 percent response rate.

Of the eleven self-identification survey responses:

- 6 (55 percent) identified as White
- 2 (18 percent) identified as Hispanic/Latino
- 2 (18 percent) identified as Asian

- 2 (18 percent) identified as Native Hawaiian/Other Pacific Islander.

4.2. Title VI Meeting Summary

A Title VI public meeting summary documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on March 25, 2025.

Appendices

Appendix A

Public Meeting Presentation

Bellemont Area I-40 DCR Update Public Meeting



January 15, 2025

WELCOME!

Thank you for attending

Please complete a one-question anonymous Self-ID Survey at the welcome/sign-in table before leaving tonight's meeting

Tonight's Presenters

Kim Musselman, Coconino County, Deputy County Manager

Christopher Tressler, Coconino County, Public Works Director

Chris Rodriguez, ADOT, Project Manager

Nathan Reisner, Coconino County, Assistant County Engineer

Jackie Noblitt, Stanley Consultants, Senior Project Manager

Skye Gentile Bush, Parsons, Principal Project Manager

Other project team members are available for the Q&A session

Purpose of Tonight's Meeting

To provide:

- Study background.
- Overview of alternatives.
- Opportunity to ask questions and provide comments.

Bellemont I-40: Background

- 2013 I-40 DCR recommendations.
- Future development and growth.
- County studies.
- Current ADOT study.



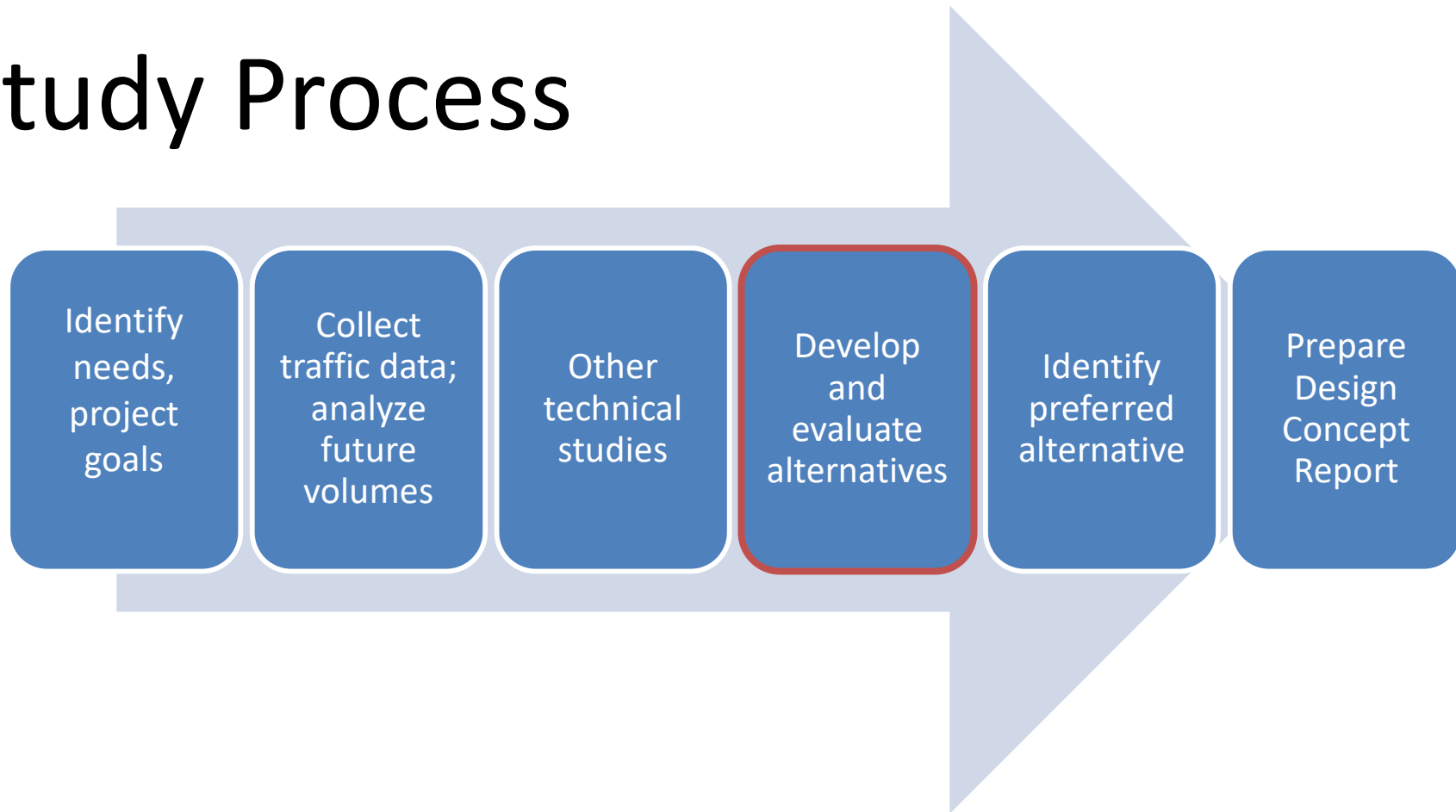
Study Purposes

- Evaluate options to improve, realign, and/or construct a new interchange and frontage road (Study #1).
- Evaluate options to improve Bellemont area county intersections (Study #2).
- Recommend a preferred alternative.
- Outline needed steps for potential future project(s).

Existing Bellemont Area Issues

- Congestion around truck stop.
- Mix of commercial trucks and residential traffic.
- Trucks have difficulty navigating existing roundabout, especially in snow.
- Predicted higher future traffic volumes and congestion.
- Constraints include I-40, residential neighborhood, Camp Navajo, Pilot Travel Center.

Study Process



Interchange Alternatives

- Six Build alternatives developed/evaluated.
- Developed based on operational needs and constraints.



Considerations for Alternatives

- Various locations for Hughes Avenue crossroad, including potential new crossroad and interchange to the east.
- All Build alternatives accommodate pedestrians and bikes.
- Modifications to north frontage road and Old Route 66.
- Considered but eliminated concept of new crossroad and interchange to west.

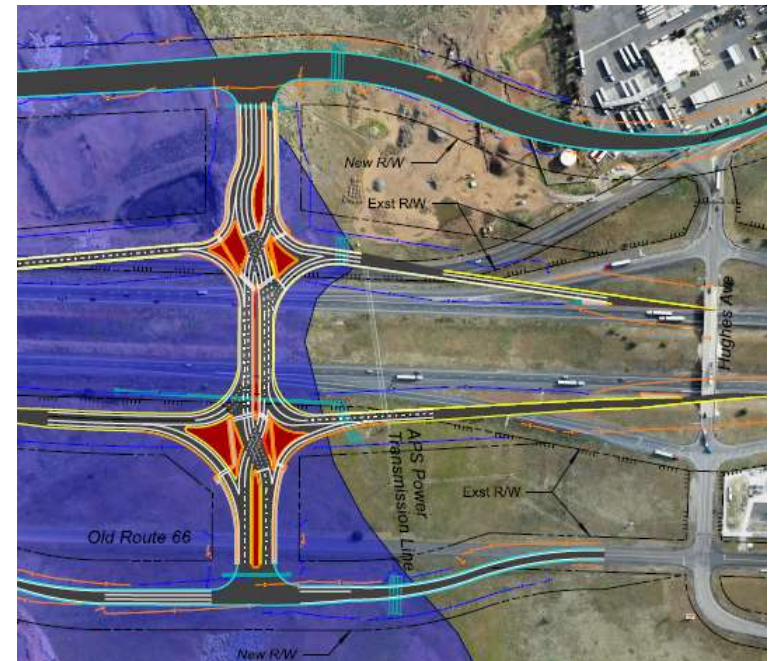
Alternative 1 – No Build

- No improvements to existing I-40 mainline, Hughes Avenue, or ramps.
- Projected future congestion, operational issues.
- May include County improvements to existing roundabout and Shadow Mountain Dr.



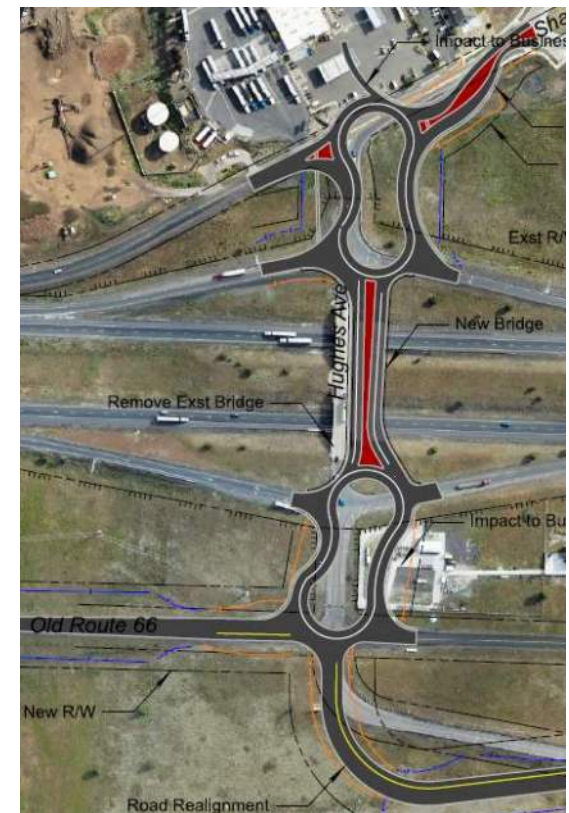
Alternative 2 – Diverging Diamond

- Replace existing traffic interchange (TI) with Diverging Diamond Interchange.
- Crossroad is 0.25 mile west of Hughes Avenue.
- Remove existing Hughes Ave crossroad and ramps.
- Cost: \$\$\$\$ (second highest).
- Relatively small footprint/low potential impact on cultural resources.
- No impacts to residences.
- Will impact Volunteer Wash floodplain.
- Estimated 46 acres of new ROW.



