

Final Environmental Assessment Errata Sheet

West Kingman Traffic Interchange

Interstate 40 MP 48.32 to MP 51.75 (Stockton Hill Road)

US Route 93 MP 69.60 to MP 71

Mohave County, Arizona

Federal Aid No. 040-A(212)N

ADOT (TRACS) No. 040 MO 048 H7993 01L

July 2020



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the Arizona Department of Transportation pursuant to 23 United States Code 327 and a Memorandum of Understanding dated April 16, 2019, and executed by the Federal Highway Administration and the Arizona Department of Transportation.

Arizona Department of Transportation
FINDING OF NO SIGNIFICANT IMPACT
for
West Kingman Traffic Interchange

Mohave County, Arizona

Federal Aid No. 040-A(212)N

ADOT Project No. 040 MO 048 H7993 01L

ADOT has determined that this project will not have any significant impact on the human or natural environment. This finding of no significant impact is based on the attached environmental assessment, which has been independently evaluated by ADOT and determined to adequately discuss the environmental issues and impacts of the project. The environmental assessment provides sufficient evidence and analysis for ADOT to determine that an environmental impact statement is not required. ADOT takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

Approved by: _____
Paul O'Brien, PE
Administrator
Environmental Planning
Arizona Department of Transportation

DocuSigned by:
Paul O'Brien
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Date: 7/24/2020

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the Arizona Department of Transportation pursuant to 23 United States Code 327 and a Memorandum of Understanding dated April 16, 2019, and executed by the Federal Highway Administration and the Arizona Department of Transportation.

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**Please note that the Technical Reports associated with this project can be viewed at:
<https://www.azdot.gov/WestKingmanTIP>**

I. Introduction

Project Background and Location

A Draft Environmental Assessment (EA) for West Kingman Traffic Interchange (TI) project, was prepared in accordance with the National Environmental Policy Act (NEPA), as amended (42 United States Code [U.S.C.] §§ 4321 et seq.), and Council on Environmental Quality (CEQ) regulations that implement NEPA (40 Code of Regulations [CFR] §§ 1500 to 1508), with the Arizona Department of Transportation (ADOT) acting as the lead federal agency. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project have been carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated April 16, 2019 and executed by the Federal Highway Administration (FHWA) and ADOT.

The project is located in the City of Kingman and in Mohave County, Arizona, where Interstate 40 (I-40) intersects United States Route (US) 93 at Beale Street. The project limits extend approximately 3.4 miles along I-40 from milepost (MP) 48.32 to MP 51.75 (Stockton Hill Road), approximately 1.4 miles along US 93 from MP 69.60 to approximately MP 71.00 and incorporates a new connection between I-40 MP 49.5 and US 93 MP 70.

Without major improvements, I-40, US 93 and Beale Street within the project vicinity will experience degraded traffic conditions access issues, and challenging mobility for moving goods, services, and people through the study area. The Selected Alternative will address the needs of the project vicinity by the following:

- Reducing congestion on Beale Street, I-40, and US 93
- Improving local access
- Enhancing traffic flow between I-40 and US 93

Summary of the Draft Environmental Assessment

The Draft EA was completed and approved by ADOT on May 6, 2020, with a public review and comment period from May 7, 2020 to June 6, 2020. The Draft EA was available on the project website (www.azdot.gov/WestKingmanTIP), and in hard copy at the ADOT Northwestern District Office located at 3660 East Andy Devine Avenue, Kingman, Arizona.

A virtual call-in public hearing was held during the Draft EA review period on May 28, 2020, from 6:00PM to 7:30PM to provide the opportunity for review and comment. This meeting was held virtually to help mitigate community transmission of COVID-19. The meeting format was a Telephone Town Hall, where a presentation of project information was broadcast via Webex Live Event on the internet, and on AM and FM radio stations. There were two ways for the public to join the public hearing. They could register in advance by visiting vekeo.com/adotwestkingmantip/ before 5 p.m. Thursday, May 28, 2020. By registering in advance, members of the public would receive a call at the start of the event inviting them to join. Members of the public could also call 833.380.0669 at the time of the event. In addition, they could also listen to the live stream on the project website. Furthermore, ADOT broadcast the public hearing live on three Kingman

area radio stations, which provided the public another option of listening to the public hearing live. The radio stations were KAAA-FM 94.1, KZZZ-FM 97.5 and KZZZ-AM 1490. Following the presentation, the public was able to make comments by calling in and speaking publicly to a panel of project team members and a court reporter or privately to a court reporter. Support materials, such as the presentation and a fact sheet were provided on the project website. The public could also view the Draft EA in person by appointment at ADOT's Kingman office. Title VI information was pre-recorded and was part of the official hearing presentation. In addition, this information was presented several times during the meeting while waiting for participants to comment.

The public review period and the virtual call-in public hearing were advertised through various media outlets to reach the different sectors of the public. These included direct mailers, newspaper advertisements, and social media postings (see Appendix A). All printed material, including the direct mailers, newspaper advertisements, postcards, and the project website, provided information on how to participate in the Civil Rights voluntary self-ID survey.

- **Direct Mail Mailers** – on May 13, 2020, a direct mailer was sent via U.S. Postal Service to 25,000 addresses in the project area near the US 93/I-40 TI to inform them of the call-in public hearing.
- **Newspaper Advertisements** – ADOT purchased print advertisement placements in the Kingman Daily Miner on May 3 and May 17, 2020. These advertisements provided an overview of the project and information on how to provide comments on the Draft EA and invited the public to attend the call-in only public hearing.
- **GovDelivery** – The date and instructions on how to participate in the call-in only public hearing were distributed by ADOT on May 7, 2020, via GovDelivery and were posted on the ADOT website. A press release was distributed by ADOT on May 7, 2020. A reminder of the public hearing was also distributed to the public on May 28, 2020, via GovDelivery.
- **Social Media** – Three posts providing the call-in only public hearing details were advertised on ADOT's Facebook page prior to the public hearing between May 7 and May 9, 2020. Two twitter posts providing the call-in only public hearing details were advertised on ADOT's Twitter account on May 7 and May 26, 2020. Two posts reminding the public of the public hearing were posted May 28, 2020 on both ADOT's Facebook page and Twitter account.
- **Earned Media** – On May 8, 2020, Civil + Structural Engineer magazine posted an article online that provided the call-in in public hearing date, instructions on how to participate, and the public hearing details, including a link to the project website.
On May 12, 2020, the Wickenburg Sun posted an article online that provided an overview of the project and information on how to provide comments and invited the public to attend the call-in only public hearing. The article also included the date and instructions on how to participate.

This Final EA provides ADOT's responses to public and agency comments made during the comment period and during the public hearing (Appendix B). In addition, this document provides additional information, data, and revisions to the Draft EA, where necessary, and is intended to be used in conjunction with the Draft EA. This Final EA includes:

- List of environmental commitments and mitigation measures to be undertaken by ADOT and the designated construction contractor
- Revisions to the Draft EA (errata)
- Summary of public comments
- Public comments and ADOT's responses (Appendix A)
- West Kingman Traffic Interchange Public Hearing Summary report (Appendix B), containing:
 - Public Hearing notifications
 - Public Hearing format
 - Public Hearing materials and presentation
 - Public comment summary

With the completion of this Final EA and issuance of the finding of no significant impact by ADOT, the NEPA requirements for the project have been met.

Selected Alternative

ADOT has taken the alternatives that were developed and screened during the development of the 2015 Draft Design Concept Report (DCR) and Working Draft EA Alternatives, evaluated engineering refinements, and incorporated public and agency input to develop the Selected Alternative for this project. Construction of the Selected Alternative would consist of the following major elements and would occur in two phases. Phase I includes the following elements:

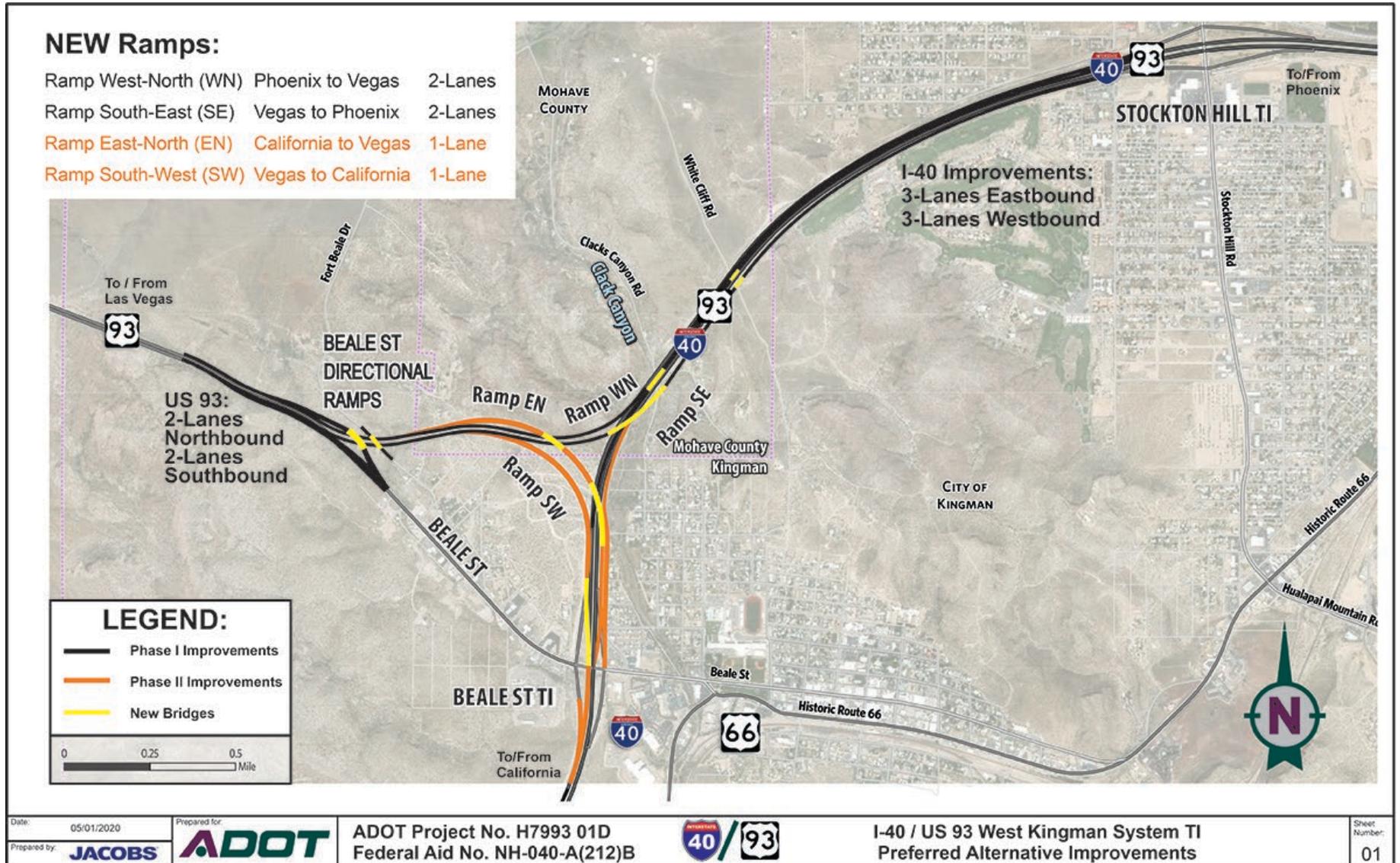
- Providing free-flow, grade-separated ramps to service I-40 westbound (WB) to US 93 northbound (NB) and US 93 southbound (SB) to I-40 eastbound (EB), resulting in approximately one mile of new highway
- Widening and rehabilitating the deck of the existing White Cliff Road Overpass EB #1839 and White Cliff Road Overpass WB #1840
- Widening Clack Canyon Wash Bridge EB #1837
- Rehabilitating the deck of Clack Canyon Wash Bridge WB #1838
- Widening of Interstate 40 and US93
- Constructing new concrete barrier as needed
- Constructing new on-site drainage collection and conveyance systems
- Extending existing culverts and pipes, as needed
- Installing or reconstructing ramp metering, lighting, signage, and pavement markings
- Constructing Americans with Disabilities Act improvements, as needed

The second phase would include the construction of the low-volume I-40 EB to US 93 NB and US 93 SB to I-40 WB ramps. See the map of the improvement configuration on the following page.

Without construction of the Selected Alternative, traffic congestion and delays at the existing connection between I-40 and US 93 would continue, impeding the movement of goods and people and restricting local and regional access. The Selected Alternative would address the needs in the study area by:

- Reducing traffic congestion and improving the local access by allowing traffic to flow freely between I-40 and US 93
- Enhancing operational efficiency of the roadway to reduce travel times for local and regional access

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Selected Alternative Improvements

II. Environmental Commitments

ADOT and the Contractor shall follow the Federal laws and regulations, guidelines, and ADOT's Standards and Specifications listed below to avoid, minimize, and mitigate impacts for all relevant environmental resources:

- ADOT 2017 Noise Abatement Requirements
- ADOT Clean Water Act Section 404/401 Guidance Manual
- ADOT Erosion and Pollution Control Manual
- ADOT Guidelines for Highways on Bureau of Land Management and US Forest Service Land
- ADOT NEPA EA and EIS Guidance
- ADOT Public Involvement Plan
- ADOT Right of Way Procedures Manual
- ADOT Roadside Vegetation Management Guidelines
- ADOT Standard Specifications for Road and Bridge Construction
- ADOT Temporary Traffic Control Design Guidelines
- Bureau of Land Management – ADOT Memorandum of Understanding • City of Kingman Municipal Code Section 5-7(a)
- SAF-6.01 Asbestos Management Policy
- Title VI of the Civil Rights Act of 1964
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Uniform Relocation Act Amendments of 1987

III. Mitigation Measures

The following mitigation measures are not subject to change without prior written approval from ADOT Environmental Planning. These mitigation measures will be updated as required in the final design stages of the project.

ADOT Design Responsibilities

- Floodplain impacts will be coordinated with the Mohave County Flood Control District manager at 928.757-0925, who will be provided an opportunity to review and comment on the design plans.
- The Arizona Department of Transportation will prepare and submit an application to the United States Army Corps of Engineers (Corps) for a Clean Water Act Section 404 permit for the project.
- No work will occur within jurisdictional Waters of the United States (Waters) until the appropriate Clean Water Act Section 404 permit and Section 401 Water Quality Certification are obtained.
- Prior to construction, a regulatory file review will be conducted by a qualified Hazardous Materials professional for a recently identified leaking UST at Woody's Food Store #131 located at 1000 West Beale Street to determine whether additional work is required. File review is to be submitted to the hazardous materials coordinator at egreen@azdot.gov for review and approval.
- No disturbance to the yellow striping paint on Clack Canyon Road parallel to the Clack Canyon Wash bridges will occur until the lead-based paint Removal and Abatement Plan is approved and implemented.
- ADOT will coordinate with the Bureau of Land Management throughout the design and construction phases of the project to determine any measures needed to address visual or other impacts resulting from the project on lands managed by the Bureau of Land Management.

ADOT District Responsibilities

- ADOT will coordinate with the Bureau of Land Management throughout the design and construction phases of the project to determine any measures needed to address visual impacts resulting from the project on lands managed by the Bureau of Land Management.
- The Mohave County floodplain manager at 928.757-0925 will be provided an opportunity to review and comment on the design plans.
- No work will occur within jurisdictional Waters of the United States until the appropriate Clean Water Act Section 404 permit and Section 401 Water Quality Certification are obtained.
- The Arizona Department of Transportation will prepare and submit an application to the Corps for a Clean Water Act Section 404 permit for the project.
- If any active bird nests cannot be avoided by vegetation clearing or construction, the Engineer will contact the Environmental Planning Biologist (602-712-7134 or 602-341-9331) to evaluate the situation.
- The Engineer will provide Sonoran Desert tortoise survey results to the Arizona Department of Transportation Environmental Planning biologist (email: bioteam@azdot.gov or 602-712-7134/ 602-341-9331).

- The contractor shall complete a National Emission Standards for Hazardous Air Pollutants notification for the work associated with the I-40 reinforced corrugated metal pipe culvert near Milepost 48.3, West Kingman Traffic Interchange Overpass Eastbound/Westbound Structure #s 1835/1836, Clack Canyon Wash Bridges Eastbound/Westbound Structure #s 1837/1838, White Cliff Road Overpass Eastbound/Westbound Structure #s 1839/1840, and US 93 RCB near Milepost 70.3 and submit it to the Engineer, who shall submit it to the ADOT Environmental Planning hazardous materials coordinator (602.920.3882 or 602.712.7767) for a five (5) working day review and approval. Upon approval, the contractor shall file the notification with the Arizona Department of Environmental Quality at least ten (10) working days prior to the commencement of work associated with the Overpasses, bridges, and drainage structures within the project limits.
- No striping paint obliteration will occur until the Lead-Based Paint Removal and Abatement Plan is approved and implemented.

ADOT Roadside Development Responsibilities

- Protected native plants within the project limits will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will determine if Arizona Department of Agriculture notification is needed. If notification is needed, the Arizona Department of Transportation Roadside Development Section will send the notification at least 60 (sixty) calendar days prior to the start of construction.
- The Arizona Department of Transportation Roadside Development Section will provide special provisions for the control of noxious and invasive plant species during construction that may require treatment and control within the project limits.

Contractor Responsibilities

- The contractor shall contact the ADOT Environmental Planning Historic Preservation Team (602.712.6371 or 602.712.7767) 14 days prior to construction to ensure that the terms and stipulations of the project-specific Programmatic Agreement have been fulfilled.
- The contractor shall avoid all flagged and/or otherwise designated sensitive resource areas within or adjacent to the project area.
- Where feasible, noise barriers required as mitigation measures shall be constructed as early as possible in the construction phasing to shield adjacent properties from construction-related noise.
- No work shall occur within jurisdictional Waters of the United States until the appropriate Clean Water Act Section 404 permit and Section 401 Water Quality Certification are obtained.
- The contractor shall comply with all terms and conditions of the applicable Section 404 Permit and Section 401 Water Quality certification, certified by the Arizona Department of Environmental Quality.

- The contractor shall develop a Noxious and Invasive Plant Species Treatment and Control Plan in accordance with the requirements in the contract documents. Plants to be controlled shall include those listed in the state and federal noxious weed and the state invasive species lists in accordance with state and federal laws and executive orders. The plan and associated treatments shall include all areas within the project right-of-way and easements as shown on the project plans. The treatment and control plan shall be submitted to the Engineer for the Arizona Department of Transportation Construction Professional Landscape Architect for review and approval prior to implementation by the contractor.
- Prior to the start of ground-disturbing activities and throughout the duration of construction and any landscape establishment period, the contractor shall arrange for and perform the control of noxious and invasive species in the project area.
- To prevent the introduction of invasive species seeds, all earthmoving and hauling equipment shall be washed prior to entering the construction site and the contractor shall inspect all construction equipment and remove all attached debris, including plant parts, soil and mud, prior to the equipment entering the construction site.
- To prevent invasive species seeds from leaving the site, the contractor shall inspect all construction and hauling equipment and remove all debris, including plant parts, soil and mud, prior to leaving the construction site.
- If vegetation clearing will occur during the migratory bird breeding season (March 1 – August 31), the contractor shall avoid any active bird nests. If the active nests cannot be avoided, the contractor shall notify the Engineer to evaluate the situation. During the non-breeding season (September 1- February 28) vegetation removal is not subject to this restriction.
- The contractor shall employ a qualified biologist with necessary scientific collecting permit(s) to conduct a preconstruction survey for the Sonoran Desert tortoise.
- At least 10 (ten) days prior to construction or any ground-disturbing activities, the contractor shall arrange for a qualified biologist with experience handling Sonoran Desert tortoises to conduct a pre-construction survey for the Sonoran Desert tortoise or potential tortoise burrows.
- No construction including pre-construction ground-disturbing activities shall begin until a qualified biologist has completed a survey for the presence of Sonoran Desert tortoises or potential desert tortoise burrows.
- Prior to construction activity the contractor’s field personnel including the Project Manager, Assistant Project Manager, General Superintendent, and Project Superintendent shall review the Arizona Department of Transportation Environmental Planning “Sonoran Desert Tortoise Awareness Program Handout” flier, become familiar with the identification and avoidance of the Sonoran Desert tortoise, and follow the notification request, as applicable.

- The contractor shall require all on-site workers to check under their parked vehicles and equipment prior to driving to make sure there isn't a tortoise sheltering underneath the vehicle or piece of equipment. If a desert tortoise is found sheltering underneath a parked vehicle or piece of equipment, the tortoise shall be allowed to move out from under the vehicle on its own or be relocated following the current guidelines for Sonoran Desert tortoise handling before the vehicle can be moved.
- If any Sonoran Desert tortoises are encountered during construction, the contractor shall adhere to the Arizona Game and Fish Department "Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects." If any tortoise is encountered during construction the contractor shall notify the Engineer to report the encounter.
- The contractor shall report encounters with any Sonoran Desert tortoises (live, injured, or dead) during construction to the Engineer using the Arizona Department of Transportation Sonoran Desert Tortoise Observation Form. The final form shall be sent to Arizona Department of Transportation Environmental Planning (email: bioteam@azdot.gov) within 24 hours of the encounter. Photographs should be taken of tortoises encountered and included in the report if possible.
- Due to the potential for the bridge joints for the West Kingman TI Overpass Eastbound/ Westbound Structure #s 1835/1836, Clack Canyon Wash Bridges Eastbound/Westbound Structure #s 1837/1838, and White Cliff Road Overpass East Bound/West Bound Structure #s 1839/1840 having lead-based paint (>HUD/EPA levels) waste material generated prior to the removal of the bridge joints shall be properly disposed of in accordance with all applicable federal, state, and local regulations.
- The contractor shall complete a National Emission Standards for Hazardous Air Pollutants notification for the work associated with the I-40 reinforced corrugated metal pipe culvert near Milepost 48.3, West Kingman Traffic Interchange Overpass Eastbound/Westbound Structure #s 1835/1836, Clack Canyon Wash Bridges Eastbound/Westbound Structure #s 1837/1838, White Cliff Road Overpass Eastbound/Westbound Structure #s 1839/1840, and US 93 reinforced concrete barrel near Milepost 70.3 and submit it to the Engineer, who shall submit it to the ADOT Environmental Planning hazardous materials coordinator (602.920.3882 or 602.712.7767) for a five (5) working day review and approval. Upon approval, the contractor shall file the notification with the Arizona Department of Environmental Quality at least ten (10) working days prior to the commencement of work associated with the Overpasses, bridges, and drainage structures within the project limits.

- For striping paint obliteration:
 - An approved contractor shall develop and implement a Lead-Based Paint Removal and Abatement Plan for the removal of the lead-based paint, Toxicity Characteristic Leaching Procedure testing of the generated waste stream, and proper disposal of the waste stream derived from the removal of the Clack Canyon Road old yellow striping paint parallel to the Clack Canyon Wash bridges within the project limits. The contractor shall select a lead abatement contractor that meets the qualification requirements specified within the special provisions and as approval by the Engineer. The contractor shall follow all applicable federal, state, and local codes and regulations, including Arizona Department of Transportation Standard Specifications for Road and Bridge Construction (2008 Edition), related to the treatment and handling of lead-based paint.
 - The contractor shall submit a Lead-Based Paint Removal and Abatement Plan for the removal of the Clack Canyon Road old yellow striping paint parallel to the Clack Canyon Wash bridges within the project limits to the Engineer and the Arizona Department of Transportation Environmental Planning hazardous materials coordinator (602.920.3882 or 602.712.7767) for review and approval at least 10 (ten) working days prior to paint striping obliteration activities.
 - No paint obliteration of the Clack Canyon Road old yellow striping parallel to the Clack Canyon Wash bridges shall occur until the Lead-Based Paint Removal and Abatement Plan is approved by the Arizona Department of Transportation Environmental Planning hazardous materials coordinator and implemented.
 - Visible fugitive dust emissions from paint removal shall be controlled through wet or dry (e.g., vacuum) means during the removal process. If the liquid waste stream generated by a water-blasting obliteration method passes the Toxicity Characteristic Leaching Process analysis, it may be used as a dust palliative or for compaction on the project. If the water is not used on the project, it shall be properly disposed of in accordance with all applicable federal, state, and local regulations.
- No disturbance to the yellow striping paint on Clack Canyon Road parallel to the Clack Canyon Wash bridges shall occur until the lead-based paint Removal and Abatement Plan is approved and implemented.
- The contractor shall not utilize any abrasive tools or methods for the removal of the painted drainage grates that will disturb the lead-based paint. This includes, but is not limited to, sawing, grinding, sanding, or heating. Woven straps (not linked chains) may be used to lift the drainage grate from the frame. The drainage grates, due to the lead-based paint, must be disposed in accordance with all applicable federal, state, and local regulations.
- For milling activities, the roadway surface preceding the milling machine shall be kept sufficiently wet so as to prevent the generation of any visible fugitive dust particles, but not so wet as to cause excess runoff from the roadway surface onto the roadway shoulder.

IV. Draft Environmental Assessment Errata

This section contains additions or alterations to the Draft EA to clarify, discuss further, or make text corrections. These changes are the result of public and agency comments and are provided below with reference to their section from the Draft EA. Deleted text is identified with strikethrough (~~strikethrough~~), and new or substituted text appears in red italics (*italics*). Where applicable, the entire paragraph from the Draft EA has been included to provide context for the change.

The following global changes to the Draft EA text were made and are not shown in these errata:

- “Proposed project” and “proposed action” have been changed to “project”
- “Preferred Alternative” has been changed to “Selected Alternative”
- References to “would” with regard to the project and/or Selected Alternative have been changed to “will”
- “Bureau of Land Management land” or “BLM land” has been changed to “lands managed by the Bureau of Land Management” or “lands managed by BLM”
- Revised mitigation measures are provided in Section III, Mitigation Measures, of this document.

No revisions, clarifications, or corrections other than the global changes above were made for the following sections of the Draft EA, other than the global changes noted above:

- Chapter I. Introduction
- Chapter II. Purpose and Need
- Chapter III. Alternatives
- Chapter V. Public Involvement/Project Coordination
- Chapter VI. Bibliography

Land Ownership, Jurisdiction, and Land Use

The following has been updated in Section IV.B. Land Ownership, Jurisdiction, and Land Use on Page 21 of the Draft EA.

The permanent conversion of land uses associated with the ~~Preferred~~ *Selected* Alternative ~~would~~ *will* be in conformance with the City of Kingman *General Plan Update 2030* (City of Kingman 2014), *Cerbat Foothills Recreation Area Management Plan* (BLM et al. 1995), and the *Kingman Resource Area Proposed Resource Management Plan and Final EIS* (BLM 1993). *BLM authorization will be required for ADOT to obtain the needed ROW on lands managed by BLM.*

The following has been updated in Section IV.B. Land Ownership, Jurisdiction, and Land Use on Page 21 of the Draft EA.

Based on preliminary design, the ~~Preferred~~ *Selected* Alternative ~~would~~ *will* require the acquisition of approximately 75.8 acres of new ROW from 17 parcels; five ~~would~~ *will* be complete takes, two residential and three vacant parcels. The permanent conversion of land uses associated with the ~~Preferred~~ *Selected* Alternative ~~would~~ *will* be in conformance with the City of Kingman planning documents and the CFRA Management Plan. *BLM authorization will be required for ADOT to obtain the needed ROW on lands managed by BLM.* During construction, there ~~would~~ *will* be traffic delays and congestion. The No-Build Alternative would not result in changes in land ownership, jurisdiction, land uses.

Cultural Resources

The following has been updated in Section IV.E. Cultural Resources on Pages 39 – 40 of the Draft EA.

AZ F:16:14(ASM) is a rock shelter plotted in multiple locations by different repositories (AZSITE/ARO, BLM KFO), including within ADOT ROW in the APE. Survey of the plotted location of the site in the APE (representing previously recorded Shelter B) (Spalding and Weaver [2000] and Tactikos and Luhnnow [2020]) did not relocate the site. This indicates that the site is either misplotted or no longer exists in the APE. As a result, no further mitigation measures will be required.

The following has been updated in Section IV.E. Cultural Resources on Pages 40 of the Draft EA.

A PA for this project to mitigate adverse effects to these historic properties was executed on July 1, 2014. Given the changes to the project scope and limits, an ~~addendum to this~~ *amended* PA has been developed and circulated in Section 106 consultation. All signatures have been obtained, and the PA ~~has been~~ *was* filed with the Advisory Council on Historic Preservation *on April 28, 2020. ACHP formally accepted the PA on 06/30/2020 (see Appendix C).* The provisions of the amended PA ~~would~~ *will* be implemented prior to construction. *The following table provides a summary of the consulting parties and the response received.*

Table 1. Section 106 Consultation Summary

Consulting Party	Concurrence/Response
Continuing Section 106: Programmatic Agreement Amendment, "Adverse Effect," "De Minimis" (February 19, 2020)	
Advisory Council on Historic Preservation	No concurrence/response
Arizona SHPO	Jacobs (SHPO) to Powell (ADOT), signed concurrence, March 9, 2020
Arizona State Museum	Twilling (Arizona State Museum) to Bowler (ADOT), email concurrence/response with concurrence on Programmatic Agreement Amendment and finding of effect, comments requested on cultural resources report, March 19, 2020
BLM Kingman Field Office	Han (BLM Kingman Field Office) to Powell (ADOT), email concurrence, February 20, 2020
Chemehuevi Indian Tribe	No concurrence/response
City of Kingman	Shilling (City of Kingman) to Powell (ADOT), signed concurrence, March 24, 2020
Colorado River Indian Tribes	No concurrence/response
Fort Mojave Indian Tribe	No concurrence/response
Hopi Tribe	Koyiyumptewa (Hopi Tribe) to Powell, (ADOT), signed concurrence, February 25, 2020
Hualapai Tribe	No concurrence/response
Moapa Band of Paiute Indians	No concurrence/response
Navajo Nation	No concurrence/response
Yavapai-Apache Nation	No concurrence/response
Continuing Section 106: Programmatic Agreement Amendment, "Adverse Effect," (April 13, 2020)	
Advisory Council on Historic Preservation	No concurrence/response
SHPO	Walsh (SHPO) to Powell (ADOT), signed concurrence, April 14, 2020
Arizona State Museum	No concurrence/response
BLM Kingman Field Office	Dodson (BLM Kingman Field Office) to Powell (ADOT), signed concurrence, April 14, 2020
Chemehuevi Indian Tribe	No concurrence/response
City of Kingman	No concurrence/response
Colorado River Indian Tribes	No concurrence/response
Fort Mojave Indian Tribe	No concurrence/response
Hopi Tribe	Koyiyumptewa (Hopi Tribe) to Powell (ADOT), April 21, 2020, signed response requesting continued consultation and review of project materials
Hualapai Tribe	No concurrence/response
Moapa Band of Paiute Indians	No concurrence/response
Navajo Nation	No concurrence/response
Yavapai-Apache Nation	No concurrence/response

Section 4(f) Resources

The following has been updated in Section IV.F. Section 4(f) Resources on Pages 44 of the Draft EA.

Table 1 (from the Draft EA). Section 4(f) Resources, Characteristics, and Criteria

Map ID	Name	Location/Proximity	Officials with Jurisdiction	Description of Property	Criteria
1	Cerbat Cliffs Golf Course Recreational Resource	South of I-40 and west of the Stockton Hill Road TI adjacent to the project.	City of Kingman owns, operates, and manages the golf course.	18-hole golf course with pro shop and bar/restaurant	-Publicly owned. -Primary Purpose is for recreation. -Open to the public. -Significance – golf course is determined to be significant by the OWJ
2	Cerbat Foothills Recreation Area (CFRA) Recreational Resource	Extends from north of the intersection of State Route (SR) 68 east near the intersection of Fort Beale Dr and Beale St and south to near the intersection of Shinarump Rd and Oatman Rd. Occurs within and adjacent to the project limits on both sides of US 93.	CFRA is operated and managed by the City of Kingman and Bureau of Land Management, based upon the underlying land ownership. The portions of CFRA affected by this project are under the jurisdiction of Kingman. <i>Both Kingman and BLM have jurisdiction over affected areas.</i>	Day-use trails and picnic sites	-Publicly owned. -Primary Purpose is for recreation. -Open to the public. -Significance – CFRA is determined to be significant by the OWJs
3	Camp Beale Springs (also known as Old Fort Beale and Beale Springs) Recreational and Historical resource	Within the CFRA at the intersection of Fort Beale Dr and Wagon Trail Rd; adjacent to the project area.	City of Kingman/ SHPO	A publicly-owned recreation area including a historical site, interpretive signs, camping area, and trails/trailhead. Previously recorded multicomponent cultural resources site.	-Publicly owned. -Primary Purpose is for recreation; is a cultural site listed under criteria A and D. -Open to the public. -Significance – Camp Beale Springs is determined to be significant by the OWJs
4	Prescott-Mohave Toll Road Hardy Toll Road/Kingman Mineral Park road Historical Resource	Crosses the project limits and cannot be avoided.	SHPO	Historic road alignment and associated artifact scatter	-Publicly owned. -Cultural resources site eligible for listing under the NRHP under Categories A and C. -Open to the public. -Significance – site is determined to be significant by the OWJ.

