

This presentation was conducted and recorded by Todd Steinberger, the ADOT Northwest Assistant District Engineer. Thank you for participating in this presentation.

Assisting Todd with this presentation is Berwyn Wilbrink, the consultant Project Manager, and Michele Beggs, the ADOT Community Relations Project Manager.



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La información en esta presentación está en inglés. Para recibir la presentación en español, llame a Michele Beggs al 928.681.6054.

The information in this presentation is in English. To receive the presentation in Spanish, please call Michele Beggs at 928.681.6054.

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As public safety and health continue to be the top priority in these unprecedented times, the Arizona Department of Transportation is holding a call-in virtual public hearing to collect verbal public comments for the US 93/I-40 West Kingman TI Draft EA.

Please visit the study website to see study related information, including the Draft EA, technical reports, this presentation, fact sheet, and maps.

As public safety and health continue to be the top priority in these unprecedented times, the Arizona Department of Transportation is holding a call-in only public hearing on May 28, 2020 to collect verbal public comments for the US 93/I-40 West Kingman TI Draft EA.

Please visit the study website to see study related information, including the Draft EA, technical reports, this presentation, fact sheet, and maps.





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## How to Comment

- During the comment period from May 7 to June 6, 2020:
  - Online: [azdot.gov/WestKingmanTIP](http://azdot.gov/WestKingmanTIP)
  - Email: [WestKingmanTI@hdrinc.com](mailto:WestKingmanTI@hdrinc.com)
  - Voicemail: 602.474.3919
  - Mail: West Kingman TI Study Team c/o HDR, Inc. 20 E. Thomas Rd. Ste. 2500, Phoenix, AZ 85012.
- Verbal public statements during the May 28th call-in public hearing (information on the next slide)

Comments on the Draft Environmental Assessment will be accepted during the formal public comment period from May 7 through June 6, 2020 through the following options:

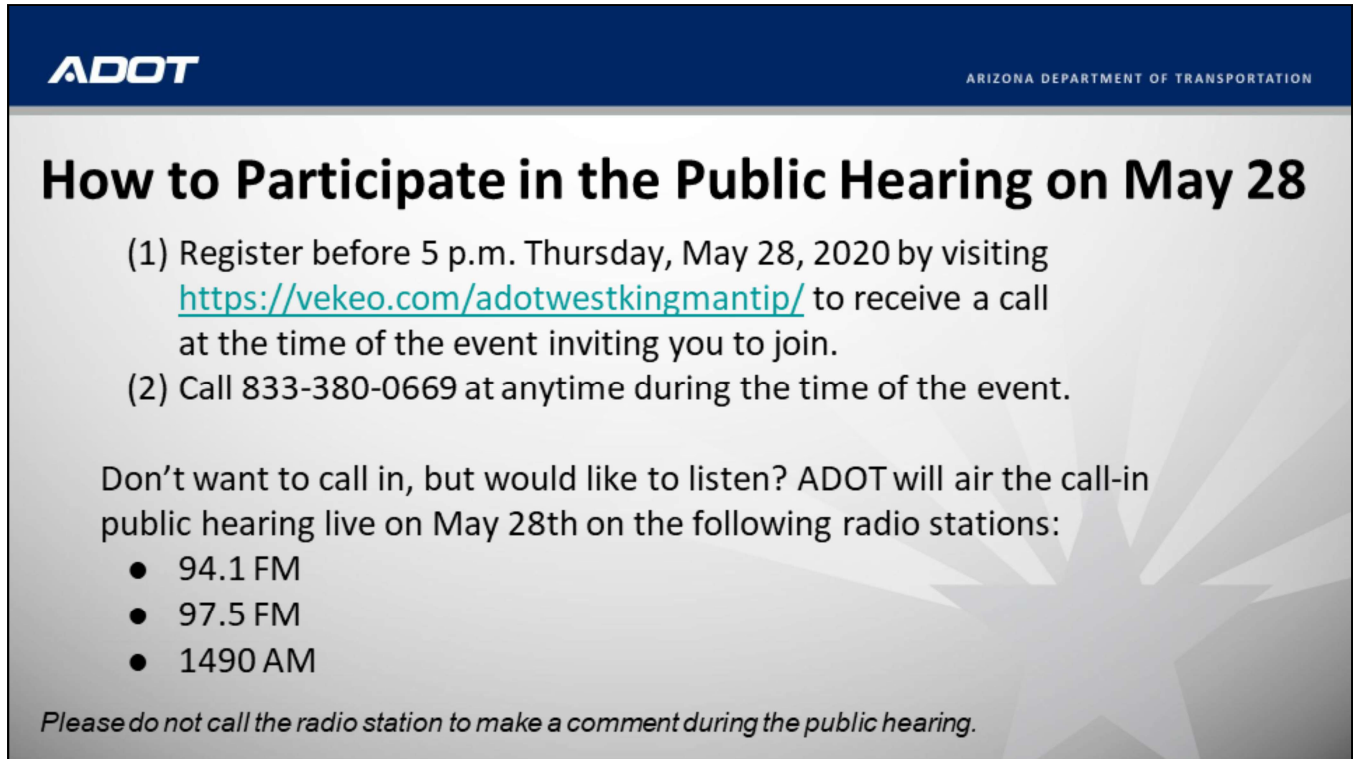
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All comment methods are considered equal, and all comments that are received on or before Saturday, June 6, 2020 will be documented and responded to in the Final Environmental Assessment scheduled to be published and made available for public review online in the summer of 2020.