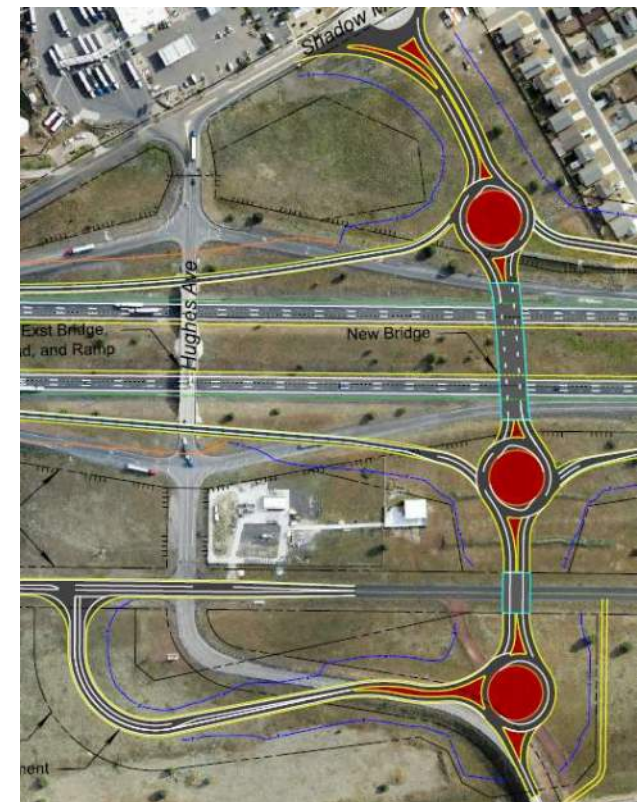
Alternative 3 – “Dog Bone” Roundabouts

- New “dog bone” roundabouts.
- Crossroad shifted slightly east.
- Roundabout intersections have fewest conflict points.
- Less-common intersection type.
- Cost: \$ (lowest).
- Major impacts to existing traffic operations during construction.
- No impacts to residential properties.
- Impacts two businesses.
- Small footprint/lowest potential impact on environmental resources.
- Estimated 9 acres of new ROW.



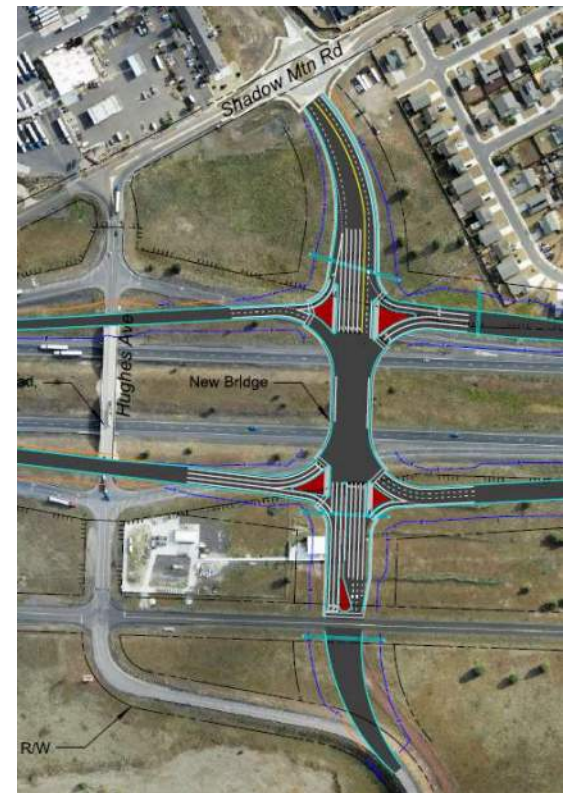
Alternative 4 - Roundabouts

- Replace existing TI with crossroad shifted 800 feet east and roundabouts at all intersections.
- Remove existing Hughes Ave crossroad and ramps.
- Recommended in 2013 DCR.
- Roundabout intersections have fewest conflict points.
- Cost: \$\$.
- Potential impacts to 33 residential properties.
- Small footprint/lowest potential impact on environmental resources.
- Estimated 24 acres of new ROW required.



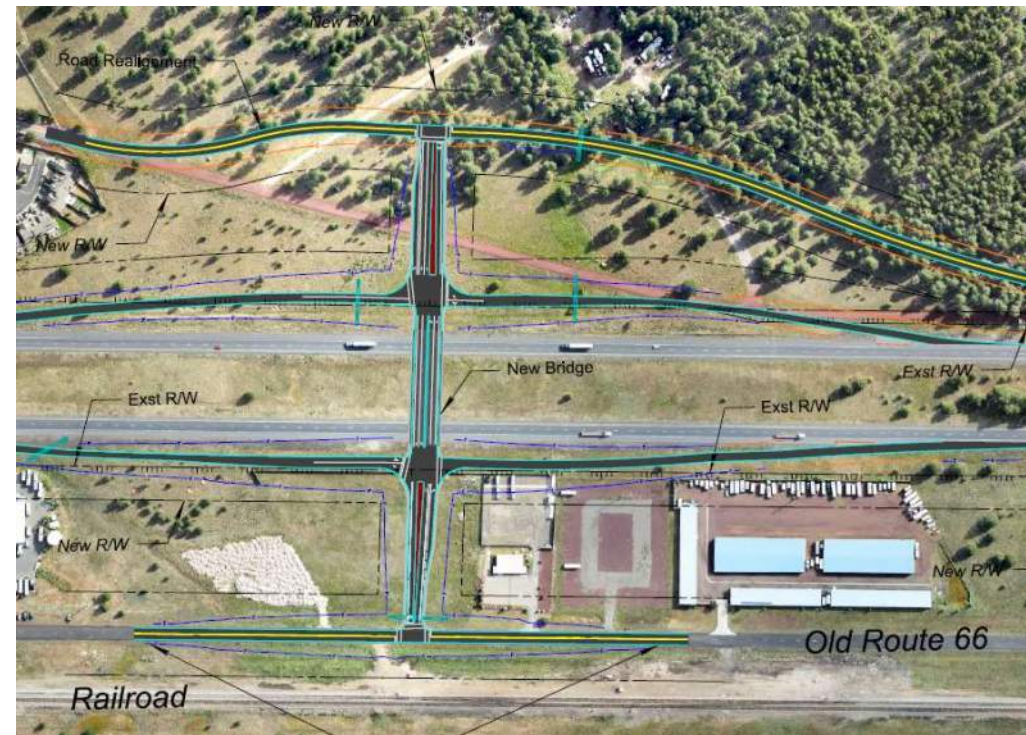
Alternative 5 – Single Point Urban

- Replace existing TI with Single Point Urban Interchange (SPUI).
- Relocate crossroad 800' east.
- Remove existing Hughes Ave crossroad and ramps.
- Not optimal solution for rural divided freeway.
- Less common rural interchange configuration.
- Cost: \$\$\$\$.
- Potential impacts to 11 residential properties.
- One impact to business.
- Low potential impacts to cultural resources.
- Estimated 15 acres of new ROW required.



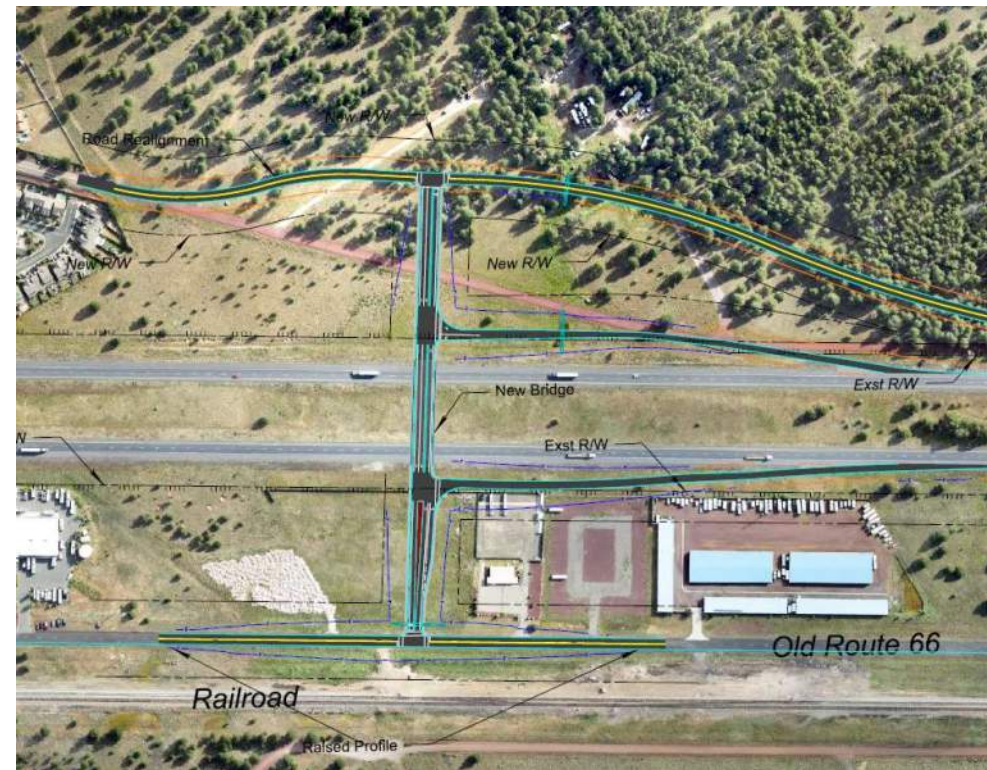
Alternative 6A – Add TI One Mile East

- Add new diamond interchange and four ramps 1 mile east of Hughes Ave.
- Existing Hughes Ave TI to remain, needs improvements.
- Realign forest/frontage road on north side and Old 66 on south.
- Common interchange type.
- Cost: \$\$\$\$\$ (highest).
- Impact to residential property and access.
- Impacts several businesses.
- Low potential impacts to cultural resources. Assess noise impacts.
- Estimated 45 acres of ROW required.
- Provides opportunities for project phasing



Alternative 7A – Add Half-TI One Mile East

- Similar to Alternative 6A except there are no west-side ramps at new TI.
- Realign forest/frontage road on north side and Old 66 on south.
- Less-common interchange type because only east ramps are included.
- Cost: \$\$\$.
- Impact to residential property and access.
- Impacts several businesses.
- Low potential impacts to cultural resources.
- Estimated 39 acres of ROW required.