The following has been updated in Section IV.F. Section 4(f) Resources on Pages 46-47 of the Draft EA.

Table 2 (from the Draft EA). Section 4(f) Resources and Project Use

Map ID	Name	Use	Description of Use	Finding
1	Cerbat Cliffs Golf Course Recreational Resource	No use.	Located outside the project limits. Temporary traffic delays and congestion during construction but access would will be maintained.	Not applicable.
2	Cerbat Foothills Recreation Area (CFRA) Recreational Resource	Use.	Approximately 12.65 13.45 acres of the 11,300-acre recreation area would will be needed along US 93 to widen the ROW. <i>Of the 13.45 acres, 12.65 acres is managed by the city of Kingman, and the remaining 0.8 acre is managed by the BLM.</i> Improvement consistent with 2030 General Plan <i>and the 1995 Cerbat Foothills Recreation Area Management Plan.</i>	<i>De Minimis</i> use. Acquisition <i>of portions of land managed by the City of Kingman and the BLM</i> would will constitute approximately 0.11 0.12 percent of the land in the CFRA. would Will not adversely affect the activities, features, and attributes that would will qualify the resource for protection under Section 4(f).
3	Camp Beale Springs Recreational and Cultural Resource	No use.	Located outside the project limits. Temporary traffic delays and congestion during construction but access would will be maintained.	Not applicable.
4	Prescott-Mohave Toll Road Hardy Toll Road/ Kingman Mineral Park road Historical Resource	Use.	The site has been determined eligible for listing on the NRHP under Criterion A. Of the 165-mile long road, there are two segments in the project vicinity: Segment 1 – 1,600 feet within the project limits, and Segment 2 that extends 1,500 feet into Camp Beale Springs.	<i>De Minimis</i> use. The more significant components of the road are located in Segment 2 and would will be avoided. Impacting 1,600 feet of 165 miles of road. The total overall site would will not adversely affect the activities, features, and attributes that would will qualify the resource for protection under Section 4(f).

Within the CFRA, approximately 12.65 acres of new ROW from a portion of CFRA managed by the City of Kingman and 0.8 acre of new ROW managed by the BLM (13.45 acres total) are required for the proposed improvements along US 93 (Beale Street); acquisition of this 13.45 acres of new ROW represents approximately 0.12 percent of the total recreational area.. No trails or trailheads occur in the ~~proposed~~ new ROW. The extent of this use ~~would~~ **will** be minor and ~~would~~ **will** not adversely affect the activities, features, and attributes that ~~would~~ **will** qualify the resource for protection under Section 4(f). Conversion of ~~12.65~~ **13.45** acres from recreation to transportation ~~would~~ **will** result in a *de minimis* direct use of the resource. The ~~Preferred~~ **Selected** Alternative ~~would~~ **will** result in a minor long-term impact on the CFRA.

Approximately 1,600 feet of the Prescott-Mohave Toll Road Hardy Toll Road/Kingman Mineral Park road within the project limits near MP 70 along US 93 would not be avoidable by project construction. The segment within the project limits (Segment 1) retains its historic integrity and is a contributing segment to the historic property's overall eligibility. The 1,500-foot alignment outside of the project limits extending into Camp Beale Springs (Segment 2) exhibits more significant components of the road including wagon ruts and will be avoided. The road is also 165 miles in length and impacting 1,600 feet of the total overall site would not adversely affect the activities, features, and attributes that would qualify the resource for protection under Section 4(f). As part of the Section 106 consultation for this project, ADOT informed SHPO of a determination to make a *de minimis* impact finding on the portion of the Hardy Toll Road within the project limits. SHPO concurred with this finding on February 19, 2020. Prior to construction, this resource would be documented as required by the project-specific ~~Project Assessment~~ *Programmatic Agreement* and as specified in the HPTP.

A meeting between ADOT and the City of Kingman Parks Department was held on April 1, 2020. During this meeting, ADOT explained the project, discussed Section 4(f), and identified the potential uses of the CFRA that have been identified. In addition, the City of Kingman expressed a concern that moving the road closer to the golf course could result in an increased number of golf balls entering the ROW. The City of Kingman agreed that the project ~~would~~ *will* result in a *de minimis* impact or use of the Section 4(f) resources.

*Similarly, the BLM identified the 0.8-acre area under BLM management that will be acquired for the project to be within the CFRA. The BLM similarly agreed that the use will be de minimis. Following the public review period for this Draft EA, ADOT will submit formal documentation to the City of Kingman for concurrence on the *de minimis* finding for the CFRA and Cerbat Hills Golf Course. On June 15, 2020, Amanda Dodson, Field Manager, Bureau of Land Management Kingman Office, the official with jurisdiction, concurred with the *de minimis* impact for the potential permanent incorporation of the CFRA land into the US 93 ROW (see Appendix D). On July 18, 2020, Mike Meersman, Director, City of Kingman Park and Recreation, the official with jurisdiction, signed the Section 4(f) De Minimis Form concurring with the *de minimis* impact for the potential permanent incorporation of the CFRA land into the US 93 ROW (see Appendix D). Coordination with the City of Kingman and BLM ~~would~~ *will* be ongoing through the design process.*

~~The public is invited to review these findings as well and provide any comments on the *de minimis* finding. Information on how to provide your comments is included in Section V of this document. The *de minimis* finding for the use of the CFRA was available for public comment during the review and comment period of the Draft EA. No comments or objections to the *de minimis* finding or conversion of the recreational land to transportation purposes were received during this period.~~

The following has been updated in Section IV.F. Section 4(f) Resources on Pages 48 of the Draft EA.

Three publicly owned recreational areas and one historic property that are potentially afforded protection under Section 4(f) occur within the project limits and vicinity. Approximately ~~12.65~~ *13.45* acres of the CFRA ~~would~~ *will* be required for new ROW under the Preferred *Selected* Alternative. This use was determined to be *de minimis* in nature, resulting in a minor negative impact on the resource. No use ~~would~~ *will* occur for

the other two recreational resources. The use of the Prescott-Mohave Toll Road Hardy Toll Road/Kingman Mineral Park road ~~would~~ **will** affect 1,600 feet of Segment 1. Segment 2, with the more significant components of the road ~~would~~ **will** not be affect. The use was determined to be *de minimis* in nature. Overall there ~~would~~ **will** be a minor negative impact on Section 4(f) resources.

Sections 404 and 401 of the Clean Water Act and National Pollutant Discharge Elimination System

The following has been updated in Section IV. M. Section 404 and 401 of the Clean Water Act and National Pollutant Discharge Elimination System on Pages 81 and 83 of the Draft EA.

On June 22, 2020, the Water Protection Rule went into effect. As a result of this rule, ephemeral washes are no longer considered to be Waters of the US.

Prior to the Water Protection Rule, ~~To~~ to comply with Section 404 of the CWA, an appropriate permit would be obtained prior to any construction within a wash. During final design, the exact impacts to each wash would be determined and the appropriate CWA Section 404 permit obtained. Based upon the preliminary design, use of RGP 96 with full pre-construction notification is anticipated because the largest anticipated impact is less than one acre. In light of the new rule, ADOT is coordinating with the U.S. Army Corps of Engineers on the project to determine if a permit will be required.

Biological Resources

The following has been updated in Section IV.N. Biological Resources on Pages 90 of the Draft EA.

State Sensitive Species

During agency coordination meetings, AGFD expressed concerns regarding the disturbance to desert tortoise and raptor populations in the area, as well as wildlife designated as Species of Economic and Recreation Importance, including javelina and deer (Approved 2013 BE). Javelina, deer, raptors, *banded Gila monsters*, and other wildlife in the area, including within the nearby recreation areas, may temporarily avoid the active work area during construction due to noise and human activity, but ~~would~~ **will** be expected to resume use of the area once the project is complete. Project activities are anticipated to impact some State sensitive species during construction (noise, displacement due to habitat removal, human activity) but ~~would~~ **will** be temporary; the likelihood of impacts to these species is low. As mentioned above, mitigation measures have been identified to reduce impacts to the Sonoran desert tortoise. *These consist of the following:*

- The Engineer will provide Sonoran Desert tortoise survey results to the Arizona Department of Transportation Environmental Planning biologist (email: bioteam@azdot.gov or 602-712-7134/ 602-341-9331).*
- The contractor shall employ a qualified biologist with necessary scientific collecting permit(s) to conduct a preconstruction survey for the Sonoran Desert tortoise.*

- *At least 10 (ten) days prior to construction or any ground-disturbing activities, the contractor will arrange for a qualified biologist with experience handling Sonoran Desert tortoises to conduct a pre-construction survey for the Sonoran Desert tortoise or potential tortoise burrows.*
- *No construction including pre-construction ground-disturbing activities shall begin until a qualified biologist has completed a survey for the presence of Sonoran Desert tortoises or potential desert tortoise burrows.*
- *Prior to construction activity the contractor's field personnel including the Project Manager, Assistant Project Manager, General Superintendent, and Project Superintendent shall review the Arizona Department of Transportation Environmental Planning "Sonoran Desert Tortoise Awareness Program Handout" flier, become familiar with the identification and avoidance of the Sonoran Desert tortoise, and follow the notification request, as applicable.*
- *The contractor shall require all on-site workers to check under their parked vehicles and equipment prior to driving to make sure there isn't a tortoise sheltering underneath the vehicle or piece of equipment. If a desert tortoise is found sheltering underneath a parked vehicle or piece of equipment, the tortoise shall be allowed to move out from under the vehicle on its own or be relocated following the current guidelines for Sonoran Desert tortoise handling before the vehicle can be moved.*
- *If any Sonoran Desert tortoises are encountered during construction, the contractor shall adhere to the Arizona Game and Fish Department "Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects." If any tortoise is encountered during construction the contractor shall notify the Engineer to report the encounter.*
- *The contractor shall report encounters with any Sonoran Desert tortoises (live, injured, or dead) during construction to the Engineer using the Arizona Department of Transportation Sonoran Desert Tortoise Observation Form. The final form shall be sent to Arizona Department of Transportation Environmental Planning (email: bioteam@azdot.gov) within 24 hours of the encounter. Photographs should be taken of tortoises encountered and included in the report if possible.*

The following has been updated in Section IV.N. Biological Resources on Pages 91 of the Draft EA.

Wildlife Connectivity

Construction of the ~~Preferred~~ *Selected* Alternative ~~would~~ *will* expand the transportation corridor within the linkage and could impact the connectivity for wildlife movement within and between the surrounding mountains. *Since the existing roadway has already been established in the corridor, impacts from the project will not be expected to change the overall connectivity for wildlife movement.* ADOT continues to work with partners involved, including AGFD, ~~and has to considered~~ *wildlife movement patterns during project development* *planning and design of this project.*

Hazardous Materials

The following has been updated in Section IV.O. Hazardous Materials on Page 94 of the Draft EA.

Existing Conditions

A Phase I environmental site assessment (approved 01/13/2020), a National Emission Standards for Hazardous Air Pollutants (NESHAP) survey for asbestos-containing material (ACM) (approved 12/20/2020~~2019~~), and a lead-based paint (LBP) sampling survey (approved 12/20/2020~~2019~~) were conducted to identify and evaluate the potential for hazardous materials.

Cumulative Impacts

The following has been updated in Section IV.R. Cumulative Impacts on Page 107 of the Draft EA.

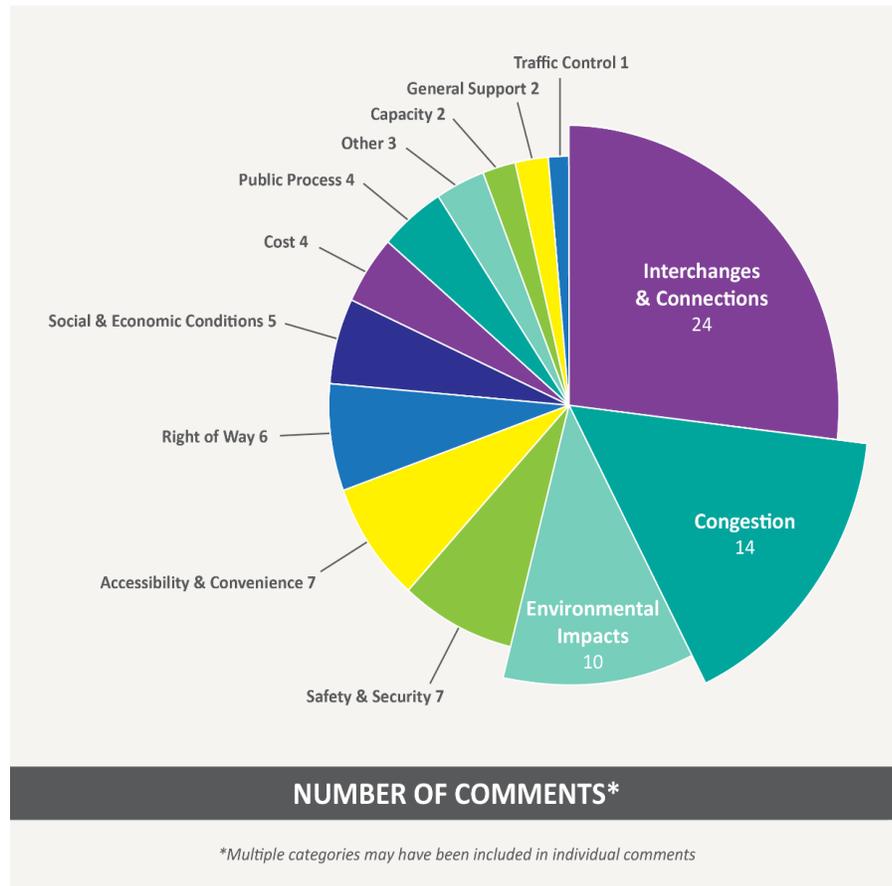
Visual Impacts

The visual character of the project vicinity has changed over time as the City of Kingman has developed and grown. The Preferred ~~Preferred~~ *Selected* Alternative ~~would~~ *will* result in a visual change where the new ramp connects I-40 and US 93. Currently, there is little development in this area. The introduction of the road ~~would~~ *will* alter the topography with cuts and fills and create a linear feature that traverses the alignment. Other projects that ~~would~~ *will* potentially occur in the general area of the project include the potential Unisource overhead power lines, which ~~would~~ *will* also create a linear feature on the landscape, and development that ~~would~~ *will* potentially occur on the private land nearby. Other future development along the I-40 and US 93 within the project vicinity ~~would~~ *will* also contribute to visual changes. Together all of these things ~~would~~ *will* result in a cumulative change in the visual character of the area. However, as Kingman continues to grow, this type of visual change is typical and is consistent with the typical person's expectations. There ~~would~~ *will* be little change in the visual character of the CFRA where the expectations for a natural or undeveloped visual experience is greater *due to its designated use and, in areas, due to the visual resource management framework under which the BLM is required to manage lands*. In the context of past, current, and reasonably foreseeable actions within the study area and surrounding area, the Preferred ~~Preferred~~ *Selected* Alternative ~~would~~ *will* have a moderate impact on the views of the area. ~~proposed~~ Mitigation ~~would~~ *will* minimize the Preferred ~~Preferred~~ *Selected* Alternative's contribution to the visual environment.

V. Comments

Public comments on the Draft EA were accepted throughout the public comment period from May 7, 2020 through June 6, 2020, and from the virtual call-in public hearing on May 28, 2020 are included in Appendix B. A total of 42 comments were received through phone calls, mail, email, online at the project website, and verbally at the public hearing. Overall, the public comments received demonstrated support for the Selected Alternative (Figure 2). Concerns about potential impacts to the Cerbat Foothills Recreation Area, impacts to adjacent residential properties during construction, and increased noise levels were also received. See Appendix B the source of the comment (e.g., e-mail, letter, website, etc.), name of the person commenting, the comment, and a brief response.

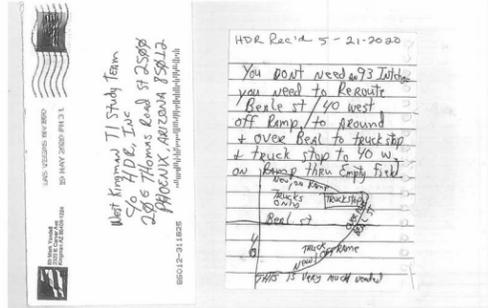
Figure 1. Public Comments by Category.



Agency comments were also received during the comment period. Agency comments were specific to impacts to Section 4(f) resources, biological resources, visual resources, and cultural resources.

**APPENDIX A. PUBLIC AND AGENCY COMMENTS AND RESPONSES MADE
DURING THE PUBLIC REVIEW PERIOD**

Date	Name	Channel	Comment	Response
5/7/20	John Doe	Email	<p>HDR,</p> <p>My comments are on the alignment. Thinking on behalf of both the contractor and the truckers will be using this road to ship goods from Mexico to Canada (Via I-11).</p> <p>Time is money, so think in terms of time.</p> <p>Truckers don't want a big alignment with multiple curves and not heading in the correct direction. Contractor wants to build the shortest segment, if parts are expensive, over all it is cheaper to build and maintain.</p> <p>Looking at the old Feasibility report my preferred alignment is "D".</p> <p>"D" has a minimul number of culverts, less home takes. Yes there is some private land but it is currently undeveloped and will remain that way until the freeway plan reaches 100%.</p> <p>Then the gas stations will come. The hotels will come. Biggest economy impact!</p> <p>"D" will also take traffic away from the over crowded Beale Stree Interchange.</p> <p>"D" will have the most room on both sides of the existing freeway to have fly overs, cloverleaves, exit ramps that are needed for large truck projections for this proposed 3 legged Freeway Interchange.</p> <p>Second Place Alternative is "F" taking the pass further north and into I-40 alignment closer to Cerbat Cliffs Golf Course to the east. This is not as short as "D" on the construction side but the final cargo path from Buckeye to Las Vegas remains similar as the second shortest distance.</p> <p>Again build the biggest Interchange you can to allow dual ramps throughout at speeds >55MPH.</p> <p>Thank you for your time.</p> <p>John Doe</p>	<p>The 2019 study identified Alternative D3 as the recommended alternative. Based on coordination with agencies, business owners, and the public, and additional engineering evaluation, modifications to Alternative D3 were made to balance the project's earthwork, reduce impacts to the adjacent land, and prioritize traffic movement. This modified alternative was evaluated in the Draft EA. Please refer to Chapter III, Section B of the Draft EA for more information.</p>
5/7/20	Dan Kurtz	Email	<p>We travel to Las Vegas to visit my son and he travels to Phoenix to visit us. I saw that you were trying to build a new connection to avoid Beal st about 1 yr ago and I think it is a fantastic idea. That intersection in Kingman is sometimes very jammed and time consuming. I had hoped and thought it was already to start construction. With a lot of truck traffic at that intersection it will also speed up movement for them. I AM 100% IN FAVOR OF MAKING THAT INTERCHANGE AS SOON AS POSSIBLE. I wish you could start construction 6-1-20. I also guess that will be part of the new I11 which will make it needed for that which is another highway needed and partly done. One can always take the exit thru Kingman for gas or food if desired.</p> <p>Dan Kurtz - - Laveen Az</p>	<p>Thank you for your comment. It has been added to the project record. Information and decisions regarding I-11 are being addressed through a separate project.</p>
5/7/20	Therin Dastrup	Email	<p>ADOT,</p> <p>Connecting the I-40 to US 93 west of Kingman would be a terrific improvement for the drive to Las Vegas from Phoenix.</p> <p>Even more useful would be the completion of I-11 from Phoenix or Wickenburg to the I-40 east of Kingman.</p> <p>Therin Dastrup</p>	<p>Thank you for your comment. It has been added to the project record. Information and decisions regarding I-11 are being addressed through a separate project.</p>
5/11/20	Paul Page	Email	<p>This is a long overdue improvement. Will the bypass be at grade or elevated? Four lanes or six? I guess it is a question of funding, but 93 slopes down to 40, then 40 is an uphill at least to Stockton Hill road. With all the freight on 40, there is too much speed mismatch between car and freight. Bottlenecks, accidents. An elevated 4 lane road to and from 93, starting around the weigh station on 93 and coming out in Stockton Hill vicinity would be great. The map doesn't have enough detail. The last question is whether the Butte formations legally protected in any way? I always assumed that the Beale route exists for historical reasons, but now environmental concerns limit</p>	<p>A project map was sent to you and posted on the website; it has also been included in the Final EA. The Phase I improvements include 2-lane ramps connecting I-40 to US 93 for the Phoenix-Las Vegas movements. In Phase II, 1-lane ramps would be built for the Las Vegas-California movements. Bridges are indicated in yellow. The new ramps would be evaluated where they cross the existing I-40/US 93.</p>

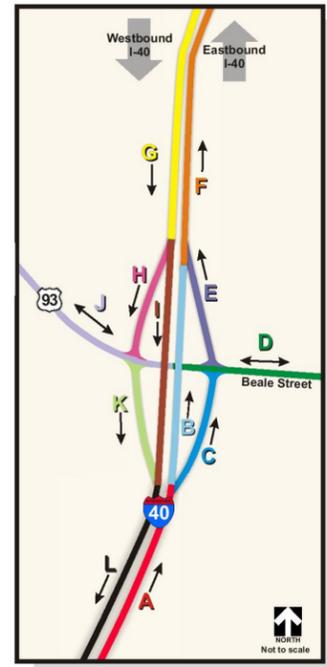
			bypass alternatives. Thanks, Paul	
5/11/20	Mike G.	Online	I didn't see a map/drawing of the Preferred Alternative anywhere in the EA. I see the map with three alternatives and then some text saying the Preferred Alternative is a modified Alternative D3, but what does that look like exactly? It makes it hard to evaluate the merits of the Preferred Alternative without being able to see what it looks like. Can you send me, and include in the final EA, a map of the Preferred Alternative that shows the locations of the roads, the number of lanes, where there are bridges, etc.? Thanks.	A project map was sent to you and posted on the website; it has also been included in the Final EA. The Phase I improvements include elevated, 2-lane ramps connecting I-40 to US 93 for the Phoenix-Las Vegas movements. In Phase II, an elevated 1-lane ramps from would be built for the Las Vegas-California movements.
5/21/20	Kristen	Online	As not only a local business owner but also a local who travels through this congested area every weekend, this would be a blessing for those of us not needing to stop. There have been so many almost accidents I've witnessed in this area due to the semi trucks turning and people trying to pull out of the truck stops, and cars just going straight through. This has helped tremendously to relieve the same problem that Boulder City had. And, since this IS an interstate, then it should BE an interstate and those not needing the services in that area should be able to bypass.	Thank you for your comment. It has been added to the project record.
5/21/20	Kourtney Hrdlicka-Lettau	Online	My husband and I completely avoid the downtown area, especially businesses like Wendy's BlackBear Diner, Ruyi, etc due to the incredible amount of traffic in the area. The endless array of rigs, vehicles, and accidents won't allow us to travel freely through the area. It is way too congested and the Coyote pass region is absurd since it is always backed up, bumper-to-bumper. Allowing a new direction of travel throughout the area would open up a whole new way of accessing those businesses in the area and allow us locals and tourists to avoid such congestion. Make this interchange happen and happen NOW!	Thank you for your comment. It has been added to the project record.
5/21/20	Mark Yandell	USPS Mail	You don't need an 93 interchange. You need to reroute Beale St. / 40 west off ramp to around and over Beale to truck stop and truck stop to 40 W. on ramp thru empty field (map drawn). This is very much needed. 	The proposed alignment would not meet the purpose and need of the project.
5/21/20	Don	Phone	Resident Don, 710 Lead Street (behind Carl's Jr. area), called Michele asking if his home will be impacted by construction. His wife is concerned because they have several home remodel projects already scheduled - including a flooring project slated to get underway this weekend!	No, your property is not within the area of new right-of-way.
5/22/20	Tom Stone	Phone	--You sent a postcard that says I have to register by May 21, and I want to know how to do that if I just received the information? --I'm disabled, so how am I to get to the meeting? Can I watch online like the Mohave County Supervisors meetings? In this age, you should have NO problem having both web and audio! I see Zoom, etc. on television every day! --A \$65 million project, and you can put a simple video animation together? Who's your consultant? --I can't understand the map in the newspaper ad.	The following information was provided prior to the hearing: The presentation information is available on the project website (azdot.gov/westkingmantIP). The public hearing will be held virtually and accessible by telephone and radio. Comments can be made through June 6, 2020. Additional maps are available in the Draft EA and on the project website. No traffic circles are included in the project design.

			--ADOT tried to push the traffic circles on us a few years ago at Stockton Hill Road - no, traffic circles. They don't work in England either.	
5/22/20	Dori Giehl	Email	<p>Looks like a good plan to me - better than a roundabout.</p> <p>For some time, I've wished there was a road across the Cerbat Mountains from Stockton Hill Road to connect with 93 and cut out Coyote Pass. This won't cut out the pass but it looks like a good plan. Hopefully, it will eliminate that backup at I-40 and Hwy 93. A separate on-ramp from the truck stop where the Black Bear Diner is to I-40 west might be something to consider. It would take at least half the truck traffic off that intersection. Since the tractor trailers (big trucks) are such a part of everyday life, and they ruin the roads, they should be given some kind of special consideration.</p>	While a separate on-ramp for trucks is not part of this project, the project will remove considerable traffic from Beale Street, thereby alleviating congestion and reducing the wear and tear on local roads.
5/23/20	Joseph Konchan	Online	Does the web site have a better detail map of where exactly the interstate 11 is going? Are there going to be any homes lost in this project?	A more detailed map was added to the project website and is included in the Final EA. One permanent residence and one non-primary residence will be acquired for new right-of-way. The rest of the new right-of-way consists of undeveloped land. See page 16 of the Draft EA for more information.
5/23/20	Virginia Anderson	Email	<p>Perfect- GET ON WITH IT!!!!</p> <p>MOVE THE START DATE UP A.S.A.P.!</p> <p>This is LONG YEARS over due. This interchange is both inconvenient and dangerous. I drive both a semi and car...</p> <p>To come on to 93 so. from Golden Valley and traffic is stopped over Coyote pass with no way to exit and I have a schedule to keep I am livid!</p> <p>We all speed up for the 5 minute light to catch it green rather than sit at Beale street for no reason. It's a mess with the truck stop and I see near misses and wrecks all the time.</p> <p>Get this started NOW! Yesterday would have been better.</p>	Thank you for your comment. It has been added to the project record.
5/25/20	John Mayr	Email	<p>In the little insert map you have I-40 coming from California direct to Phoenix.... where I-10 is right now. Yet on the bigger map you have I-40 coming to Kingman/Las Vegas.</p> <p>I'd get a better cartographer or planner before I started to move dirt!</p> <p>Peace,</p> <p>John Mayr, Kingman Resident</p>	Please refer to the maps within the Draft EA, on the website, and within the Final EA.
5/27/20	John Mayr	Email	<p>Thank you for the prompt response. I'll go to the websight. But I find it strang that the eastbound I-40 doesn't mention going to Seligman and Flagstaff. Am I missing some major aspect of the project?</p> <p>Again, thanks.</p> <p>John Mayr</p>	The improvements are focused at the intersection of US 93 and I-40. No changes will occur east of the Stockton Hill interchange as part of this project. Las Vegas and Phoenix are used because they are larger cities and destination points.
5/27/20	Brian Zimmerman	Online	<p>This plan appears sound and well-staged. I would like to see a significant historical district sign advertising both Route 66 as part of business 93/I-11/I40 and Historic Old Town Kingman somewhere at the top of Coyote Pass on the southbound side. The I-11 connector will take most of the tractor-trailer traffic but we would like to see tourists offered the experience of original Route 66 and the historic Old Town.</p> <p>The other concern is the very poor access to the Cerbat Foothills Recreation Area from the northbound I-11. There does not appear to be any good, economic solution to the lack of access to this very popular site. It would be a tragedy if the southbound access was also lost due to the limited access I-11 highway. Perhaps the current southbound access could get a better off-on ramp for the relatively high-speed location of the access. I urge planners to take the Cerbat Foothills Recreation Area site into consideration.</p>	<p>The inclusion of a monument or aesthetic treatment is ongoing between ADOT and the City of Kingman. The details of these concepts will be determined during final design.</p> <p>The project will not change access to Cerbat Foothills Recreation Area. See Chapter IV, Section F of the Draft EA for more information.</p>

5/27/20	RN Palmer	Email	<p>I don't think the problem that the city folk had hoped to eliminate will be changed by this short road change of the 93, 11, and 40 highways. The truckers will still use various areas around the city of Kingman to park their vehicles and still tie up traffic in various road ways around the city. The best way to go would have been to take the 93 East through Dolan Springs and then South down through the Hualapai Valley close to the Loves Truck Stop along the 40 in the East Kingman area. To be on the East side of the Kingman Airport. Some say that this would bypass the city, but no, it would keep traffic that goes east from clogging up the downtown city areas and the suburbs too. There can still be connecting roads from the new 93 route to serve areas of east Kingman as it grows. Like the airport should be a number one priority to bring tourists in directly to service the Mohave county region, which the Kingman airport alone is best suited to handle. Don't screw it by selling the property to the wolves. Seems like you all wish to put off the future for 16 more years. I have gone and personally seen the areas and you all should too, before committing to a good intention, that does not solve the situation to come.</p> <p>(please forgive any misspellings.) RN Palmer. a Kingman resident.</p>	<p>As you are describing, the selected alternative will allow all traffic that does not wish to stop/obtain services in Kingman or along Beale Street to continue between I-40 and US 93 without going on the existing surface streets.</p>
5/28/20	Robert Palmer	Email	<p>I have looked over the area that the proposed interchange will be built. My first concerns are with the access to the Cerbat Foothills trails. Also the Fort Beale historical site, that these lanes of the 11 will cross through.</p> <p>It will be a loss for those that live in Kingman and to those that come from a far to view as well.</p> <p>The paperwork sounds impressive, but seems to be deceptive and inaccurate, as it will not change things for the city for the off ramps of Stockton Hill or Andy Devine, their situation will not change but the problem will continue to grow and fester.</p> <p>The Dolan Springs detour of the 93 and then down through the Hualapai Valley will serve the needs of Kingman in the future now even into CE 2100, which the current interchange design will not, just spending money in Kingman and destroying the landscape that many currently enjoy, for a outcome that will not change anything except make those two left hand turn lanes not so full. We still have people that will be driving into the city using the Beale street access. However, for a west bound route change more thought needs to be done. For Kingman's future a move of the 93 to the East of Kingman is more beneficial and even help with the traffic problems that are faced now and for the next 100 or more years, if planning is done more thoughtfully and not greedily.</p> <p>This proposal is an example of the lack of proper planning that has plagued the city for decades now.</p> <p>This project seems to be very expensive in cost with all the raised road(s) to make it work, when there are less complicated ways to work with. This will only help the Beale street interchange problem of the congestion, and move it away, but it does not address the other problems that the city faces in the interchanges on the 40, which are still being put off for some future date while creating problems with traffic that continues to grow.</p> <p>Robert Palmer, a Kingman resident.</p>	<p>The selected alternative will not affect access to the Cerbat Foothills Recreation Area and will not impact the Fort Beale historical site (see Chapter VI, Sections E and F of the Draft EA for more information).</p> <p>Correcting concerns for Stockton Hill or Andy Devine are outside of the scope of this project and will be addressed by other projects in the future. The selected alternative will allow all traffic that does not wish to stop/obtain services in Kingman or along Beale Street to continue between I-40 and US 93 without going on the existing surface streets.</p> <p>Based on the traffic modeling done for this project, the improvements will address all of the traffic issues associated with the US 93, I-140 and SR 66 traffic issues for at least the next 20 years.</p>
5/28/20	Kay Prince	Online	<p>Going southbound to the I-40/US 93 interchange Regularly experiences major traffic backups on weekdays, and weekends and holiday weekends traffic is backed up over Coyote Pass. We need this sooner than later, way past due.</p>	<p>Thank you for your comment. It has been added to the project record.</p>
5/28/20	Tom Hurst	Email	<p>Heartily endorse the preferred alternative. Proud to support the work of ADOT as a citizen. Excellent planning to benefit all and alleviate inconveniences is evident.</p> <p>Two administrative issues: 1. KAAA original programming at 1800 hrs played over start of radio stream and broke in again at 1858 hrs to 1901 hrs and every few minutes thereafter. 2. Automated system to receive text survey link (I tried to sign up while I listened by phone until KAAA issue cleared up) did not recognize the pressing of "1" to confirm my cell number.</p> <p>Outside of those two administrative issues, great job, ADOT!</p>	<p>Thank you for your feedback. All the materials from the virtual public hearing and the Draft EA are available on the project website (azdot.gov/westkingmanTIP).</p>