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## How to Participate in the Public Hearing on May 28

- (1) Register before 5 p.m. Thursday, May 28, 2020 by visiting <https://vekeo.com/adotwestkingmantip/> to receive a call at the time of the event inviting you to join.
- (2) Call 833-380-0669 at anytime during the time of the event.

Don't want to call in, but would like to listen? ADOT will air the call-in public hearing live on May 28th on the following radio stations:

- 94.1 FM
- 97.5 FM
- 1490 AM

*Please do not call the radio station to make a comment during the public hearing.*

To receive a call at the time of the hearing inviting you to join, you may register before 5pm on May 28th, 2020 by visiting [vekeo.com/adotwestkingmantip](https://vekeo.com/adotwestkingmantip/). You may also call 833-380-0669 at the time of the event to be connected to the hearing.

Again, all comment methods are considered equal, and all comments that are received on or before Saturday, June 6, 2020 will be documented and responded to in the Final Environmental Assessment scheduled to be published and made available for public review online in the summer of 2020.

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- 94.1 FM
- 97.5 FM
- 1490 AM

Please do not call the radio station to make a comment during the public hearing.



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## May 28, 2020 Public Hearing Agenda

<b>6-6:05 p.m.</b>	Welcome and introduction of panel
<b>6:05-6:30 p.m.</b>	Presentation
<b>6:30-7:30 p.m.</b>	Call-in public comments

The call-in only public hearing scheduled for May 28, 2020 at 6pm is considered formal public hearing.

The public hearing will start promptly at 6pm with a welcome and introduction of our panel members. The presentation will begin around 6:05pm, and conclude at approximately 6:30pm. We will begin taking verbal public statements after the presentation, until 7:30pm.



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## Guidelines for Giving Public Statements

**Mutual respect, courtesy and patience are the hearing's guiding principles**

### **Speakers:**

- Dial \*3 to be added to the queue to give your statement.
- Please state your name and speak clearly.
- Maximum time allotted for each speaker is 3 minutes.

### **Listening panel:**

- Panelists are not allowed to respond.
- Questions about the project should be submitted through email, voicemail, the website or USPS mail.

The process for giving public statements is as follows. Following the presentation, speakers will be called forward based on the order in which they sign up to speak by dialing or pressing star 3 on their phone. In order to allow as many to be heard as possible and provide equal opportunity, each speaker will be allotted a maximum of 3 minutes. Yielding time to another person will not be allowed. An individual or group representative who speaks may also submit more detailed written comments for the hearing record. All comments— regardless of how submitted—will have equal weight. Written comments may be submitted through the online comment form, through the project email address, the project phone line, or through US Postal service as described previously. This information is available on the project website. All speakers signed up by the scheduled close of this hearing will have the opportunity to speak. Speakers will not be allowed to sign up to speak past the closing time of this hearing at 7:30 p.m. Mutual respect, courtesy and patience are the hearing's guiding principles. Thank you for participating in the public hearing process. At this time, I will pass the presentation on to Berwyn.



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## Project Need

The traffic volume is greater than the current interchange is designed to accommodate.



The current traffic volumes headed either to Las Vegas or to Phoenix through Kingman is overwhelming the capacity of the Beale Street Traffic Interchange, and of Beale Street itself. The large volume of cars combined with the high percentage of trucks has resulted in long delays .... and this leads to added driver frustration.



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## Project Need

The traffic volume is greater than the current interchange is designed to accommodate.



If we look at the volume of cars and trucks turning at this signalized interchange, we see that during the peak travel times, over a thousand vehicles an hour are attempting to switch between the two highways here and then continue on their way. The peak travel times are recorded on the weekends, with the heavy volume of Phoenix traffic headed to Vegas on Friday, and the returning traffic headed through the interchange on Sunday. During the rest of the week, the heavy truck and car traffic is still overwhelming the interchange, as well as making it difficult to turn into the many businesses close to the interchange.





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## Project Need

The new TI would create a free-flowing connection between I-40 and US 93 without needing to stop at the ramp intersection at Beale Street.



ADOT's desire is to build a free-flowing connection between US 93 and I-40 so travelers won't have to stop at the interchange ramps. Travelers would continue without delay or even needing to slow down between the two facilities. The ramps will allow for connectivity between all of the routes serving Phoenix, Las Vegas, and Southern California. While the new ramps will reduce congestion on local streets such as Beale Street, new ramps on the west end of Beale Street and the existing Service Interchange at the east end will provide local access to travel amenities such as gas, food, restrooms, and lodging.