Evaluation Criteria

- Traffic operations
- Conflict points at intersections
- Driver expectations/ common interchange type
- New right-of-way needs
- Estimated construction cost
- Permanent impacts to residences
- Permanent impacts to businesses
- Potential impacts to cultural resources and noise



Evaluation Matrix (excerpt)

Criterion	Alternative 1 No Build	Alternative 2 Diverging Diamond Interchange (DDI)	Alternative 3 "Dog bone" Roundabouts	Alternative 4 Roundabouts	Alternative 5 SPUI	Alternative 6A New TI to East	Alternative 7A New Half-TI to East	Recommend- ation
Description	No-Build Condition No TI or frontage road improvements will be considered. Coconino County's frontage road study recommendations may be incorporated into the Preferred Alternative if the No Build Alternative is recommended in the DCR.	New DDI with crossroad shifted 0.25 mile west of Hughes Ave. Remove existing Hughes Ave ramps and crossroad.	Shift crossroad ~100' east. New bridge. Add "dog bone" roundabouts at EB ramps and Old 66. Also add dog bone roundabouts at WB ramps and new location between 3-leg intersection and existing roundabout near Pilot.	The 2013 Draft Final DCR recommended shifting the crossroad approx. 800' to the east. The ramp intersections, approx. 600' apart, are proposed as 2-lane roundabouts. The profile of the south frontage road/Old 66, would be raised and the intersection with Hughes Ave reconstructed as a roundabout on fill.	Single Point Urban Interchange at relocated crossroad to the east approx. 800'.	New tight diamond interchange 1.0 mile to the east of Hughes Avenue with two-way crossroad and connections to north frontage/forest road and Old 66 on south side. Also includes needed improvements to existing Hughes Ave TI including bridge replacement.	New half diamond TI 1.0 mile to the east of Hughes Avenue with two-way crossroad and connections to north frontage/forest road and Old 66 on south side. No ramps on the west side of the new half-TI. Also includes needed improvements to existing Hughes Ave TI including bridge replacement.	
Traffic Operations / Level of Service (Design Year 2050)	Poor Level of Service: LOS C/F	Acceptable Level of Service: LOS A-C Ramp intersections are signalized. Insufficient space to flare lane widths between Shadow Mtn Rd and the WB ramps.	Good Level of Service: LOS A-B Insufficient space to fit dog bone geometry without encroaching on the Pilot travel center.	Good Level of Service: LOS A There is adequate space to develop new lanes.	Acceptable Level of Service: LOS B-C However, SPUI configuration works better on urban freeways with closed median than on rural freeway with wide median. Open median presents long distance from ramp stop bars to far side of intersection. Insufficient space to flare lane widths between Old 66 and the EB ramps.	Hughes Ave TI: acceptable Level of Service, LOS B-C. New TI: Good Level of Service: LOS A Insufficient space for all storage and flares/ tapers at existing Hughes Ave TI between Shadow Mtn Rd and WB ramps.	Hughes Ave TI: acceptable Level of Service: LOS B-C New Half TI: acceptable Level of Service: LOS A Insufficient space for all storage and flares/ tapers at existing Hughes Ave TI between Shadow Mtn Rd and WB ramps.	4, 3, then 5, 6A, 7A
Conflict Points at Intersections	Unsignalized intersections 26 conflict points (4 additional ramp conflicts)	Adds signals to intersections 10 conflict points (4 additional ramp conflicts)	Crashes at roundabouts are typically less severe than at signalized intersections. 8 conflict points at each (4 diverging and 4 merging) (4 additional ramp conflicts)	Crashes at roundabouts are typically less severe than at signalized intersections. 8 conflict points at each (4 diverging and 4 merging) (4 additional ramp conflicts)	Signalized intersection 24 conflict points (8 additional ramp conflicts)	Signalized ramp intersections at Hughes Ave; stop-controlled intersections at new TI. 26 conflict points (4 additional ramp conflicts) 26 conflict points (4 additional ramp conflicts)	Signalized ramp intersections at Hughes Ave; stop-controlled intersections at new TI. 26 conflict points (4 additional ramp conflicts) 12 conflict points (4 additional ramp conflicts)	3, 4, 2
Driver Expectancy	No change.	DDI is a fairly new interchange type in Arizona. Limited arterial street network exists to north and south; drivers who may exit freeway by mistake may get lost and take time to return to I-40.	Less common intersection type. Roundabouts can be confusing to some drivers. Dog bone configuration may further confuse drivers. Extra signing and pavement marking may be needed.	Roundabouts can be confusing to some drivers; extra signing needed. Roundabouts can be difficult for large trucks to navigate. Trucks have difficulty navigating snowy conditions in existing roundabout.	Less common intersection type in rural settings.	Most common intersection type in area.	Drivers not familiar with area may be confused by access at Half TIs.	6A, 5, 2

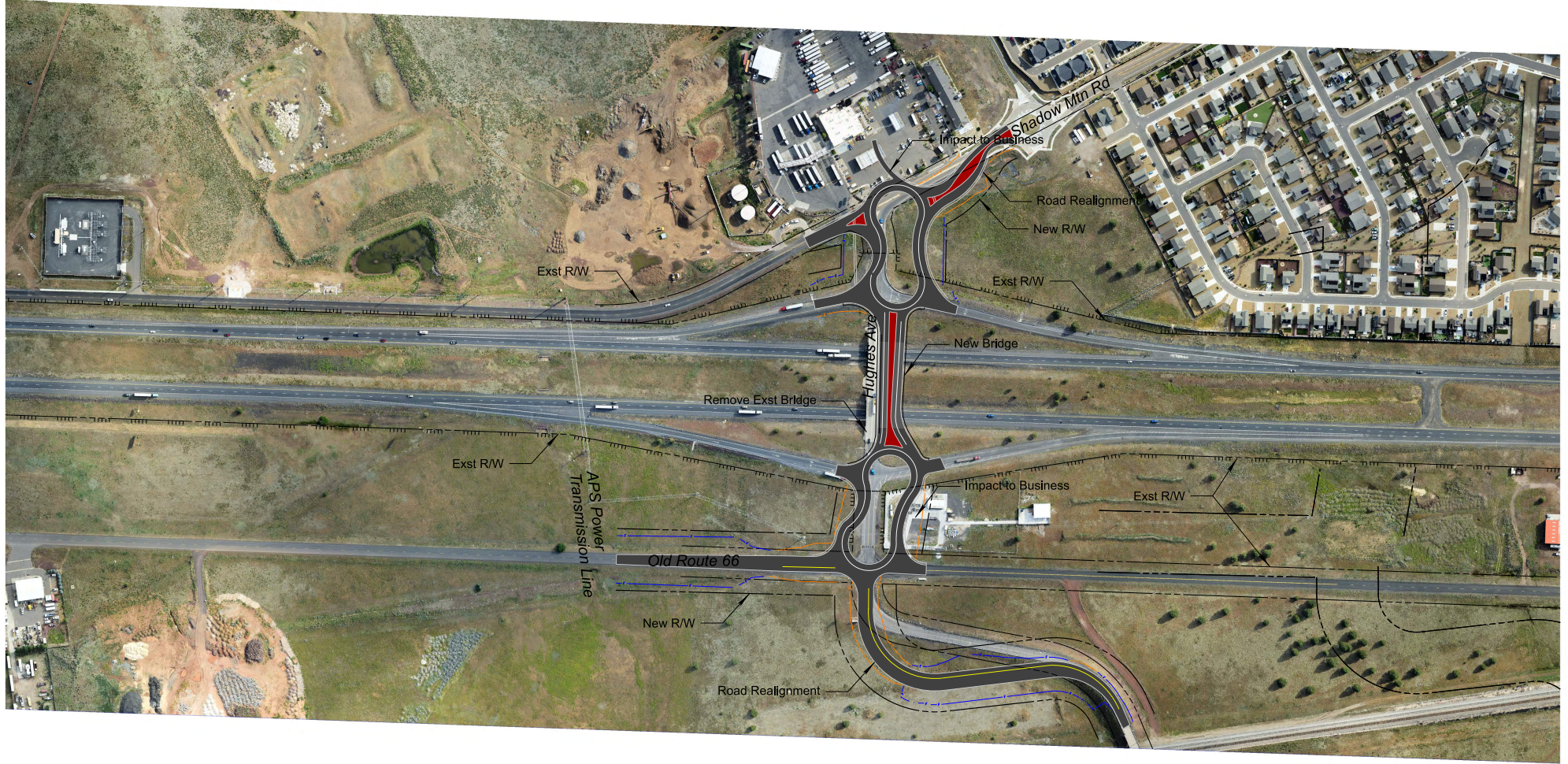
Next Steps/Process

- Select preferred alternative and conclude study (summer 2025).
- Identify funding for project (TBD).
- Prepare design and environmental studies.
- Advertise and construct project.