5/28/20	Jackson Hurst	Email	Hi i would like to receive a physical copy of the Final Environmental Assessment because I submitted a public comment during the virtual, call-in only public hearing held last night (5/28/2020) for the US 93, I-40 West Kingman Traffic Interchange Project. My mailing address is 4216 Cornell Crossing, Kennesaw, Georgia 30144. Please send it to the mailing address I provided and please let me know if this is feasible. thanks, Jackson Hurst	A copy of the Final EA will be available on the project website (azdot.gov/westkingmanTIP) and will be sent to you per your request.
5/29/20	Ray Bowers, Jr.	Phone	I have been a trucker for 30 years. In the midwest there are designated center lanes for commercial trucks. I am suggesting we implement a similar lane in this area to help with safety concerns. "Please consider running a center lane for truckers only".	Across the country, there are exceptions to the standard road system solutions. However, ADOT has addressed all of the directional and capacity issues with standard system interchange lane configurations to that the majority of travelers will know how to use and travel between these connecting facilities. Arizona does not have any commercial truck center lanes, so drivers would not expect them to be applied at this location.
5/29/20	Cathy Gates	Phone	Michele received a call from Cathy Gates, one of last night's live commenters. She has asked her to pass along a message to the entire project team: "Everything was well done last night and very thorough, thank you to everyone involved!".	Thank you for your comment. It has been added to the project record.
5/31/20	Moira Carlton	Online	How will this project affect the aquifer in the area of interchange? Both Fort Beale and Atlantic Springs are very nearby, as is a City of Kingman well and many private wells that are used for drinking water. I live just south and downhill of the proposed route and I'm concerned that construction may impact both the quality and quantity of the water on which I rely.	The project will not affect the springs, groundwater, or wells in the project vicinity. Borings would not affect groundwater because they would be capped which would prevent potential connection between the underlying static groundwater table, springs and the ground surface. The project would not extend into the aquifer. Surface flows would maintain their existing courses.
5/31/20	Greg Kelly	Email	Personally I think the interchange/bypass should be in Golden Valley around the Shinerump exit, and tie into 68 just before the POE. It would run on the west side of that small range. Its relatively flat/easy to pave. No crazy engineering with bridges/ hills and very few businesses/homes to disrupt. On the flip side, many people coming from the Phoenix side would default to the beale st exit anyhow. But pretty sure LV southbound and CA to LV traffic would use it.	Thank you for your comment. It has been added to the project record.
6/1/20	Keith Suleski	Online	I actually have two questions. I live right across the freeway from the project, R80 in the noise study document. 1) How high is the overpass connector going to be coming from the 93 to I40 eastbound: 2) What is the reason for obtaining a right of way, .16 of .43 acres of private property parcel 304-06-093? (Figure 9, pages 34, 35 "Parcels Affected By The Preferred Alternative") Thank you.	The new ramp from US 93 to I-40 will be about 33 feet higher than eastbound I-40 where they will cross. New right-of-way at the specified parcel is needed to fit the ultimate improvements, including the widening of the entrance ramp from Beale Street onto eastbound I-40.
6/1/20	Dee Kephart	Email	Minimize impacts to drainages and vegetation. Staging areas should be located in previously disturbed sites and kept as small as possible. Culverts need to minimize impacts from erosion potential downstream and be approximately sized for the flows predicted from the upstream washes. Stabilize exposed soils, particularly on slopes, with native vegetation as soon as possible to prevent excess erosion. In addition, contact the Army Corps of Engineers for Best Management Practices and guidelines for minimizing and mitigating impacts to drainages. Plan for bridges and culverts to minimize impacts to wildlife and allow freedom of movement. During design, consider potential barriers to wildlife movement, and construct options that allow for passage. For widening culverts and bridges, please refer to the <i>Guidelines for Culvert Construction to Accommodate Fish & Wildlife Movement and Passage</i> and <i>Guidelines for Bridge Construction or Maintenance to Accommodate Fish & Wildlife Movement and Passage</i> . When projects require ROW fencing to be installed, maintained, replaced, or relocated within a rural or undeveloped setting, using ADOT's standard barbed wire Game Fence or Game Fence with Wooden Stays (<i>design C-12.10 as updated in January 2015</i>) can prevent animals from getting caught in the fence, or damaging it in the process of crossing. This in turn preempts maintenance issues and wildlife mortality events that can be costly to both ADOT and Arizona's wildlife. The replacement or maintenance of old fencing presents an opportunity to improve safety and wildlife	Existing drainage patterns will be maintained during and following construction. Culverts will be sized appropriately, and the project will include plans such as a SWPPP/Erosion Control Plan that would include measures for minimizing erosion and stabilizing soil. Your comment will be considered during the development of these plans. ADOT is coordinating with the Corps on the Clean Water Act Section 404 project impacts to determine if a permit will be required in light of the new Water Protection Rule that went into effect on June 22, 2020. Wildlife movement will be considered, and these plans will be followed during the final design of the project. In addition, both AGFD and USFWS will have the opportunity to review and comment on the remaining design submittals as the plans are advanced to final construction. Fencing associated with this project will follow ADOT's standards and will be wildlife friendly in the rural and undeveloped portions of the project.

			movement in areas with wildlife-vehicle collision issues exist and/or within areas where certain wildlife populations persist.	
6/2/20	Martin Muecke	Online	<p>Thank you for the good work planning the proposed interchange. I agree that prioritizing the Phoenix/LV corridor should take place as that is where the backups mostly take place. I have found it irritating that in 2020 backups like this still take place, but I was pleasantly surprised to find out the state has already begun to address this issue. I cringe when I drive to Phoenix on a busy weekend to not know what kind of traffic delay I will find coming out of Golden Valley towards Kingman. I wholeheartedly support moving forward with the proposed design.</p> <p>-Martin Muecke Fort Mohave, AZ</p>	Thank you for your comment. It has been added to the project record.
6/5/20	James Wright	Online	<p>To All Concerned,</p> <p>I salute each one who is involved with this project. A lot of work and preparation has already gone into I-11 and when this all is complete, it will be like a breath of fresh air. I wish you Godspeed.</p>	Thank you for your comment. It has been added to the project record.
6/5/20	Greta Warren	Email	<p>I have attached a PDF file that details my comments/concerns.</p> <p>Essentially, with slight modifications, Phase 2 (US93-I40 California) could be eliminated thus saving thousands of dollars. The majority of the US93-I40 entanglements would be solved with Phase 1 (to/from Phoenix direction).</p> <p>Thank you, Greta Warren</p> <ul style="list-style-type: none"> • Only Phase 1, ramps WN & SE (i.e., Phoenix-Las Vegas ramps) are currently funded. • If the proposed SW & EN ramps (i.e., Las Vegas-California ramps) were eliminated it would drastically reduce the cost of Phase 2. Instead of building elevated ramps, the existing ramps at Beale Street could remain. There is not significant traffic congestion caused at these ramps. • Additionally, it was not noted whether the current “Phoenix” ramps would be eliminated. These ramps need to be barricaded and no turn lanes provided for their access/departure. This would also allow for the EN Beale Street lane under the I40 overpass to be reopened. • Phase 1 would need to ensure that US 93 SW traffic could proceed onto Beale Street from the right-hand lane(s). And Beale Street EN traffic could narrow to 1 lane to merge onto US93 from the left-hand lane. These modifications would present minor modifications to the existing roadways. • Phase 2 could be modified as follows: <ul style="list-style-type: none"> ○ Add turn lane for SW US93/Beale St traffic to merge onto I40 on ramp & perhaps soften the curve at the intersection. ○ Add right-hand lane for I40 eastbound exit to Beale Street east & soften curve. ○ Traffic signals at I40/Beale St intersection would only need to be triggered to change for left-hand turning traffic. <p>Noise level report included residential property within 650 feet from the edge of the proposed roadways. With the new stretch of road being elevated, won't we experience a substantial increase in freeway noise?</p> <p>2006 traffic data errors noted in red:</p>	<p>As the improvements are being constructed in stages, the existing Beale Street ramps will be used to maintain route continuity. In the future, while highway traffic is using the new continuous ramps, the existing facilities will be modified to support the local needs of West Kingman.</p> <p>A Noise Analysis Technical Study was completed for this project and can be viewed on the project website at azdot.gov/westkingmantip. The analysis provides the modeled changes in noise, noise mitigation assessment, and proposed noise walls determined feasible. This information is also summarized in Chapter IV, Section I of the Draft EA.</p>



AVERAGE DAILY TRAFFIC			LOCATION
SECTION	2006	2040	
A	8,513	29,507	Eastbound I-40 to Off-Ramp
B	-	22,933	Eastbound I-40 before Ramp Traffic
C	2,347	6,574	Eastbound I-40 Off-Ramp to Beale Street/US 93
D	-	41,541	Beale Street, Combined Directional Traffic
E	12,457	24,340	On-Ramp to Eastbound I-40
F	16,603	47,273	Eastbound I-40
G	16,132	45,060	Westbound I-40 to Off-Ramp
H	12,433	22,627	Westbound Off-Ramp to US 93/Beale Street
I	-	22,433	Westbound I-40 before Ramp Traffic
J	21,500	56,823	US 93, Combined Directional Traffic
K	1,830	6,510	On-Ramp to Westbound I-40
L	6,863	28,943	Westbound I-40

2006 data is inaccurate:
 Data for B = A-C-F-E; however A-C=6,166 & F-E =4,146.
 Therefore, 2,020 vehicles drove off I40 or were sucked off
 the road before "E" traffic merged.

Data for I=G-H=L-K; however, G-K =3,699 & L-K = 5,033.
 So, did 1,334 vehicles grow out of the pavement on the
 overpass?

Figure 10 Traffic Volumes

5/28/20	Jackson Hurst	Public Hearing	I really love and approve of the preferred -- of the preferred alternative for the new West Kingman Traffic Interchange for the following two reasons. The first major reason is it's basically going to contribute to the future Interstate 11, which is proposed to link Phoenix, Arizona with Las Vegas and greatly improve travel between the two cities. And my second reason is this traffic interchange, it will still allow access on and off of Beale Street for people coming from Las Vegas and going to Las Vegas who maybe have missed the -- who would probably -- or maybe missed the traffic interchange and still want to get off and get onto US 93. But they may want to stop at one of the businesses on Beale Street to get food or just stop at a hotel for the night.	Thank you for your comment. It has been added to the project record.
5/28/20	Larry McCall	Public Hearing	I would like to ask if they've looked at using Fort Beale Road as an alternative and putting another exit at Clacks Canyon interchange. Kingman is short on exits.	Several alternative locations and access points were considered as part of the improvement analysis. See Chapter III of the Draft EA for more information. The recommendations address what is preferred and accessible and meet design and safety standards.
5/28/20	Steve Hamber	Public Hearing	You make one -- one reference in your slide deck, which is, by the way, very well done. I appreciate that. I've studied it a couple days now, a better understanding as to how we're tying Phoenix and Las Vegas together on an overall plan and where it's at regarding this. Sometimes I take a quick look. I know it's needed. I travel this road every day, both to Phoenix and to Las Vegas. It's needed, definitely. But I don't want it to be a Band-Aid approach. And I think that an overall plan, if there is such a thing, for the I-11 -- we're doing a tremendous amount of work on the upper portion toward Vegas, as well as on the way down to Surprise and Wickenburg, to have a better understanding of an overall 10-year plan, 20-year plan, or whatever it might be. Thank you.	This project is planned to accommodate traffic traveling US 93 and I-40 through the design year of 2040. The project is phased so that the current issues can be resolved in the short-term and the other improvements (the movement between Las Vegas and California) can be constructed when traffic demands. Please visit the I-11 project website at i11study.com/Arizona or the ADOT website at azdot.gov and search on I-11 for the latest news and information on this project.
5/28/20	Cathy Gates	Public Hearing	I am for the project, but the issue that I always have is the traffic is ridiculous. It's now affecting Fort Beale. I live off Wagon Trail. We have -- we have big semis and traffic using a road that's very narrow. My daughter was ran off the curb over by the churches. And I was -- I'm expecting ADOT to make a big meeting with my neighbors because I am directly affected in the full buyout, and we have a lot of questions. And we want ADOT to kind of show us where this is going and what the noise factor and things like that will be. That's all I have.	The project will alleviate the traffic on Beale Street and the area immediately surrounding the project. Parking issues outside of the ADOT right-of-way would be under the jurisdiction of the City of Kingman within city limits. ADOT Right-of-Way will meet with the land owners of affected properties. Necessary acquisitions of right-of-way would be compensated at fair market value in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

5/28/20	Charles Hernandez	Public Hearing	We're new in the area. We live about -- about rock throwing distance from Beale and the 40. My house faces the 40. We're just to the east of Beale Street. And I look forward to alleviating some of the traffic. We have a very difficult time getting -- even getting out of our house to like run errands. So I am looking forward to the project and hope to be informed on the environmental and the noise issues of when the project does continue further. Thank you.	Thank you for your comment. It has been added to the project record.
5/28/20	Glenda Hill	Public Hearing	My comment is this. We live in Golden Valley. We are between Bullhead and Kingman. I would like to know, what alternative routes have you proposed for the people here to bypass your construction? We have no -- we have no -- well, Chino is somewhat paved, but it still hooks into 93 and still goes over the pass. But we do have Shinarump, which is not paved, and it's a dirt road and it can hook into Old 66 and go up the back way to Kingman. But I would like to know what ADOT is going to do to try to make our traffic flow a little bit better.	Much of this project will be constructed on a new alignment and will not affect existing traffic. All roads will remain open during construction. No detours will be necessary. While this project is focused on the intersection of US 93 and I-40, improvements to the region outside of this intersection will be addressed by other projects.
5/28/20	Katie Manning	Public Hearing	I went by the ADOT office last week and met four delightful people in the office. They answered my questions. We went through the big binders. And my questions was similar to the gal that just called from Golden Valley. I am extremely pleased to see that what will be a two-year process, everything will be done away from coming over the hill, Golden Valley, the lookout areas, etc. And then dirt will be removed, will be reused. So traffic will not be impeded to get into Kingman, which I think is totally awesome. At 73 years old, I remember the Grapevine. I remember 395 and going down to San Diego. So this is a total blessing. I think it's awesome. We need it terribly. And I picked up a packet at the office this morning, so my hat is off to all of you. I was in construction for 33 years, and I know how hard it is to plan and plan for contingencies, et cetera. But this looks extremely well put together. And compliments to you and the fact that we can call in. And the staff even up in the Kingman office is absolutely outstanding. Very well-informed. So thank you very much for letting me give you my public comment. Thank you again for all your hard work.	Thank you for your comment. It has been added to the project record.
5/28/20	Steve Barron	Public Hearing	I'd just like to also add to the comments that I am concerned about the increase in noise during construction and then after the completion with the -- with the freeway realignment. I live on Wagon Trail Road, and I'm very concerned about the noise from where I live, how it's going to be. That's it.	While an increase in noise near the residences along Wagon Trail Road would be perceptible, based on the noise study, it is not projected to increase to a level that would meet or exceed the established noise abatement criteria. For additional information, please refer to the Noise Analysis Technical Report on the project website (azdot.gov/westkingmantip) and Section I of the Draft EA.
5/28/20	Katie Manning	Public Hearing	It regards the page on noise where it says, long-term noise would increase along the new ramp from I-40 to 93 where minor shifts in the I-40 would occur. Now, I don't know what the decibel ratings would be, et cetera, et cetera. Would there possibly be any alternative plans to put up some sort of a sound barrier wall or will -- I don't know because I don't know what the final design is. But I don't know if something like that has been taken into consideration. That's my question. That's my comment. And thank you. I'm done.	The feasibility and placement of noise walls based on the current noise abatement criteria is presented in the Noise Analysis Technical Report and in Chapter IV, Section I of the Draft EA. Both documents are available on the project website at azdot.gov/westkingmantip . The noise analysis has graphics in it that identify where noise measurements were taken, and projected noise levels for the build and no build scenarios for individual receivers. Both the technical document and the Draft EA explain how changes in decibels relates to what a person hears.



June 01, 2020

West Kingman TI Study Team
% HDR, Inc.
20 East Thomas, Suite 2500
Phoenix, AZ 85012

Re: AGFD Review of the West Kingman Traffic Interchange Draft EA

Dear West Kingman TI Study Team:

The Arizona Game and Fish Department (Department) has reviewed the Draft Environmental Assessment (EA) for the West Kingman Traffic Interchange (TI). The Department understands this project is being proposed by the Arizona Department of Transportation (ADOT), in coordination with the Bureau of Land Management (BLM), U.S. Army Corps of Engineers, and the Federal Highway Administration (FHA) to reduce traffic congestion, improve local access, and improve travel between I-40 and US 93. The Department further understands this project proposal is a preliminary design concept for the US 93/Interstate 40 (I-40) TI, and if approved the design will continue in preparation for the construction of the project when funding becomes available. Based on our review of the Draft EA, the Department offers the following general guidance for your consideration:

Road Widening:

Road widening includes any shoulder widening and the addition of turn lanes or passing lanes. Not only does road widening have a permanent impact on wildlife habitat adjacent to the roadway, but widening the road increases the distance wildlife must travel when crossing. In addition, a wider road often allows vehicles to travel at higher speeds, which increases the likelihood of a wildlife-vehicle collision.

1. During all phases of construction, it's important to consider potential impacts to vegetation and wildlife habitat due to grading, trenching, and other ground disturbing activities. Temporary and permanent disturbance to habitat can have both direct and indirect impacts to wildlife.
 - a. Minimize impacts to drainages and vegetation both in and adjacent to the drainages. Staging areas should be located in previously disturbed sites, and kept as small as possible. Culverts need to minimize impacts from erosion potential downstream and be appropriately sized for the flows predicted from the upstream washes. Stabilize exposed soils, particularly on slopes, with native vegetation as soon as possible to prevent excess erosion. In addition, contact the Army Corp. of

azgfd.gov | 928.692.7700

KINGMAN OFFICE: 5325 N. STOCKTON HILL ROAD, KINGMAN AZ 86409

GOVERNOR: DOUGLAS A. DUCEY COMMISSIONERS: CHAIRMAN, ERIC S. SPARKS, TUCSON | KURT R. DAVIS, PHOENIX | LELAND S. "BILL" BRAKE, ELGIN
JAMES E. GOUGHNOUR, PAYSON | TODD G. GEILER, PRESCOTT DIRECTOR: TY E. GRAY DEPUTY DIRECTOR: TOM P. FINLEY

Engineers for Best Management Practices and guidelines for minimizing and mitigating impacts to drainages.

Bridges and Culverts:

When planning for bridges and culverts, consider designs that minimize impacts to wildlife and allow for freedom of movement. Different shapes and sizes of culverts may be required to accommodate the variety of species that inhabit the area. Although different species have different needs, some general design elements can ensure permeability for many of those species.

1. Habitat linkages and corridors are critical in maintaining healthy and sustainable wildlife populations. During design and construction of the roadway it is important to consider potential barriers to wildlife movement, and construct options which allow for passage and permeability.
 - a. When designing the areas of the roadway to be widened, along with any associated culverts, and bridges, please refer to *Guidelines for Culvert Construction to Accommodate Fish & Wildlife Movement and Passage* and *Guidelines for Bridge Construction or Maintenance to Accommodate Fish & Wildlife Movement and Passage*, found on the Department's website, and incorporate guidance as appropriate.
<http://www.azgfd.gov/hgis/pdfs/CulvertGuidelinesforWildlifeCrossings.pdf>
<http://www.azgfd.gov/hgis/pdfs/BridgeGuidelines.pdf>

Right-of-way (ROW) Fencing:

When projects require ROW fencing to be installed, maintained, replaced, or relocated within a rural or undeveloped setting, using ADOT's standard barbed wire Game Fence or Game Fence with Wooden Stays (*design C-12.10 as updated in January 2015; attached*), can prevent animals from getting caught in the fence, or damaging it in the process of crossing. This in turn preempts maintenance issues and wildlife mortality events that can be costly to both ADOT and Arizona's wildlife. The replacement or maintenance of old fencing presents an opportunity to improve safety and wildlife movement in areas where wildlife-vehicle collision issues exist and/or within areas where certain wildlife populations persist.

The Department appreciates the opportunity to provide feedback regarding the West Kingman TI Draft EA. The Department would like to continue this coordinated effort and offer additional site-specific guidance that will help conserve wildlife and their habitats as this project progresses, and as funding is secured. If you have any questions regarding this letter, please feel free to contact me at (928) 263-8855, or by email at dkephart@azgfd.gov.

Sincerely,

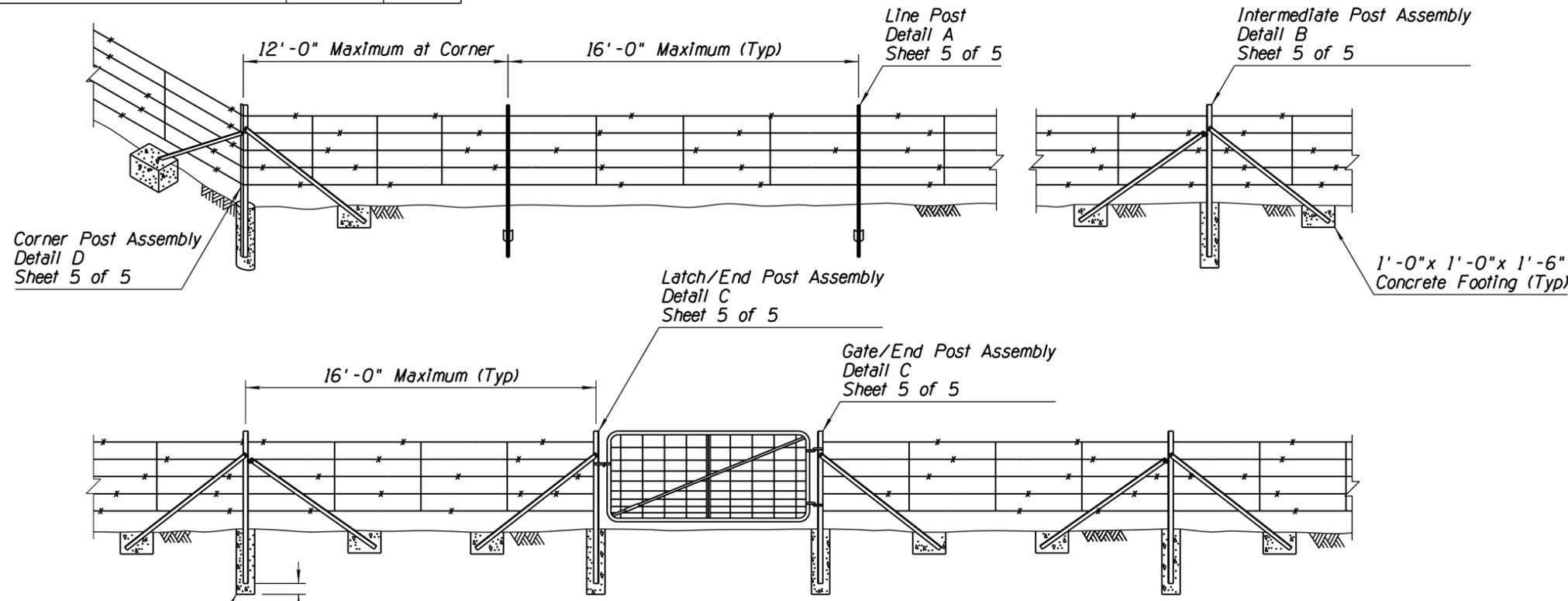


Dee Kephart

Habitat Evaluation and Lands Program Manager, Region III

cc: Clayton Crowder, Branch Chief, Habitat, Evaluation, and Lands Branch
Ginger Ritter, Project Evaluation Program Supervisor
Cheri Boucher, Project Evaluation Program Specialist

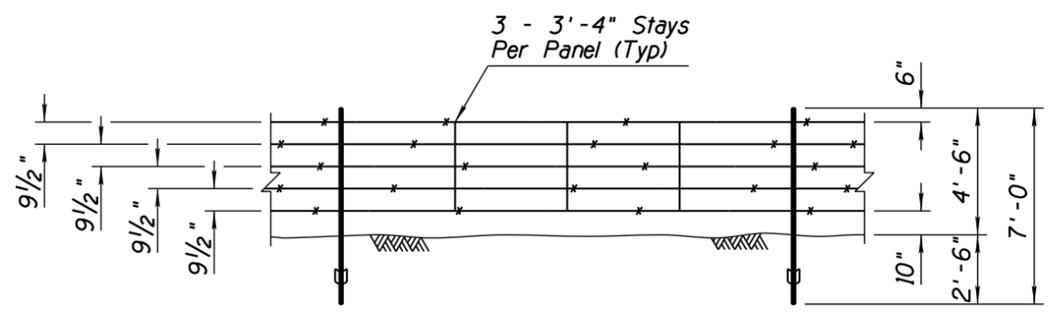
NO	DESCRIPTION OF REVISIONS	MADE BY	DATE
1	MODIFIED AND ADDED VARIOUS NOTES, CHANGED POST SPACING	PS	12/14
2	REMOVED TYPE 1 BARBED WIRE (BW) (4 WIRE)	KB	12/14
3	CHANGED POST SPACING, VARIOUS NOTES	KB	12/14
4	REMOVED TYPE FROM DETAILS, MISCELLANEOUS CHANGES	PS	1/15



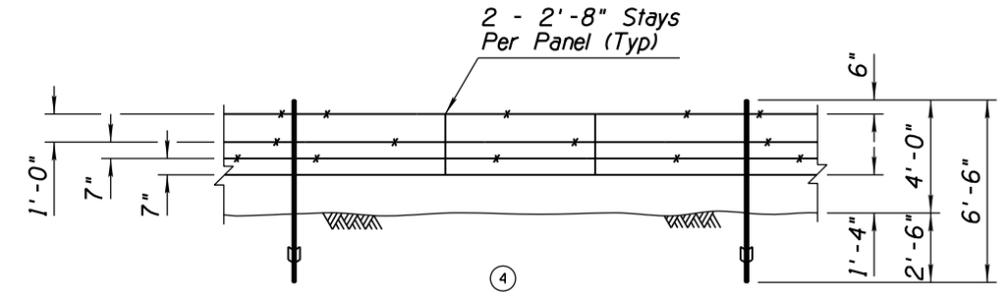
TYPICAL BARBED WIRE FENCE INSTALLATION

GENERAL NOTES

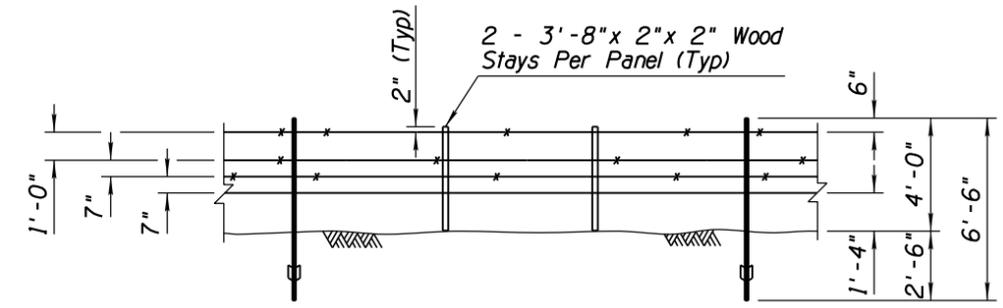
- Intermediate post assemblies shall be located as shown and at intervals not to exceed 650', or midway between all braced posts.
- Fence wire shall be placed on the side of the line posts away from the main roadway except in sharper curve areas where it should be moved to the side with tension against the posts.
- For game fence the bottom wire shall be barbless.
- Stays shall be evenly spaced between posts with spacing not to exceed 5 ft - 4 inches for game fence or 4 ft for barbed wire fence.
- Wire stays on game fence (GF) shall have their ends turned up to prevent injuries to game.
- Wood stays on game fence (GFWS) shall be secured to each fence wire with a double wrap of tie wire.



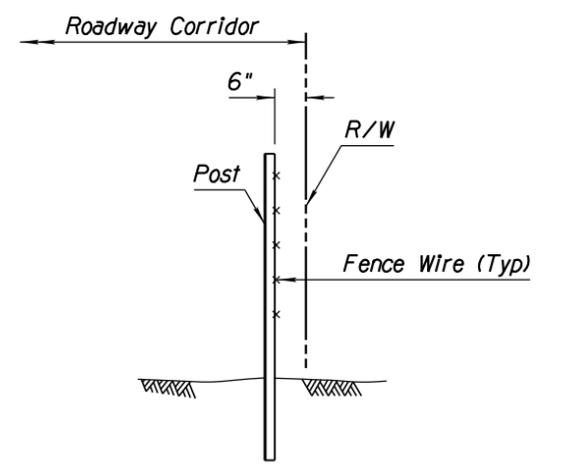
BARBED WIRE FENCE (BW)



GAME FENCE (GF)



GAME FENCE WITH WOOD STAYS (GFWS)



TYPICAL FENCE LOCATION

APPROVED FOR DESIGN	STATE OF ARIZONA DEPARTMENT OF TRANSPORTATION ROADWAY STANDARD DRAWINGS	REV. 1/15
APPROVED FOR DISTRIBUTION	FENCE BARBED WIRE	DRAWING NO. C-12.10 Sheet 2 of 5

APPENDIX B. PUBLIC HEARING MEETING SUMMARY

West Kingman Traffic Interchange

Interstate 40 MP 48.32 to MP 51.75 (Stockton Hill Road) US
Route 93 MP 69.60 to MP 71.00

ADOT Project No. 040 MO 048 H7993 01C
Federal Aid No. NHPP-040-A(212)N

Draft Environmental Assessment and Preliminary Design Concept Report
Public Hearing Summary (May 28, 2020 Public Hearing)

June 2020

Prepared by:

HDR, Inc.

20 E. Thomas Road

Phoenix, AZ 85012

In cooperation with:

Arizona Department of Transportation

Federal Highway Administration

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Appendices

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- Appendix B: Public Hearing Materials
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1. Introduction

Project Overview

The Arizona Department of Transportation, in coordination with the Bureau of Land Management, U.S. Army Corps of Engineers and Federal Highway Administration, is conducting an Environmental Assessment (EA) and developing a preliminary design concept for the US 93/Interstate 40 (I-40) Traffic Interchange (TI). A study was initiated in 2007 to investigate ways for improving traffic flow at the junction of I-40 and US 93 in west Kingman. In January 2019, ADOT began efforts to implement the preliminary design concept, which provides a preferred alternative.

The general location for the project is along I-40 between the Shinarump Drive TI and the Stockton Hill Road TI and along US 93 between the State Route 68 TI (near the Port of Entry) and the existing Beale Street TI where US 93 connects with I-40.

Draft Environmental Assessment

The Draft EA and associated technical reports assess the impacts of the preferred alternative against the No Build Alternative. The Draft EA 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. The Draft EA has been prepared in accordance with the National Environmental Policy Act (NEPA).

The No Build Alternative is used as a baseline to compare against the preferred alternative in order to understand the condition of the project area in the future with limited improvements. This comparison also shows how the preliminary design concept could influence the study area. The alternative carried forward in the preliminary design concept is the preferred build alternative because it balances the project earthwork, reduces impacts to adjacent lands and prioritizes traffic movements. This alternative is carried forward and evaluated in the Draft EA.

