

Appendix A: Agency Letters

- Cooperating Agency Acceptance Letter
- Agencies Coordinated with in 2019-2020
- Section 106 Consultation

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DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT
3636 NORTH CENTRAL AVENUE SUITE 900
PHOENIX, AZ 85012-1939

December 5, 2019

SUBJECT: Cooperating Agency Invitation for the I-40/US 93 West Kingman System Traffic Interchange (040 MO 048 H7993 01C)

Mr. Paul O'Brien, P.E.
Environmental Planning Administrator
Arizona Department of Transportation
1611 W. Jackson St., MD EM02
Phoenix, Arizona 85007

Dear Mr. O'Brien:

I am responding to your letter received on November 27, 2019 inviting the U.S. Army Corps of Engineers (Corps) to participate as a Cooperating Agency in an Environmental Assessment (EA) for a proposed traffic interchange that would connect Interstate 40 and U.S. Route 93 within the city of Kingman, Mohave County, Arizona. The Arizona Department of Transportation (ADOT), which has assumed the Federal Highway Administration's responsibilities under the National Environmental Policy Act pursuant to 23 U.S.C. 327 and a Memorandum of Understanding executed on April 16, 2019, is the lead agency for this EA. The Corps File Number for this project is SPL-2011-00655.

Since the proposed project may impact waters of the United States, a permit under Section 404 of the Clean Water Act may be required. Therefore, we accept ADOT's invitation to participate in the EA as a Cooperating Agency. We expect to provide technical guidance on matters related to Section 404 permitting and provide input on the project's purpose and need, range of alternatives, and impacts analysis as it relates to the Corps' jurisdiction. However, our participation should not be interpreted as a guarantee of permit issuance.

Thank you for the invitation to participate in this EA. The point of contact for the Corps regarding this project is Mr. Jesse Rice, Project Manager in the Regulatory Division's Arizona Branch. If you have questions, you may contact him at (602) 230-6854 or Jesse.M.Rice@usace.army.mil.

Sincerely,

Sallie Diebolt
Chief, Arizona Branch
Regulatory Division



Environmental Planning

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, Deputy Director for
Transportation/State Engineer

November 26, 2019

Ms. Amanda Dodson
Field Office Manager
Kingman Field Office
Bureau of Land Management
2755 Mission Boulevard
Kingman, AZ 86401

Subject: [NH-NHFP-040-A\(212\)S](#)
040 MO 048 H7993 01C
I-40/US 93 West Kingman System Traffic Interchange

Dear Ms. Dodson,

The Arizona Department of Transportation (ADOT) would like to invite the Bureau of Land Management (BLM) to be a cooperating agency in the preparation of an Environmental Assessment (EA) and 30% plans for a proposed Traffic Interchange (TI) to connect Interstate 40 (I-40) and U.S. Route 93 (US 93). The project limits on I-40 extend from milepost (MP) 48.32 to MP 51.75 (Stockton Hill Road) and along US 93 from MP 69.60 to approximately MP 71.00 (US 93/I-40 system interchange, refer to Figures 1 and 2). Although not shown in Figure 2, both sides of the project limits on US 93 northbound of MP 70 lie within the Cerbat Foothills Recreation Area (CFRA), which is cooperatively managed and owned by the city of Kingman, Mohave County and BLM.

The project would occur within: 1) the existing ADOT right-of-way (R/W) through private and public lands, including the BLM and 2) new R/W, including new permanent easements from BLM. Approximately 17 acres of the new R/W is located within the CFRA and roughly 0.2 acres is located on BLM land. We have not been able to identify any serial numbers for existing or proposed BLM land.

BLM has been participating in stakeholder meetings on the project and recently you met with the ADOT Northwest District Assistant District Engineer to discuss the project. The predominant design changes since 2015 are:

- Changes in the vertical alignment to reduce cuts;
- Removing the stopping movement from Beale Street to US 93; and
- Expanding project limits along I-40 and US 93 to allow for necessary improvements in capacity to Stockton Hill Road and to allow for transition to existing lane configurations at the project termini.

Please let us know if there is a specific contact we should coordinate with to represent your agency when dealing with biological issues. If there is no biology contact, please let us know if BLM has any specific biological concerns related to this project.