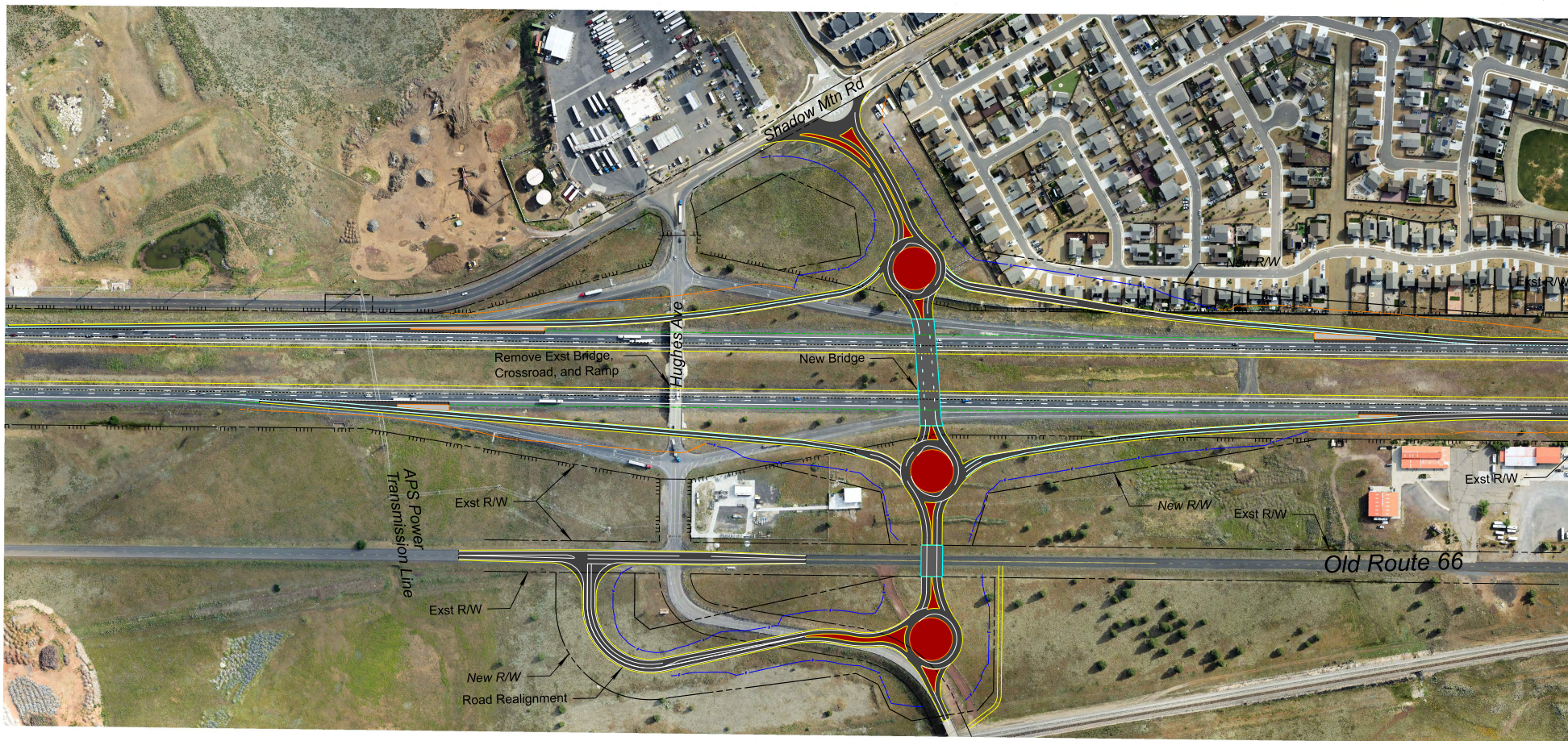
Study Comments

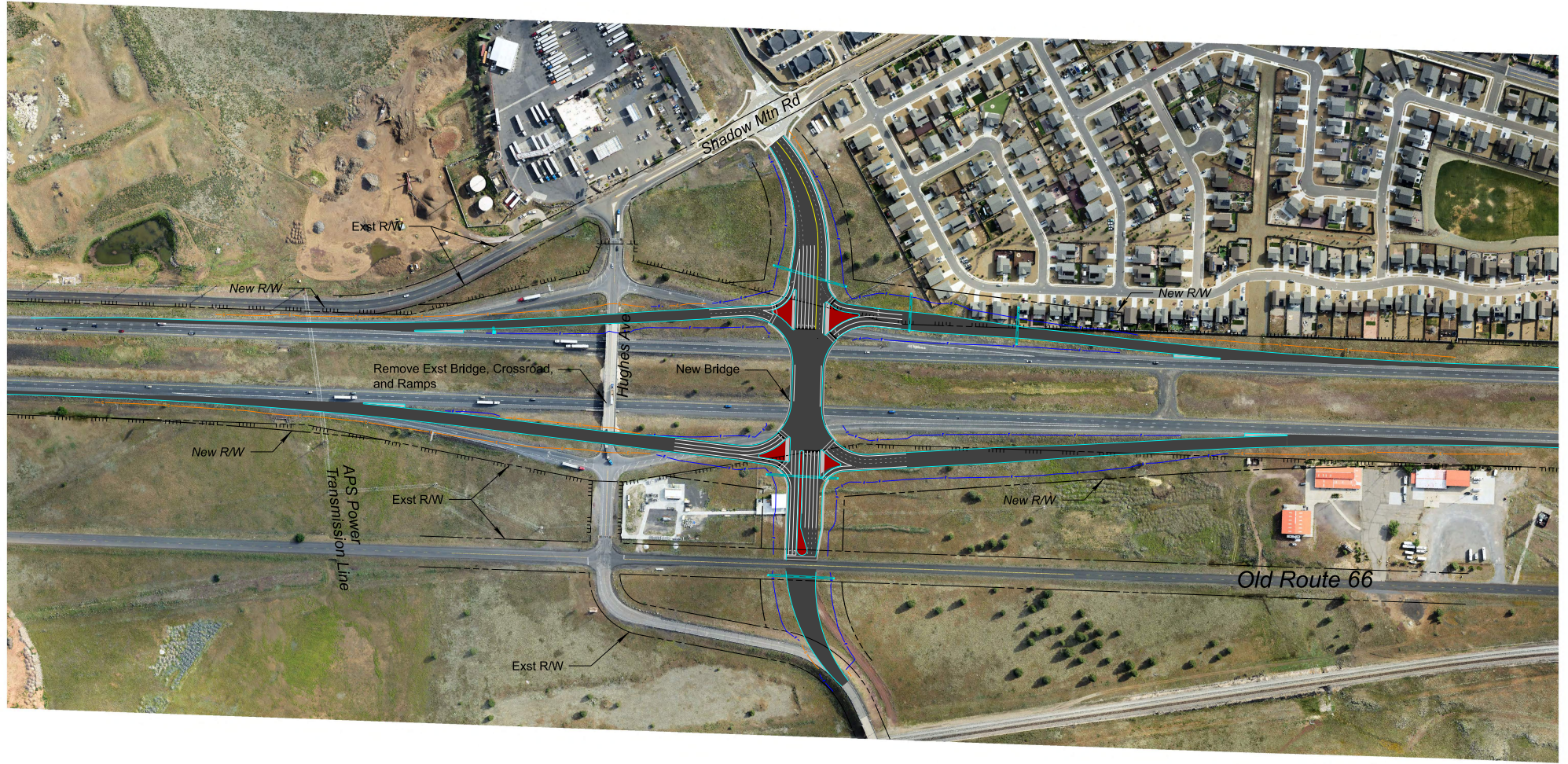
- Comments on the study will be accepted through February 5.
- Comments can be submitted in the following ways:
 - Submit comment card at tonight's meeting
 - Online comment form: [I-40 Bellemont Traffic Interchange Design Concept Report Update / Department of Transportation](#)
 - Email: crodriguez9@azdot.gov
 - Phone (602) 617-9560
 - Mail: Chris Rodriguez, ADOT Project Manager, 205 S. 17th Ave., #292, MD 614E Phoenix, AZ 85007

Project Alternatives Roll Plot Exhibits



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ALTERNATIVE 5: SINGLE POINT URBAN INTERCHANGE (SPUI)
JANUARY 2025



ALTERNATIVE 7A: NEW HALF DIAMOND TI 1.0 MILES TO THE EAST OF HUGHES AVENUE
January 2025

Preliminary Evaluation Matrix

BELLEMONT I-40 DCR UPDATE: ALTERNATIVES EVALUATION MATRIX

Key Criterion	Alternative 1 No Build	Alternative 2 Diverging Diamond Interchange (DDI)	Alternative 3 “Dog Bone” Roundabouts	Alternative 4 Roundabouts	Alternative 5 SPUI	Alternative 6A New TI to East	Alternative 7A New Half-TI to East	Recommend- ation
Description	<i>No-Build Condition</i> No TI or frontage road improvements will be considered. Coconino County's frontage road study recommendations may be incorporated into the Preferred Alternative if the No Build Alternative is recommended in the DCR	<i>New DDI with crossroad shifted 0.25 mile west of Hughes Ave. Remove existing Hughes Ave ramps and crossroad.</i>	<i>Shift crossroad ~100' east. New bridge. Add “dog bone” roundabouts at EB ramps and Old 66. Also add dog bone roundabouts at WB ramps and new location between 3-leg intersection and existing roundabout near Pilot.</i>	<i>The 2013 Draft Final DCR recommended shifting the crossroad approx. 800' to the east. The ramp intersections, approx. 600' apart, are proposed as 2-lane roundabouts. The profile of the south frontage road/Old 66, would be raised and the intersection with Hughes Ave reconstructed as a roundabout on fill.</i>	<i>Single Point Urban Interchange at relocated crossroad to the east approx. 800'.</i>	<i>New tight diamond interchange 1 mile to the east of Hughes Avenue with two-way crossroad and connections to north frontage/forest road and Old 66 on south side. Also includes needed improvements to existing Hughes Ave TI including bridge replacement.</i>	<i>New half diamond TI 1 mile to the east of Hughes Avenue with two-way crossroad and connections to north frontage/forest road and Old 66 on south side. No ramps on the west side of the new half-TI. Also includes needed improvements to existing Hughes Ave TI including bridge replacement.</i>	
Traffic Operations / Level of Service (Design Year 2050)	Poor Level of Service: LOS C/F	Acceptable Level of Service: LOS A-C Ramp intersections are signalized. Insufficient space to flare lane widths between Shadow Mtn Rd and the WB ramps.	Good Level of Service: LOS A-B Insufficient space to fit dog bone geometry without encroaching on the Pilot travel center.	Good Level of Service: LOS A There is adequate space to develop new lanes.	Acceptable Level of Service: LOS B-C However, SPUI configuration works better on urban freeways with closed median than on rural freeway with wide median. Wide median presents long distance from ramp stop bars to far side of intersection. Insufficient space to flare lane widths between Old 66 and the EB ramps.	Hughes Ave TI: acceptable Level of Service: LOS B-C. New TI: Good Level of Service: LOS A Insufficient space for all storage and flares/ tapers at existing Hughes Ave TI between Shadow Mtn Rd and WB ramps.	Hughes Ave TI: acceptable Level of Service: LOS B-C New Half TI: acceptable Level of Service: LOS A Insufficient space for all storage and flares/ tapers at existing Hughes Ave TI between Shadow Mtn Rd and WB ramps.	4, 3, then 5, 6A, 7A
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Driver Expectancy	No change.	DDI is a fairly new interchange type in Arizona. Limited arterial street network exists to north and south; drivers who may exit freeway by mistake may get lost and take time to return to I-40.	Less common intersection type. Roundabouts can be confusing to some drivers. Dog bone configuration may further confuse drivers. Extra signing and pavement marking may be needed. Trucks may have difficulty navigating snowy conditions in existing roundabout.	Roundabouts can be confusing to some drivers; extra signing needed. Roundabouts can be difficult for large trucks to navigate. Trucks have difficulty navigating snowy conditions in existing roundabout.	Common intersection type in urban areas, but less common in rural settings.	Most common interchange/ intersection type in area.	Drivers not familiar with area may be confused by access at Half TIs.	6A, 5, 4, 2
Estimated Right-of-Way Acquisition (acres)	None.	46 acres	9 acres	24 acres	15 acres	45 acres	39 acres	3, 5
Estimated Construction Cost	\$0	\$\$\$\$ (Second highest)	\$ (Lowest) Ties into existing ramps so less earthwork required.	\$\$	\$\$\$\$ (Third highest)	\$\$\$\$\$ (Highest)	\$\$\$	3, 4, 7A, 5, then 2, 6A
Preliminary Permanent Impacts to Residential Properties	No impact to residential properties.	No impact to residential properties.	No impact to residential properties.	Impacts approximately 33 residential properties.	Impacts approximately 11 residential properties (WB exit ramp).	Impacts property/access on Beaton Drive (north of north frontage/ forest road).	Impacts property/access on Beaton Drive (north of north frontage/ forest road).	2, 3, 6A, 7A
Preliminary Permanent Impacts to Adjacent Businesses/ Access	No impacts.	Power substation access impacted; new frontage road impacts part of Pilot truck stop.	Substantial encroachment onto Pilot and granite business (NE corner Old Rte. 66 and Hughes Ave) as well as vacant private properties.	Impacts to granite property from fill slopes	Impacts to granite property.	Profile changes may impact access to several properties. Impacts to forest land. Impacts to: Granite property, RV dealership, RV storage to the east, Jackson Energy Logistics.	Profile changes may impact access to several properties. Impacts to forest land. Impacts to: Granite property, RV storage to the east, Jackson Energy Logistics.	4, 5, 2
Environmental Impacts – Cultural Resources	No impacts.	Low impacts to known historic properties and historic Route 66.	Low impacts to known historic properties and historic Route 66.	Moderate impacts to known historic properties, historic Route 66, and a historic artifact scatter.	Low impacts to known historic properties and historic Route 66.	Low impacts to known historic properties and historic Route 66.	Low impacts to known historic properties and historic Route 66.	2, 3, 5, 6A, 7A
Environmental Impact – Noise	No impacts.	No impacts anticipated.	No impacts anticipated.	Potential noise modeling needed to evaluate impacts.	Potential noise modeling needed to evaluate impacts.	New ramp is near homes; potential noise modeling needed to evaluate impacts.	No impacts anticipated.	2, 3, 7A
Public Comments	--	--	--	--	--	--	--	TBD