Preliminary Design Concept

The purpose of this project is to reduce congestion, improve local access and improve travel between I-40 and US 93. The new TI would accommodate both current and projected traffic volumes for the next 25 years.

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, the U.S. Army Corps of Engineers and the public. The 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 when funding is available.

Figure 1: Project Map



2. Virtual, Call-in Only Public Hearing

ADOT held 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. The purpose of the call-in only public hearing was to present information on the environmental impacts of the preferred alternative and obtain formal public comments on the Draft EA and preliminary design concept. The public hearing was advertised extensively to the general public.

The call-in only public hearing was held from 6 – 7:30 p.m. on Thursday, May 28, 2020. There were two ways for the public to join the public hearing. They could register in advance by visiting vekeo.com/adotwestkingmantip/ before 5 p.m. Thursday, May 28, 2020. By registering in advance, members of the public would receive a call at the start of the event inviting them to join. Members of the public could also call 833.380.0669 at the time of the event. In addition, they could also listen to the live stream on the project website. Furthermore, ADOT broadcast the public hearing live on three Kingman area radio stations, which provided the public another convenient option of listening to the public hearing live. The radio stations were KAAA-FM 94.1, KZZZ-FM 97.5 and KZZZ-AM 1490. The public hearing had 51 participants join by phone and 76 listen online for a total of 127 attendees.

2.1 Public Hearing Notification

2.1.1 Newspaper Advertisements

The team prepared and arranged for paid print advertisements that provided the public with an overview of the project, information on how to provide comments and invited them to attend the call-in only public hearing. The advertisements also included the instructions on how to participate. Two English language ads were published in the *Kingman Daily Miner* on May 3 and May 17, 2020. Copies of the newspaper advertisement can be found in Appendix A.

2.1.2 Project Website

The project website, azdot.gov/WestKingmanTIP, was updated on May 7, 2020, and provided the public hearing date, instructions on how to participate in the call-in only public hearing and information about the project. All the materials related to the public hearing were posted to the project website, including:

- Draft EA report
- Technical reports
- Presentation
- Fact sheet
- Maps
- Online comment form
- Title VI/Civil Rights information
- Self-Identification survey

Copies of the public hearing materials are included in Appendix B.

2.1.3 GovDelivery/Press Release

Information on how to participate in the call-in only public hearing was distributed by ADOT on May 7, 2020, via GovDelivery and was posted on the ADOT website. A press release was distributed to media outlets by ADOT on May 7, 2020. A reminder of the public hearing was also distributed to the public on May 28, 2020, via GovDelivery. Copies of the GovDelivery notices and the press release can be found in Appendix A.

2.1.4 Social Media

Three social media posts providing the call-in only public hearing details were advertised on ADOT's Facebook page prior to the public hearing between May 7 and May 9, 2020. Two twitter posts providing the call-in only public hearing details were advertised on ADOT's Twitter account on May 7 and May 26, 2020. Two posts reminding the public of the public hearing were posted May 28, 2020 on both ADOT's Facebook page and Twitter account. Copies of the social media posts can be found in Appendix A.

2.1.5 Direct Mailers

A direct mailer was sent to 25,000 addresses in the project area near the US 93/I-40 TI to inform them of the call-in public hearing. The mailer was sent on May 13, 2020. A copy of the direct mailer can be found in Appendix A.

2.1.6 Earned Media

On May 8, 2020, *Civil + Structural Engineer* magazine posted an article online that provided the call-in public hearing date, instructions on how to participate, and the public hearing details, including a link to the project website.

On May 12, 2020, the *Wickenburg Sun* posted an article online that provided an overview of the project and information on how to provide comments and invited the public to attend the call-in only public hearing. The article also included the date and instructions on how to participate.

Copies of the articles can be found in Appendix A.

2.2 Public Hearing Format

There were two ways for the public to participate in the call-in only public hearing. They could register in advance by visiting vekeo.com/adotwestkingmantip/ before 5 p.m. Thursday, May 28, 2020, to receive a call at the time of the event inviting them to join, or they could call 833.380.0669 at the time of the event.

At 6 p.m. Thursday, May 28, 2020, callers were welcomed and introduced to the panel members. At approximately 6:05 p.m. the presentation began, and once it concluded at 6:30 p.m., the call-in public hearing began. Callers were instructed to press *3 on their phone keypads to be placed in the queue to comment, and each caller was allotted three minutes to give their verbal comment. Callers were able to listen to other public comments about the Draft EA while on the phone.

A panel of study team members were on the call, and a court reporter transcribed all the verbal comments made during the public hearing. Callers were notified that comments and questions about the project could also be submitted during the formal public comment period through email, telephone, USPS mail or online. Callers were notified that all project related materials, including the presentation, were available online.

2.3 Public Hearing Materials

A variety of hearing materials were made available to the public online. These public hearing materials are available in Appendix B and include:

- Presentation
- Fact sheet
- Maps
- Online comment form
- Title VI/Civil Rights information
- Self-Identification survey

The Draft EA and technical reports were made available to the public on the project website. The public could also view the Draft EA in person by appointment at ADOT's Kingman office.

2.3.1 Presentation

A presentation was given to attendees at approximately 6:05 p.m. The presentation can be found in Appendix B and covered the following topics:

- How to comment
- How to participate
- Guidelines for giving public statements
- Project need
- Project area
- Study milestones
- Draft Environmental Assessment
- No Build Alternative
- Preferred Alternative
- Preliminary Design Concept
- Construction timeline
- NEPA
- Public outreach and agency coordination
- Resources evaluated

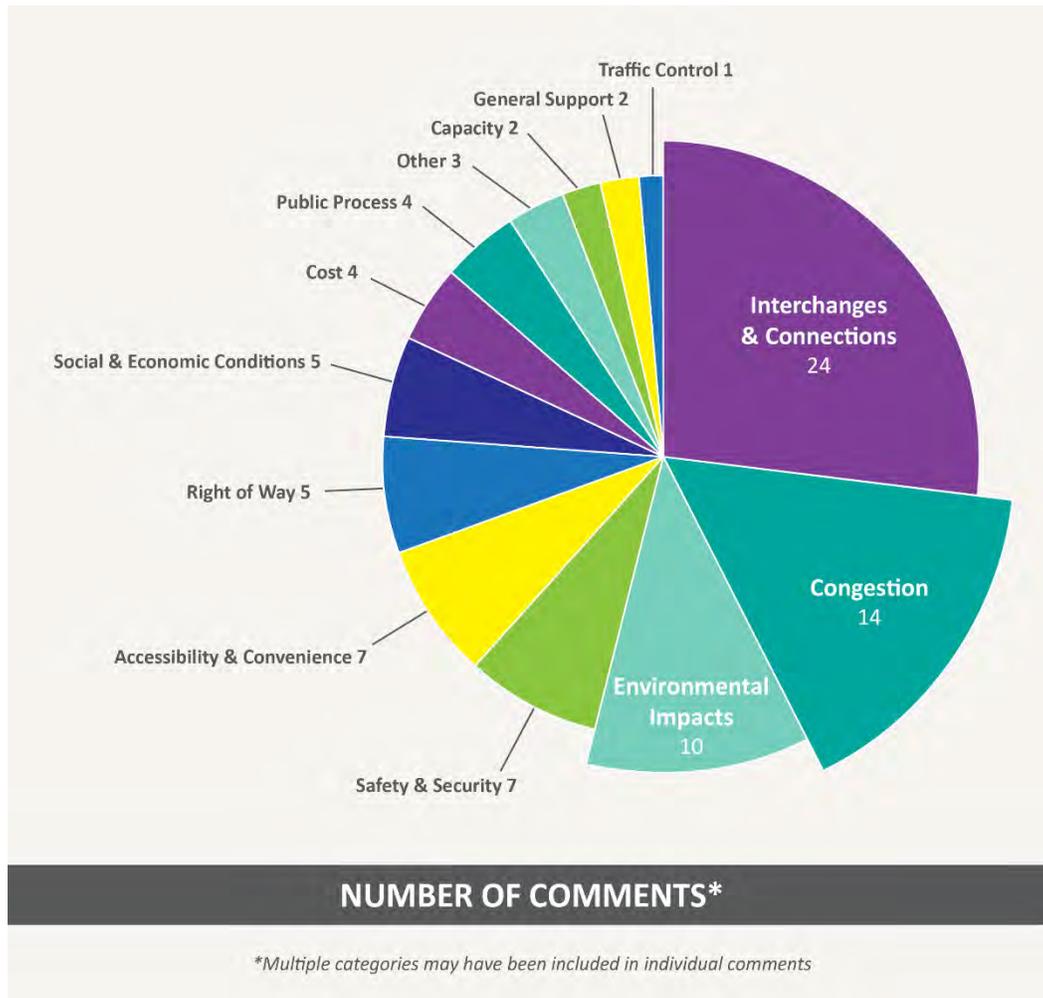
- Land use
- Cultural resources
- Section 4(f) resources
- Noise
- Biological resources
- Next steps

3. Public Comment Summary

This section presents a summary of the comments received during the public comment period that ran through June 6, 2020. The comments ranged from issues associated with congestion and safety to concerns regarding social and economic conditions and environmental impacts. Many similar comments were received from multiple commenters. Comments were classified into the following categories:

- Interchanges and connections
- Congestion
- Environmental impacts
- Safety and security
- Accessibility and convenience
- Right of way
- Social and economic conditions
- Cost
- Public process
- Capacity
- General support
- Traffic control
- Other

Figure 2: Comment Categories



All comments received were reviewed for the specific issues or recommendations raised by the commenter. During the comment period, comments could be submitted in a variety of ways: USPS mail, telephone, e-mail and online. A total of 41 comments were received by June 6, 2020, the last day of the comment period, through the following methods:

Call-in Public Hearing: 6 p.m.–7:30 p.m. May 28, 2020

- Comments received during the call-in public hearing were transcribed by a court reporter and logged in the HDR-managed comment log.

Project Information Line: 602.474.3919

- The telephone comment line was checked daily, Monday-Friday. Comments received via telephone were logged in the HDR-managed comment log.

Project Email: WestKingmanTI@hdrinc.com

- The project email was checked daily, Monday-Friday. Comments received via email were logged in the HDR-managed comment log.

ADOT Mail: West Kingman TI Study Team c/o HDR, Inc., 20 E. Thomas Road Ste. 2500, Phoenix, AZ 85012

- Comments received via mail were forwarded to HDR staff by ADOT Community Relations Project Manager, Michele Beggs.
- Comments were documented in the HDR-managed comment log.

Online Comment form: Available on the project website at azdot.gov/WestKingmanTIP

- Comment forms were submitted through the project website.
- The project website was checked daily, Monday-Friday. Comments received via the project website were forwarded to HDR staff and logged in the HDR-managed comment log.

HDR staff was responsible for replying to all the comments received. Comments requesting additional information about the project were forwarded to the ADOT West Kingman TI study team. The study team was responsible for formulating a reply and forwarding all notes back to HDR to reply and include in the comment log. The comment log is included in Appendix C.

3.1 Summary of Comments

The comments received primarily focused on interchanges and connections, congestion, environmental impacts, and safety & security. A sample of comments from each category is provided below and all comments received during the public comment period are included in Appendix C.

Interchanges and connections

- Connecting the I-40 to US 93 west of Kingman would be a terrific improvement for the drive to Las Vegas from Phoenix.
- Personally I think the interchange/bypass should be in Golden Valley around the Shinerump exit, and tie into 68 just before the POE.

Congestion

- I cringe when I drive to Phoenix on a busy weekend to not know what kind of traffic delay I will find coming out of Golden Valley towards Kingman.
- We're just to the east of Beale Street. And I look forward to alleviating some of the traffic. We have a very difficult time getting -- even getting out of our house to like run errands.

Environmental impacts

- I urge planners to take the Cerbat Foothills Recreation Area site into consideration.
- I'd just like to also add to the comments that I am concerned about the increase in noise during construction and then after the completion with the -- with the freeway realignment.

Safety and security

- There have been so many almost accidents I've witnessed in this area due to the semi trucks turning and people trying to pull out of the truck stops, and cars just going straight through.
- This is LONG YEARS over due. This interchange is both inconvenient and dangerous. I drive both a semi and car.

Accessibility and convenience

- My husband and I completely avoid the downtown area, especially businesses like Wendy's BlackBear Diner, Ruyi, etc due to the incredible amount of traffic in the area.
- I have looked over the area that the proposed interchange will be built. My first concerns are with the access to the Cerbat Foothills trails.

Right of way

- Does the web site have a better detail map of where exactly the interstate 11 is going? Are there going to be any homes lost in this project?
- Resident Don, 710 Lead Street (behind Carl's Jr. area), called Michele asking if his home will be impacted by construction. His wife is concerned because they have several home remodel projects already scheduled - including a flooring project slated to get underway this weekend!

Social and economic conditions

- Then the gas stations will come. The hotels will come. Biggest economy impact!
- I would like to see a significant historical district sign advertising both Route 66 as part of business 93/I-11/I40 and Historic Old Town Kingman somewhere at the top of Coyote Pass on the southbound side. The I-11 connector will take most of the tractor-trailer traffic but we would like to see tourists offered the experience of original Route 66 and the historic Old Town.

Cost

- This project seems to be very expensive in cost with all the raised road(s) to make it work, when there are less complicated ways to work with.
- Essentially, with slight modifications, Phase 2 (US93-I40 California) could be eliminated thus saving thousands of dollars.

Public process

- I went by the ADOT office last week and met four delightful people in the office. They answered my questions.
- Michele received a call from Cathy Gates, one of last night's live commenters. She has asked her to pass along a message to the entire project team: "Everything was well done last night and very thorough, thank you to everyone involved!"

Other

- Hi i would like to receive a physical copy of the Final Environmental Assessment because I submitted a public comment during the virtual, call-in only public hearing held last night (5/28/2020) for the US 93, I-40 West Kingman Traffic Interchange Project.
- Would there possibly be any alternative plans to put up some sort of a sound barrier wall or will -- I don't know because I don't know what the final design is.

Capacity

- Ray has been a trucker for 30 years. He says in the midwest there are designated center lanes for commercial trucks. He is suggesting we implement a similar lane in this area to help with safety concerns. "Please consider running a center lane for truckers only"
- Phase 1 would need to ensure that US 93 SW traffic could proceed onto Beale Street from the right-hand lane(s).

General Support

- I salute each one who is involved with this project. A lot of work and preparation has already gone into I-11 and when this all is complete, it will be like a breath of fresh air. I wish you Godspeed.
- At 73 years old, I remember the Grapevine. I remember 395 and going down to San Diego. So this is a total blessing. I think it's awesome. We need it terribly.

Traffic control

- Traffic signals at I40/Beale St intersection would only need to be triggered to change for left-hand turning traffic.

Appendix A: Notifications

Newspaper Advertisement
GovDelivery/News Release
Social Media
Direct Mailer
Earned Media



US 93/Interstate 40 West Kingman Traffic Interchange CALL-IN PUBLIC HEARING

PROJECT DESCRIPTION

The Arizona Department of Transportation, in coordination with the Bureau of Land Management, U.S. Army Corps of Engineers, and Federal Highway Administration are conducting an Environmental Assessment (EA) and developing a preliminary design concept for the US 93/Interstate 40 (I-40) West Kingman Traffic Interchange (TI). A study was initiated in 2007 to investigate ways for improving traffic flow at the junction of I-40 and US 93 in west Kingman. In January 2019, ADOT began design efforts to implement the preliminary design concept.

The general location for the project is along I-40 between the Shinarump Drive TI and the Stockton Hill Road TI and along US 93 between the State Route 68 TI (near the Port of Entry) and the existing Beale Street TI where US 93 connects with I-40.

DRAFT ENVIRONMENTAL ASSESSMENT AVAILABLE FOR PUBLIC REVIEW AND COMMENT

The Draft EA will be published and made available for public comment from May 7 through June 6, 2020. The Draft EA evaluates the potential social, economic and natural environmental impacts of the preliminary design concept against a No Build Alternative. The Draft EA has been prepared in accordance with the National Environmental Policy Act.

The preliminary design concept provides a preferred alternative that would create a free-flowing connection between I-40 and US 93 without stopping at the ramp intersection at Beale Street. The new TI would accommodate both current and projected traffic volumes for the next 25 years. If approved, the design will continue in preparation for construction of the project as soon as funding becomes available.

The Draft EA can be reviewed on the study website at: azdot.gov/WestKingmanTIP through June 6, 2020.

You can also view the Draft EA in person by appointment at the **ADOT Northwest District Office**
3660 E. Andy Devine Avenue, Kingman, AZ 86401

Call Michele Beggs, Community Relations Project Manager, between 8:00 a.m. and 5:00 p.m., Mondays–Fridays, to make an appointment: 928.681.6054

Please call at least 48 hours in advance to view the document. Only one person will be granted access to the document at a time. Please wear a mask and gloves to your appointment.

CALL-IN PUBLIC HEARING

As public safety and health continue to be the top priority in these unprecedented times, ADOT will hold a call-in only public hearing Thursday, May 28, 2020 to collect verbal public comments for the US 93/I-40 West Kingman TI Draft EA.

The public hearing will only be conducted by phone and will present information on the environmental impacts of the preferred alternative and accept formal public comments on the Draft EA. Callers will be able to verbally submit comments through the call-in public hearing. A panel of study team members will be on the call, and a court reporter will transcribe all the verbal comments made during the public hearing. Comments will also be accepted during the formal public comment period from May 7 through June 6, 2020 through the following comment options:

- ✉ EMAIL: WestKingmanTI@hdrinc.com
- ☎ VOICEMAIL: 602-474-3919
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- ✉ USPS MAIL: West Kingman TI Study Team c/o HDR, Inc.
20 E. Thomas Ste. 2500, Phoenix, AZ 85012

Project related questions will not be answered by study team members during the call-in public hearing. Questions about the project should be submitted during the formal public comment period through the options listed above.



CALL-IN PUBLIC HEARING DATE AND TIME

THURSDAY, MAY 28, 2020

- 6:00–6:05 p.m. WELCOME AND INTRODUCTION OF PANEL
- 6:05–6:30 p.m. PRESENTATION
- 6:30–7:30 p.m. CALL-IN PUBLIC HEARING
(You will be able to listen to other's comments about the Draft EA. The public hearing will end at 7:30 p.m.)

There are two ways to participate:

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

Don't want to call in, but would like to listen?

We will be airing the call-in public hearing live on the following radio stations:

- 94.1 FM
- 97.5 FM
- 1490 AM

Please visit the study website to see study related information, including the presentation, fact sheet, display boards and maps. The presentation will be made available on the website by 5 p.m. Thursday, May 28, 2020.

Submit your comments on the US 93/I-40 West Kingman TI Draft EA during the formal comment period from May 7 through June 6, 2020. All comments received on or before Saturday, June 6, 2020 will be documented and responded to in the Final EA, which is scheduled to be published and made available for public review online in summer 2020.

SUBMIT YOUR COMMENTS:

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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 who require a reasonable accommodation based on language or disability should contact Michele Beggs at 928.681.6054 or mbeggs@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 04/16/2019, and executed by FHWA and ADOT.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorandum de Acuerdo con fecha del 16 de abril de 2019, y se han realizado por FHWA y ADOT.





US 93/Interstate 40 West Kingman Traffic Interchange CALL-IN PUBLIC HEARING

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ADOT News: ADOT seeks input on future I-40/US 93 interchange project

1 message

Arizona Department of Transportation <adot@info.azdot.gov>
Reply-To: adot@info.azdot.gov

Thu, May 7, 2020 at 11:42 AM

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/28a7223>



 SHARE

ADOT seeks input on future I-40/US 93 interchange project

Agency to host first virtual public meeting for a project on May 28

PHOENIX – The Arizona Department of Transportation is seeking input on a project to build a freeway-to-freeway interchange between US 93 and Interstate 40 in west Kingman by hosting the agency's first project-level virtual public meeting.

Given social distancing requirements due to the current public health situation, the public will be able to call in and submit comments during this virtual meeting scheduled for 6 p.m. Thursday, May 28. Those who want to participate can call 833.380.0669 at the time of the event.

ADOT has been conducting an environmental assessment and a preliminary design of the interchange that will create a free flow of traffic between the two highways. The draft environmental assessment is ready to share with the public and can be found online at azdot.gov/WestKingmanTIP.

Public comments will be accepted from Thursday, May 7, through Saturday, June 6. They can be submitted through the website at azdot.gov/WestKingmanTIP, by email at WestKingmanTI@hdrinc.com (link sends e-mail), by phone at 602.474.3919 or by mail to West Kingman TI Study Team, c/o HDR Inc., 20 E. Thomas Road, Ste. 2500, Phoenix, AZ 85012.

The public meeting also will be broadcast live on KAAA-FM, KZZZ-FM and KZZZ-AM in the Kingman and Bullhead City areas.

Construction of the first phase of this interchange is slated for FY 2024.

For more information, please visit azdot.gov/WestKingmanTIP.

Download the free [ADOT Alerts app](#) and know when unplanned, major events are impacting traffic near you.

Visit us on social media on [Facebook](#), [Twitter](#), [YouTube](#), [Flickr](#) or the [ADOT blog](#).

SUBSCRIBER SERVICES:

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For more information, visit azdot.gov

ADOT News: Reminder: Virtual public hearing on I-40/US 93 interchange Thursday, May 28

1 message

Arizona Department of Transportation <adot@info.azdot.gov>
Reply-To: adot@info.azdot.gov

Tue, May 26, 2020 at 1:30 PM

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/28d7b37>



 SHARE

Reminder: Virtual public hearing on I-40/US 93 interchange Thursday, May 28

Public can call in or listen live on local radio stations

PHOENIX – The Arizona Department of Transportation’s virtual call-in public hearing on plans for a freeway-to-freeway interchange between US 93 and Interstate 40 in west Kingman is happening at 6 p.m. Thursday, May 28.

Those wanting to participate and provide input can call 833.380.0669 at the time of the event. The virtual public hearing also will be broadcast live on KAAA-FM, KZZZ-FM and KZZZ-AM in the Kingman and Bullhead City areas.

ADOT is holding the virtual public hearing to accommodate the social distancing requirements due to the current public health situation.

The public also can visit azdot.gov/WestKingmanTIP to view the draft environmental documents and provide comments through Saturday, June 6.

Comments can be submitted through the website at azdot.gov/WestKingmanTIP, by email at WestKingmanTI@hdrinc.com, by phone at 602.474.3919 or by mail to West Kingman TI Study Team, c/o HDR Inc., 20 E. Thomas Road, Ste. 2500, Phoenix, AZ 85012.

Download the free [ADOT Alerts app](#) and know when unplanned, major events are impacting traffic near you.

Visit us on social media on [Facebook](#), [Twitter](#), [YouTube](#), [Flickr](#) or the [ADOT blog](#).

SUBSCRIBER SERVICES:

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For more information, visit azdot.gov



[Home](#) » [ADOT seeks input on future I-40/US 93 interchange project](#)

ADOT seeks input on future I-40/US 93 interchange project

Agency to host first virtual call-in public hearing for a project on May 28

May 7, 2020

PHOENIX – The Arizona Department of Transportation is seeking input on a project to build a freeway-to-freeway interchange between US 93 and Interstate 40 in west Kingman by hosting the agency's first project-level virtual call-in public hearing.

Given social distancing requirements due to the current public health situation, the public will be able to call in and submit comments during this virtual hearing scheduled for 6 p.m. Thursday, May 28. Those who want to participate can call 833.380.0669 at the time of the event. The public hearing also will be broadcast live on KAAA-FM, KZZZ-FM and KZZZ-AM in the Kingman and Bullhead City areas.

ADOT has been conducting an environmental assessment and a preliminary design of the interchange that will create a free flow of traffic between the two highways. The draft environmental assessment is ready to share with the public and can be found online at azdot.gov/WestKingmanTIP.

Public comments will be accepted from Thursday, May 7, through Saturday, June 6. They can be submitted through the website at azdot.gov/WestKingmanTIP, by email at WestKingmanTI@hdrinc.com, by phone at 602.474.3919 or by mail to West Kingman TI Study Team, c/o HDR Inc., 20 E. Thomas Road, Ste. 2500, Phoenix, AZ 85012.

Construction of the first phase of this interchange is slated for 2024.

For more information, please visit azdot.gov/WestKingmanTIP.

Tags: [I-40](#) [US 93](#) [Public Comment](#)



Arizona Department of Transportation

May 7 at 2:00 PM



DON'T MISS OUT! We're seeking your thoughts on a project to build a freeway-to-freeway interchange between US 93 and Interstate 40 in west Kingman. Participate in the upcoming virtual public meeting. MORE: bit.ly/3dt2Ely



59

31 Comments 24 Shares

Like

Comment

Share

DON'T MISS OUT! We're seeking your thoughts on a project to build a freeway-to-freeway interchange between US 93 and Interstate 40 in west Kingman. Participate in the upcoming virtual public meeting. MORE: bit.ly/3dt2Ely



12:09 PM | May 7, 2020 | TweetDeck

1 Retweet 3 Likes



R.R. @xrlander - May 7
Replying to @ArizonaDOT

This has been a bottleneck for years, and traffic sometimes backs up to the Golden Valley exit coming from Vegas. Having the traffic signals sync and staying green longer to I-40 eastbound would help immensely. Westbound offramp, as the no right on red at the bottom of it!



REMINDER: We're seeking your thoughts on a project to build a freeway-to-freeway interchange between US 93 and Interstate 40 in west Kingman. Participate in the upcoming virtual public meeting. MORE: bit.ly/3dt2Ely





Arizona Department of Transportation

May 9 at 3:00 PM



ICYMI: We are going to improve the US 93/I-40 interchange in Kingman, but we need your comments first! With social distancing being all the rage now, we are asking that you join us for a virtual public hearing on May 28. Find out more here: <https://bit.ly/3dt2Ely>



11

2 Comments 3 Shares

🌟 I-40/US 93 INTERCHANGE MEETING REMINDER 🌟

The virtual hearing for this proposed project begins at 6 p.m. Thursday, May 28. The hearing will also be carried live on radio stations in the Kingman & Bullhead City areas. You can also comment online here:

bit.ly/3d0A3uu



2:30 PM · May 26, 2020 · TweetDeck

1 Retweet 2 Likes



Arizona Department of Transportation

May 28 at 5:00 PM



Looking for something to do tonight? Well, if you live in the Kingman area, we have a suggestion. Our virtual public meeting on the US 93/I-40 interchange reconstruction starts in an hour! Call in or listen on local radio stations. Get meeting and project details here:

<https://bit.ly/2ZQ2vLR>



US 93/Interstate 40 West Kingman Traffic Interchange CALL-IN PUBLIC HEARING

PROJECT DESCRIPTION

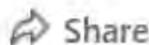
The Arizona Department of Transportation, in coordination with the Bureau of Land Management, U.S. Army Corps of Engineers, and Federal Highway Administration, is conducting an Environmental Assessment (EA) and developing a preliminary design concept for the US 93/Interstate 40 (I-40) West Kingman Traffic Interchange (TI). A study was initiated in 2007 to investigate ways for improving traffic flow at the junction of I-40 and US 93 in west Kingman. In January 2019, ADOT began design efforts to implement the preliminary design concept.

The general location for the project is along I-40 between the Shinarump Drive TI and the Stockton Hill Road TI and along US 93 between the State Route 68 TI (near the Port of Entry) and the existing Beale Street TI where US 93 connects with I-40.



4

4 Comments 1 Share





Arizona Department of Transportation

May 28 at 12:00 PM ·



REMINDER: The virtual hearing for the proposed I-40/US 93 interchange begins tonight at 6 p.m. The hearing will also be carried live on radio stations in the Kingman & Bullhead City areas.

You can also comment online here: bit.ly/3d0A3uu



AZDOT.GOV

US 93, I-40 West Kingman Traffic Interchange Project | ADOT



9

1 Comment 1 Share

Like

Comment

Share



Arizona DOT

@ArizonaDOT

No plans for tonight? Well, if you live in the Kingman area, we have a suggestion. Our virtual public meeting on the US 93/I-40 interchange reconstruction starts in an hour! Call in or listen on local radio stations. Get meeting and project details here: bit.ly/2ZQ2vLR



US 93/Interstate 40 West Kingman Traffic Interchange CALL-IN PUBLIC HEARING

PROJECT DESCRIPTION

The Arizona Department of Transportation, in coordination with the Bureau of Land Management, U.S. Army Corps of Engineers, and Federal Highway Administration, is conducting an Environmental Assessment (EA) and developing a preliminary design concept for the US 93/interstate 40 (I-40) West Kingman Traffic Interchange (TI). A study was initiated in 2007 to investigate ways for improving traffic flow at the junction of I-40 and US 93 in west Kingman. In January 2019, ADOT began design efforts to implement the preliminary design concept.

The general location for the project is along I-40 between the Shinarump Drive TI and the Stockton Hill Road TI and along US 93 between the State Route 68 TI (near the Port of Entry) and the existing Reale Street TI where US 93 connects with I-40.



5:00 PM · May 28, 2020 · [TweetDeck](#)

2 Retweets · 5 Likes



The virtual hearing for the proposed I-40/US 93 interchange begins tonight at 6 p.m. The hearing will also be carried live on radio stations in the Kingman & Bullhead City areas.

You can also comment online here: bit.ly/3d0A3uu

#i40



9:00 AM - May 28, 2020 · TweetDeck

2 Retweets 5 Likes

WEST KINGMAN TRAFFIC INTERCHANGE PUBLIC HEARING

 **You are invited to participate in the Virtual, Call-in
Only Public Hearing for the US 93/I-40 West Kingman
Traffic Interchange project on May 28, 2020**

PROJECT DESCRIPTION

The Arizona Department of Transportation, in coordination with the Bureau of Land Management, U.S. Army Corps of Engineers and Federal Highway Administration, is conducting an Environmental Assessment (EA) and developing a preliminary design concept for the US 93/Interstate 40 (I-40) Traffic Interchange (TI).

The purpose of the Kingman TI project is to reduce congestion, improve local access and improve travel between I-40 and US 93. The new TI would accommodate both current and projected traffic volumes for the next 25 years. If approved, the design will continue in preparation for the construction of the project when funding is available.

DRAFT ENVIRONMENTAL ASSESSMENT AVAILABLE FOR PUBLIC REVIEW AND COMMENT

As public safety and health continue to be the top priority in these unprecedented times, ADOT will hold a call-in only public hearing at 6 p.m. Thursday, May 28, 2020, to collect verbal public comments on the US 93/I-40 West Kingman TI Draft EA.

The public hearing will present information on the environmental impacts of the alternative and accept formal public comments on the Draft EA. Callers will be able to verbally submit comments during the call-in public hearing. A panel of study team members will be on the call, and a court reporter will transcribe all the verbal comments made during the public hearing.

Project-related questions will not be answered by study team members during the call-in public hearing. Questions about the project should be submitted during the formal public comment period through the options listed on the opposite page.

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 who require a reasonable accommodation based on language or disability should contact Michele Beggs at 928.681.6054 or mbeggs@azdot.gov. 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 la Michele Beggs a 928.681.6054 o mbeggs@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorandum de Acuerdo con fecha del 16 de abril de 2019, y se han realizado por FHWA y ADOT.

FOR MORE INFORMATION:

602.474.3919 | WestKingmanTI@hdrinc.com | azdot.gov/WestkingmanTIP
ADOT Project No. H7993 Federal Aid No. NHPP-040-A(212)N

 **YOUR INPUT
IS NEEDED!** 

REVIEW THE DRAFT ENVIRONMENTAL ASSESSMENT

The Draft EA can be reviewed:

- On the study website at azdot.gov/WestKingmanTIP through June 6, 2020.
- In-person by appointment at the **ADOT Northwest District Office:**
3660 E. Andy Devine Avenue,
Kingman, AZ 86401.

Call Michele Beggs, Community Relations Project Manager, between 8 a.m. and 5 p.m., Monday through Friday, to make an appointment: **928.681.6054**. Please call at least 48 hours in advance to view the document. Only one person will be granted access to the document at a time. Please wear a mask and gloves to your appointment.



WEST KINGMAN TRAFFIC INTERCHANGE PUBLIC HEARING

CALL-IN PUBLIC HEARING DATE AND TIME

THURSDAY, MAY 28, 2020

6:00–6:05 p.m. Welcome and Introduction of Panel

6:05–6:30 p.m. Presentation

6:30–7:30 p.m. Call-In Public Hearing

(You will also be able to listen to all other public comments about the Draft EA while on the call. The public hearing will end at 7:30 p.m.)