In accordance with the 2008 Memorandum of Understanding, Amendment No. 4, between FHWA, ADOT and the BLM, please: (1) respond on your agreement to participate in this project as a cooperating agency; (2) identify known issues and concerns relating to protection of valid existing rights and

Ms. Dodson, November 26, 2019
H7993 01C, Page 2

resources on BLM –administered lands potentially affected by the project; and (3) determine whether the proposed project is in conformance with the BLM land-use plans, including visual management plans. Also please let us know if the BLM anticipates needing to undertake its own federal action under NEPA.

To assist your interagency cooperation, we will (1) invite you to coordination meetings; (2) consult with you on any relevant technical studies (including the Biological Evaluation); and 3) provide you with project information.

Please notify this office, in writing, of your decision. Your response by December 26, 2019 would be appreciated. Thank you for your cooperation to date, and we look forward to working with you on this project. If you have any questions, please contact Patricia Hunter, Senior Environmental Planner 520.388.4202 or PHunter@azdot.gov.

Sincerely,

DocuSigned by:

69D3A817999345F...
Paul O'Brien, P.E.
Administrator

Enclosures

Cc:
Audrey Navarro
Biologist
ANavarro@azdot.gov

Craig Regulski
ADOT Project Manager
CRegulski@azdot.gov

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019 executed by the Federal Highway Administration and ADOT.