Self-Identification Survey



Self-Identification Survey

Title VI of the 1964 Civil Rights Act, as amended, 42 USC 2000d, and U.S. Department of Transportation regulations provide that **"no person** in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Other Title VI Nondiscrimination related authorities:

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- Americans with Disabilities Act of 1990
- Executive Orders 12898 & 13166

The Arizona Department of Transportation's goal is to ensure that every effort will be made to **prevent discrimination** through the impact of its programs, policies, and activities.

ADOT will take reasonable steps to provide **accommodations** based on language or disability. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

By completing this **voluntary** survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

Completing this survey is voluntary. If you choose to respond, please mark all that apply.

ETHNICITY/RACE:

- | | | |
|---|---|---|
| ☐ African American/Black | ☐ Native Hawaiian/Other Pacific Islander | ☐ Hispanic/Latino |
| ☐ American Indian/Alaskan Native | ☐ Asian | ☒ White |



Self-Identification Survey

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Other Title VI Nondiscrimination related authorities:

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- Americans with Disabilities Act of 1990
- Executive Orders 12898 & 13166

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Comment Form

Questions or Comments



Name: _____

Address: _____

Telephone: _____ Email: _____

Meeting Date: _____ Project or Study: _____

Your question or comment: _____

Use reverse side if necessary

19-060

Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.

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19-060

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Appendix B

Public Notification Flyer



BELLEMONT DESIGN CONCEPT REPORT UPDATE

YOU'RE INVITED: JOIN ADOT/COCONINO COUNTY AT JANUARY 15, 2025 PUBLIC MEETING

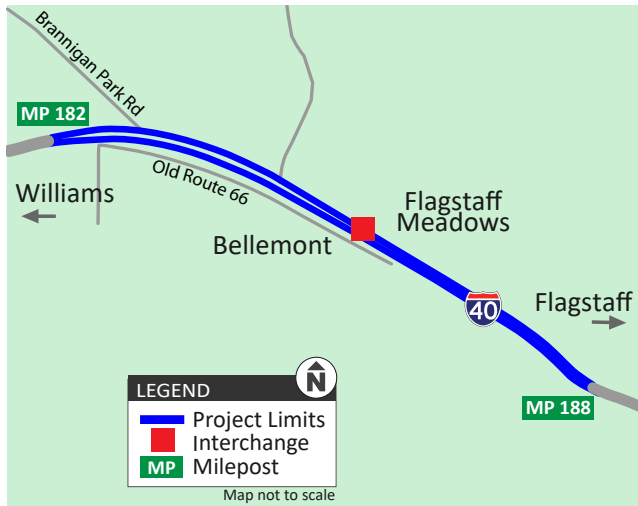
IN-PERSON PUBLIC MEETING

Wednesday, Jan. 15, 2025 | 6 - 7:30 p.m.

(presentation at 6:30 p.m.)

Ponderosa Fire Station 82 - Community Room

11951 West Shadow Mountain Drive, Bellemont, AZ



OVERVIEW

The Arizona Department of Transportation (ADOT), in cooperation with Coconino County, has initiated a Design Concept Report (DCR) Update for the Bellemont (Hughes Avenue) Traffic Interchange (TI) located on Interstate 40 at milepost (MP) 185. The TI was originally identified for improvement in the I-40 Bellemont to Winona DCR document that was created in 2013.

ADOT and Coconino County initiated this DCR update based on traffic projections from recently proposed developments that will significantly increase long-term traffic volumes and congestion in the area. The I-40 DCR will be updated by developing new design alternatives and identifying a preferred alternative for the Bellemont area (study limits: I-40 between mileposts 182-188).

This first vital step of DCR preparation at 15% design will confirm and prioritize the project goals and objectives. A key component to this phase of the project is to determine the specific interchange location, type and overall footprint of the project.

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Chris Rodriguez, ADOT project manager, CRodriguez9@azdot.gov or 602.617.9560. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con projects@azdot.gov o 855.712.8530. Las solicitudes deben hacerse lo más antes posible para asegurar que el estado tenga la oportunidad de hacer los arreglos necesarios.

WHAT IS A DESIGN CONCEPT REPORT (DCR)?

A DCR is a document that outlines the initial vision and key features of a proposed transportation project. The DCR presents a high-level overview of the design concept, including potential solutions, before moving into detailed engineering plans. The document essentially serves as a preliminary blueprint for the project, identifying major considerations like alignment, access points, potential impacts and proposed mitigation strategies, while also providing a basis for further analysis and stakeholder feedback.

DCR UPDATE SCHEDULE

After the public meeting, ADOT and Coconino County will determine the design alternative with which to proceed based, in part, on the input received at the public meeting and during the public-comment period. The County will apply for a federal transportation grant after the DCR document is updated.

QUESTIONS/COMMENTS

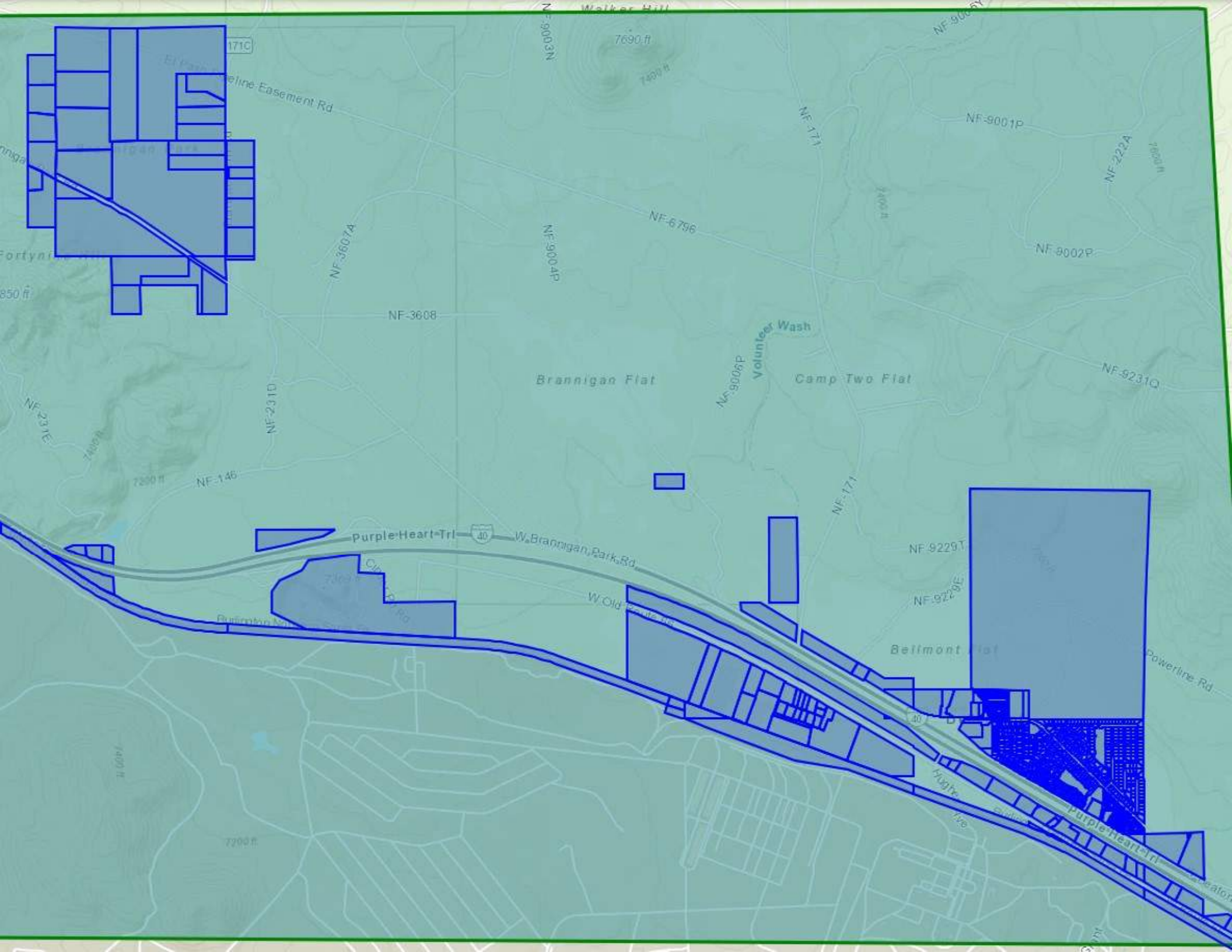
Submit questions and comments by Wednesday, Feb. 5, 2025, in any of the following ways:

- ▶ Complete and submit a comment card at the Jan. 15, 2025 public meeting.
- ▶ Online: Complete and submit an online Comment/Question Form on the project website at azdot.gov/BellemontDCR.
- ▶ Email/Phone: Chris Rodriguez, ADOT project manager, CRodriguez9@azdot.gov or 602.617.9560.
- ▶ Mail: Chris Rodriguez, ADOT project manager, 205 S. 17th Ave. #292 MD 614E, Phoenix, AZ 85007.