There are two ways to participate:

- (1) Register by visiting <https://vekeo.com/adotwestkingmantip/> before 5 p.m. Thursday, May 28, 2020, to receive a call at the time of the event inviting you to join.
- (2) Call 833.380.0669 at 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 the following radio stations:

- 94.1 FM
- 97.5 FM
- 1490 AM

Please visit the study website for study-related information, including the public hearing presentation, fact sheet, display boards, maps, the Draft EA and technical reports. **The public hearing presentation will be made available on the website by 5 p.m. Thursday, May 28, 2020.**

To request a reasonable accommodation, or if you do not have access to the technology needed to participate in the public hearing or to attain the project information relevant to the hearing, please contact Michele Beggs at 928.681.6054 no later than May 21, 2020.



SUBMIT YOUR COMMENTS

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



At the call-in public hearing.

- Register by visiting <https://vekeo.com/adotwestkingmantip/> before 5 p.m. Thursday, May 28, 2020, to receive a call at the time of the event inviting you to join.
- Call 833.380.0669 at the time of the event.



Through the online comment form at azdot.gov/WestKingmanTIP.



By email at WestKingmanTI@hdrinc.com.



By phone at 602.474.3919.



Through USPS mail at West Kingman TI Study Team c/o HDR, Inc.
20 E. Thomas Rd., Ste. 2500, Phoenix, AZ 85012.

All comment methods are considered equal.

All comments received on or before Saturday, June 6, 2020, will be documented and responded to in the Final EA, scheduled to be published and made available for public review online in summer 2020.



ADOT seeks input on future I-40/US 93 interchange project

May 8, 2020

Agency to host first virtual public meeting for a project on May 28

PHOENIX – The Arizona Department of Transportation is seeking input on a project to build a freeway-to-freeway interchange between US 93 and Interstate 40 in west Kingman by hosting the agency’s first project-level virtual public meeting.

Given social distancing requirements due to the current public health situation, the public will be able to call in and submit comments during this virtual meeting scheduled for 6 p.m. Thursday, May 28. Those who want to participate can call 833.380.0669 at the time of the event.

ADOT has been conducting an environmental assessment and a preliminary design of the interchange that will create a free flow of traffic between the two highways. The draft environmental assessment is ready to share with the public and can be found online at azdot.gov/WestKingmanTIP.

Public comments will be accepted from Thursday, May 7, through Saturday, June 6. They can be submitted through the website at azdot.gov/WestKingmanTIP, by email at WestKingmanTI@hdrinc.com (link sends e-mail), by phone at 602.474.3919 or by mail to West Kingman TI Study Team, c/o HDR Inc., 20 E. Thomas Road, Ste. 2500, Phoenix, AZ 85012.

The public meeting also will be broadcast live on KAAA-FM, KZZZ-FM and KZZZ-AM in the Kingman and Bullhead City areas.

Construction of the first phase of this interchange is slated for FY 2024.

For more information, please visit azdot.gov/WestKingmanTIP.

http://www.wickenburgsun.com/around_town/article_cbc1a02-94a3-11ea-97c0-57e570237280.html

ADOT seeks input on future US 93 / Interstate 40 interchange project in Kingman

May 12, 2020

The Arizona Department of Transportation is encouraging the public to participate in a virtual, call-in public hearing on Thursday, May 28, to comment on the Draft Environmental Assessment (EA) and preliminary design concept documents for the US 93 / I-40 west Kingman traffic interchange (TI) project.

The ADOT project team has been working on the EA and preliminary design of the interchange that will create a free flow of traffic between the two highways. The draft EA is ready for public viewing and can be found online at azdot.gov/WestKingmanTIP.

As public safety and health continue to be the top priority in these unprecedented times, **ADOT will hold a virtual, call-in only public hearing at 6 p.m. Thursday, May 28**, to collect verbal public comments on the Draft EA. The public hearing will also be broadcast live on KAAA-FM 94.1, KZZZ-FM 97.5 and KZZZ-AM 1490 in the Kingman and Bullhead City areas.

Call-in Public Hearing Date and Time

Thursday, May 28, 2020

6:00-6:05 p.m. – Welcome and Introduction of Panel

6:05-6:30 p.m. – Presentation

6:30-7:30 p.m. – Call-In Public Hearing (You can provide comments on the Draft EA and listen to all other public comments while on the call. The public hearing will end at 7:30 p.m.)

There are two ways to participate:

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

Review the Draft Environmental Assessment

The Draft EA can be reviewed:

- On the study website at azdot.gov/WestKingmanTIP through June 6, 2020.
- In-person by appointment at the ADOT Northwest District Office located at 3660 E. Andy Devine Avenue, Kingman, AZ 86401.

Call Michele E. Beggs, ADOT Community Relations Project Manager, between 8 a.m. and 5 p.m., Monday through Friday, to make an appointment at 928.681.6054. Please call at least 48 hours in advance to view the document. Only one person at a time will be granted access to the document. Please wear a mask and gloves to your appointment.

Other Ways to Submit Your Comments

In addition to the public hearing, comments will be accepted during the formal public comment period from **May 7 through June 6, 2020**, through the following comment options:

- Through the online comment form at azdot.gov/WestKingmanTIP.
- By email at WestKingmanTI@hdrinc.com.
- By phone at 602.474.3919.
- Through USPS mail at West Kingman TI Study Team c/o HDR, Inc. 20 E. Thomas Road, Ste. 2500, Phoenix, AZ 85012.

All comments received on or before Saturday, June 6, 2020, will be documented and responded to in the Final EA, scheduled to be published and made available online for public viewing in summer 2020.

Please visit the study website for study-related information, including the public hearing presentation, fact sheet, the Draft EA, and technical reports. **The public hearing presentation will be made available on the website by 5 p.m., Thursday, May 28.**

To request a reasonable accommodation, or if you do not have access to the technology needed to participate in the call-in public hearing or to obtain the project information relevant to the hearing, please contact Michele E. Beggs at 928.681.6054 or mbeggs@azdot.gov no later than May 21, 2020.

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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 la Michele Beggs a 928.681.6054 o mbeggs@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this Project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorandum de acuerdo con fecha del 16 de Abril de 2019, y se han realizado por FHWA y ADOT.

With state highways essential to delivering goods and services, ADOT, its employees and its contractor partners are dedicated to delivering transportation improvement projects during the current public health situation. To learn more, please visit azdot.gov/covid-19-resource-center.

Appendix B: Meeting Materials

Presentation

Fact Sheet

Maps

Online Comment Form

Self-Identification Survey



US 93/Interstate 40 West Kingman Traffic Interchange

Draft Environmental Assessment and Preliminary
Design Concept Virtual Call-In Public Hearing

May 28, 2020

ADOT Project No. H7993
Federal Aid No. NHPP-040-A(212)N

ARIZONA DEPARTMENT OF TRANSPORTATION

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.



ARIZONA DEPARTMENT OF TRANSPORTATION

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.

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



ARIZONA DEPARTMENT OF TRANSPORTATION

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AND THE AMERICANS WITH DISABILITIES ACT (ADA)

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact ADOT's Civil Rights Office at 602.712.8946 or at civilrightsoffice@azdot.gov. 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 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con la Oficina de Derechos Civiles al 602.712.8946 o en civilrightsoffice@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability.

Persons who require a reasonable accommodation based on language or disability should contact ADOT's Civil Rights Office at 602.712.8946 or at civilrightsoffice@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.



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.



How to Comment

- During the comment period from May 7 to June 6, 2020:
 - Online: azdot.gov/WestKingmanTIP
 - Email: 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:

You may submit a comment through the online comment form on the project website at azdot.gov/westkingmantip.

You may submit a comment via email by sending it to westkingmanTI@hdrinc.com.

You may call the project phone line and leave your comment at 602-474-3919.

You may mail your written comment to West Kingman TI Study Team care of HDR Inc. 20 East Thomas Road, Suite 2500, Phoenix, Arizona 85012.

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.



ARIZONA DEPARTMENT OF TRANSPORTATION

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.

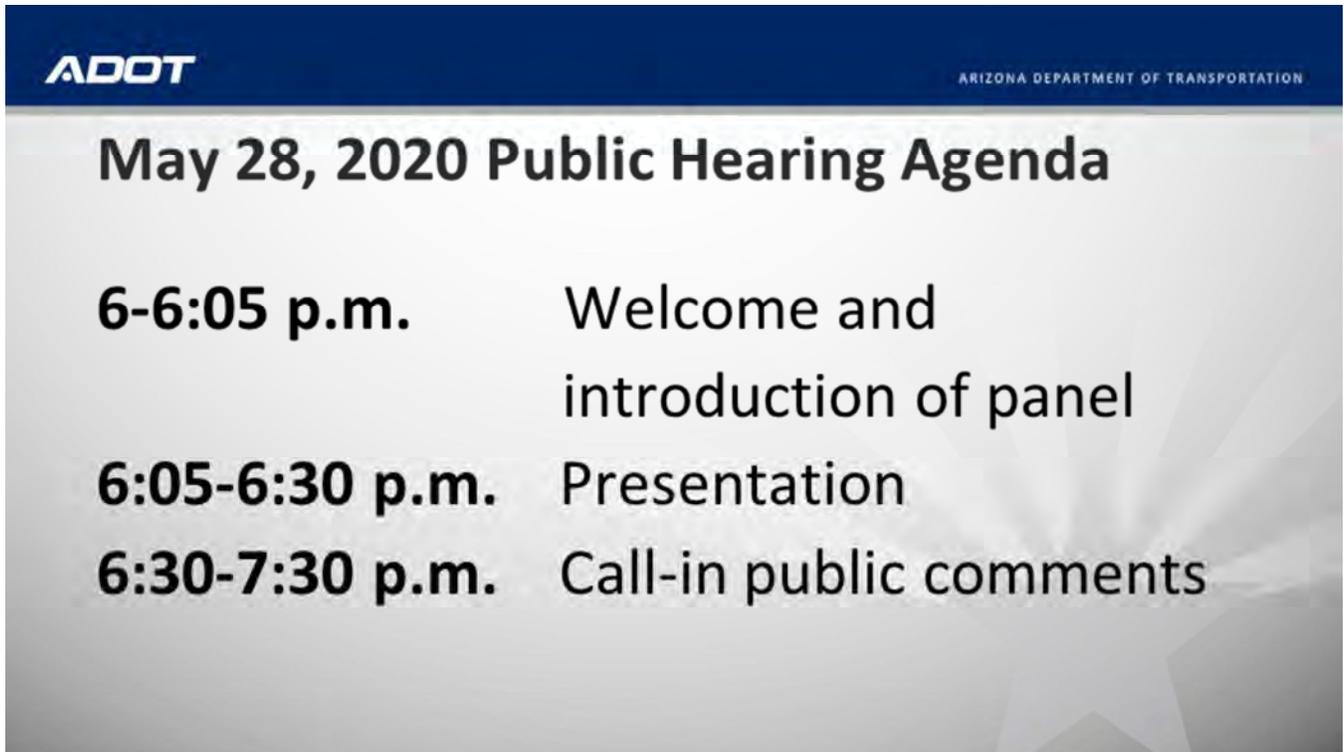
To receive a call at the time of the hearing inviting you to join, you may register before 5pm on May 28th, 2020 by visiting vekeo.com/adotwestkingmantip. You may also call 833-380-0669 at the time of the event to be connected to the hearing.

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.

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 Kingman Area 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.

The slide features a dark blue header with the ADOT logo on the left and the text "ARIZONA DEPARTMENT OF TRANSPORTATION" on the right. Below the header, the title "May 28, 2020 Public Hearing Agenda" is centered in a large, bold, black font. The agenda items are listed in a two-column format, with time slots on the left and descriptions on the right, all in a bold, black font. The background of the slide is a light gray with a subtle geometric pattern of overlapping shapes.

ADOT ARIZONA DEPARTMENT OF TRANSPORTATION

May 28, 2020 Public Hearing Agenda

6-6:05 p.m.	Welcome and introduction of panel
6:05-6:30 p.m.	Presentation
6:30-7:30 p.m.	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.



ARIZONA DEPARTMENT OF TRANSPORTATION

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.

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.

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 at 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.



The map illustrates the proposed traffic interchange between Interstate 40 (I-40) and US Highway 93 (US 93) at the Beale Street Traffic Interchange (TI). A red line indicates the new free-flowing connection between the two highways. Blue arrows show the flow of traffic from I-40 to US 93 and vice versa. The map also shows the existing ramp intersection at Beale Street, marked with a red line and a blue arrow. Mileposts are marked along the routes: MP 48 on I-40, MP 50 on the new connection, MP 70 on US 93, and MP 52 on I-40. The Beale St. TI is labeled in the center. Other routes shown include US 66 and US 93.

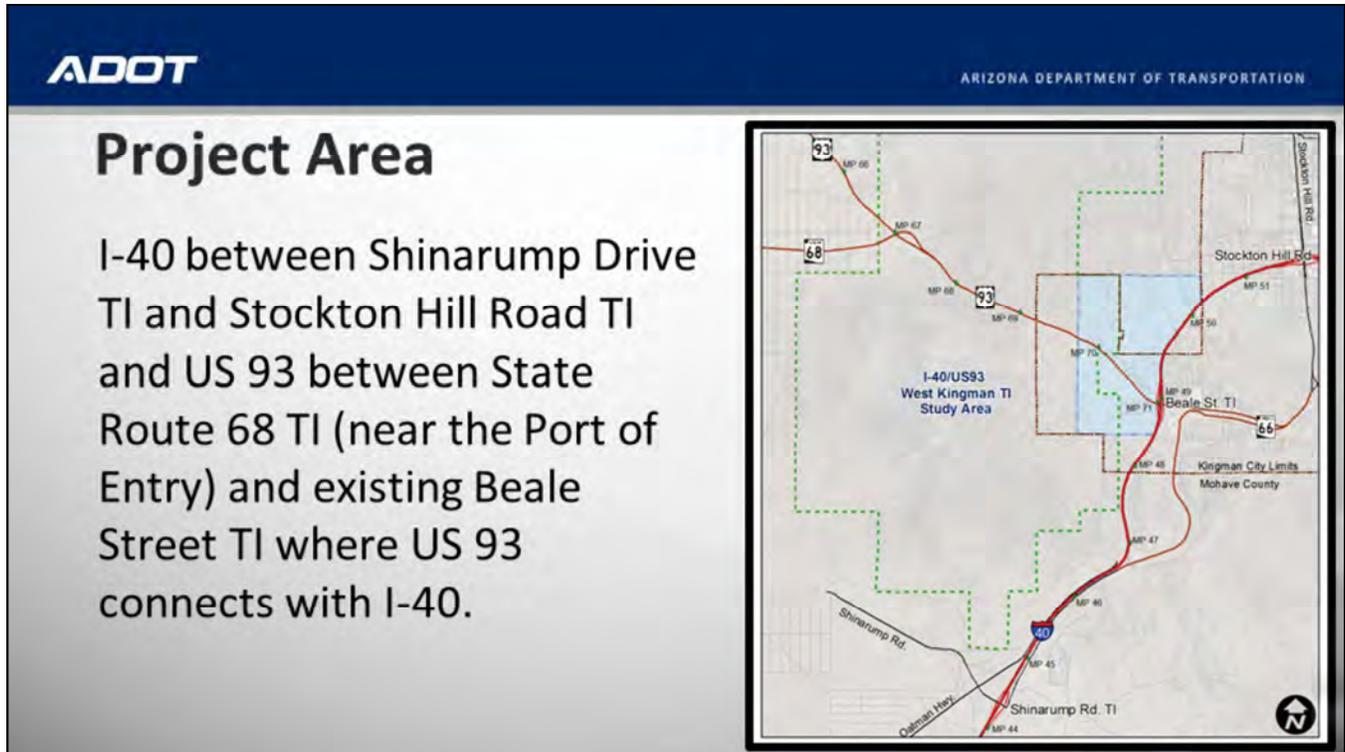
ADOT's desire is to build a free-flowing connection between US 93 and I-40 so travelers won't have to stop at the interchange ramps. Travelers would continue without delay or even needing to slow down between the two facilities. The ramps will allow for connectivity between all of the routes serving 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.

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.



Project Area

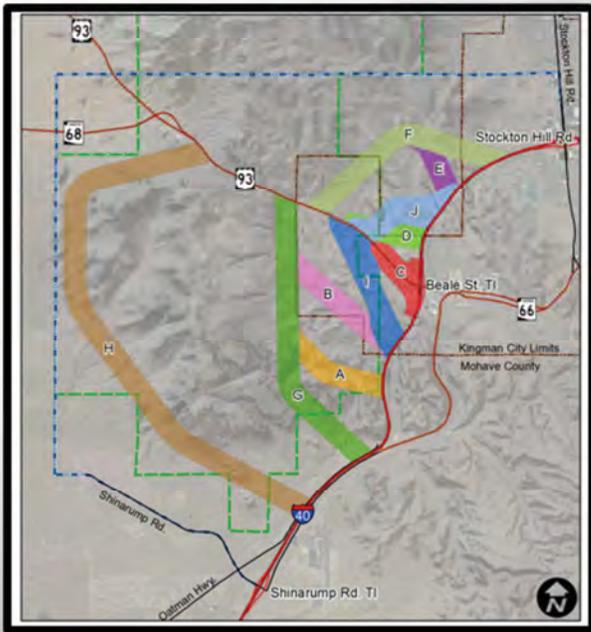
I-40 between Shinarump Drive TI and Stockton Hill Road TI and US 93 between State Route 68 TI (near the Port of Entry) and existing Beale Street TI where US 93 connects with I-40.

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.



The map displays the study area in west Kingman, Arizona, showing the intersection of Interstate 40 (I-40) and US Highway 93. The study area is divided into several colored regions labeled A through J. Key roads shown include Stockton Hill Rd, Beale St. Tl, Shinarump Rd, and Osman Hwy. The map also indicates the Kingman City Limits and Mohave County. A north arrow is present in the bottom right corner of the map.

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.



The map displays the study area around Kingman, Arizona, showing the proposed preferred alternative route for the US 93 and I-40 interchange. The route is highlighted in yellow and green, following the existing US 93 corridor west of Kingman and then curving south of Clack Canyon before returning to the I-40 alignment. The map includes a legend for CFRA(4)S, Kingman City Limits, Drainage Features, FEMA Floodplains, and Stream/Washes. A scale bar indicates 0, 0.25, and 0.5 miles.

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.

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.

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.

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 here presenting a recommendation to build the preferred alternative. It is doing so with the cooperation of our major agency stakeholders.

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...

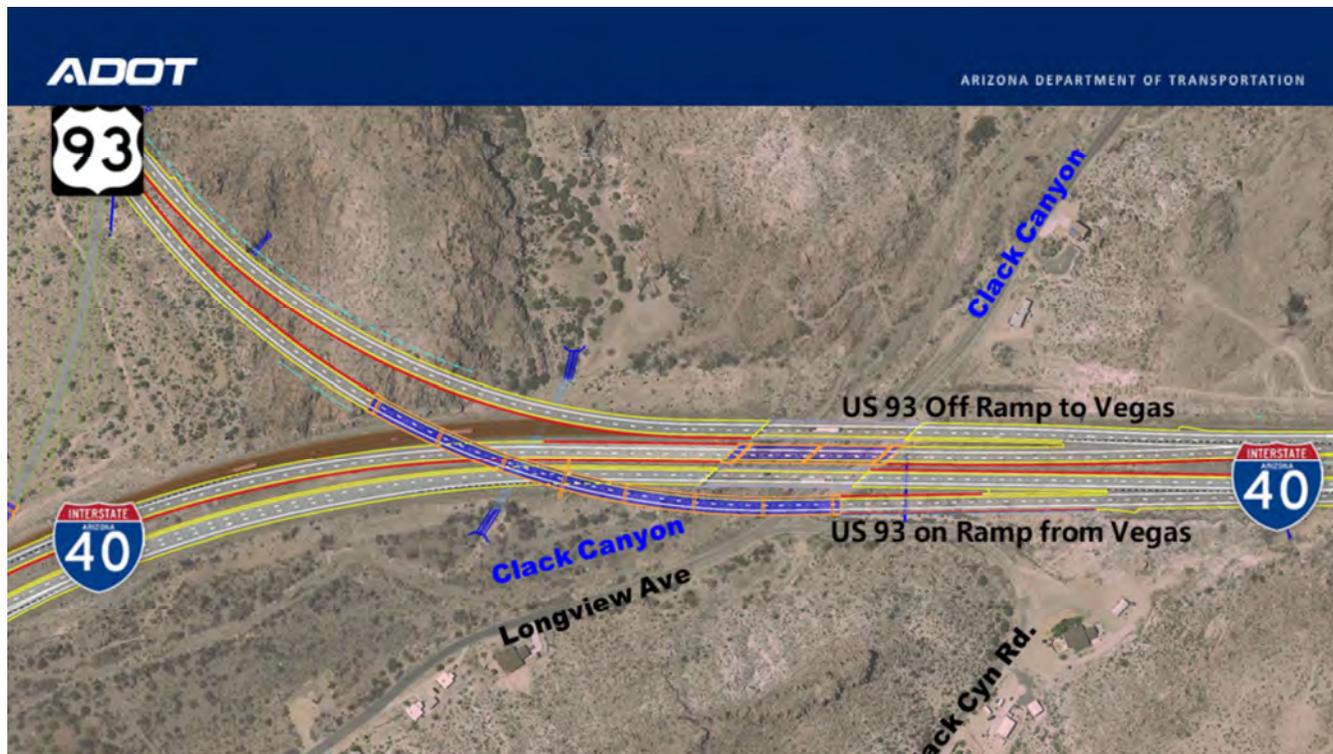
So you can better understand the details of the preferred alternative, let's describe it in a bit more detail.



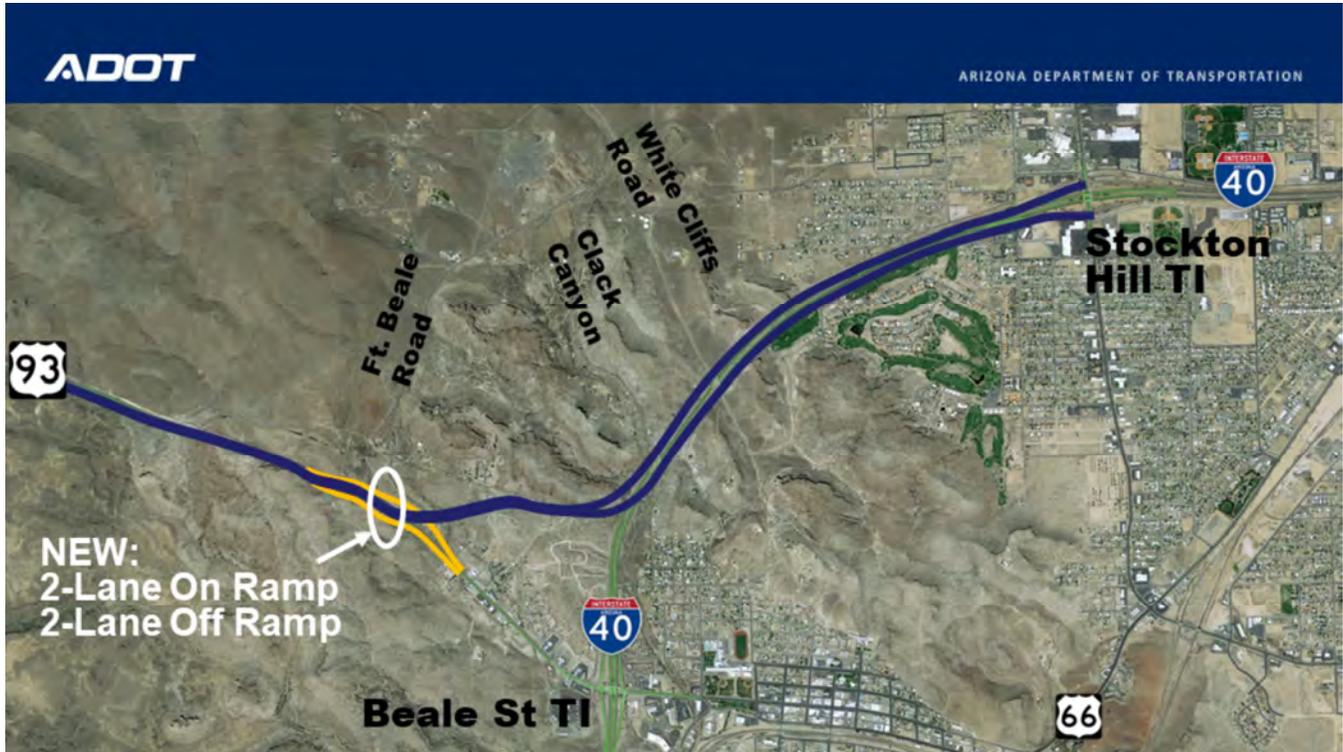
We begin with the existing facilities...Improvements on Interstate 40 begin at the Beale Street TI and continue north to the Stockton Hill TI. The existing corridor has 2-lanes in each direction. US 93 approaches Kingman as a 4-lane rural highway, but as it approaches town, it slows down, and widens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



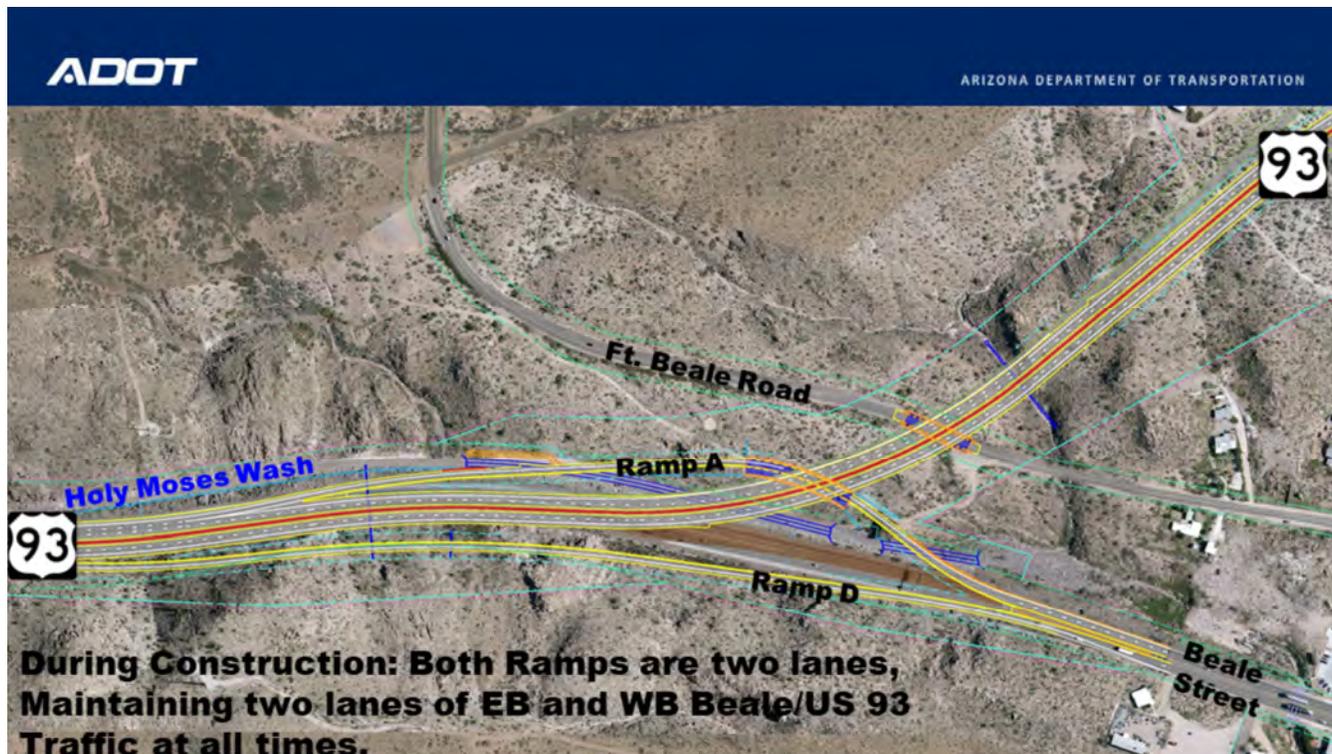
The improvements begin by connecting US 93 straight to the lanes of I-40. The improvements begin at the west end of town near the Cerbat Foothills Recreation Area and then veer north along the foothills of the mountains south of Clack Canyon. 2-lanes are provided for both Eastbound and Westbound directions 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.

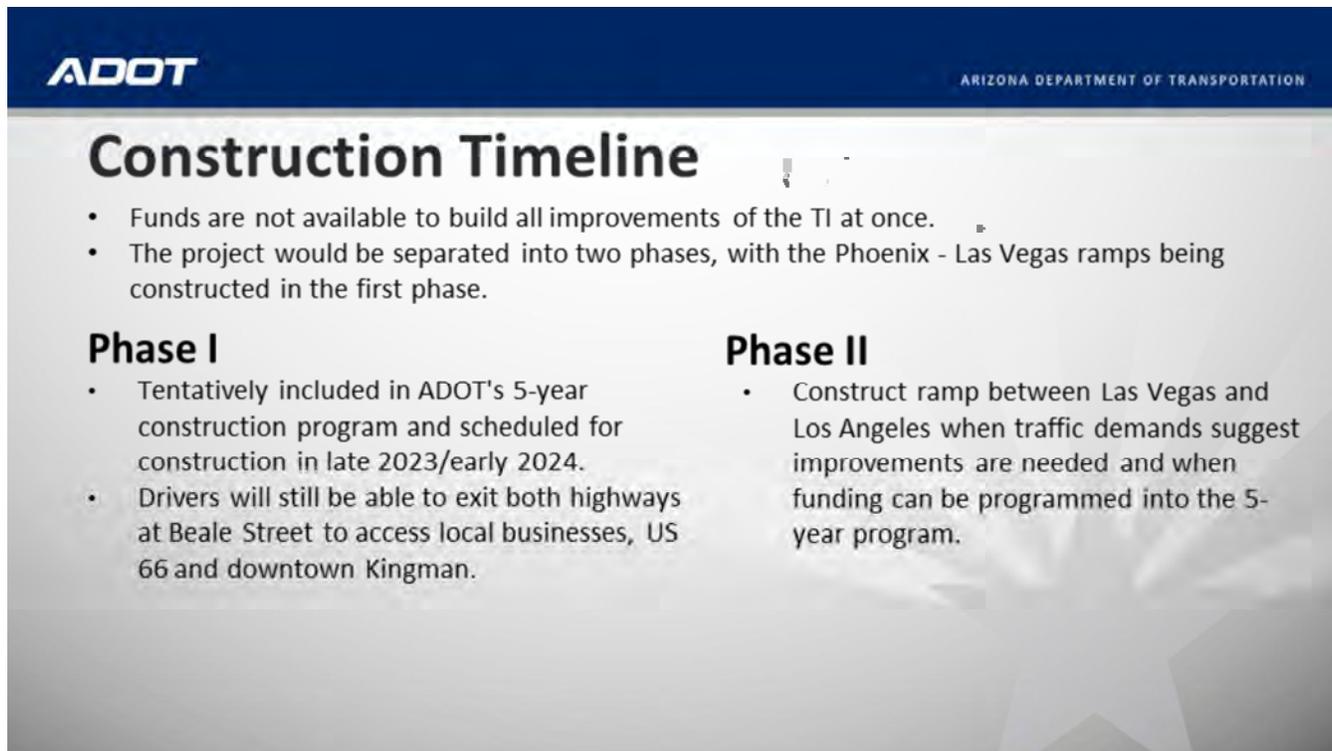


This slide shows the connection a little bit closer. During construction, Beale Street will remain two lanes in both directions to go around the construction improvements. Once construction of the project is done, both ramps will reduce to single lanes, as the majority of the traffic will use the new 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?

The slide features a dark blue header with the ADOT logo on the left and "ARIZONA DEPARTMENT OF TRANSPORTATION" on the right. The main title "Construction Timeline" is in a large, bold, black font. Below the title, there are two columns of text. The left column is titled "Phase I" and contains two bullet points. The right column is titled "Phase II" and contains one bullet point. The background of the slide is a light gray with a faint, stylized map of Arizona.

ADOT ARIZONA DEPARTMENT OF TRANSPORTATION

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.

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.