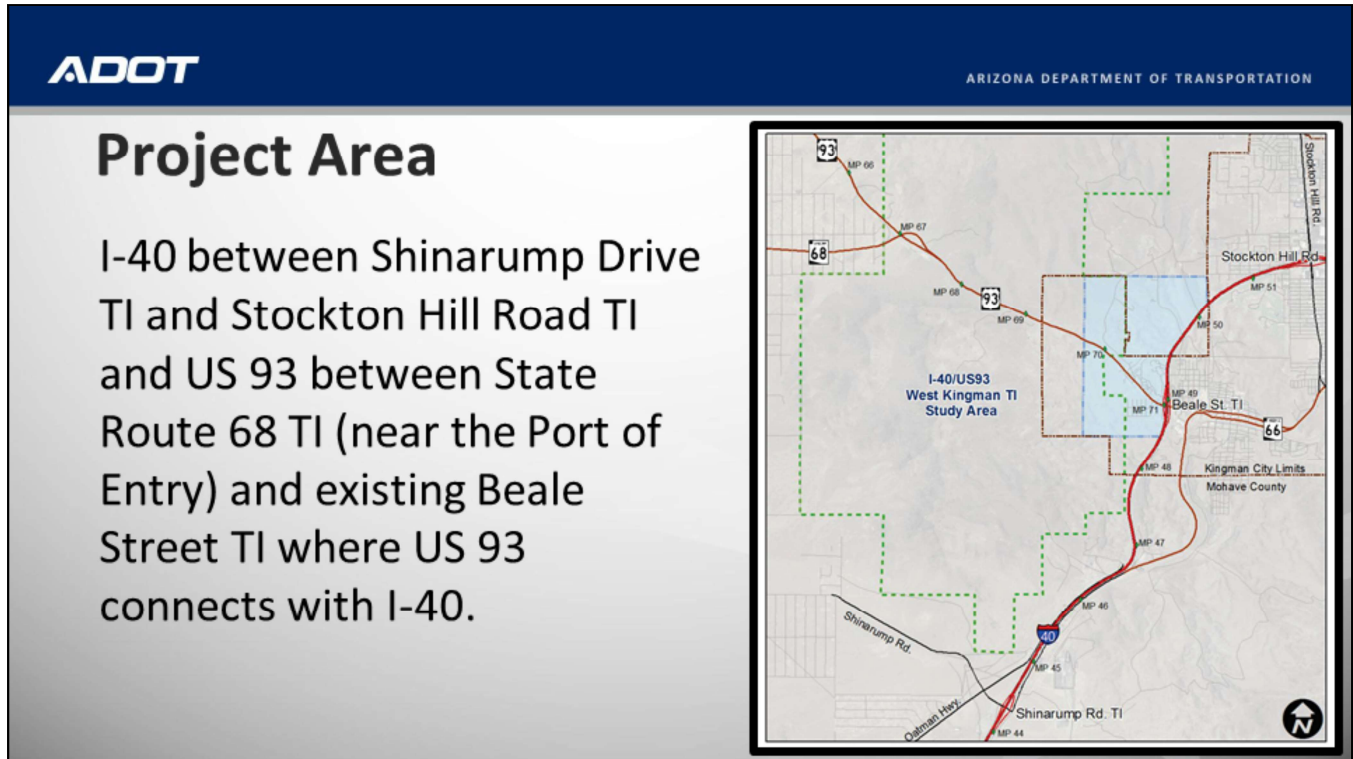
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## Project Need

The new  
TI would accommodate  
current and projected  
traffic volumes for the  
next 25 years.



ADOT is not only looking at the immediate needs of this facility, but also looking ahead into the future. Recently enacted federal transportation legislation designates several portions of US 93 as a future Interstate (I-11) between Phoenix and Las Vegas. In the center between Phoenix and Las Vegas, is the West Kingman System TI. ... the last remaining bottleneck linking these neighboring states.



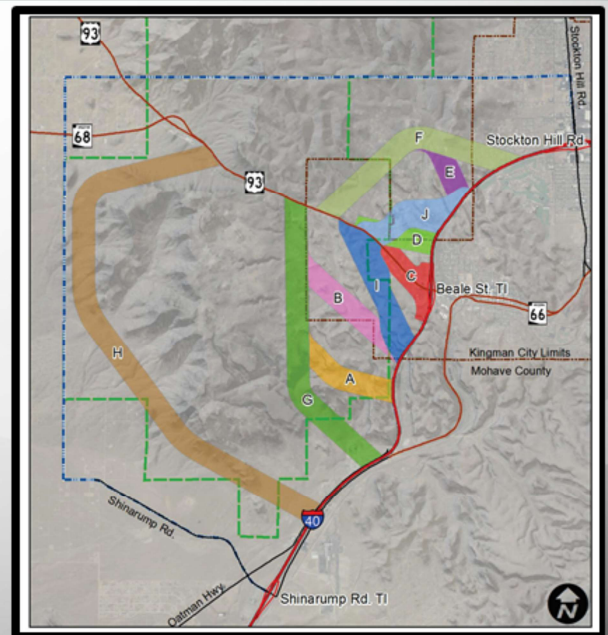
Before we describe the proposed improvements, let's see what ADOT evaluated to get to this point. ADOT's study of improvements looked at the entire region around the West Kingman Area, looking at improvements between Shinarump Drive to the south, and Stockton Hill Road to the north along I-40. Improvements US 93 began at the Beale Street Interchange, and continued west to State Route 68, to the existing Port of entry. ADOT didn't just look at improving the existing facilities... they looked at other corridor alternatives as well.