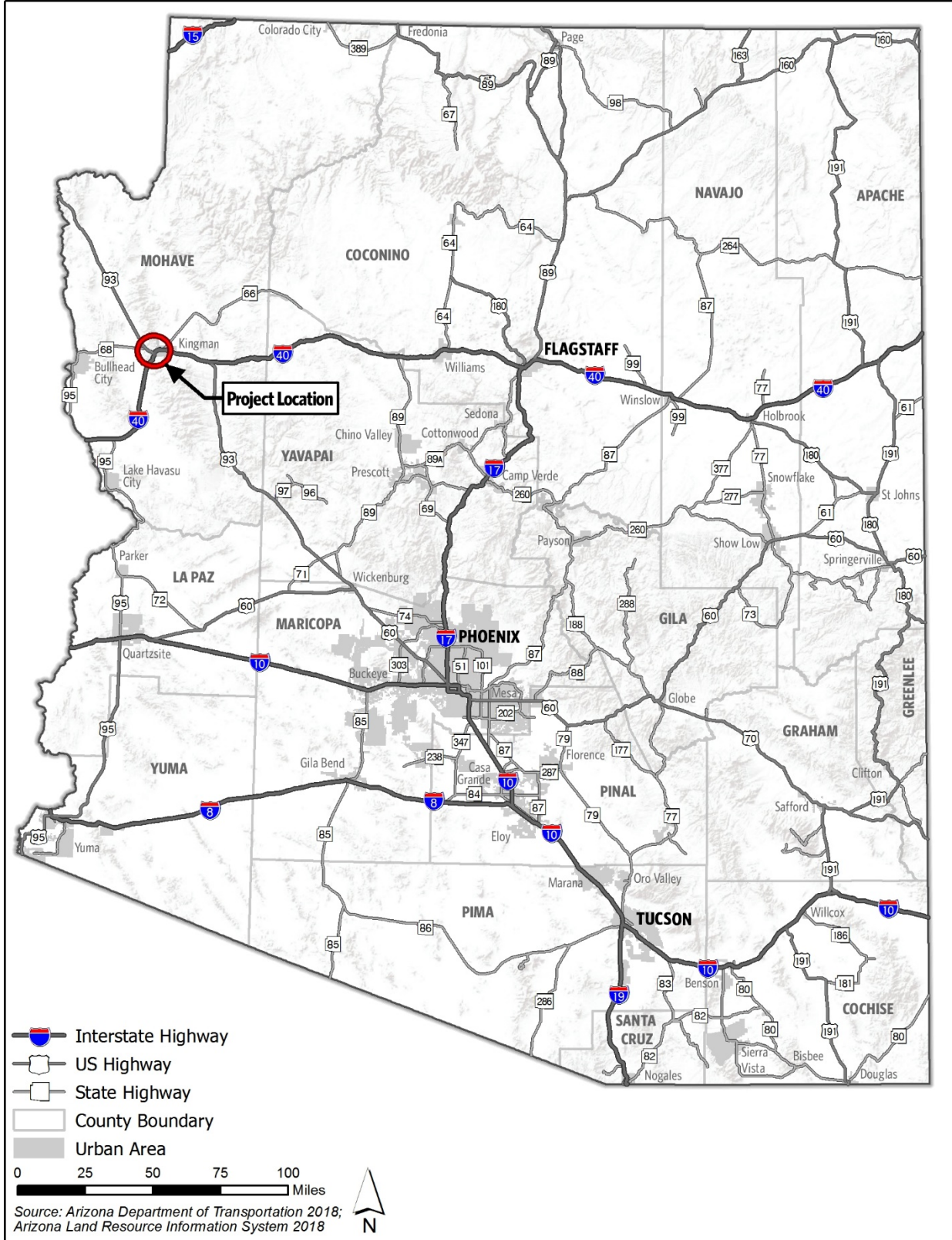


Figure 1. Location Map
H7993 01C, NHPP-040-A(212)S
I-40/US 93 West Kingman System TI