ARIZONA DEPARTMENT OF TRANSPORTATION

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

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



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

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Land Use

Conforms with City of Kingman planning documents and Cerbat Foothills Recreation Area Management Plan

New Right-of-way required:

- Approximately 76 acres
- Approximately 5 complete takes of residential and vacant parcels

Acquisitions would affect individuals but not the local available housing supply in general

Property owners would be compensated at fair market value per the Uniform Relocation Act, Relocation Assistance Act, and Title VI



The map, titled 'Future Land Use in Kingman', displays a color-coded land use plan. A legend in the top right corner identifies the following categories: Rural Density Residential (light yellow), Low Density Residential (yellow), Medium Density Residential (orange), Intermediate Density Residential (light orange), High Density Residential (red), Neighborhood Commercial (pink), Community Commercial (dark red), Regional Commercial (brown), Highway Service Commercial (purple), Light Industrial (grey), Manufacturing/Industrial (dark grey), Public/Quasi-Public (blue), Parks/Open Space (green), and Project Limits (white outline). The map shows these zones distributed across the Kingman area, with project limits indicated by a white outline. A scale bar and north arrow are also present.

Future Land Use in Kingman

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.

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.

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.

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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.

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.



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.



How to Comment

- During the comment period from May 7 to June 6, 2020:
 - Online: azdot.gov/WestKingmanTIP
 - Email: 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 (more information can be found on the study website at 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:

You may submit a comment through the online comment form on the project website at azdot.gov/westkingmantip.

You may submit a comment via email by sending it to westkingmanTI@hdrinc.com.

You may call the project phone line and leave your comment at 602-474-3919.

You may mail your written comment to West Kingman TI Study Team care of HDR Inc. 20 East Thomas Road, Suite 2500, Phoenix, Arizona 85012.

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.



THANK YOU!

US 93/I-40 West Kingman TI

- For more information:
 - Website: azdot.gov/westkingmanTIP
 - Email: WestKingmanTI@hdrinc.com
 - Voice mail: 602.474.3919

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

ARIZONA DEPARTMENT OF TRANSPORTATION

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.



US 93/Interstate 40 West Kingman Traffic Interchange

Draft Environmental Assessment and Preliminary Design Concept Report

PROJECT OVERVIEW

The Arizona Department of Transportation, in coordination with the Bureau of Land Management, U.S. Army Corps of Engineers and Federal Highway Administration is conducting an Environmental Assessment (EA) and developing a preliminary design concept for the US 93/Interstate 40 (I-40) Traffic Interchange (TI). A study was initiated in 2007 to investigate ways for improving traffic flow at the junction of I-40 and US 93 in west Kingman. In January 2019, ADOT began efforts to implement the preliminary design concept which provides a preferred alternative.

The general location for the project is along I-40 between the Shinarump Drive TI and the Stockton Hill Road TI and along US 93 between the State Route 68 TI (near the Port of Entry) and the existing Beale Street TI where US 93 connects with I-40.

DRAFT ENVIRONMENTAL ASSESSMENT

The Draft EA and associated technical reports assess the impacts of the preferred alternative against the No Build Alternative. The Draft EA 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. The Draft EA has been prepared in accordance with the National Environmental Policy Act (NEPA).

The No Build Alternative is used as a baseline to compare against the preferred alternative in order to understand the condition of the project area in the future with limited improvements. This comparison also shows how the preliminary design concept could influence the Study Area. The alternative carried forward in the preliminary design concept is the preferred build alternative because it balances the project earthwork, reduces impacts to adjacent lands, and prioritizes traffic movements. This alternative is carried forward and evaluated in the Draft EA.

PRELIMINARY DESIGN CONCEPT

The purpose of this project is to reduce congestion, improve local access and improve travel between I-40 and US 93. The new TI would accommodate both current and projected traffic volumes for the next 25 years.

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, the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. The 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 when funding is available.

PROJECT SCHEDULE

ADOT does not have the funds to build all the improvements of a full TI at one time. Thus, the project would be built in two phases, with the ramps facilitating the Phoenix–Las Vegas movement being constructed in the first phase.

Phase I of the project is currently included in ADOT's 5-year construction program and scheduled to begin construction in late 2023/early 2024. The new TI will help reduce traffic congestion by allowing motorists to continue southbound on US 93 and westbound to Las Vegas on I-40 without having to use Beale Street. Drivers will still be given the option to exit both highways at Beale Street to access local businesses, US 66, and downtown Kingman.

Phase II would construct the ramp between Las Vegas and Los Angeles when traffic demands suggest the improvements are needed and when the funding can be programmed into the 5-year plan.

May 21, 2020



US 93/Interstate 40 West Kingman Traffic Interchange

Draft Environmental Assessment and Preliminary Design Concept Report

COMMENT ON THE DRAFT ENVIRONMENTAL ASSESSMENT

Submit your comments on the US 93/I-40 West Kingman TI Draft EA during the formal comment period from May 7, through June 6, 2020. All comments received on or before Saturday, June 6, 2020 will be documented and responded to in the Final EA, scheduled to be published and made available for public review online in summer 2020.

SUBMIT YOUR COMMENTS:

During the call-in public hearing.

- Register by visiting:
<https://vekeo.com/adotwestkingmantip/>
before 5 p.m. Thursday, May 28, 2020 to receive a call at the time of the event inviting you to join.
- Call 833.380.0669 at the time of the event.

Through the website via online comment form at:
azdot.gov/WestKingmanTIP

By email at: WestKingmanTI@hdrinc.com.

By phone at: 602.474.3919.

Through USPS mail at:
West Kingman TI Study Team c/o HDR, Inc.
20 E. Thomas Road Ste. 2500, Phoenix, AZ 85012.

All comment methods are considered equal.

To request reasonable accommodation, or if you do not have access to the technology needed to participate in the public hearing or attain the project information relevant to the hearing, please contact Michele Beggs at 928.681.6054 no later than May 21, 2020.

Para solicitar ajustes razonables, o si no tiene acceso a la tecnología necesaria para participar en la audiencia pública u obtener la información del proyecto pertinente para la audiencia, comuníquese con Michele Beggs al 928.681.6054 a más tardar el 21 de mayo de 2020.

PARTICIPATE IN THE VIRTUAL, CALL-IN ONLY PUBLIC HEARING

As public safety and health continue to be the top priority in these unprecedented times, the Arizona Department of Transportation will hold a call-in only public hearing at 6 p.m. Thursday, May 28, 2020 to collect verbal public comments for the US 93/I-40 West Kingman TI Draft EA.

There are two ways to participate:

- Register by visiting <https://vekeo.com/adotwestkingmantip/> before 5 p.m. Thursday, May 28, 2020 to receive a call at the time of the event inviting you to join.
- Call 833.380.0669 at 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 the following Kingman area radio stations:

94.1 FM | 97.5 FM | 1490 AM

Please visit the study website for study related information, including the Draft EA, technical reports, presentation, fact sheet, display boards and maps. The presentation will be made available on the website by 5 p.m. Thursday, May 28, 2020.

The public hearing will present information on the environmental impacts of the preferred alternative and accept formal public comments on the Draft EA and preliminary design concept. Callers will be able to verbally submit comments through the call-in public hearing. A panel of study team members will be on the call, and a court reporter will transcribe all the verbal comments made during the public hearing.

Project-related questions will not be answered by study team members during the call-in public hearing. Questions about the project should be submitted during the formal public comment period through the options listed above.

THURSDAY, MAY 28, 2020

6:00–6:05 p.m. Welcome and Introduction of Panel

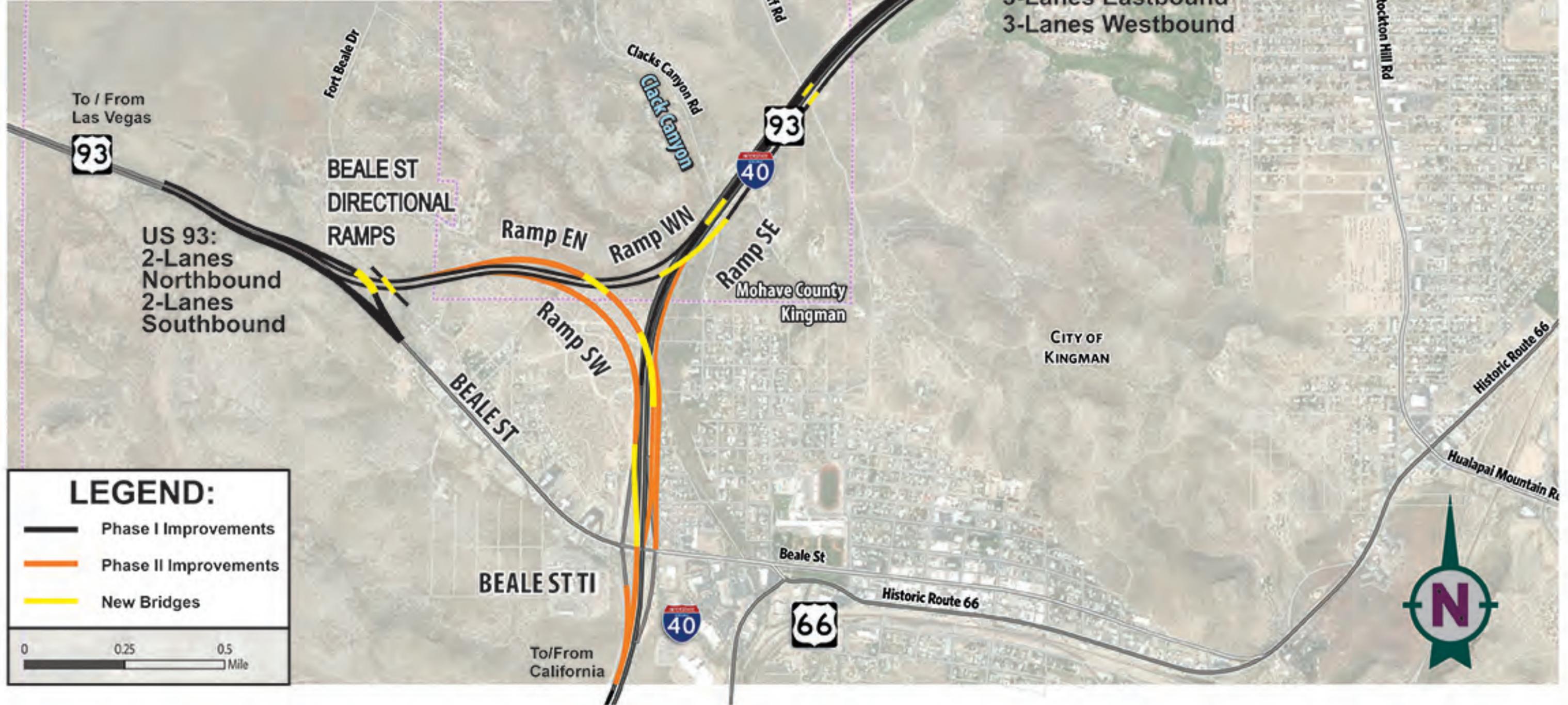
6:05–6:30 p.m. Presentation

6:30–7:30 p.m. Call-In Public Hearing

(You will also be able to listen to other public comments about the Draft EA while on the phone. The public hearing will end at 7:30 p.m.)

NEW Ramps:

Ramp West-North (WN)	Phoenix to Vegas	2-Lanes
Ramp South-East (SE)	Vegas to Phoenix	2-Lanes
Ramp East-North (EN)	California to Vegas	1-Lane
Ramp South-West (SW)	Vegas to California	1-Lane



LEGEND:

- Phase I Improvements
- Phase II Improvements
- New Bridges

0 0.25 0.5
Mile

PROJECT MAP



Bridges
Lanes

To/From
Las Vegas

Fort Beale Drive

Mohave County

Clack Canyon

Clacks Canyon Road

White Cliff Road

93

INTERSTATE
ARIZONA
40

INTERSTATE
ARIZONA
40

INTERSTATE
ARIZONA
40

93

To/From
Phoenix

Beale Street
Directional Ramps



Beale Street

Kingman

Beale Street
Traffic Interchange

Beale Street

ARIZONA
66

To/From
California

INTERSTATE
ARIZONA
40

NORTH

0 .25 .5 miles

Other Ways to Submit Your Comments

In addition to the public hearing, comments will be accepted during the formal public comment period from **May 7 through June 6, 2020**, through the following comment options:

- By email at WestKingmanTI@hdrinc.com.
- By phone at 602.474.3919.
- Through USPS mail at West Kingman TI Study Team c/o HDR, Inc. 20 E. Thomas Road, Ste. 2500, Phoenix, AZ 85012.
- Online

Comments

Name

Email

Submit

Voice of the Customer Survey

Please note that you must leave your contact information on this form. We strive for great customer service and if your experience with us was less than stellar, a manager will get in touch with you to see how we can improve.

* Required

When did you receive assistance?

Date

mm/dd/yyyy

Who assisted you? *

Your answer

If you have a work order # or a ticket #, please provide it here:

Your answer

Overall, I am satisfied with the service I received *

1 2 3 4 5 6 7 8

STRONGLY DISAGREE

STRONGLY AGREE

If your score to the question above is 5 or less, please explain why:

Your answer

Completeness - The staff thoroughly completed the task/service *

1 2 3 4 5 6 7 8

STRONGLY DISAGREE STRONGLY AGREE

Responsiveness - The staff were responsive to my request. *

1 2 3 4 5 6 7 8

STRONGLY DISAGREE STRONGLY AGREE

Professionalism - The staff conducted themselves in a professional manner. *

1 2 3 4 5 6 7 8

STRONGLY DISAGREE STRONGLY AGREE

Timeliness - The staff completed the request when expected *

1 2 3 4 5 6 7 8

STRONGLY DISAGREE STRONGLY AGREE

Do you have any other comments or suggestions to help us improve our service?

Your answer

Name *

Your answer

Phone Number *

Your answer

Email Address *

Your answer

Submit

Appendix C: Comments

Comment Log

Comments

Public Hearing Transcript

West Kingman TI Draft EA and Preliminary Design Concept
Comment Log
June 2020

Date	First Name	Last Name	Method of Contact	Email (If Provided)	Phone Number (If Provided)	Constituent Comment/Question	Final Response	Response Sent:
5/7/2020	John	Doe	Email	fell23@hotmail.com		<p>HDR,</p> <p>My comments are on the alignment. Thinking on behalf of both the contractor and the truckers will be using this road to ship goods from Mexico to Canada (Via I-11).</p> <p>Time is money, so think in terms of time.</p> <p>Truckers don't want a big alignment with multiple curves and not heading in the correct direction. Contractor wants to build the shortest segment, if it parts are expensive, over all it is cheaper to build and maintain.</p> <p>Looking at the old Feasibility report my preferred alignment is "D".</p> <p>"D" has a minimal number of culverts, less home takes. Yes there is some private land but it is currently undeveloped and will remain that way until the freeway plan reaches 100%.</p> <p>Then the gas stations will come. The hotels will come. Biggest economy impact!</p> <p>"D" will also take traffic away from the over crowded Beale Street Interchange.</p> <p>"D" will have the most room on both sides of the existing freeway to have flyovers, cloverleafs, exit ramps that are needed for large truck projections for this proposed 3 legged Freeway Interchange.</p> <p>Second Place Alternative is "F" taking the pass further north and into I-40 alignment closer to Cerbat Cliffs Golf Course to the east. This is not as short as "D" on the construction side but the final cargo path from Buckeye to Las Vegas remains similar as the second shortest distance.</p> <p>Again build the biggest Interchange you can to allow dual ramps throughout at speeds >55MPH.</p> <p>Thank you for your time.</p> <p>John Doe</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	5/26/2020
5/7/2020	Dan	Kurtz	Email	danelainek@gmail.com		<p>We travel to Las Vegas to visit my son and he travels to Phoenix to visit us. I saw that you were trying to build a new connection to avoid Beal st about 1 yr ago and I think it is a fantastic idea. That intersection in Kingman is sometimes very jammed and time consuming. I had hoped and thought it was already to start construction. With a lot of truck traffic at that intersection it will also speed up movement for them. I AM 100% IN FAVOR OF MAKING THAT INTERCHANGE AS SOON AS POSSIBLE. I wish you could start construction 6-1-20. I also guess that will be part of the new 111 which will make it needed for that which is another highway needed and partly done. One can always take the exit thru Kingman for gas or food if desired.</p> <p>Dan Kurtz - - Laveen Az</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	5/26/2020
5/7/2020	Therin	Dastrup	Email	therindastrup@yahoo.com		<p>ADOT,</p> <p>Connecting the I-40 to US 93 west of Kingman would be a terrific improvement for the drive to Las Vegas from Phoenix.</p> <p>Even more useful would be the completion of I-11 from Phoenix or Wickenburg to the I-40 east of Kingman.</p> <p>Therin Dastrup</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	5/26/2020
5/11/2020	Paul	Page	Email	pagebike@yahoo.com		<p>This is a long overdue improvement. Will the bypass be at grade or elevated? Four lanes or six? I guess it is a question of funding, but 93 slopes down to 40, then 40 is an uphill at least to Stockton Hill road. With all the freight on 40, there is too much speed mismatch between car and freight. Bottlenecks, accidents. An elevated 4 lane road to and from 93, starting around the weigh station on 93 and coming out in Stockton Hill vicinity would be great. The map doesn't have enough detail. The last question is whether the Butte formations legally protected in any way? I always assumed that the Beale route exists for historical reasons, but now environmental concerns limit bypass alternatives. Thanks, Paul</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Per your request, attached is a more detailed layout of the Preferred Alternative. This exhibit will be added to the website as well. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP as we continue to update information related to the project.</p> <p>[attached map]</p>	5/26/2020

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5/11/2020	Mike	G.	Online	trafficmg35@gmail.com		I didn't see a map/drawing of the Preferred Alternative anywhere in the EA. I see the map with three alternatives and then some text saying the Preferred Alternative is a modified Alternative D3, but what does that look like exactly? It makes it hard to evaluate the merits of the Preferred Alternative without being able to see what it looks like. Can you send me, and include in the final EA, a map of the Preferred Alternative that shows the locations of the roads, the number of lanes, where there are bridges, etc.? Thanks.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Per your request, attached is a more detailed layout of the Preferred Alternative. This exhibit will be added to the website as well. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP as we continue to update information related to the project. [attached map]	5/26/2020
5/21/2020	Kristen		Online	vetandrews@gmail.com		As not only a local business owner but also a local who travels through this congested area every weekend, this would be a blessing for those of us not needing to stop. There have been so many almost accidents I've witnessed in this area due to the semi trucks turning and people trying to pull out of the truck stops, and cars just going straight through. This has helped tremendously to relieve the same problem that Boulder City had. And, since this IS an interstate, then it should BE an interstate and those not needing the services in that area should be able to bypass.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	5/27/2020
5/21/2020	Kourtney	Hrdlicka-Lettau	Online	Jesusonhi@aol.com		My husband and I completely avoid the downtown area, especially businesses like Wendy's BlackBear Diner, Ruyi, etc due to the incredible amount of traffic in the area. The endless array of rigs, vehicles, and accidents won't allow us to travel freely through the area. It is way too congested and the Coyote pass region is absurd since it is always backed up, bumper-to-bumper. Allowing a new direction of travel throughout the area would open up a whole new way of accessing those businesses in the area and allow us locals and tourists to avoid such congestion. Make this interchange happen and happen NOW!	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	5/27/2020
5/21/2020	Mark	Yandell	USPS Mail			You don't need an 93 interchange. You need to reroute Beale St. / 40 west off ramp to around and over Beale to truck stop and truck stop to 40 W. on ramp thru empty field (map drawn). This is very much needed.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	N/A
5/21/2020	Katie	Manning	In-person			Resident Mrs. Katie Manning came to the Kingman District office to review the project maps. Todd and Nathan explained the project overview. Michele will print a copy of the presentation when available, and call Mrs. Manning to pick it up at our front desk.	Todd and Nathan explained the project overview. Michele will print a copy of the presentation when available, and call Mrs. Manning to pick it up at our front desk.	5/21/2020
5/21/2020	Don		Phone			Resident Don, 710 Lead Street (behind Carl's Jr. area), called Michele asking if his home will be impacted by construction. His wife is concerned because they have several home remodel projects already scheduled - including a flooring project slated to get underway this weekend!	Michele told Don that his property isn't within the ROW acquisition area. He thanked me for getting back with him so quickly, and happy to receive the project news.	5/21/2020
5/21/2020	Kelli		Phone			Motorist Kelli called Michele wanting to set up two appointments for registrations on their vehicles.	Michele provided MVD telephone numbers via text.	5/21/2020
5/22/2020	Tom	Stone	Phone		928.681.2194	--You sent a postcard that says I have to register by May 21, and I want to know how to do that if I just received the information? --I'm disabled, so how am I to get to the meeting? Can I watch online like the Mohave County Supervisors meetings? In this age, you should have NO problem having both web and audio! I see Zoom, etc. on television every day! --A \$65 million project, and you can put a simple video animation together? Who's your consultant? --I can't understand the map in the newspaper ad. --ADOT tried to push the traffic circles on us a few years ago at Stockton Hill Road - no, traffic circles. They don't work in England either.	Michele told him we are on a tight deadline, and that date is extended, so no issue. She explained the presentation information will be online and we'll have the presentation posted prior to the meeting to follow along. Stevie called Tom and let him know the presentation was now available on the website. She gave him the website address and let him know it was not too late to register to be called to participate in the call-in hearing and let him know there is a phone number he can also call to join. She also reminded him he had until June 6 to comment on the project. Asked if he had any other questions and he said no.	5/21/2020 5/28/2020
5/22/2020	Dori	Giehrl	Email	kitkat51@citlink.net		Looks like a good plan to me - better than a roundabout. For some time, I've wished there was a road across the Cerbat Mountains from Stockton Hill Road to connect with 93 and cut out Coyote Pass. This won't cut out the pass but it looks like a good plan. Hopefully, it will eliminate that backup at I-40 and Hwy 93. A separate on-ramp from the truck stop where the Black Bear Diner is to I-40 west might be something to consider. It would take at least half the truck traffic off that intersection. Since the tractor trailers (big trucks) are such a part of everyday life, and they ruin the roads, they should be given some kind of special consideration.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	5/27/2020

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5/23/2020	Joseph	Konchan	Online	jkonchan1964@gmail.com		Does the web site have a better detail map of where exactly the interstate 11 is going? Are there going to be any homes lost in this project?	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Per your request, attached is a more detailed layout of the Preferred Alternative. This exhibit will be added to the website as well. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP as we continue to update information related to the project. [attached map]	5/27/2020
5/23/2020	Virginia	Anderson	Email	virginiakanderson@gmail.com		Perfect- GET ON WITH IT!!!! MOVE THE START DATE UP A.S.A.P.!	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	5/27/2020
5/25/2020	John	Mayr	Email	jmayr@reagan.com		This is LONG YEARS over due. This interchange is both inconvenient and dangerous. I drive both a semi and car... To come on to 93 so. from Golden Valley and traffic is stopped over Coyote pass with no way to exit and I have a schedule to keep I am livid! We all speed up for the 5 minute light to catch it green rather than sit at Beale street for no reason. It's a mess with the truck stop and I see near misses and wrecks all the time. Get this started NOW! Yesterday would have been better.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Per your request, attached is a more detailed layout of the Preferred Alternative. This exhibit will be added to the website as well. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP as we continue to update information related to the project. [attached map]	5/27/2020
5/25/2020	John	Mayr	Email	jmayr@reagan.com		In the little insert map you have I-40 coming from California direct to Phoenix... where I-10 is right now. Yet on the bigger map you have I-40 coming to Kingman/Las Vegas. I'd get a better cartographer or planner before I started to move dirt! Peace, John Mayr, Kingman Resident	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Per your request, attached is a more detailed layout of the Preferred Alternative. This exhibit will be added to the website as well. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP as we continue to update information related to the project. [attached map]	5/27/2020
5/27/2020	John	Mayr	Email	jmayr@reagan.com		Thank you for the prompt response. I'll go to the websight. But I find it strang that the eastbound I-40 doesn't mention going to Seligman and Flagstaff. Am I missing some major aspect of the project? Again, thanks. John Mayr	Thank you for your additional comments. Please note that the improvements are focused at the intersection of US 93 and I-40. No changes will occur east of the Stockton Hill interchange as part of this project.	6/10/2020
5/27/2020	Brian	Zimmerman	Online	bzbzbz@ieee.org		This plan appears sound and well-staged. I would like to see a significant historical district sign advertising both Route 66 as part of business 93/I-11/I40 and Historic Old Town Kingman somewhere at the top of Coyote Pass on the southbound side. The I-11 connector will take most of the tractor-trailer traffic but we would like to see tourists offered the experience of original Route 66 and the historic Old Town. The other concern is the very poor access to the Cerbat Foothills Recreation Area from the northbound I-11. There does not appear to be any good, economic solution to the lack of access to this very popular site. It would be a tragedy if the southbound access was also lost due to the limited access I-11 highway. Perhaps the current southbound access could get a better off-on ramp for the relatively high-speed location of the access. I urge planners to take the Cerbat Foothills Recreation Area site into consideration.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	5/29/2020

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5/27/2020	RN	Palmer	Email	robne@suddenlink.net		<p>I don't think the problem that the city folk had hoped to eliminate will be changed by this short road change of the 93, 11, and 40 highways. The truckers will still use various areas around the city of Kingman to park their vehicles and still tie up traffic in various road ways around the city. The best way to go would have been to take the 93 East through Dolan Springs and then South down through the Hualapai Valley close to the Loves Truck Stop along the 40 in the East Kingman area. To be on the East side of the Kingman Airport. Some say that this would bypass the city, but no, it would keep traffic that goes east from clogging up the downtown city areas and the suburbs too. There can still be connecting roads from the new 93 route to serve areas of east Kingman as it grows. Like the airport should be a number one priority to bring tourists in directly to service the Mohave county region, which the Kingman airport alone is best suited to handle. Don't screw it by selling the property to the wolves. Seems like you all wish to put off the future for 16 more years. I have gone and personally seen the areas and you all should too, before committing to a good intention, that does not solve the situation to come.</p> <p>(please forgive any misspellings.) RN Palmer. a Kingman resident.</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	5/29/2020
5/28/2020	Robert	Palmer	Email	sprtrvl22@yahoo.com		<p>I have looked over the area that the proposed interchange will be built. My first concerns are with the access to the Cerbat Foothills trails. Also the Fort Beale historical site, that these lanes of the 11 will cross through.</p> <p>It will be a loss for those that live in Kingman and to those that come from a far to view as well.</p> <p>The paperwork sounds impressive, but seems to be deceptive and inaccurate, as it will not change things for the city for the off ramps of Stockton Hill or Andy Devine, their situation will not change but the problem will continue to grow and fester.</p> <p>The Dolan Springs detour of the 93 and then down through the Hualapai Valley will serve the needs of Kingman in the future now even into CE 2100, which the current interchange design will not, just spending money in Kingman and destroying the landscape that many currently enjoy, for a outcome that will not change anything except make those two left hand turn lanes not so full. We still have people that will be driving into the city using the Beale street access.</p> <p>However, for a west bound route change more thought needs to be done. For Kingman's future a move of the 93 to the East of Kingman is more beneficial and even help with the traffic problems that are faced now and for the next 100 or more years, if planning is done more thoughtfully and not greedily.</p> <p>This proposal is an example of the lack of proper planning that has plagued the city for decades now.</p> <p>This project seems to be very expensive in cost with all the raised road(s) to make it work, when there are less complicated ways to work with. This will only help the Beale street interchange problem of the congestion, and move it away, but it does not address the other problems that the city faces in the interchanges on the 40, which are still being put off for some future date while creating problems with traffic that continues to grow.</p> <p>Robert Palmer, a Kingman resident.</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	5/29/2020
5/28/2020	Kay	Prince	Online	Cdprince.cp@gmail.com		<p>Going southbound to the I-40/US 93 interchange Regularly experiences major traffic backups on weekdays, and weekends and holiday weekends traffic is backed up over Coyote Pass. We need this sooner than later, way past due.</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	5/29/2020
5/28/2020	Tom	Goldie	Online	tomgoldie@yahoo.com		<p>Heartily endorse the preferred alternative. Proud to support the work of ADOT as a citizen. Excellent planning to benefit all and alleviate inconveniences is evident.</p> <p>Two administrative issues: 1. KAAA original programming at 1800 hrs played over start of radio stream and broke in again at 1858 hrs to 1901 hrs and every few minutes thereafter. 2. Automated system to receive text survey link (I tried to sign up while I listened by phone until KAAA issue cleared up) did not recognize the pressing of "1" to confirm my cell number.</p> <p>Outside of those two administrative issues, great job, ADOT!</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	5/29/2020

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5/28/2020	Jackson	Hurst	Email	jhurst29@students.kennesaw.edu		Hi i would like to receive a physical copy of the Final Environmental Assessment because I submitted a public comment during the virtual, call-in only public hearing held last night (5/28/2020) for the US 93, I-40 West Kingman Traffic Interchange Project. My mailing address is 4216 Cornell Crossing, Kennesaw, Georgia 30144. Please send it to the mailing address I provided and please let me know if this is feasible. thanks, Jackson Hurst	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. When the Final Environmental Assessment is published in the summer of 2020 we will mail you a copy. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	6/10/2020
5/29/2020	Ray	Bowers, Jr.	Phone		615.243.4457	Michele spoke with Ray Bowers, Jr., phone # 615.243.4457. He received the mailer and wants to thank us for sending him the information. Ray has been a trucker for 30 years. He says in the midwest there are designated center lanes for commercial trucks. He is suggesting we implement a similar lane in this area to help with safety concerns. "Please consider running a center lane for truckers only".	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	N/A
5/29/2020	Cathy	Gates	Phone	catgonefishing@yahoo.com		Michele received a call from Cathy Gates, one of last night's live commenters. She has asked her to pass along a message to the entire project team: "Everything was well done last night and very thorough, thank you to everyone involved!".	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	N/A
5/31/2020	Moira	Carlton	Online	meadowrangers@gmail.com		How will this project affect the aquifer in the area of interchange? Both Fort Beale and Atlantic Springs are very nearby, as is a City of Kingman well and many private wells that are used for drinking water. I live just south and downhill of the proposed route and I'm concerned that construction may impact both the quality and quantity of the water on which I rely.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. No interim or permanent impacts to water aquifers are anticipated with the project improvements. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	6/10/2020
5/31/2020	Greg	Kelly	Email	gkmissingca@yahoo.com	928.897.9647	Personally I think the interchange/bypass should be in Golden Valley around the Shinerump exit, and tie into 68 just before the POE. It would run on the west side of that small range. Its relatively flat/easy to pave. No crazy engineering with bridges/ hills and very few businesses/homes to disrupt. On the flip side, many people coming from the Phoenix side would default to the beale st exit anyhow. But pretty sure LV southbound and CA to LV traffic would use it.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	6/1/2020
6/1/2020	Keith	Suleski	Online	gtponydriver@gmail.com		I actually have two questions. I live right across the freeway from the project, R80 in the noise study document. 1) How high is the overpass connector going to be coming from the 93 to I40 eastbound: 2) What is the reason for obtaining a right of way, .16 of .43 acres of private property parcel 304-06-093? (Figure 9, pages 34, 35 "Parcels Affected By The Preferred Alternative") Thank you.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. In response to your questions: The US 93 overpass will be approximately 25-ft over the existing I-40 freeway. Additional rights of way are needed to fit the ultimate improvements including the widening of the entrance ramp from Beale Street onto Eastbound I-40, which impacts the parcels in question. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	6/10/2020
6/1/2020	Dee	Kephart	Email	dkephart@azgfd.gov	928.692.7700	Good Morning, Attached is the Arizona Game and Fish Department's response letter to the West Kingman TI Draft EA. Also included is a fencing schematic drafted with ADOT in 2015 for wildlife fencing in transportation/ROW settings. Please feel free to contact me if you need further information or clarification. Thank you. Dee Kephart		
6/2/2020	Martin	Muecke	Online	martinmuecke@live.com		Thank you for the good work planning the proposed interchange. I agree that prioritizing the Phoenix/LV corridor should take place as that is where the backups mostly take place. I have found it irritating that in 2020 backups like this still take place, but I was pleasantly surprised to find out the state has already begun to address this issue. I cringe when I drive to Phoenix on a busy weekend to not know what kind of traffic delay I will find coming out of Golden Valley towards Kingman. I wholeheartedly support moving forward with the proposed design. -Martin Muecke Fort Mohave, AZ	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	6/2/2020