MORE INFORMATION/UPDATES

For more information and to subscribe for project updates by email visit the project website at azdot.gov/BellemontDCR.

Mailing List Map for Flyer



Post-Meeting Letter from Coconino County

January 22, 2025

Dear Bellemont-Area Resident,

Christopher Tressler
PE, CFM
Director

Ray Garcia
Deputy Director

Chad Auker, PE
Deputy Director
County Engineer

Nate Reisner, PE
Assistant County
Engineer

Joe Wiese
Fleet Services
Division Manager

Tod Skinner
Road Maintenance
Division Manager

Jeremy Floyd, MPA
Administrative Services
Division Manager

Viviana Reyes
Culture, Engagement &
Communications
Manager

Marc Della Rocca
Community Relations
Manager

We would like to thank everyone who attended our community meeting on January 15, 2025, to discuss the Arizona Department of Transportation (ADOT) Design Concept Report (DCR) Update for the Bellemont Traffic Interchange and Coconino County's Bellemont Intersection Evaluation Study. Both ADOT and the County appreciate your input regarding the build alternatives that were presented to improve traffic flow in and out of the Bellemont community.

If you were unable to attend this meeting or would like to learn more & provide comments about the alternatives that were presented, then please visit the following:

ADOT I-40 Study
www.azdot.gov/BellemontDCR



County Bellemont-Area Study
www.coconino.az.gov/BellemontIntersectionStudy



All comments must be received by Wednesday, February 5, 2025

These alternatives represent an important first step towards identifying feasible solutions to help mitigate current and future traffic issues that affect Bellemont residents and the traveling public. Our contractor will now move forward to determine the preferred alternative of those presented based on criteria that include improved traffic operations, impacts to residents, right-of-way requirements, and estimated construction costs. We plan to share this preferred alternative at another community meeting when this study is completed this summer.

Improving travel in and out of Bellemont remains a priority for Coconino County, especially given the predicted higher traffic volumes and congestion from future development within your community. Although traffic interchange projects are very expensive and take years to complete, our goal is to keep facilitating a process that will give us the best chance possible to yield a feasible solution for you, your neighbors, and the traveling public.

Thank you for your time and interest,

Sincerely,



Christopher Tressler, Director - Coconino County Public Works

Cc: Tammy Ontiveros, Coconino County Board of Supervisors, District 3
Kim Musselman, Deputy County Manager

Appendix C

Public Comments

Method	Alternative	Public Comment	ADOT Response
In-Person	ADOT 6A & 7A	As a resident I prefer option 6A and 7A, as it helps us the most. Especially in case of an emergency.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
In-Person	ADOT 6A	From a public safety standpoint as a board member of Ponderosa Fire District, Alternative 6A is the smartest, most reasonable alternative for the Bellemont Area. It provides easier access to the residential area , both existing and future, while providing a secondary emergency access or alternative route.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
In-Person	ADOT 6A	6a is the only viable option design because it is the only option that provides a proper alternative in case of an emergency evacuation. We need a way to get out of the community if there is an emergency. It is just a matter of time until an event like that occurs.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
In-Person		Any improvement must include an alternative means of egress for Belmont residents. A road behind Pilot travel center Nate mentioned. Ponderosa Fire District supports Alt #6 or #7.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
In-Person	ADOT 6A & 7A	My biggest concern is having more than one way in and out of the neighborhood, especially if we need to evacuate. I like Alt 6 & Alt 7 plans for this reason.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
In-Person	ADOT 6A	My biggest concern as a resident with a small car, if there is any emergency and need to evacuate we currently only have one way out. If an emergency vehicle needs to enter and roundabout is blocked, we happens often, how do they get in to save lives? If another exit to the community is not created we are not safe. No other options are feasible, I know others may want to keep semis off Shadow Mountain, but I would rather have a safe place to exit than risk trucks on Shadow Mountain. Children's Safety would be a concern.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
In-Person	ADOT 6A	Best suggestion yet, seperate off ramp/onramp for local. Residential traffic. Eliminate mixing semi trucks and residential traffic!	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
In-Person	ADOT 6A	I believe this is the best option, build a new exit east of Hughs.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
In-Person	ADOT 6A	Number 6 please. We need a new exit.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.

In-Person	ADOT 6A & 7A	Truck access to the Pilot trucks stop was considered an all proposed alternatives. With the incoming Speedway Truck stop, was traffic entering from the free-flow right lane considered? What is the potential for traffic to back up due to trucks entering speedway? I like 7A best. Most Bellemont residents need to come to and from Flagstaff, so I don't think the E- ramps are necessary. However, for resident safety, I do think additional entrance points to I-40 E of Hughes is necessary. Fires are going to continue to increase in frequency and intensity and residents need additional points of egress. Also like that 7A is less expensive than 6A. and very pro county road going around back of Bellemont. Is an alternative to the Forest road possible to get to Flag without getting on I-40? And we don't need any more gas stations. We need real amenities for residents like grocery stores.	Thank you for your input. All known planned development was included in the traffic analysis.
In-Person	ADOT 2	What is the plan for snow removal on this plan?	Snow removal would be done in a manner similar to how it is done today.
In-Person	ADOT 2	Anything that keeps trucks and residents together is a recipe for disaster. Create a different road/Pilot access for trucks to the West of the Pilot. Stop allowing them to backup the roundabout.	Thank you for your comment. Several of the alternatives would provide greater separation between residential traffic and truck stop traffic than exists today.
In-Person		The options provided are short sided and ultimately aim to benefit the corporate and the newcomers. Just like we did the natives. Thank you for forgetting about the locals!	The proposed alternatives are primarily designed to improve connectivity and access for all users.
In-Person	ADOT 6A & 7A	Alternative 6A & 7A are by far the most ideal to provide more emergency access and egress points to a growing community in a fairly risky fire area. The addition of County Road access around the back of the Pilot station would further this goal for safety.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
In-Person	ADOT 7A	Signs dont matter so don't put signs. Pilot exit mile marker for the exit that goes directly to the Pilot and please compensate the displaced people well. They are easier to move their houses have wheels.	Thank you for your comments.
In-Person	ADOT 6A	This is BEST! We need another offramp and this proposal gives access to our home from two options.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.

Online		I'm a local resident in Bellemont, and I live in the Flagstaff Meadows III subdivision. I attended the public meeting on January 15th. From the point of view of a resident, designs 1 through 4 aren't really all that important to me if design 6A or 7A are built. 99% of the time I use I-40, it's to travel east to Flagstaff, and if a new TI is built east of MP 185, I would use it exclusively for ingress and egress on those trips. I would avoid the TI at Hughes Rd when at all possible. The vast majority of residents out here that I've spoken with are concerned with only having a single TI for egress from the area in the event of needing to evacuate in an emergency, such as a fire. Having a 2nd option to the east would do a lot to alleviate those concerns. I would not be in favor of any design that required the removal of homes and/or businesses.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Email	ADOT General	Hi I am wondering if there is any consideration to adding another entrance/exit to Bellemont? I am deeply concerned that after the future development of the Speedway right across from the Pilot that getting into or out of Bellemont will become very challenging for those of us who live here.	Alternative 6A or 7A, if selected, would provide another interchange east of Hughes Avenue and the residential area.
Email	ADOT #2	My #1 choice is Alternative #2. Although second most expensive, it provides the longest term fix. Addition fixes later will only cost more. My second choice is Alternative #3 (dog bone). I think we really need to look at the best bang for the buck for the longest time. We want to provide long term access for current and future businesses too.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Email	ADOT General	The options provided primarily served the corporate market, the only options that would benefit our community (options East of the existing ramp) have major encroachment issues and have heavy gentrification elements in the designs. The community was not engaged with during the early conceptual process...this is obvious in the designs. The county opens meeting with a "land acknowledgement statement", but I see none of these principles exhibited in the designs or the interaction with our community. We have had family here in Bellemont since WW2 where my wife's grandfather's family lived in the Indian camp, her step father was born in the army hospital, and I have lived on our homestead since I was 2. We don't even get notifications in the mail on the proposed intersection. These designs don't represent a better future for our children. Just serving corporate interests and California transplants.	The proposed alternatives are primarily designed to improve connectivity and access for all users.
Email	ADOT 6A & 7A	After reviewing the plans, 6A or 7A are truly the only options that benefit the residents and future residents by separating the truck traffic, if the trucks truly remain off the newly constructed ramp. During a storm that impacts the existing ramp/road we all know the trucks will listen to Google maps and get off on the ramp designated for the residents and clog that up. I believe the diverging diamond interchange is also a feasible option. Moving the existing overpass would be beneficial. Regardless of the decision, the residents need to be the first priority. Everyone else is just passing through and may only have to deal with potential problems on a one time basis. With wildfires more prevalent, an additional egress would definitely be beneficial. There will eventually be new businesses out here as well as more homes. Access for those should be the priority.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Email	ADOT General	From the perspective of a resident, options 1 through 4 only benefits truckers, the truck stops, RVs, and other transient traffic. It does not help residential traffic at all. Options 6A and 7A benefit residential traffic heading to and from Flagstaff, which is the majority of it. It also gives residents a 2nd way out of the area in an emergency, such as a fire evacuation	Thank you for your input. ADOT appreciates your comments and support for this improvement project.