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## Study Milestones

A study was initiated in 2007 to investigate ways to improve traffic flow at I-40 and US 93 in west Kingman.



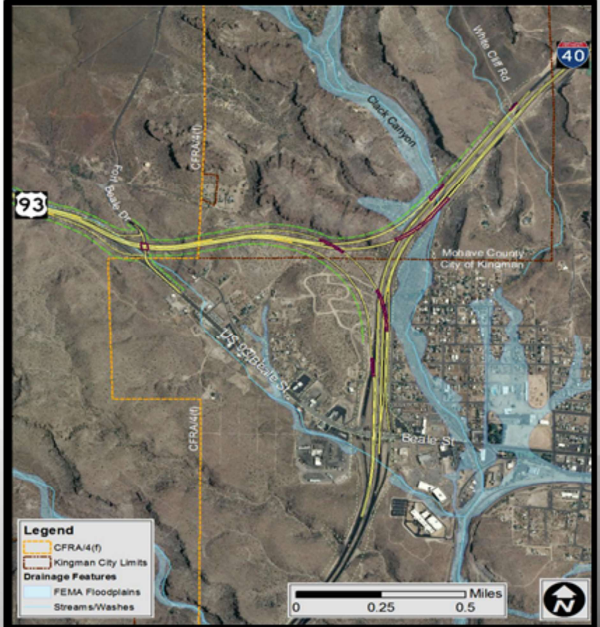
ADOT began its evaluation by looking at the feasibility of a number of alternative corridors in addition to the existing highway routes we are using today. Perhaps many of you attended the various meetings held throughout this Northwest Region between 2007 and 2013 as ADOT shared ideas with local, state, and national agency stakeholders, as well as has holding public meetings to share the various alternatives being considered. You talked, and we listened.

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## Study Milestones

ADOT worked with the community in 2012-2013 to refine the corridors to a single-corridor solution. This corridor has defined the Preferred Alternative.



Your input led to the development of a preferred alternative primarily centered on the existing US 93 corridor being maintained west of Kingman, but following the toes of the hills south of Clack Canyon before returning to the alignment of I-40. This solution avoids the businesses along Beale Street, as well as most of the residential properties surrounding I-40 in the area.



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## Draft Environmental Assessment

- Consider and assess the impacts of the preliminary design concept against the No Build Alternative.
- Evaluates potential social, economic and natural environmental impacts on multiple environmental resource categories, including air and water quality, biological resources, land use, noise, and neighborhood and community impacts.

Speaking of Environmental constraints, part of this public hearing is to present the findings of the Environmental Assessment that was conducted. The EA evaluated the impacts of the preferred alternative on several local resources. Tonight, we are providing a summary of these findings.





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## No-Build Alternative

- Used as a baseline to compare against the preferred alternative.
- Used to understand the condition of the project area in the future with limited improvements (currently planned and programmed projects and routine maintenance) and how the preliminary design concept could influence the Study Area.
- The alternative carried forward in the preliminary design concept balances the project's earthwork, reduces impacts to adjacent lands, and prioritizes traffic movements.

We are not providing only one solution either. There is always the alternative of making no improvements, or the No Build Alternative. It is a baseline to compare against the preferred alternative addressing a variety of features including safety, travel efficiency, and impacts to resources.



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## Preferred Alternative

- The preferred build alternative and is carried forward and evaluated in the Draft EA.
- ADOT is advancing the preliminary design concept in cooperation with input received from its major stakeholders, including the City of Kingman, Mohave County, the Bureau of Land Management, US Army Corps of Engineers, other local stakeholders, and the public.

As you can imagine, the consequences of doing no improvement will mean the traffic will get worse, the delays will get longer, the potential for crashes will increase, and resources will be negatively impacted. That is why, after years of study and preliminary design, we are hear presenting a recommendation to build the preferred alternative. It is doing so with the cooperation of our major agency stakeholders.





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## Preliminary Design Concept

- Has been refined for presentation to the public as part of the NEPA process.
- If approved, the design will continue in preparation for construction of the project as soon as funding becomes available.
- Let's look at a few of the details of the Preferred Alternative...