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 June 2020

Date	First Name	Last Name	Method of Contact	Email (If Provided)	Phone Number (If Provided)	Constituent Comment/Question	Final Response	Response Sent:
6/5/2020	James	Wright	Online	jameswright56@gmail.com		To All Concerned, I salute each one who is involved with this project. A lot of work and preparation has already gone into I-11 and when this all is complete, it will be like a breath of fresh air. I wish you Godspeed.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	6/5/2020
6/5/2020	Greta	Warren	Email	gretaville@gmail.com		I have attached a PDF file that details my comments/concerns. Essentially, with slight modifications, Phase 2 (US93-I40 California) could be eliminated thus saving thousands of dollars. The majority of the US93-I40 entanglements would be solved with Phase 1 (to/from Phoenix direction). Thank you, Greta Warren View comment in Appendix C.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	6/9/2020
5/28/2020	JACKSON	HURST	Public hearing			I really love and approve of the preferred -- of the preferred alternative for the new West Kingman Traffic Interchange for the following two reasons. The first major reason is it's basically going to contribute to the future Interstate 11, which is proposed to link Phoenix, Arizona with Las Vegas and greatly improve travel between the two cities. And my second reason is this traffic interchange, it will still allow access on and off of Beale Street for people coming from Las Vegas and going to Las Vegas who maybe have missed the -- who would probably -- or maybe missed the traffic interchange and still want to get off and get onto US 93. But they may want to stop at one of the businesses on Beale Street to get food or just stop at a hotel for the night.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	N/A
5/28/2020	LARRY	McCALL	Public hearing			And I would like to ask if they've looked at using Fort Beale Road as an alternative and putting another exit at Clacks Canyon interchange. Kingman is short on exits.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. Several alternative locations and access points were considered as part of the improvement analysis. The recommendations address what is preferred and accessible meeting design and safety standards. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	N/A
5/28/2020	STEVE	HAMBER	Public hearing			And I would like to understand. You make one -- one reference in your slide deck, which is, by the way, very well done. I appreciate that. I've studied it a couple days now, a better understanding as to how we're tying Phoenix and Las Vegas together on an overall plan and where it's at regarding this. Sometimes I take a quick look. I know it's needed. I travel this road every day, both to Phoenix and to Las Vegas. It's needed, definitely. But I don't want it to be a Band-Aid approach. And I think that an overall plan, if there is such a thing, for the I-11 -- we're doing a tremendous amount of work on the upper portion toward Vegas, as well as on the way down to Surprise and Wickenburg, to have a better understanding of an overall 10-year plan, 20-year plan, or whatever it might be. Thank you.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	N/A
5/28/2020	CATHY	GATES	Public hearing			And I'm -- I'm calling in to tell you that I -- I am for the project, but the issue that I always have is the traffic is ridiculous. It's now affecting Fort Beale. I live off Wagon Trail. We have -- we have big semis and traffic using a road that's very narrow. My daughter was ran off the curb over by the churches. And I was -- I'm expecting ADOT to make a big meeting with my neighbors because I am directly affected in the full buyout, and we have a lot of questions. And we want ADOT to kind of show us where this is going and what the noise factor and things like that will be. That's all I have.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. ADOT will be in contact with property owners whos properties will be purchased, likely within a year of the start of construction. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	N/A
5/28/2020	CHARLES	HERNANDEZ	Public hearing			And the comments that I would like to make; we're new in the area. We live about -- about rock throwing distance from Beale and the 40. My house faces the 40. We're just to the east of Beale Street. And I look forward to alleviating some of the traffic. We have a very difficult time getting -- even getting out of our house to like run errands. So I am looking forward to the project and hope to be informed on the environmental and the noise issues of when the project does continue further. Thank you.	Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you not to throw rocks. We also encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.	N/A

West Kingman TI Draft EA and Preliminary Design Concept
 Comment Log
 June 2020

Date	First Name	Last Name	Method of Contact	Email (If Provided)	Phone Number (If Provided)	Constituent Comment/Question	Final Response	Response Sent:
5/28/2020	GLENDA	HILL	Public hearing			<p>My comment is this. We live in Golden Valley. We are between Bullhead and Kingman. I would like to know, what alternative routes have you proposed for the people here to bypass your construction? We have no -- we have no -- well, Chino is somewhat paved, but it still hooks into 93 and still goes over the pass. But we do have Shinarump, which is not paved, and it's a dirt road and it can hook into Old 66 and go up the back way to Kingman. But I would like to know what ADOT is going to do to try to make our traffic flow a little bit better.</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment.</p> <p>While this project is focused on the intersection of US 93 and I-40, other improvements to the region outside of this intersection will be addressed by other projects.</p> <p>We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	N/A
5/28/2020	KATIE	MANNING	Public hearing			<p>I went by the ADOT office last week and met four delightful people in the office. They answered my questions. We went through the big binders. And my questions was similar to the gal that just called from Golden Valley. I am extremely pleased to see that what will be a two-year process, everything will be done away from coming over the hill, Golden Valley, the lookout areas, et cetera. And then dirt will be removed, will be reused. So traffic will not be impeded to get into Kingman, which I think is totally awesome. At 73 years old, I remember the Grapevine. I remember 395 and going down to San Diego. So this is a total blessing. I think it's awesome. We need it terribly. And I picked up a packet at the office this morning, so my hat is off to all of you. I was in construction for 33 years, and I know how hard it is to plan and plan for contingencies, et cetera. But this looks extremely well put together. And compliments to you and the fact that we can call in. And the staff even up in the Kingman office is absolutely outstanding. Very well-informed. So thank you very much for letting me give you my public comment. Thank you again for all your hard work.</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment. We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	N/A
5/28/2020	STEVE	BARRON	Public hearing			<p>I'd just like to also add to the comments that I am concerned about the increase in noise during construction and then after the completion with the -- with the freeway realignment. I live on Wagon Trail Road, and I'm very concerned about the noise from where I live, how it's going to be. That's it.</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment.</p> <p>The final design will include noise mitigation in accordance with Federal noise standards.</p> <p>We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	N/A
5/28/2020	KATIE	MANNING	Public hearing			<p>It regards the page on noise where it says, long-term noise would increase along the new ramp from I-40 to 93 where minor shifts in the I-40 would occur. Now, I don't know what the decibel ratings would be, et cetera, et cetera. Would there possibly be any alternative plans to put up some sort of a sound barrier wall or will -- I don't know because I don't know what the final design is. But I don't know if something like that has been taken into consideration. That's my question. That's my comment. And thank you. I'm done.</p>	<p>Thank you for contacting the US 93, I-40 West Kingman Traffic Interchange project team. Your comments will be entered into the official public record for the US 93, I-40 West Kingman Traffic Interchange Draft Environmental Assessment and responded to in the Final Environmental Assessment.</p> <p>The final design will include noise mitigation in accordance with Federal noise standards.</p> <p>We encourage you to visit the project website at azdot.gov/westkingmanTIP for updated information related to the project.</p>	N/A

From: [Therin Dastrup](#)
To: [West Kingman.TI](#)
Subject: Future I-40/US 93 interchange project
Date: Thursday, May 7, 2020 4:48:58 PM

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ADOT,

Connecting the I-40 to US 93 west of Kingman would be a terrific improvement for the drive to Las Vegas from Phoenix.

Even more useful would be the completion of I-11 from Phoenix or Wickenburg to the I-40 east of Kingman.

Therin Dastrup

From: [Dan Kurtz](#)
To: [West Kingman TI](#)
Subject: New interchange at Kingman for I40 and US93
Date: Thursday, May 7, 2020 3:56:55 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We travel to Las Vegas to visit my son and he travels to Phoenix to visit us. I saw that you were trying to build a new connection to avoid Beal st about 1 yr ago and I think it is a fantastic idea. That intersection in Kingman is sometimes very jammed and time consuming. I had hoped and thought it was already to start construction. With a lot of truck traffic at that intersection it will also speed up movement for them. I AM 100% IN FAVOR OF MAKING THAT INTERCHANGE AS SOON AS POSSIBLE. I wish you could start construction 6-1-20. I also guess that will be part of the new I11 which will make it needed for that which is another highway needed and partly done. One can always take the exit thru Kingman for gas or food if desired.

Dan Kurtz - - Laveen Az

From: [Jon Fell](#)
To: [West Kingman TI](#); [West Kingman TI](#)
Subject: West Kingman TI Public Comment 5_7_20
Date: Thursday, May 7, 2020 2:46:55 PM

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HDR,

My comments are on the alignment. Thinking on behalf of both the contractor and the truckers will be using this road to ship goods from Mexico to Canada (Via I-11).

Time is money, so think in terms of time.

Truckers don't want a big alignment with multiple curves and not heading in the correct direction. Contractor wants to build the shortest segment, if parts are expensive, over all it is cheaper to build and maintain.

Looking at the old Feasibility report my preferred alignment is "D".

"D" has a minimal number of culverts, less home takes. Yes there is some private land but it is currently undeveloped and will remain that way until the freeway plan reaches 100%.

Then the gas stations will come. The hotels will come. Biggest economy impact!

"D" will also take traffic away from the over crowded Beale Stree Interchange.

"D" will have the most room on both sides of the existing freeway to have fly overs, cloverleafs, exit ramps that are needed for large truck projections for this proposed 3 legged Freeway Interchange.

Second Place Alternative is "F" taking the pass further north and into I-40 alignment closer to Cerbat Cliffs Golf Course to the east. This is not as short as "D" on the construction side but the final cargo path from Buckeye to Las Vegas remains similar as the second shortest distance.

Again build the biggest Interchange you can to allow dual ramps throughout at speeds >55MPH.

Thank you for your time.

John Doe

From: [paul page](#)
To: [West Kingman Tl](#)
Subject: Concur with 93 separation from Beale!
Date: Monday, May 11, 2020 11:25:47 AM

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This is a long overdue improvement. Will the bypass be at grade or elevated? Four lanes or six? I guess it is a question of funding, but 93 slopes down to 40, then 40 is an uphill at least to Stockton Hill road. With all the freight on 40, there is too much speed mismatch between car and freight. Bottlenecks, accidents. An elevated 4 lane road to and from 93, starting around the weigh station on 93 and coming out in Stockton Hill vicinity would be great. The map doesn't have enough detail. The last question is whether the Butte formations legally protected in any way? I always assumed that the Beale route exists for historical reasons, but now environmental concerns limit bypass alternatives. Thanks, Paul

Sent from my iPhone

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Monday, May 11, 2020 10:24:54 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

West Kingsman TI Comments

Comments: **I didn't see a map/drawing of the Preferred Alternative anywhere in the EA. I see the map with three alternatives and then some text saying the Preferred Alternative is a modified Alternative D3, but what does that look like exactly? It makes it hard to evaluate the merits of the Preferred Alternative without being able to see what it looks like. Can you send me, and include in the final EA, a map of the Preferred Alternative that shows the locations of the roads, the number of lanes, where there are bridges, etc.?
Thanks.**

Name: **Mike G.**

Email: **trafficmlg35@gmail.com**

This submission came from the ADOT internet website.

Submitted: Monday, 11 May, 2020 - 22:24

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Thursday, May 21, 2020 2:45:44 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

West Kingsman TI Comments

Comments: **My husband and I completely avoid the downtown area, especially businesses like Wendy's BlackBear Diner, Ruyi, etc due to the incredible amount of traffic in the area. The endless array of rigs, vehicles, and accidents won't allow us to travel freely through the area. It is way too congested and the Coyote pass region is absurd since it is always backed up, bumper-to-bumper. Allowing a new direction of travel throughout the area would open up a whole new way of accessing those businesses in the area and allow us locals and tourists to avoid such congestion. Make this interchange happen and happen NOW!**

Name: **Kourtney Hrdlicka-Lettau**

Email: **Jesusonhi@aol.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 21 May, 2020 - 14:45

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Thursday, May 21, 2020 2:34:01 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

West Kingsman TI Comments

Comments: **As not only a local business owner but also a local who travels through this congested area every weekend, this would be a blessing for those of us not needing to stop. There have been so many almost accidents I've witnessed in this area due to the semi trucks turning and people trying to pull out of the truck stops, and cars just going straight through. This has helped tremendously to relieve the same problem that Boulder City had. And, since this IS an interstate, then it should BE an interstate and those not needing the services in that area should be able to bypass.**

Name: **Kristen**

Email: **vetandrews@gmail.com**

This submission came from the ADOT internet website.

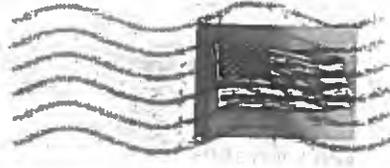
Submitted: Thursday, 21 May, 2020 - 14:33



Mr Mark Yandell
2320 E Carver Ave
Kingman AZ 86409-1224

US MAIL PERMIT NO 650

25 MAY 2020 PM 3 L



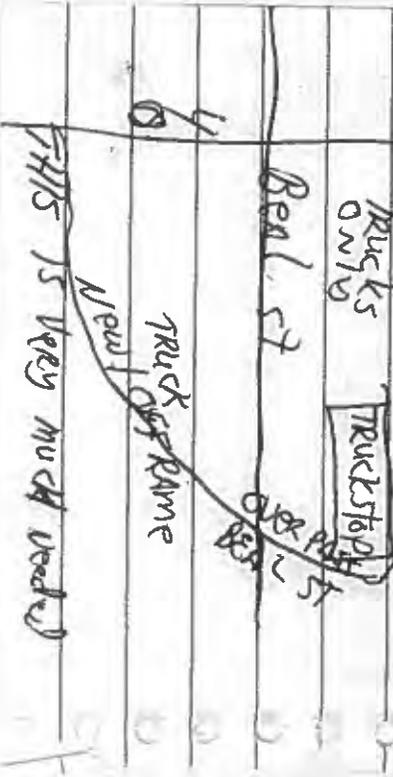
West Kingman T1 Study Team
c/o HDR, INC
20 E THOMAS ROAD ST 2500
PHOENIX, ARIZONA 85012

85012-311825



HDR Rec'd 5-21-2020

You dont need #93 Int'l
you need to Reroute
Beale st / 40 west
off Ramp to Around
+ over Beal to truck stop
+ truck stop to 40 w
on Ramp thru Empty field



From: [kitkat51](#)
To: [West Kingman Tl](#)
Subject: Interchange
Date: Friday, May 22, 2020 1:12:29 PM

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Looks like a good plan to me - better than a roundabout.

For some time, I've wished there was a road across the Cerbat Mountains from Stockton Hill Road to connect with 93 and cut out Coyote Pass. This won't cut out the pass but it looks like a good plan. Hopefully, it will eliminate that backup at I-40 and Hwy 93. A separate on-ramp from the truck stop where the Black Bear Diner is to I-40 west might be something to consider. It would take at least half the truck traffic off that intersection. Since the tractor trailers (big trucks) are such a part of everyday life, and they ruin the roads, they should be given some kind of special consideration.

Dori Giehl

4514 N. Thurman Drive

Golden Valley AZ 86413

e:mail: kitkat51@citlink.net

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Saturday, May 23, 2020 7:49:46 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

West Kingsman TI Comments

Comments: **Does the web site have a better detail map of where exactly the interstate 11 is going? Are there going to be any homes lost in this project?**

Name: **Joseph Konchan**

Email: **jkonchan1964@gmail.com**

This submission came from the ADOT internet website.

Submitted: Saturday, 23 May, 2020 - 07:49

From: [Virginia Anderson](#)
To: [West Kingman TI](#)
Subject: On ramp from 93 to 40
Date: Saturday, May 23, 2020 8:53:24 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Perfect- GET ON WITH IT!!!!
MOVE THE START DATE UP A.S.A.P.!

This is LONG YEARS over due. This interchange is both inconvenient and dangerous. I drive both a semi and car...

To come on to 93 so. from Golden Valley and traffic is stopped over Coyote pass with no way to exit and I have a schedule to keep I am livid!

We all speed up for the 5 minute light to catch it green rather than sit at Beale street for no reason. It's a mess with the truck stop and I see near misses and wrecks all the time.

Get this started NOW! Yesterday would have been better.

From: jmayr@reagan.com
To: [West Kingman TI](#)
Subject: Kingman TI comment
Date: Monday, May 25, 2020 5:10:26 PM

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In the little insert map you have I-40 coming from California direct to Phoenix.... where I-10 is right now. Yet on the bigger map you have I-40 coming to Kingman/Las Vegas. I'd get a better cartographer or planner before I started to move dirt!

Peace,
John Mayr, Kingman Resident

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Wednesday, May 27, 2020 8:55:55 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

West Kingsman TI Comments

Comments: **This plan appears sound and well-staged. I would like to see a significant historical district sign advertising both Route 66 as part of business 93/I-11/I40 and Historic Old Town Kingman somewhere at the top of Coyote Pass on the southbound side. The I-11 connector will take most of the tractor-trailer traffic but we would like to see tourists offered the experience of original Route 66 and the historic Old Town.**

The other concern is the very poor access to the Cerbat Foothills Recreation Area from the northbound I-11. There does not appear to be any good, economic solution to the lack of access to this very popular site. It would be a tragedy if the southbound access was also lost due to the limited access I-11 highway. Perhaps the current southbound access could get a better off-on ramp for the relatively high-speed location of the access. I urge planners to take the Cerbat Foothills Recreation Area site into consideration.

Name: **Brian Zimmerman**

Email: **bzbzbz@ieee.org**

This submission came from the ADOT internet website.

Submitted: Wednesday, 27 May, 2020 - 08:55

From: jmayr@reagan.com
To: [West Kingman TI](#)
Subject: RE: Kingman TI comment
Date: Wednesday, May 27, 2020 8:36:31 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the prompt response. I'll go to the websight. But I find it strang that the eastbound I-40 doesn't mention going to Seligman and Flagstaff. Am I missing some major aspect of the project?

Again, thanks.

John Mayr

From: robne@suddenlink.net
To: [West Kingman TI](#)
Cc: sprtrvl22@yahoo.com
Subject: West interchange
Date: Wednesday, May 27, 2020 10:14:58 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I don't think the problem that the city folk had hoped to eliminate will be changed by this short road change of the 93, 11, and 40 highways. The truckers will still use various areas around the city of Kingman to park their vehicles and still tie up traffic in various road ways around the city. The best way to go would have been to take the 93 East through Dolan Springs and then South down through the Hualapai Valley close to the Loves Truck Stop along the 40 in the East Kingman area. To be on the East side of the Kingman Airport. Some say that this would bypass the city, but no, it would keep traffic that goes east from clogging up the downtown city areas and the suburbs too. There can still be connecting roads from the new 93 route to serve areas of east Kingman as it grows. Like the airport should be a number one priority to bring tourists in directly to service the Mohave county region, which the Kingman airport alone is best suited to handle. Don't screw it by selling the property to the wolves. Seems like you all wish to put off the future for 16 more years. I have gone and personally seen the areas and you all should too, before committing to a good intention, that does not solve the situation to come.
(please forgive any misspellings.) RN Palmer. a Kingman resident.

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Thursday, May 28, 2020 7:05:19 PM

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West Kingsman TI Comments

Comments: **Heartily endorse the preferred alternative. Proud to support the work of ADOT as a citizen. Excellent planning to benefit all and alleviate inconveniences is evident.**

Two administrative issues: 1. KAAA original programming at 1800 hrs played over start of radio stream and broke in again at 1858 hrs to 1901 hrs and every few minutes thereafter. 2. Automated system to receive text survey link (I tried to sign up while I listened by phone until KAAA issue cleared up) did not recognize the pressing of "1" to confirm my cell number.

Outside of those two administrative issues, great job, ADOT!

Name: **Tom Goldie**

Email: **tomgoldie@yahoo.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 28 May, 2020 - 19:05

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Thursday, May 28, 2020 12:55:54 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

West Kingsman TI Comments

Comments: **Going southbound to the I-40/US 93 interchange
Regularly experiences major traffic backups on
weekdays, and weekends and holiday weekends
traffic is backed up over Coyote Pass. We need
this sooner than later, way past due.**

Name: **Kay Prince**

Email: **Cdprince.cp@gmail.com**

This submission came from the ADOT internet website.

Submitted: Thursday, 28 May, 2020 - 12:55

From: [Robert Palmer](#)
To: [West Kingman TI](#)
Subject: Proposed interchange
Date: Thursday, May 28, 2020 9:09:03 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have looked over the area that the proposed interchange will be built. My first concerns are with the access to the Cerbat Foothills trails. Also the Fort Beale historical site, that these lanes of the 11 will cross through. It will be a loss for those that live in Kingman and to those that come from a far to view as well.

The paperwork sounds impressive, but seems to be deceptive and inaccurate, as it will not change things for the city for the off ramps of Stockton Hill or Andy Devine, their situation will not change but the problem will continue to grow and fester.

The Dolan Springs detour of the 93 and then down through the Hualapai Valley will serve the needs of Kingman in the future now even into CE 2100, which the current interchange design will not, just spending money in Kingman and destroying the landscape that many currently enjoy, for a outcome that will not change anything except make those two left hand turn lanes not so full. We still have people that will be driving into the city using the Beale street access. However, for a west bound route change more thought needs to be done. For Kingman's future a move of the 93 to the East of Kingman is more beneficial and even help with the traffic problems that are faced now and for the next 100 or more years, if planning is done more thoughtfully and not greedily.

This proposal is an example of the lack of proper planning that has plagued the city for decades now.

This project seems to be very expensive in cost with all the raised road(s) to make it work, when there are less complicated ways to work with. This will only help the Beale street interchange problem of the congestion, and move it away, but it does not address the other problems that the city faces in the interchanges on the 40, which are still being put off for some future date while creating problems with traffic that continues to grow.

Robert Palmer, a Kingman resident.

----- Forwarded message -----

From: **Jackson Hurst** <jhurst29@students.kennesaw.edu>

Date: Thu, May 28, 2020 at 7:13 PM

Subject: US 93, I-40 West Kingman Traffic Interchange Project

To: astump@azdot.gov <astump@azdot.gov>

Hi i would like to receive a physical copy of the Final Environmental Assessment because I submitted a public comment during the virtual, call-in only public hearing held last night (5/28/2020) for the US 93, I-40 West Kingman Traffic Interchange Project. My mailing address is [4216 Cornell Crossing, Kennesaw, Georgia 30144](#). Please send it to the mailing address I provided and please let me know if this is feasible.

thanks,

Jackson Hurst

sent from jhurst29@students.kennesaw.edu

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Sunday, May 31, 2020 7:14:22 AM

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West Kingsman TI Comments

Comments: **How will this project affect the aquifer in the area of interchange? Both Fort Beale and Atlantic Springs are very nearby, as is a City of Kingman well and many private wells that are used for drinking water. I live just south and downhill of the proposed route and I'm concerned that construction may impact both the quality and quantity of the water on which I rely.**

Name: **Moira Carlton**

Email: **meadowrangers@gmail.com**

This submission came from the ADOT internet website.

Submitted: Sunday, 31 May, 2020 - 07:14

From: [Dee Kephart](#)
To: [West Kingman TI](#)
Subject: AGFD Response Letter -West Kingman TI
Date: Monday, June 1, 2020 10:16:50 AM
Attachments: [c12102_1-15.pdf](#)
[AGFD Response Letter - West Kingman TI Draft EA.pdf](#)

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Good Morning,

Attached is the Arizona Game and Fish Department's response letter to the West Kingman TI Draft EA. Also included is a fencing schematic drafted with ADOT in 2015 for wildlife fencing in transportation/ROW settings. Please feel free to contact me if you need further information or clarification.

Thank you.

Dee Kephart

DEE KEPHART | HABITAT, EVALUATION AND LANDS PROGRAM MANAGER
ARIZONA GAME AND FISH DEPARTMENT

OFFICE: 928.692.7700

MOBILE: 928.263.8855

EMAIL: dkephart@azgfd.gov

azgfd.gov | 5325 Stockton Hill Rd., Kingman AZ 86409

Join our new [Conservation Membership](#) program and ensure a wildlife legacy for the future.



June 01, 2020

West Kingman TI Study Team
% HDR, Inc.
20 East Thomas, Suite 2500
Phoenix, AZ 85012

Re: AGFD Review of the West Kingman Traffic Interchange Draft EA

Dear West Kingman TI Study Team:

The Arizona Game and Fish Department (Department) has reviewed the Draft Environmental Assessment (EA) for the West Kingman Traffic Interchange (TI). The Department understands this project is being proposed by the Arizona Department of Transportation (ADOT), in coordination with the Bureau of Land Management (BLM), U.S. Army Corps of Engineers, and the Federal Highway Administration (FHA) to reduce traffic congestion, improve local access, and improve travel between I-40 and US 93. The Department further understands this project proposal is a preliminary design concept for the US 93/Interstate 40 (I-40) TI, and if approved the design will continue in preparation for the construction of the project when funding becomes available. Based on our review of the Draft EA, the Department offers the following general guidance for your consideration:

Road Widening:

Road widening includes any shoulder widening and the addition of turn lanes or passing lanes. Not only does road widening have a permanent impact on wildlife habitat adjacent to the roadway, but widening the road increases the distance wildlife must travel when crossing. In addition, a wider road often allows vehicles to travel at higher speeds, which increases the likelihood of a wildlife-vehicle collision.

1. During all phases of construction, it's important to consider potential impacts to vegetation and wildlife habitat due to grading, trenching, and other ground disturbing activities. Temporary and permanent disturbance to habitat can have both direct and indirect impacts to wildlife.
 - a. Minimize impacts to drainages and vegetation both in and adjacent to the drainages. Staging areas should be located in previously disturbed sites, and kept as small as possible. Culverts need to minimize impacts from erosion potential downstream and be appropriately sized for the flows predicted from the upstream washes. Stabilize exposed soils, particularly on slopes, with native vegetation as soon as possible to prevent excess erosion. In addition, contact the Army Corp. of

azgfd.gov | 928.692.7700

KINGMAN OFFICE: 5325 N. STOCKTON HILL ROAD, KINGMAN AZ 86409

GOVERNOR: DOUGLAS A. DUCEY COMMISSIONERS: CHAIRMAN, ERIC S. SPARKS, TUCSON | KURT R. DAVIS, PHOENIX | LELAND S. "BILL" BRAKE, ELGIN
JAMES E. GOUGHNOUR, PAYSON | TODD G. GEILER, PRESCOTT DIRECTOR: TY E. GRAY DEPUTY DIRECTOR: TOM P. FINLEY

Engineers for Best Management Practices and guidelines for minimizing and mitigating impacts to drainages.

Bridges and Culverts:

When planning for bridges and culverts, consider designs that minimize impacts to wildlife and allow for freedom of movement. Different shapes and sizes of culverts may be required to accommodate the variety of species that inhabit the area. Although different species have different needs, some general design elements can ensure permeability for many of those species.

1. Habitat linkages and corridors are critical in maintaining healthy and sustainable wildlife populations. During design and construction of the roadway it is important to consider potential barriers to wildlife movement, and construct options which allow for passage and permeability.
 - a. When designing the areas of the roadway to be widened, along with any associated culverts, and bridges, please refer to *Guidelines for Culvert Construction to Accommodate Fish & Wildlife Movement and Passage* and *Guidelines for Bridge Construction or Maintenance to Accommodate Fish & Wildlife Movement and Passage*, found on the Department's website, and incorporate guidance as appropriate.
<http://www.azgfd.gov/hgis/pdfs/CulvertGuidelinesforWildlifeCrossings.pdf>
<http://www.azgfd.gov/hgis/pdfs/BridgeGuidelines.pdf>

Right-of-way (ROW) Fencing:

When projects require ROW fencing to be installed, maintained, replaced, or relocated within a rural or undeveloped setting, using ADOT's standard barbed wire Game Fence or Game Fence with Wooden Stays (*design C-12.10 as updated in January 2015; attached*), can prevent animals from getting caught in the fence, or damaging it in the process of crossing. This in turn preempts maintenance issues and wildlife mortality events that can be costly to both ADOT and Arizona's wildlife. The replacement or maintenance of old fencing presents an opportunity to improve safety and wildlife movement in areas where wildlife-vehicle collision issues exist and/or within areas where certain wildlife populations persist.

The Department appreciates the opportunity to provide feedback regarding the West Kingman TI Draft EA. The Department would like to continue this coordinated effort and offer additional site-specific guidance that will help conserve wildlife and their habitats as this project progresses, and as funding is secured. If you have any questions regarding this letter, please feel free to contact me at (928) 263-8855, or by email at dkephart@azgfd.gov.