Email	ADOT #1	We prefer #1 - unchanged. We DO NOT want truck traffic in our neighborhood nor do we want to lose the access/use to the forest right off the main road. We walk there with our dogs and kids daily. Too dangerous and the other options don't actually solve the problem. I'd prefer to leave it as is. The best solution would be getting the gas stations and all commercial traffic to stay on the south side of i40 while residential stays on the north side. So, NO CHANGE.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Email	ADOT General	Any alternative that does completely separate the residential traffic from the truck traffic will not resolve the serious safety issues we have been dealing with since the current option was constructed. Anything that keeps residential and truck on the same path will result in major failure due to the unpredictable actions of the truck drivers who do not follow normal traffic flows. It does not matter how many signs are posted, they will cause issues by blocking the only way for traffic to get in and out of the residential area. This poses a significant hazard and safety issue as no one can get out, and if any emergencies arise, emergency service cannot get in. Even worse, the Ponderosa Fire Department would be unable to leave the residential area to respond to nearby emergencies. The only solution that should be considered is something that includes a separate path for the trucks to take to get to the gas stations to separate them from going towards the residential area. If there is no way to do this in the area around the Pilot station, then you must construct a second exit similar to what is proposed in alternatives 6a and 7 so that there is a second way to get in and out of the residential area when the trucks will block the western entrance/exit. It is not a matter of if the trucks will block the western entrance/exit, it's a matter of when.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Email	ADOT 6A	We think the Alternative 6A – Add TI One Mile East would be the best for our neighborhood.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Online	ADOT #2 & #3	Alternative 3 looked best from the perspective of a Bellemont resident, though Alternative 2 was a good backup option. Both looked to do a good job allowing residents to exit the I-40 and make it home without being stuck behind diesels, though getting to the freeway with any of the options will still be problematic - diesels seem to get stopped/stuck in front of the pilot all the time. Another benefit of options 3 and 2 are that we would avoid the use of traffic signals. Of course, the real fix is to place a second free exit/on-ramp on the east side of the Bellemont community.	Thank you for your comments.
Online	ADOT #7A	Alternative 7a is a preferred alternative providing easy access to the residences with access to/from Flagstaff. Signage would be suggested to prevent truck traffic from using and putting a ton of commercial truck traffic down Shadow Mountain Dr. This option would provide egress in the event of an emergency (esp. wildfire) which at present there is only one way in/out of Bellemont. 6a is an acceptable alternative but since traffic can head west from the existing Hughs ave onramp, this option seems like lots of extra cost with little benefit. Alternatives 4 and 5 should be non starters! The use-case does not justify the impact to residential properties, especially when building in on unimproved commercial/residential properties is easily achieved (e.g alternatives 2 and 6 or 7) Alternative 3 would be a fine option, but I'm not sure most of the 18 wheelers using this exit can navigate a straight line- i easily foresee them going the wrong way Preferred order of preference, 7a, 2, 6a,3, 1.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.

Online	ADOT 6A & 7A	I favor 6a or 7a which add a new interchange with the interstate one mile east of the current exchange. These are the only options that offer 2 true routes of ingress and egress for residents in Bellemont in case of emergencies. I also like the design because it gives residents a chance to skip most of the truck stop traffic. Option 1 to do nothing obviously does no address any of the current or projected inefficiencies of the intersections. Option 2 with the diverging diamond may be effective in urban areas - but it will seem out of context and confusing in a more rural area like Bellemont. Option 3 with dogbone roundabouts seems like it doubles the chances for truckers not familiar with the area to make mistakes and bottleneck traffic. Option 4 with 3 roundabouts also increases the chances for unfamiliar drivers to make mistakes. The current roundabout causes lots of confusion, so the answer to fix that can't possibly be more roundabouts. I am sure roundabouts when properly used are more efficient, but they are rarely properly used and so create more inefficiency in reality. Option 5 affects too many properties and does not add a new point of ingress or egress for residents to have two ways in and out.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Email	General	Regardless of the ADOT study results, please add another road that runs behind the pilot and avoids the roundabout. This would add another means of egress in emergencies. On the ADOT options, I favor 6a or 7a which add a new interchange with the interstate one mile east of the current exchange. These are the only options that offer 2 true routes of ingress and egress for residents in Bellemont in case of emergencies. I also like the design because it gives residents a chance to skip most of the truck stop traffic. Option 1 to do nothing obviously does not address any of the current or projected inefficiencies of the intersections. Option 2 with the diverging diamond may be effective in urban areas - but it will seem out of context and confusing in a more rural area like Bellemont. Option 3 with dogbone roundabouts seems like it doubles the chances for truckers not familiar with the area to make mistakes and bottleneck traffic. Option 4 with 3 roundabouts also increases the chances for unfamiliar drivers to make mistakes. The current roundabout causes lots of confusion, so the answer to fix that can't possibly be more roundabouts. I am sure roundabouts when properly used are more efficient, but they are rarely properly used and so create more inefficiency in reality. Option 5 affects too many properties and does not add a new point of ingress or egress for residents to have two ways in and out.	Thank you for your comments.
Online	ADOT #2	Alternative 2 - Diverging Diamond: How does this option change or streamline the entrance / exit for the trucks at Pilot? How does this option allow for any future development (e.g., another truck stop or other retail) with relation to the current roundabout on Shadow Mountain? This option seems like it would not be conducive for the current businesses or neighborhood who would have to go 0.25 miles beyond their destination if traveling from Flagstaff.	A major benefit of Alternative 2 is that is provides greater separation between the interchange and the truck stop and residential neighborhood.
Online	ADOT #6A	Alternative 6A seems the best to me. This would leave the normal existing exits for the trucks and allow the bellemont neighborhood its own exit.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.

Online	ADOT General	Alternative 6A and 7A are Coconino County's preferred alternatives. In the 2019 Bellemont Area Plan, in which ADOT was a represented on the area plan. It was identified that emergency management planning, particularly with regard to the single rout in and out of Bellemont as the number one implementation priority. During an open house, a resident commented that when the tornados hit in 2010, the sole arterial road took some time to be cleared, and community members were not able to leave Bellemont during or for hours after the emergency. A goal that was derived from the Bellemont Area Plan is improve traffic conditions by minimizing conflicts between residential traffic and commercial truck traffic. Alternatives 6A and 7A are the only two alternatives that meet this goal for the County. Alternatives 6A and 7A can be phased to lesson the impacts on Bellemont traffic by constructing the new TI then upgrading the existing TI. Concerns with alternatives 6&7: ☐ Trucks using this access and travelling through the neighborhood, ☐ Design TI to not impact current housing. ☐ The new ROW would take existing commercially zoned property in South Bellemont. • Alt 2 – Is not as highly supported because: - o It does not minimize conflicts between residential and commercial traffic. - o There could be alternative routes for the trucks to enter the Pilot Travel Center. - o It has high impacts to the flood plain, which the Bellemont Area plans seeks to protect. - o Would impact the planned Shadow Mtn. Wells community that is moving forward with preliminary plat approval. • Alt 3 – Is not highly supported because: - o It does not minimize conflicts between residential and commercial traffic. - o The turning movements are complicated. With the high volume of transcontinental freight trucks using the area we have found that complicated, non-traditional movements are not well negotiated by the trucking community and can get stuck in an intersection. - o This alternative does not impact current housing though which is a big plus for the County.	Thank you for your comments.
Online	ADOT General	• Alternative 4 &5 – Is not supported by the County because: - o It does not minimize conflicts between residential and commercial traffic. - o Of the housing impacts. This would be a non-starter for the County to implement. The new ROW alignment that would take close to 20 existing houses. There is a critical need for more housing units in the Region that are attainably priced. Bellemont has long been considered a more “affordable” community that is within commuting distance of Flagstaff. Taking existing housing is contrary to the goals and policies of the Comprehensive Plan, the Flagstaff Regional Land Use Plan, and the Bellemont Area Plan. - o The use of Alternative 4 or 5 could be supported if these TI options were moved to the east or west to not impact current housing.	Thank you for your comments.

Online	ADOT General	After attending the January community meeting, reviewing the options, and mulling over the issue since then, I think the best overall option is alternative 2 Diverging Diamond. I enthusiastically prefer this option because it moves the exit further away from residential areas of Bellemont and could be implemented without impacting existing houses or traffic as it is built. It also offers an opportunity to potentially reroute trucks through the industrial zoned area to the west of Pilot on future roads. My second choice is alternative 3 Dog Bone Roundabouts, as it doesn't impact residential properties. However, I much prefer the Diverging Diamond over the Dog Bone Roundabouts. My biggest concerns with the other alternatives are impacts to residential areas. Removing houses is difficult to comprehend considering the dire state of housing availability in northern Arizona and the sacrifices required to simply purchase a house here. Although I see some of the desire to have a second exit east of Bellemont, I envision a stark increase in non-residential traffic entering there and increased noise, semi trucks, and fast moving vehicles through the heart of Bellemont's residential area. A big goal of this exit reconfiguration should be reducing impacts of the highway and its effects on residential areas, not just traffic flow improvements. Improving quality of life in Bellemont, which revolves around the "mood" of I-40, should be a top priority. So long as there is an alternative road built for possible evacuations from wildfires on the Coconino County side of the equation (which based on comments at the January community meeting it sounds like there will be behind Pilot and the Shadow Mtn townhouses) then I don't think a second exit east of Bellemont is necessary and would ultimately be a detriment. Thank you for bringing the community into this discussion, we appreciate it!	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Online	ADOT General	The Design Concept presented in flawed as it does not take into consideration the amount of commercial 18 wheel truck traffic in this area. I believe one of the first steps in this process is to determine the actual amount of traffic flow and the type of traffic. I welcome and appreciate the attention to this area and look forward to seeing future designs and concepts.	Traffic counts were completed at the beginning of the study that collected volume of traffic and classification (type) of traffic. The amount of truck traffic is known and was included in the traffic analysis that was prepared for this project. The traffic study also included future traffic volumes and the predicted different types of traffic.
Email	ADOT General	Comment on Bellemont Intersection Study: Any of the options presented by the County seem better than the current state of affairs on this section of road, particularly aspects ensuring there are multiple lanes to deal with road blockages/breakdowns. However, working in tandem with the I-40 Bellemont Interchange Project, it seems to me that in conjunction with ADOT's "alternative 2 diverging diamond" there could be an opportunity to divert semi trucks from entering Pilot via the access road near the townhouses and instead have them enter Pilot via a future road through the industrial zoned area just west of Pilot. As a resident, I prefer the "diverging diamond" option as it reduces highway impacts on Bellemont neighborhoods. Quality of life in Bellemont should be a top goal alongside traffic flow. With the prospect of a future road around Shadow Mtn Townhouses to the 171 rd (to provide a second "escape route"), I would rather not have the extra interchange just east of Bellemont (due to increased traffic, noise, speeding through the heart of the community). That said, it may be prudent to consider working with the Forest Service to improve a forest road east of Bellemont to provide another escape route that way, as well as an option for the when the highway is closed due to an accident. This summer's Bravo Fire on Camp Navajo has certainly renewed wildfire concerns in the community.	Thank you for your comments. ADOT will share the comments about future roadway network with Coconino County.