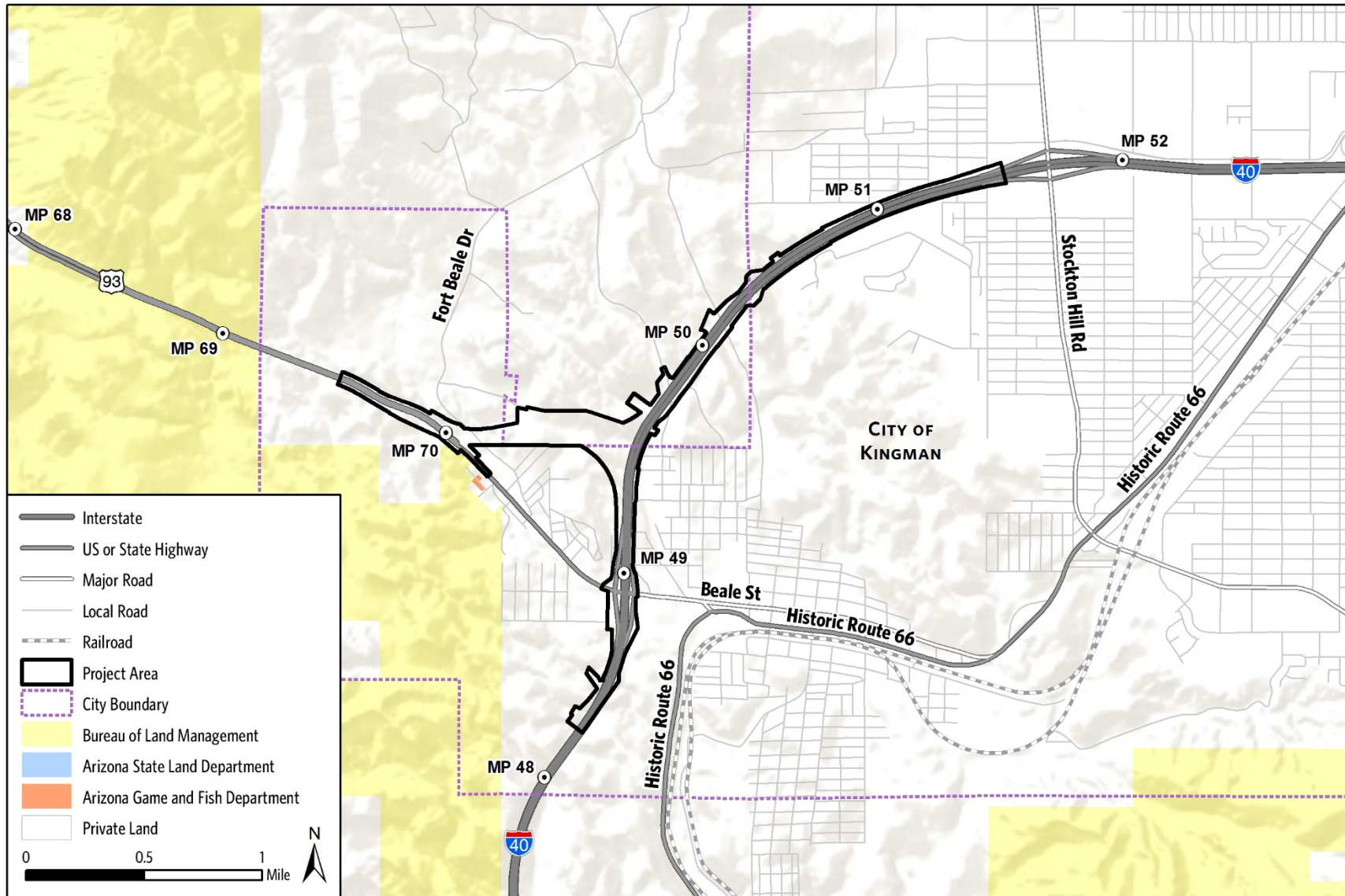


Figure 2. Vicinity Map
H7993 01C, NHPP-040-A(212)S
I-140/US 93 West Kingman System TI

Agency	Contact
Federal Highway Administration	Tom Deitering Kimberly Utley Tremaine Wilson Chad Matty
Bureau of Land Management	Amanda Dodson Trevor Buhr Angelica Rose Matt Driscoll
U.S. Army Corps of Engineers	Jesse Rice
U.S. Fish and Wildlife Service	Robert Lehman
Mohave County	Mike Hendrix Steve Latoski Leslie "Les" Henley Tim Walsh Randall Gremlich Tami Ursenback Karl Taylor Scott Holtry Harold "Hal" Barton Jason Foose Gary Watson Jean Bishop Jenny Anderson
City of Kingman	Jen Miles Ron Foggin Rob Owens Greg Henry Mike Prior Phillip Allred Gary Kellogg Bennett Bratley Mike Meersman John Hansen



Environmental Planning

SHPO - 2013-1116 (152696)
ARIZONA STATE HISTORIC PRESERVATION OFFICE

An Arizona Management System Agency

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer

February 19, 2020

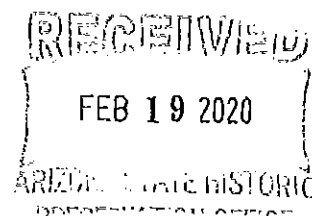
In Reply Refer To:

NH-040-A(212)B
TRACS No. 040 MO 048 H7993 01L
Interstate 40/US 93 Kingman Traffic Interchange
Continuing Section 106 Consultation
Programmatic Agreement Amendment
"adverse effect"
De minimis

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

RE: SHPO-2013-1116

Dear Dr. Jacobs:



The Arizona Department of Transportation (ADOT) plans to construct a traffic interchange (TI) at the intersection of Interstate 40 (I-40) and US Highway 93 (US 93), in Kingman, Mohave County, Arizona (see Figure 1, below). The project area is located in Section 7 of Township 21 North, Range 16 West (Gila and Salt River Baseline and Meridian [GSRBM]) and Sections 12 – 15, 22, 23, and 26 of Township 21 North, Range 17 West (GSRBM), as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the Kingman (AZ) quadrangle. This project would occur on ADOT-owned right-of-way (ROW), ADOT easement across federal lands administered by the US Bureau of Land Management (BLM), City of Kingman (City)-owned land, and private property. This includes new ROW and temporary construction easements. Consulting parties for this project are the Advisory Council on Historic Preservation, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Museum (ASM), the BLM, the Chemehuevi Indian Tribe, the City, the Colorado River Indian Tribes, the Fort Mojave Indian Tribe, the Hopi Tribe, the Hualapai Tribe, the Moapa Band of Paiute Indians, the Navajo Nation, and the Yavapai-Apache Nation.

Because this project would employ federal funds, it is considered an undertaking subject to review under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 *et seq.*). 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 April 16, 2019 and executed by the Federal Highway Administration and ADOT.

Previous consultation outlined a scope of work (SOW), identified consulting parties, defined the area of potential effects (APE), circulated a draft and final programmatic agreement (PA), discussed preliminary geotechnical investigations, and resulted in a determination of “adverse effects” for the project as a whole (Petty [FHWA] to Jacobs [SHPO], November 12, 2013; SHPO concurrence November 15, 2013). Renewed consultation is now prompted by changes to the SOW and APE. Some of the historic properties discussed in earlier consultation are now outside of the amended APE, while additional sites have been enveloped. These changes require an amendment to the PA, which is attached for your review and comment.