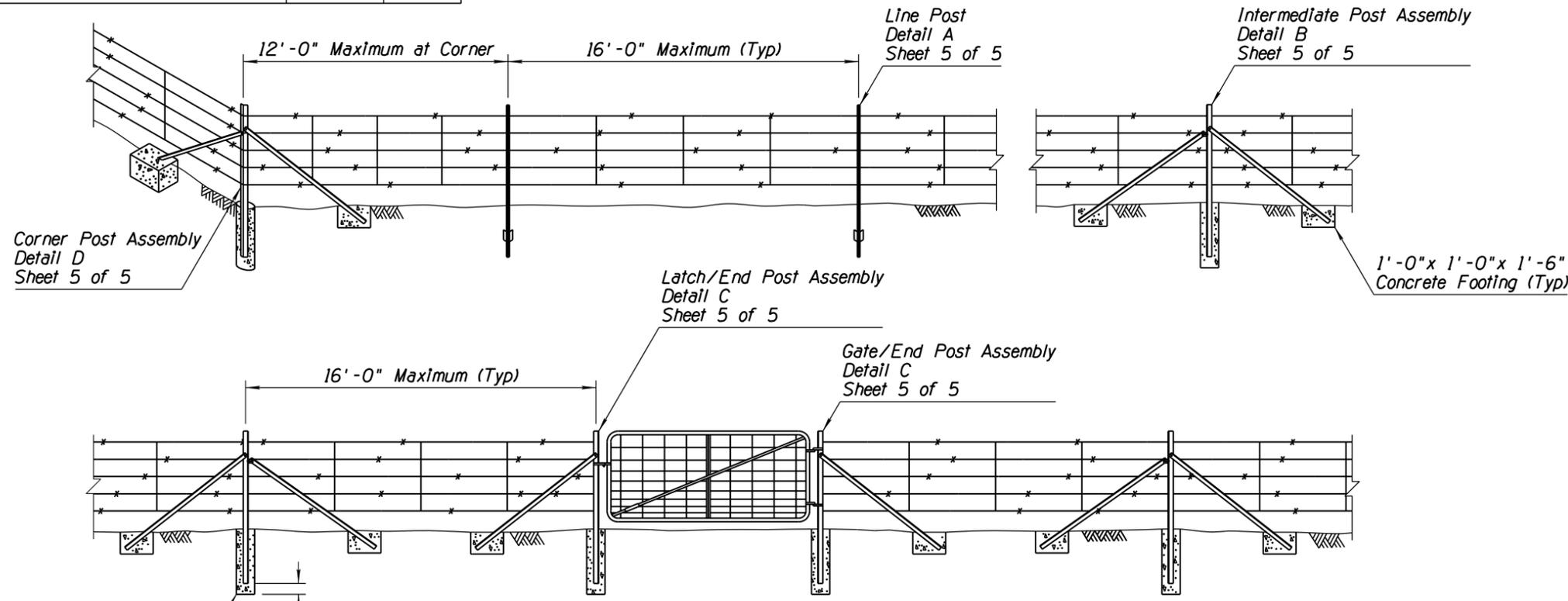
Sincerely,



Dee Kephart
Habitat Evaluation and Lands Program Manager, Region III

cc: Clayton Crowder, Branch Chief, Habitat, Evaluation, and Lands Branch
Ginger Ritter, Project Evaluation Program Supervisor
Cheri Boucher, Project Evaluation Program Specialist

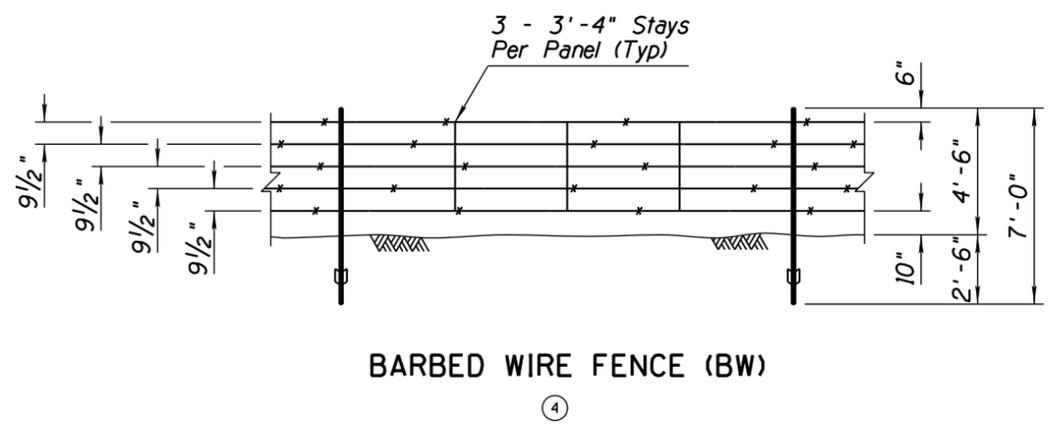
NO	DESCRIPTION OF REVISIONS	MADE BY	DATE
1	MODIFIED AND ADDED VARIOUS NOTES, CHANGED POST SPACING	PS	12/14
2	REMOVED TYPE 1 BARBED WIRE (BW) (4 WIRE)	KB	12/14
3	CHANGED POST SPACING, VARIOUS NOTES	KB	12/14
4	REMOVED TYPE FROM DETAILS, MISCELLANIOUS CHANGES	PS	1/15



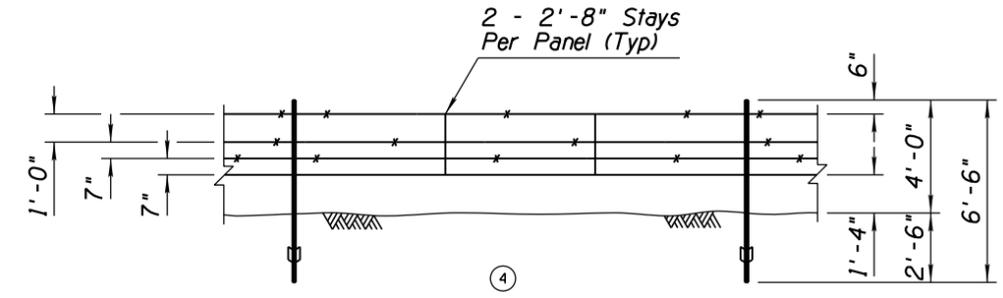
TYPICAL BARBED WIRE FENCE INSTALLATION

GENERAL NOTES

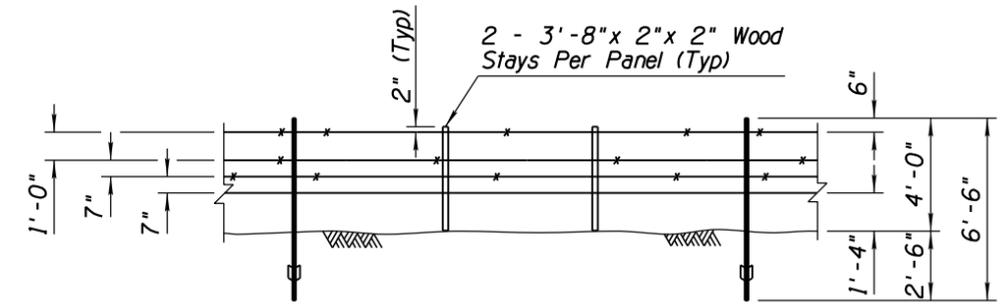
- Intermediate post assemblies shall be located as shown and at intervals not to exceed 650', or midway between all braced posts.
- Fence wire shall be placed on the side of the line posts away from the main roadway except in sharper curve areas where it should be moved to the side with tension against the posts.
- For game fence the bottom wire shall be barbless.
- Stays shall be evenly spaced between posts with spacing not to exceed 5 ft - 4 inches for game fence or 4 ft for barbed wire fence.
- Wire stays on game fence (GF) shall have their ends turned up to prevent injuries to game.
- Wood stays on game fence (GFWS) shall be secured to each fence wire with a double wrap of tie wire.



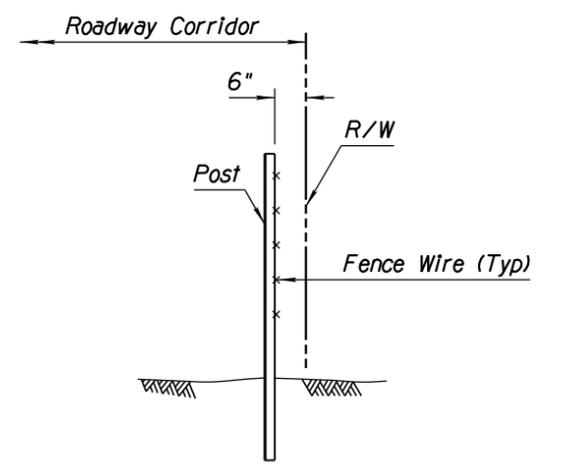
BARBED WIRE FENCE (BW)



GAME FENCE (GF)



GAME FENCE WITH WOOD STAYS (GFWS)



TYPICAL FENCE LOCATION

APPROVED FOR DESIGN	STATE OF ARIZONA DEPARTMENT OF TRANSPORTATION ROADWAY STANDARD DRAWINGS	REV. 1/15
APPROVED FOR DISTRIBUTION	FENCE BARBED WIRE	DRAWING NO. C-12.10 Sheet 2 of 5

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Monday, June 1, 2020 8:56:46 AM

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West Kingsman TI Comments

Comments: **I actually have two questions. I live right across the freeway from the project, R80 in the noise study document. 1) How high is the overpass connector going to be coming from the 93 to I40 eastbound: 2) What is the reason for obtaining a right of way, .16 of .43 acres of private property parcel 304-06-093? (Figure 9, pages 34, 35 "Parcels Affected By The Preferred Alternative")**

Thank you.

Name: **Keith Suleski**

Email: **gtponydriver@gmail.com**

This submission came from the ADOT internet website.

Submitted: Monday, 1 June, 2020 - 08:56

From: [greg.kelly](#)
To: [West Kingman TI](#)
Subject: West kingman interchange comment
Date: Sunday, May 31, 2020 2:02:43 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Personally I think the interchange/bypass should be in Golden Valley around the Shinerump exit, and tie into 68 just before the POE. It would run on the west side of that small range. Its relatively flat/easy to pave. No crazy engineering with bridges/ hills and very few businesses/homes to disrupt. On the flip side, many people coming from the Phoenix side would default to the beale st exit anyhow. But pretty sure LV southbound and CA to LV traffic would use it.

Greg Kelly
928-897-9647
Kingman resident.

[Sent from Yahoo Mail on Android](#)

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Tuesday, June 2, 2020 6:12:02 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

West Kingsman TI Comments

Comments: **Thank you for the good work planning the proposed interchange. I agree that prioritizing the Phoenix/LV corridor should take place as that is where the backups mostly take place. I have found it irritating that in 2020 backups like this still take place, but I was pleasantly surprised to find out the state has already begun to address this issue. I cringe when I drive to Phoenix on a busy weekend to not know what kind of traffic delay I will find coming out of Golden Valley towards Kingman. I wholeheartedly support moving forward with the proposed design.**

**-Martin Muecke
Fort Mohave, AZ**

Name: **Martin Muecke**

Email: **martinmuecke@live.com**

This submission came from the ADOT internet website.

Submitted: Tuesday, 2 June, 2020 - 06:11

From: [Heard, John](#)
To: [Hansen, Mike](#); [Trotter, Brian](#)
Cc: [King, Stan](#); [Guthrie, Kyle](#); [West Kingman TI](#); [West, Jonathan](#)
Subject: City of Lafollette Property Acquisition
Date: Friday, June 5, 2020 8:04:24 AM

I spoke with Mattie and she is pushing me to submit. The project includes 7 tracts for acquisition, not relocation. The scope of this contract will be turn key. We will include all contact/coordination with owners, we will provide/include appraisals/appraisal review, etc. The city of Lafollette will only be involved when required.

I spoke with Mary Beth to get dollar value. She did say upwards of \$2000-\$2200 per tract for acquisition and \$2000-\$3000 per tract for appraisals.

Total contract estimate would be close to \$50,000.00

[John Heard, PE](#)
Project Manager

HDR
6745 Lenox Center Court, Suite 117
Memphis, TN 388115-4300
M 901.338.2613
John.Heard@HDRInc.com

hdrinc.com/follow-us

From: [ADOT](#)
To: [West Kingman TI](#)
Subject: Form submission from: West Kingman TI Comments
Date: Friday, June 5, 2020 5:10:18 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

West Kingsman TI Comments

Comments: **To All Concerned,**
I salute each one who is involved with this project. A lot of work and preparation has already gone into I-11 and when this all is complete, it will be like a breath of fresh air. I wish you Godspeed.

Name: **James Wright**

Email: **jameswright56@gmail.com**

This submission came from the ADOT internet website.

Submitted: Friday, 5 June, 2020 - 17:10

From: [Joe & Greta Warren](#)
To: [West Kingman TI](#)
Cc: [City Manager Ron Foggin](#); [Councilman David Wayt](#); [Councilman Ken Watkins](#); [Councilwoman Deana Nelson](#); [Councilwoman Jamie Scott Stehly](#); [Councilwoman SueAnn Keener](#); [Mayor Jen Miles](#); [Vice Mayor Travis Lingenfelter](#)
Subject: West Kingman Traffic Interchange Public Hearing comments
Date: Friday, June 5, 2020 6:41:59 PM
Attachments: [US93 – I40 TI W.pdf](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have attached a PDF file that details my comments/concerns.

Essentially, with slight modifications, Phase 2 (US93-I40 California) could be eliminated thus saving thousands of dollars. The majority of the US93-I40 entanglements would be solved with Phase 1 (to/from Phoenix direction).

Thank you,
Greta Warren

azdot.gov/WestKingmanTIP needs to provide a “good” detailed map of the proposed TI. A detailed map was presented at the September 3, 2019 Kingman City Council meeting (shown below).



After reviewing documents at azdot.gov and referencing the 9-3-19 map, I have the following observations/suggestions:

- Only Phase 1, ramps WN & SE (i.e., Phoenix-Las Vegas ramps) are currently funded.

- If the proposed SW & EN ramps (i.e., Las Vegas-California ramps) were eliminated it would drastically reduce the cost of Phase 2. Instead of building elevated ramps, the existing ramps at Beale Street could remain. There is not significant traffic congestion caused at these ramps.

- Additionally, it was not noted whether the current “Phoenix” ramps would be eliminated. These ramps need to be barricaded and no turn lanes provided for their access/departure. This would also allow for the EN Beale Street lane under the I40 overpass to be reopened.

- Phase 1 would need to ensure that US 93 SW traffic could proceed onto Beale Street from the right-hand lane(s). And Beale Street EN traffic could narrow to 1 lane to merge onto US93 from the **left-hand** lane. These modifications would present minor modifications to the existing roadways.



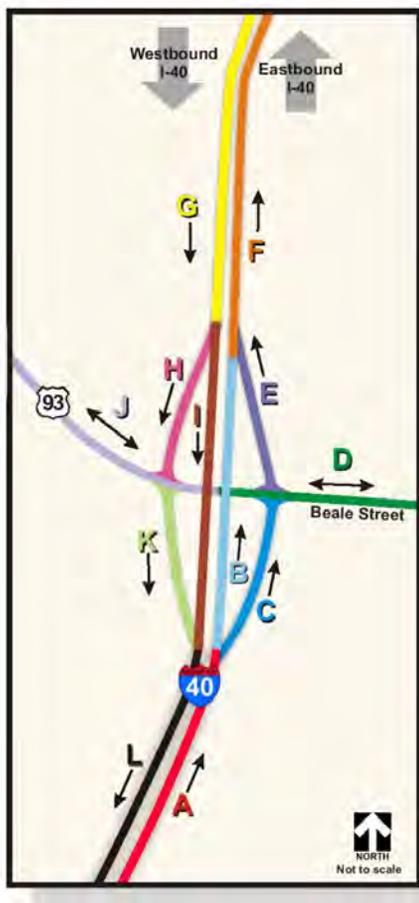
- Phase 2 could be modified as follows:
 - Add turn lane for SW US93/Beale St traffic to merge onto I40 on ramp & perhaps soften the curve at the intersection.
 - Add right-hand lane for I40 eastbound exit to Beale Street east & soften curve.
 - Traffic signals at I40/Beale St intersection would only need to be triggered to change for left-hand turning traffic.

These modifications should provide a substantial savings to this project.

Concerns & Notes

Noise level report included residential property within **650 feet** from the edge of the proposed roadways. With the new stretch of road being elevated, won't we experience a substantial increase in freeway noise?

2006 traffic data errors noted in red:



AVERAGE DAILY TRAFFIC			
SECTION	2006	2040	LOCATION
A	8,513	29,507	Eastbound I-40 to Off-Ramp
B	-	22,933	Eastbound I-40 before Ramp Traffic
C	2,347	6,574	Eastbound I-40 Off-Ramp to Beale Street/US 93
D	-	41,541	Beale Street, Combined Directional Traffic
E	12,457	24,340	On-Ramp to Eastbound I-40
F	16,603	47,273	Eastbound I-40
G	16,132	45,060	Westbound I-40 to Off-Ramp
H	12,433	22,627	Westbound Off-Ramp to US 93/Beale Street
I	-	22,433	Westbound I-40 before Ramp Traffic
J	21,500	56,823	US 93, Combined Directional Traffic
K	1,830	6,510	On-Ramp to Westbound I-40
L	6,863	28,943	Westbound I-40

2006 data is inaccurate:
 Data for B =A-C=F-E; however A-C=6,166 & F-E =4,146.
 Therefore, 2,020 vehicles drove off I40 or were sucked off the road before "E" traffic merged.

Data for I=G-H=L-K; however, G-K =3,699 & L-K = 5,033.
 So, did 1,334 vehicles grow out of the pavement on the overpass?

Figure 10 Traffic Volumes

In The Matter Of:
Arizona Department of Transportation Public Hearing

Reporter's Transcript of Public Comments
May 28, 2020
Telephonic Call-In Public Hearing



**GRIFFIN GROUP
INTERNATIONAL**

3200 East Camelback Road, Suite 177
Phoenix, Arizona 85018

Original File ADOT052820.txt
Min-U-Script® with Word Index

ARIZONA DEPARTMENT OF TRANSPORTATION))
PUBLIC HEARING))
(West Kingman Traffic Interchange)))

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS
TELEPHONIC CALL-IN PUBLIC HEARING
West Kingman Traffic Interchange
May 28, 2020
6:32 p.m.

REPORTED BY:
PHYLLIS M. RISSKY, RPR
Certified Reporter
Certificate No. 50422

PREPARED FOR:
(ASCII/Certified Copy)

1 PUBLIC COMMENTS OF THE TELEPHONIC ADOT CALL-IN
2 PUBLIC HEARING for the WEST KINGMAN TRAFFIC INTERCHANGE,
3 were taken telephonically on May 28, 2020, commencing at
4 6:32 p.m., before PHYLLIS M. RISSKY, RPR, Certified
5 Reporter in the State of Arizona.

6
7 PUBLIC COMMENTS

8	SPEAKER	PAGE
9	Jackson Hurst	3
	Larry McCall	3
10	Steve Hamber	4
	Cathy Gates	4
11	Charles Hernandez	5
	Glenda Hill	5
12	Katie Manning	6
	Steve Barron	7
13	Katie Manning	7

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PROCEEDINGS

JACKSON HURST: I really love and approve of the preferred -- of the preferred alternative for the new West Kingman Traffic Interchange for the following two reasons.

The first major reason is it's basically going to contribute to the future Interstate 11, which is proposed to link Phoenix, Arizona with Las Vegas and greatly improve travel between the two cities.

And my second reason is this traffic interchange, it will still allow access on and off of Beale Street for people coming from Las Vegas and going to Las Vegas who maybe have missed the -- who would probably -- or maybe missed the traffic interchange and still want to get off and get onto US 93. But they may want to stop at one of the businesses on Beale Street to get food or just stop at a hotel for the night.

LARRY McCALL: And I would like to ask if they've looked at using Fort Beale Road as an alternative and putting another exit at Clacks Canyon interchange. Kingman is short on exits.

MODERATOR: Okay. Does that conclude your -- your comment, Larry, today?

LARRY McCALL: That's -- that's it. Yeah, that's it.

1 MODERATOR: Okay. Thank you for participating.

2 LARRY McCALL: You bet.

3 STEVE HAMBER: And I would like to understand.
4 You make one -- one reference in your slide deck, which
5 is, by the way, very well done. I appreciate that. I've
6 studied it a couple days now, a better understanding as to
7 how we're tying Phoenix and Las Vegas together on an
8 overall plan and where it's at regarding this.

9 Sometimes I take a quick look. I know it's
10 needed. I travel this road every day, both to Phoenix and
11 to Las Vegas. It's needed, definitely. But I don't want
12 it to be a Band-Aid approach. And I think that an overall
13 plan, if there is such a thing, for the I-11 -- we're
14 doing a tremendous amount of work on the upper portion
15 toward Vegas, as well as on the way down to Surprise and
16 Wickenburg, to have a better understanding of an overall
17 10-year plan, 20-year plan, or whatever it might be.
18 Thank you.

19 CATHY GATES: And I'm -- I'm calling in to tell
20 you that I -- I am for the project, but the issue that I
21 always have is the traffic is ridiculous. It's now
22 affecting Fort Beale. I live off Wagon Trail. We have --
23 we have big semis and traffic using a road that's very
24 narrow. My daughter was ran off the curb over by the
25 churches.

1 And I was -- I'm expecting ADOT to make a big
2 meeting with my neighbors because I am directly affected
3 in the full buyout, and we have a lot of questions. And
4 we want ADOT to kind of show us where this is going and
5 what the noise factor and things like that will be.
6 That's all I have.

7 CHARLES HERNANDEZ: And the comments that I would
8 like to make; we're new in the area. We live about --
9 about rock throwing distance from Beale and the 40. My
10 house faces the 40. We're just to the east of Beale
11 Street. And I look forward to alleviating some of the
12 traffic. We have a very difficult time getting -- even
13 getting out of our house to like run errands. So I am
14 looking forward to the project and hope to be informed on
15 the environmental and the noise issues of when the project
16 does continue further. Thank you.

17 GLENDA HILL: My comment is this. We live in
18 Golden Valley. We are between Bullhead and Kingman. I
19 would like to know, what alternative routes have you
20 proposed for the people here to bypass your construction?

21 MODERATOR: Okay. And we --

22 GLENDA HILL: And --

23 MODERATOR: Go ahead.

24 GLENDA HILL: We have no -- we have no -- well,
25 Chino is somewhat paved, but it still hooks into 93 and

1 still goes over the pass. But we do have Shinarump, which
2 is not paved, and it's a dirt road and it can hook into
3 Old 66 and go up the back way to Kingman. But I would
4 like to know what ADOT is going to do to try to make our
5 traffic flow a little bit better.

6 KATIE MANNING: I went by the ADOT office last
7 week and met four delightful people in the office. They
8 answered my questions. We went through the big binders.
9 And my questions was similar to the gal that just called
10 from Golden Valley.

11 I am extremely pleased to see that what will be a
12 two-year process, everything will be done away from coming
13 over the hill, Golden Valley, the lookout areas,
14 et cetera. And then dirt will be removed, will be reused.
15 So traffic will not be impeded to get into Kingman, which
16 I think is totally awesome.

17 At 73 years old, I remember the Grapevine. I
18 remember 395 and going down to San Diego. So this is a
19 total blessing. I think it's awesome. We need it
20 terribly. And I picked up a packet at the office this
21 morning, so my hat is off to all of you.

22 I was in construction for 33 years, and I know
23 how hard it is to plan and plan for contingencies,
24 et cetera. But this looks extremely well put together.

25 And compliments to you and the fact that we can

1 call in. And the staff even up in the Kingman office is
2 absolutely outstanding. Very well-informed. So thank you
3 very much for letting me give you my public comment.
4 Thank you again for all your hard work.

5 STEVE BARRON: I'd just like to also add to the
6 comments that I am concerned about the increase in noise
7 during construction and then after the completion with
8 the -- with the freeway realignment. I live on Wagon
9 Trail Road, and I'm very concerned about the noise from
10 where I live, how it's going to be. That's it.

11 KATIE MANNING: It regards the page on noise
12 where it says, long-term noise would increase along the
13 new ramp from I-40 to 93 where minor shifts in the I-40
14 would occur. Now, I don't know what the decibel ratings
15 would be, et cetera, et cetera.

16 Would there possibly be any alternative plans to
17 put up some sort of a sound barrier wall or will -- I
18 don't know because I don't know what the final design is.
19 But I don't know if something like that has been taken
20 into consideration. That's my question. That's my
21 comment. And thank you. I'm done.

22 (The public comments session concluded at
23 7:30 p.m.)

24

25

1 STATE OF ARIZONA)
 2) ss.
 3 COUNTY OF MARICOPA)
 4
 5

6 BE IT KNOWN that the foregoing audio recording
 7 was transcribed by me, PHYLLIS M. RISSKY, a Certified
 8 Reporter in and for the County of Maricopa, State of
 9 Arizona; that the 8 pages contained herein are a true and
 10 correct transcript of all recordings, all done to the best
 11 of my skill and ability.

12 I FURTHER CERTIFY that I am in no way related to
 13 any of the parties hereto, nor am I in any way interested
 14 in the outcome thereof.

15 DATED at Scottsdale, Arizona, this 4th day of
 16 June 2020.

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/s/ Phyllis M. Rissky
 Phyllis M. RISSKY, RPR
 Certified Reporter
 Certificate No. 50422

	3:11,16,19;4:22; 5:9,10	conclude (1) 3:22	6:14,24;7:15,15	
A		concluded (1) 7:22	even (2) 5:12;7:1	H
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access (1) 3:11	better (3) 4:6,16;6:5	construction (3) 5:20;6:22;7:7	exits (1) 3:21	hard (2) 6:23;7:4
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APPENDIX C. CULTURAL RESOURCES CORRESPONDENCE

Section 106 consultation letters are on file



June 30, 2020

Mr. Kris Powell, MA, RPA
Cultural Resources Program Manager
Arizona Department of Transportation
Environmental Planning
1611 W. Jackson, EM02
Phoenix, AZ 85007

Ref: *Filing of Amendment to the Programmatic Agreement regarding the Interstate 40/US 93
West Kingman Traffic Interchange Project
Kingman, Mohave County, Arizona
ACHP Project Number: 15359*

Dear Mr. Powell:

The Advisory Council on Historic Preservation (ACHP) has received a copy of the Amendment to the Programmatic Agreement (PA) for the above-referenced project. In accordance with Section 800.6(b)(1)(iv) of the ACHP's regulations, the ACHP acknowledges receipt of the Amendment. The filing of this Amendment and execution of its terms, completes the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

We appreciate receiving a copy of this Amendment and will retain it for inclusion in our records regarding this project. Should you have any questions or require additional assistance, please contact Ms. Emily Choi at (202) 517- 0207 or via e-mail at echoi@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

APPENDIX D. SECTION 4(f) *DE MINIMIS* IMPACT DETERMINATION



Section 4(f) *De Minimis* Impact on Public Parks, Recreational Areas, and Wildlife and/or Waterfowl Refuges Form

- Extending existing culverts and pipes, as needed
- Installing or reconstructing lighting, signage, and pavement markings

The second phase includes the construction of the low-volume I-40 EB to US 93 NB and US 93 SB to I-40 WB ramps.

IDENTIFICATION OF SECTION 4(f) PROPERTY:

(Describe the Section 4(f) property as per Chapter 6 of the *Section 4(f) Manual*. Attach a map, photo(s), etc. as appropriate.)

The Cerbat Foothills Recreation Area (CFRA) is a 11,300-acre recreational natural area that extends from north of the intersection of State Route 68 east near the intersection of Fort Beale Drive and Beale Street and south to near the intersection of Shinarump Road and Oatman Road. It occurs within and adjacent to the project limits on both sides of US 93. The CFRA includes day-use trails and picnic sites that are open to the public.

OFFICIAL WITH JURISDICTION OVER SECTION 4(f) PROPERTY:

1. Identify agency with jurisdiction: BLM
2. Name and title of contact person at agency: Amanda Dodson, Field Manager

APPLICABILITY DETERMINATION:

1. Section 4(f) property

Describe the Section 4(f) property and the use of land from the property (identify amount of the property to be used, including temporary and permanent acquisition):

Approximately 0.8 acre of CFRA land managed by the BLM would be permanently incorporated into the US 93 right-of-way.

2. The project **does not** adversely affect the activities, features, and attributes of the resource that qualify it for protection under Section 4(f). (If this statement cannot be verified as true, *de minimis* does not apply.) YES

Describe the effect to the qualities, activities, features, or attributes of the resource that qualify it for protection. Include a description of any avoidance, minimization and mitigation included when making the determination regarding effects to the resource:

The CFRA outside of the affected area would continue to be available to recreational users. All parking areas, trailheads, and trails would remain open and unaffected, and no other attributes or features would be affected by the proposed construction. The project would not adversely affect the activities, features, or attributes qualifying the resource for protection under Section 4(f).

3. The public was afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the resource. (NOTE: Public input must be received and considered prior to the official with jurisdiction concurring that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.) YES

Identify the opportunity(ies) for public comment and any substantive input received:



Section 4(f) *De Minimis* Impact on Public Parks, Recreational Areas, and Wildlife and/or Waterfowl Refuges Form

The use of the Section 4(f) resource was included in the Draft EA for the project. The Draft EA was available for 30-day review/comment period between 05/07/2020 and 06/06/2020 and a public hearing was held on 05/28/2020. No comment pertaining to the use of the CFRA or the conversion of the recreational land to transportation purposes was received.

4. ADOT has coordinated with the official with jurisdiction over the property regarding ADOT's determination that the project will not adversely affect the property. YES

5. Have Federal Land Water Conservation Funds [LWCF 6(f) funds] been used in the acquisition of, or for any improvements to, the Section 4(f) property? YES
 NO

If Yes, the National Park Service been coordinated with and is in agreement with the land conversion or transfer. YES

Provide more information regarding the Section 6(f) coordination if appropriate:

N/A

Concurrence by official with jurisdiction over the Section 4(f) property that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

_____ Name of Official with Jurisdiction: Amanda Dodson Signature of Official with Jurisdiction	Date: _____
(Optional: other documentation such as letters or meeting minutes may be used in replacement of signing this page) Check here if other documentation is included in the project file. <input checked="" type="checkbox"/>	

SUMMARY AND DETERMINATION:

Based on the scope of the undertaking; the fact that the undertaking does not adversely affect the function/qualities of the Section 4(f) property on a permanent or temporary basis; and with agreement from the official with jurisdiction, the proposed action constitutes a *de minimis* impact as defined in 23 CFR 77417.

<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> DocuSigned by: <i>Dena Whitaker</i> _____ 342FF4F3BF5F4DA... </div> Environmental Planner: Dena Whitaker	Date: 6/25/2020
<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> DocuSigned by: <i>Paul O'Brien</i> _____ 69D3A817999345F... </div> Approved By: Paul O'Brien, PE	Date: 6/25/2020



**Section 4(f) *De Minimis* Impact on
Public Parks, Recreational Areas, and
Wildlife and/or Waterfowl Refuges Form**

Approval Authority

- The environmental review, consultation, and other actions required by Section 4(f) of the Department of Transportation Act are being carried out by ADOT pursuant to 23 U.S.C. **326** and a Memorandum of Understanding(s) executed by FHWA and ADOT on January 3, 2018.
- The environmental review, consultation, and other actions required by Section 4(f) of the Department of Transportation Act are being carried out by ADOT pursuant to 23 U.S.C. **327** and a Memorandum of Understanding(s) executed by FHWA and ADOT on April 16, 2019.



Section 4(f) *De Minimis* Impact on Public Parks, Recreational Areas, and Wildlife and/or Waterfowl Refuges Form

- Installing or reconstructing lighting, signage, and pavement markings
-

The second phase includes the construction of the low-volume I-40 EB to US 93 NB and US 93 SB to I-40 WB ramps.

IDENTIFICATION OF SECTION 4(f) PROPERTY:

(Describe the Section 4(f) property as per Chapter 6 of the *Section 4(f) Manual*. Attach a map, photo(s), etc. as appropriate.)

The Cerbat Foothills Rereation Area (CFRA) is a 11,300-acre recreational natural area that extends from north of the intersection of State Route 68 east near the intersection of Fort Beale Drive and Beale Street and south to near the intersection of Shinarump Road and Oatman Road. It occurs within and adjacent to the project limits on both sides of US 93. The CFRA includes day-use trails and picnic sites that are open to the public.

OFFICIAL WITH JURISDICTION OVER SECTION 4(f) PROPERTY:

1. Identify agency with jurisdiction: City of Kingman
2. Name and title of contact person at agency: Mike Meersman, Director of Park and Recreation

APPLICABILITY DETERMINATION:

1. Section 4(f) Use

Describe the use of land from the property and identify the amount of the property to be used, including temporary and permanent acquisition:

Approximately 12.65 acres of land managed by the City of Kingman area would be permanently incorporated into the US 93 right-of-way, or a total of 0.11 percent of the total park area.

2. The project **does not** adversely affect the activities, features, and attributes of the resource that qualify it for protection under Section 4(f). (If this statement cannot be verified as true, *de minimis* does not apply.) YES

Describe the effect to the qualities, activities, features, or attributes of the resource that qualify it for protection. Include a description of any avoidance, minimization and mitigation when making the determination regarding effects to the resource:

The CFRA outside of the affected area would continue to be available to recreational users. All parking areas, trailheads, and trails would remain open and unaffected, and no other attributes or features would be affected by the proposed construction. The project would not adversely affect the activities, features, or attributes qualifying the resource for protection under Section 4(f).

3. The public was afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the resource. (NOTE: Public input must be received and considered prior to the official with jurisdiction concurring that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.) YES



Section 4(f) *De Minimis* Impact on Public Parks, Recreational Areas, and Wildlife and/or Waterfowl Refuges Form

Identify the opportunity(ies) for public comment and any substantive input received:

The use of the Section 4(f) resource was included in the Draft EA for the project. The Draft EA was available for a 30-day review/ comment period between 05/07/2020 and 06/06/2020 and a public hearing was held on 5/28/2020. No comment pertaining to the use of the CFRA or the conversion of the recreational land to transportation purposes was received.

- 4. ADOT has coordinated with the official with jurisdiction over the property regarding ADOT's determination that the project will not adversely affect the property. YES

- 5. Have Federal Land Water Conservation Funds [LWCF 6(f) funds] been used in the acquisition of, or for any improvements to, the Section 4(f) property? YES
 NO

- If Yes, the National Park Service been coordinated with and is in agreement with the land conversion or transfer. YES

Provide more information regarding the Section 6(f) coordination if appropriate:

N/A

Concurrence by official with jurisdiction over the Section 4(f) property that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.

Mike Meersman

Date: 7/18/20

Name of Official with Jurisdiction: Mike Meersman
Signature of Official with Jurisdiction

(Optional: other documentation such as letters or meeting minutes may be used in replacement of signing this page)
Check here if other documentation is included in the project file.

SUMMARY AND DETERMINATION:

Based on the scope of the undertaking; the fact that the undertaking does not adversely affect the function/qualities of the Section 4(f) property on a permanent or temporary basis; and with agreement from the official with jurisdiction, the proposed action constitutes a *de minimis* impact as defined in 23 CFR 77417.

DocuSigned by:
Dena Whitaker

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Environmental Planner: Dena Whitaker

Date: 7/20/2020

DocuSigned by:
Paul O'Brien

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Approved By: Paul O'Brien, PE

Date: 7/20/2020



**Section 4(f) *De Minimis* Impact on
Public Parks, Recreational Areas, and
Wildlife and/or Waterfowl Refuges Form**

Approval Authority

The environmental review, consultation, and other actions required by Section 4(f) of the Department of Transportation Act are being carried out by ADOT pursuant to 23 U.S.C. **326** and a Memorandum of Understanding(s) executed by FHWA and ADOT on January 3, 2018.

The environmental review, consultation, and other actions required by Section 4(f) of the Department of Transportation Act are being carried out by ADOT pursuant to 23 U.S.C. **327** and a Memorandum of Understanding(s) executed by FHWA and ADOT on April 16, 2019.