So you can better understand the details of the preferred alternative, let's describe it in a bit more detail.

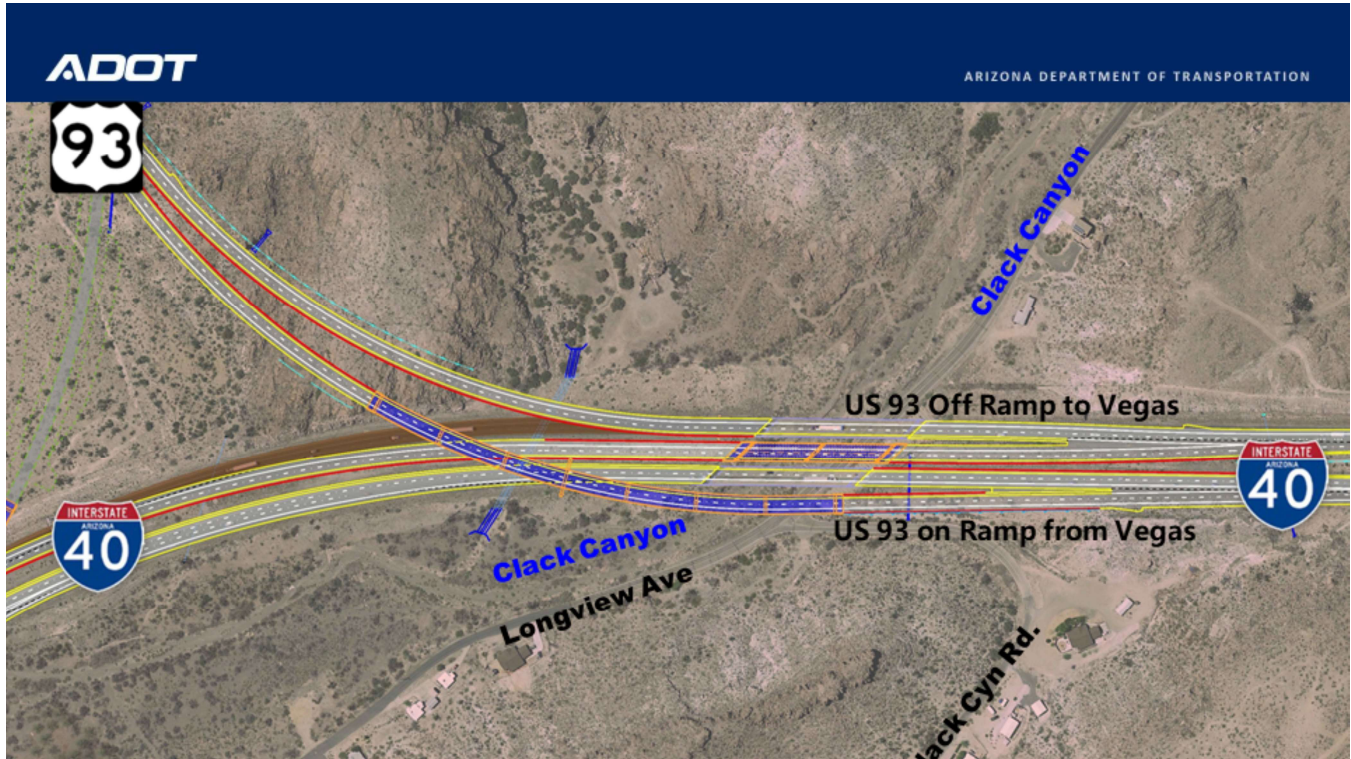


We begin with the existing facilities...Improvements on Interstate 40 begin at the Beale Street TI and continue north to the Stockton Hill TI. The existing corridor has 2-lanes in each direction. US 93 approaches Kingman as a 4-lane rural highway, but as it approaches town, it slows down, and widens into a urban 5-lane roadway through the business district before connecting with I-40.



The improvements begin by connecting US 93 straight to the lanes of I-40. The improvements begin at the west end of town near the Cerbat Foothills Recreation Area and then veer north along the foothills of the mountains south of Clack Canyon. 2-lanes are provided for both Eastbound and Westbound directions along the new alignment. The improvements connect to I-40 over Clack Canyon. From here, I-40 is widened to the Stockton Hill interchange providing three lanes in each direction.