Online	ADOT #6A & #7A	Either 7A or 6A are appropriate. The community needs additional points of ingress and egress, and additional traffic lanes. Converting to a roundabout (either traditional or dogbone) does not resolve the "one lane" ingress and egress. In an emergency, including during an evacuation, the community needs multiple lanes for egress, and multiple lanes for the ingress of emergency personnel. ADOT and Coconino County must consider the longterm needs of the community, and 7A or 6A provide the best solution for the longterm needs of the community.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Online	ADOT General	Most of the ideas were bad even given the conception back in 2013. The only ones that allow for any improvement especially given weather considerations are 6A and 7A. 6A is best and the only one supported by the fire department. I would like to know why the cost is so different between 6A and 7A given the similarities. The residents vocalized vast support and desire for 6A.	Thank you for your input. ADOT appreciates your comments and support for this improvement project. Alternative 7A would cost less than Alternative 6A because it requires construction of fewer ramps.
Email	ADOT 6A	6A, looks best. Just changing Hughes still does not give us residents an alternate way in or out when the bridge or current roundabout is blocked.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Online	ADOT 6A	The only option that seems the most feasible is adding another exit to the east of the housing developments (Plan 6A) and creating signage there to instruct the commercial trucks to use the old exit. That other exit also needs to be redesigned, like in the plans presented, so that we no longer have the roundabout. Driving issues, snow removal/ice, and emergency exits are all among reasons that I support the 6A design. Noting that the fire department chose that as well during the meeting was something that I think should be heavily considered.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.
Email		Definitely hoping for either option that creates a new off ramp/access into the Bellemont subdivision while leaving the existing one at cmm185.	Thank you for your input. ADOT appreciates your comments and support for this improvement project.

Appendix D

Coconino County Intersection Study

Presentation Materials



Bellemont Intersection Evaluation

Public Meeting

January 15, 2025

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Study Overview & Goals

- **Develop alternatives for improving operations at County jurisdictional intersections north of Interstate 40 (I-40)**
- **Focus on alternatives that will facilitate future growth and improve existing conditions**
- **Evaluate alternatives & recommend a preferred alternative**

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Alternative 1 Layout



Alternative 1 Pros

- Minimal impacts to the Pilot Travel Center (Pilot)
- Added capacity with two left-turn lanes provided for westbound traffic turning south toward I-40
- Dedicated right-turn lanes provided on Shadow Mountain Dr for traffic turning into the east Pilot driveway and the Best Western driveway
- Potential to coordinate with Pilot to include an additional exit for vehicles at passenger car parking lot for easier access southbound to the freeway
- Both study intersections operate at a fair LOS in the AM peak and a good LOS in the PM peak

Alternative 1 Cons

- Addition of median along Shadow Mountain Dr eliminates option for left turns into the Pilot for passenger vehicles
- Potential driver confusion for traffic traveling northbound on Hughes from I-40 to enter Pilot in the wrong direction
- Relatively short weaving distance on Shadow Mountain Dr for trucks traveling toward Pilot

Alternative 2 Layout



Alternative 2 Pros

- No traffic signal maintenance required
- Relatively simplified widening
 - Potential to add dedicated right-turn lanes
- Dedicated right-turn lane provided on Hughes Ave for traffic traveling north from I-40, turning east onto Shadow Mountain Dr
- Provides a new, separated truck exit west of Hughes Ave from the Pilot Travel Center
- Shadow Mountain Dr roundabout operates at a fair LOS in the AM peak and a good LOS in the PM peak

Alternative 2 Cons

- Potential for traffic traveling north from I-40 to back up into the TI if multiple trucks are queued at the west roundabout
- Driver comfortability with dual roundabouts
- Weaving distance on Shadow Mountain Dr for trucks traveling toward the Pilot Travel Center access road
- Hughes Ave / Brannigan Park Rd / Shadow Mountain Dr intersection operates at a poor LOS

Alternative 3 Layout



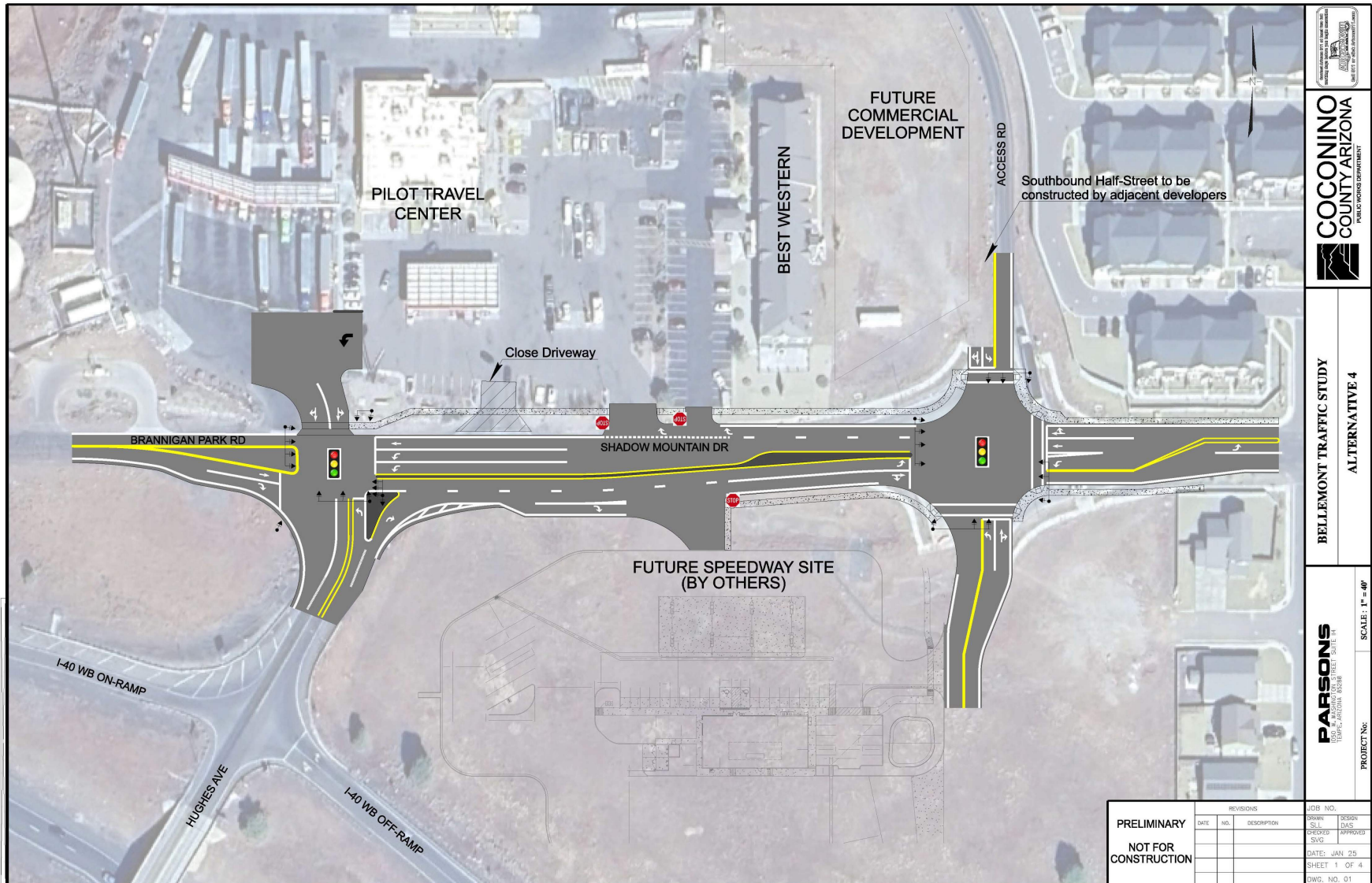
Alternative 3 Pros

- **Allows passenger vehicles traveling north on Hughes Ave from I-40 to access the Pilot Travel Center from the traffic from the west roundabout, reducing traffic at the east roundabout**
- **Simplifies truck access to the Pilot Travel Center for those traveling north from I-40**
- **Shadow Mountain Dr roundabout operates at a good LOS in the AM and PM peaks**

Alternative 3 Cons

- Extremely clear signage will be needed to ensure passenger cars and trucks enter the Pilot Travel Center through their respective entrances as well as exit in the correct direction
- Circulation was recently reversed. Pilot Travel Center may be hesitant to move fuel pumps and reverse circulation again.
- Hughes Ave / Brannigan Park Rd / Shadow Mountain Dr intersection operates at a poor LOS

Alternative 4 Layout



Alternative 4 Pros

- Driver familiarity with a more standardized traffic pattern with traffic signalization at both intersections
- Allows for signal optimization with interconnected / synchronized signal timing
- Both study intersections operate at a fair LOS in the AM peak and a good LOS in the PM peak

Alternative 4 Cons

- Potential to require complex signal phasing
- Relatively substantial work to reconstruct existing roundabout to convert to a signalized intersection
- Relatively short weaving distance on Shadow Mountain Dr for trucks traveling toward Pilot

Next Steps

- Finalize alternatives analysis and evaluation
- Select recommended alternative based upon:
 - Traffic operations
 - Safety
 - Public input
 - Cost
- Sort improvements into short-term, midterm, and long-term categories
- Continued coordination with stakeholders

Thank you!

ADOT I-40 Study

- Provide feedback to ADOT via online comment form through February 5th

<https://azdot.gov/projects/northcentral-district-projects/i-40-bellemont-traffic-interchange-design-concept-report-update>



County Bellemont Area Study

- Provide feedback to the County via online comment form through February 5th

<https://www.coconino.az.gov/3400/Bellemont-Intersection-Evaluation-Study>