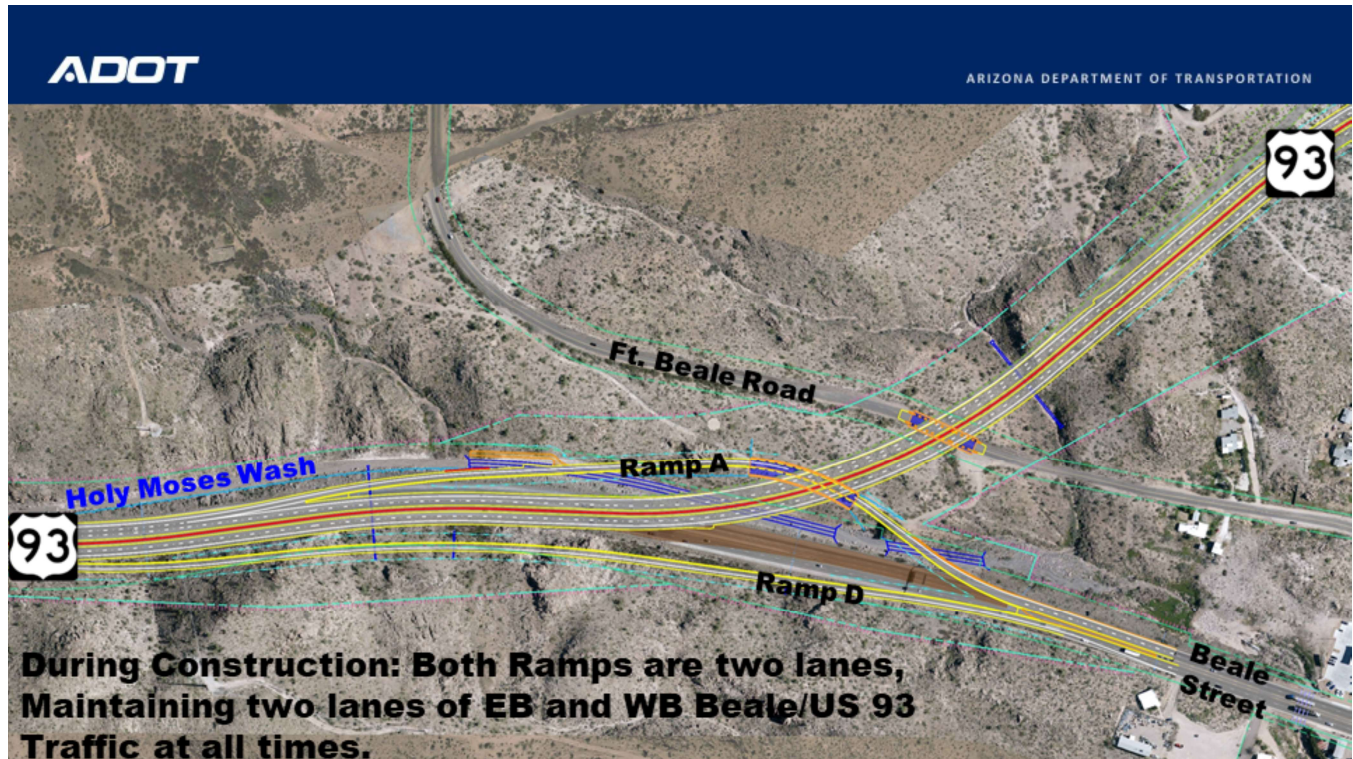


We've attempted to show you a picture of what that connection over the Clack Canyon will look like. I-40 is widened into the median, while the new ramps are constructed on the outside of the freeway. These new lanes immediately head northwest along the foothills missing most of the scenic mountains to align with US 93.



With the new connection now shown in blue, let's look at how we access Beale Street coming back from Vegas. Two new slip ramps will be constructed to maintain Eastbound and Westbound access directly for US 93 to Beale Street. During construction, it will be like spreading the existing road wider to fit the new freeway in the median. Westbound Beale will head around the north side of the improvement, with Eastbound Beale heading straight into town along the south side of the improvement.





This slide shows the connection a little bit closer. During construction, Beale Street will remain two lanes in both directions to go around the construction improvements. Once construction of the project is done, both ramps will reduce to single lanes, as the majority of the traffic will use the new connection to I-40. Anyone desiring to stop, after their two-three hour drive to Kingman, will be able to directly access Beale Street and all of the shops, stations, and restaurants.



The final piece of the interchange improvement is the new ramps connecting US 93 to I-40 into California. These ramps will initially not carry much traffic, so they are not being constructed at first.

When they are constructed, they will be single-lane ramps, with the ramp to Vegas located above all of the other improvements. These new ramps will not connect with I-40 before the Beale Street interchange, so the connection to Beale Street will be maintained to provide continuous access to the business district. That sums up what we propose to build. How are we going to build it?





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## Construction Timeline

- Funds are not available to build all improvements of the TI at once.
- The project would be separated into two phases, with the Phoenix - Las Vegas ramps being constructed in the first phase.

### Phase I

- Tentatively included in ADOT's 5-year construction program and scheduled for construction in late 2023/early 2024.
- Drivers will still be able to exit both highways at Beale Street to access local businesses, US 66 and downtown Kingman.

### Phase II

- Construct ramp between Las Vegas and Los Angeles when traffic demands suggest improvements are needed and when funding can be programmed into the 5-year program.

ADOT does not have the funds to build all the improvements of a full TI at one time. The project was separated into two phases, with the ramps connecting the heaviest traffic movement, from Phoenix to Las Vegas, being constructed in the first phase. When the traffic demands justify the expenditure of funds to build the ramps, or when the US 93 route is converted fully to an interstate highway, the remaining improvements will be programmed. To ensure the future is protected, all of the ROW required for the ultimate project is being acquired with the first phase.



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## What is NEPA?

- The National Environmental Policy Act (NEPA) of 1969-requires the impact of federally actions be disclosed publicly
- Environmental Assessment (EA)-evaluates and documents potential impacts
  - Compares the Proposed Action to No-Build Alternative
  - Discloses potential environmental impacts
  - Identifies mitigation measures or measures to minimize harm
  - Informs the decision on whether to proceed with the project

The environmental assessment process, conducted in accordance with the National Environmental Policy Act of 1969 or NEPA, includes the preparation of a document, in this case an Environmental Assessment or EA that evaluates the possible build alternatives, documents the analysis, and considers and incorporates agency, tribal, and public input throughout the process, resulting ultimately in the selection of either: (1) a Build Alternative, or (2) a No-Build Alternative.



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## Public Outreach and Agency Coordination

- Initial outreach (scoping) - September 2011
- Public information meetings - March 2012, September 2013
- ADOT met with Beale Street business community July 2019
- ADOT met with BLM Kingman Office - February 2020
- Ongoing Quarterly meetings with the County Board and Town Council since February 2019


As noted previously, this process takes some time, but there were a lot of meetings along the way, and the feedback helped to mold a solution. Hopefully, you participated in one of our meetings.

Recently, we've met with many of the Beale Street Businesses, shared as part of the City's and County's public meetings to share the progress, as well as meeting with our agency Stakeholders like the BLM.

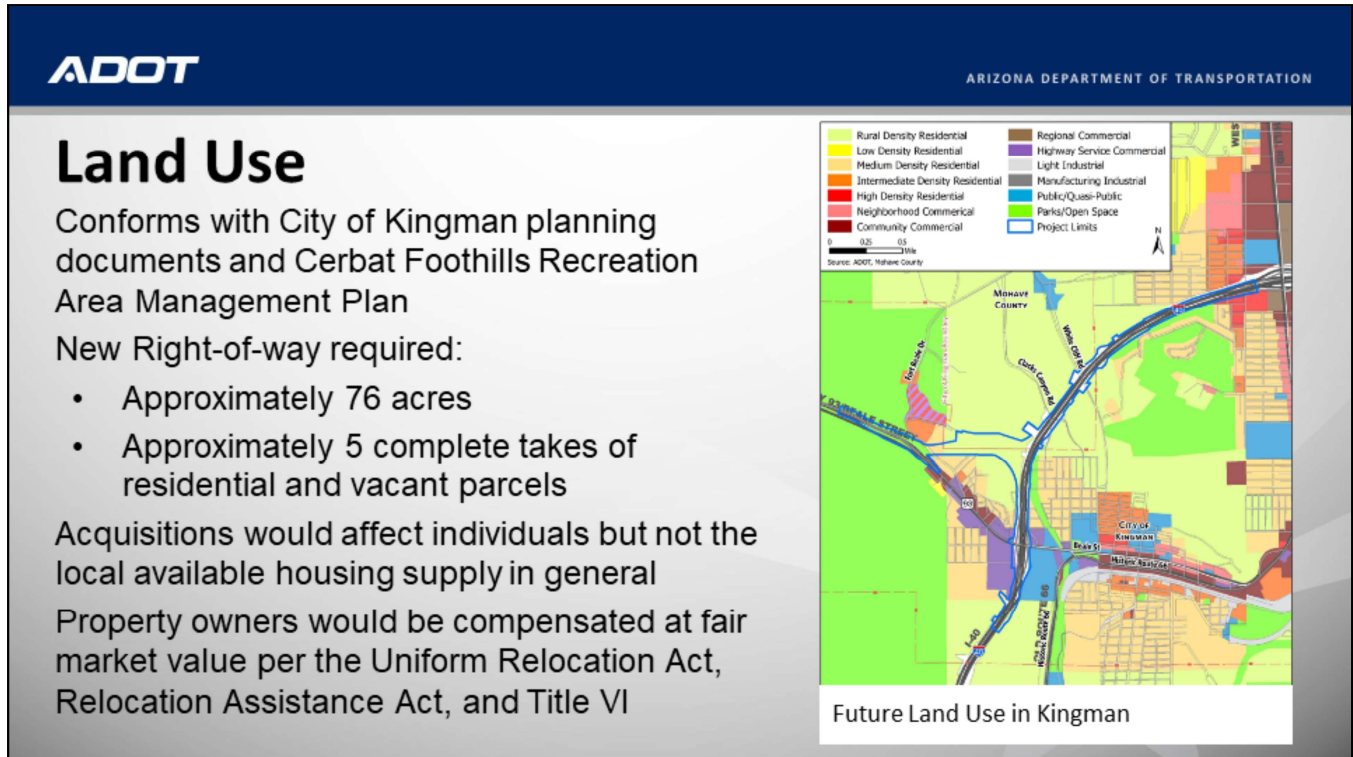
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# Resources Evaluated

<b>Land Use/jurisdiction</b>	<b>Noise</b>
<b>Socioeconomics</b>	<b>Utilities</b>
<b>Title VI and Civil Rights</b>	<b>Traffic</b>
<b>Cultural resources</b>	<b>Air quality</b>
<b>Section 4(f) resources</b>	
<b>Water and floodplains</b>	
<b>Biological resources</b>	
<b>Hazardous materials</b>	
<b>Visual resources</b>	



During the development of the EA, 23 resources were considered. Thirteen resources were evaluated in detail.



New Right-of-way would be required. Property acquisition of approximately 76 acres would affect five residential and vacant parcels. ADOT would compensate landowners at fair market value for land acquired per Title VI of the Civil Rights Act of 1965, Uniform Relocation Act, Relocation Assistance Act.



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## Cultural Resources

- Impacts to historic and archaeological resources are regulated under Section 106 of the National Historic Preservation Act.
- Section 106 consultation was completed as part of NEPA process and will continue through final design.



Nine cultural resources sites occur within the project that are eligible for inclusion in the National Register of Historic Places. Three sites would be affected by the project. The impacts have been documented and consultation under Section 106 of the National Historic Preservation Act has occurred, and will continue through final design.





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## Section 4(f) Resources

Section 4(f) of the U.S. Transportation Act applies to federally-funded transportation projects that have an impact on publicly owned parks and recreation areas, wildlife and waterfowl refuges, and historic sites.

- A small amount of right-of-way would be needed from the Cerbat Foothills Recreation Area
- ADOT is presenting a de minimis (or very minor) impact finding for public review and comment regarding the ROW acquisition.
- For more information on this Section 4(f) finding, please see Chapter IV, Section F of the Draft Environmental Assessment



Section 4(f) of the Department of Transportation Act of 1966 was implemented to minimize the use of park and recreational land, wildlife or waterfowl refuges, and some historical sites for the construction of new roads. A small portion of the Cerbat Foothills Recreation Area would be within the footprint of the preferred alternative, which is a 4(f) property. ADOT is presenting a de minimis (or very minor) impact finding for public review and comment regarding the ROW acquisition.



## Noise

- Noise impacts evaluated and documented in the Noise Analysis Technical Report and the Draft EA.
- Increases in noise due to construction and demolition would be temporary.
- Long-term noise would increase along the new ramp from I-40 to US 93 and where minor shifts in the I-40 alignment would occur



Noise impacts were modeled and evaluated. Preliminary findings include that there would be increases in noise in some areas along I-40 and the proposed ramp between I-40 and US 93 to Las Vegas. Noise would from demolition and construction activities would occur temporarily. Long-term noise would occur due to the addition of the proposed ramp and the small shift in the I-40 alignment.



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## Biological Resources

- The Biological Evaluation prepared for this project provides information about the species of the area and potential impacts.
- Minor impacts to biological resources would potentially occur.
- Mitigation measures for the Sonoran desert tortoise and migratory birds would be implemented during construction to help minimize impacts.



Biological resources were evaluated during the environmental process. Findings, potential impacts, and proposed mitigation measures are documented in the Biological Evaluation. Minor impacts to plants and wildlife could occur. Construction would be timed to avoid bird breeding season. Mitigation measures to reduce impacts to the Sonoran desert tortoise would be followed.



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## Next Steps

### Public Review

The public review and comment period for the Draft Environmental Assessment started Thursday, May 7, and ends on Saturday, June 6, 2020.

### Final Environmental Assessment

All comments will be addressed in and inform the Final EA, expected to be published and made available for public review online in summer 2020.

So that is the project. What happens Next? Provide to us your comments. The public review and comment period is open until June 6, 2020. Your comments are provided to design team for evaluation and consideration. At that point, the Final Environmental Assessment would be developed that would address the comments received. The Final EA and decision document will be posted online in late June 2020.



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## How to Comment

- During the comment period from May 7 to June 6, 2020:
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- Verbal public statements during the May 28th call-in public hearing (more information can be found on the study website at [azdot.gov/westkingmantip](http://azdot.gov/westkingmantip))

As a reminder, comments on the Draft Environmental Assessment will be accepted during the formal public comment period from May 7 through June 6, 2020 through the following options:


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# THANK YOU!

## US 93/I-40 West Kingman TI

- For more information:
  - Website: [azdot.gov/westkingmanTIP](http://azdot.gov/westkingmanTIP)
  - Email: [WestKingmanTI@hdrinc.com](mailto:WestKingmanTI@hdrinc.com)
  - Voice mail: 602.474.3919

*The Final EA will be available on the study website summer 2020.*

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Thank you for participating in the public hearing process. We look forward to hearing from you. The Final EA will be available on the study website in the summer of 2020.