The project’s amended APE is shown in Appendix D of the enclosed PA amendment, and is defined as the

- ADOT ROW and easement – across BLM lands along the US Highway 93 (US 93) corridor between milepost (MP) 69.60 and 71.00
- ADOT ROW along the Interstate 40 (I-40) corridor between MP 48.32 and MP 51.75
- new, variable-width ADOT ROW running east-west between US 93 (ca. MP 70.00) and I-40 (ca. MP 49.60)

Scope of Work

Prior consultation (November 12, 2013) was conducted prior to the full scope of improvements and study footprint. The construction of the build alternative would occur in two phases. Phase one would include the following:

- 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 deck rehabilitation of the existing White Cliff Road Overpass EB #1839 and White Cliff road Overpass WB #1839 (I-40)
- Widening Clack Canyon Wash Bridge EB #1837 (I-40)
- Rehabilitating the deck of Clack Canyon Wash Bridge WB #1838 (I-40)
- Widening of Interstate 40 and US 93
- Constructing new concrete barrier as needed
- Constructing new on-site drainage collection and conveyance system
- 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

Phase two would include the construction of the low volume I-40 EB to US 93 NB and US 93SB to I-40 WB ramps.

Previous Research

As noted in previous consultation, portions of the original APE were surveyed in conjunction with earlier projects, as reported in:

- *Evaluation of Five Previously Recorded Sites and an Archaeological Survey of the Proposed Realignment Between Mileposts 67 and 70.3 of U.S. Highway 93, Mohave County, Arizona.* (Crary 1994)
- *Archaeological Investigations along the US Route 93 Right-of-way near Kingman, Mohave County, Arizona* (Jones 1991)
- *An Archaeological Survey of an Irregular Right-of-Way Parcel at the Traffic Interchange along I-40 and US 93, On the West Side of Kingman, Mohave County, Arizona.* (Spalding 1997)
- *A Cultural Resources Inventory of Portions of the Interstate 40 Right-of-way, Mileposts 3.4 to 8.3, 16.0 to 48.6, 49.3 to 52.0, 52.6 to 86.23, 110.49 to 139, and 144.3 to 146.2, Between Topock and Ash Fork, Mohave and Yavapai Counties, Arizona.* (Spalding and Weaver 2000)
- *Archaeological Survey of Realignment for US 93 Between Stations 101+660 and 102+380, North of Kingman, Mohave County, Arizona.* (Macnider 1996)
- *Historic Roads Archival Research and Field Investigations along US 93 Between Mileposts 67 and 70.3, North of Kingman, Mohave County, Arizona.* (Macnider et al. 1994)
- *Cultural Resources Survey Along Interstate 40, Between Mileposts 48.6 and 49.0 and Between Mileposts 52.3 and 52.6 in Kingman, Mohave County, Arizona.* (Langan 2008)
- *A Cultural Resources Survey of 106.10 Acres for the I-40/US 93 West Kingman System Traffic Interchange, Kingman, Mohave County, Arizona* (Hart and Davis 2013). SHPO subsequently concurred with ADOT's determination that all of the above-referenced reports were adequate (Petty [FHWA] to Jacobs [SHPO], November 12, 2013; SHPO concurrence November 15, 2013).
- *Archaeological Assessment of AZ F:16:25(ASM) Between Stations 105+ 800 and 105+ 900 on US Highway 93 North of Kingman, Mohave County, Arizona* (Jensen and Macnider 1997). SHPO subsequently concurred with ADOT's determination of report adequacy (Rozen [ADOT] to Miller [SHPO], February 4, 1997; SHPO concurrence, February 24, 1997).

- *A Cultural Resources Survey of a Four Mile Corridor and Two Small Parcels of Proposed Buried Cable Locations near Kingman, Mohave county, Arizona (Spalding 2000).*

In keeping with SHPO Guidance Point 5, each of the above reports was re-evaluated and found to satisfy all current, applicable standards set forth by SHPO, ASM, and the Secretary of the Interior (SOI).

More recent changes to the APE has introduced more parcels which were not previously surveyed. The additional parcels were recently surveyed, and the results outlined in, *An Addendum Cultural Resources Survey and Relocation of Five Cultural Resources Sites for the I-40/US 93 (Kingman TI) System Traffic Interchange Project, Kingman, Mohave County, Arizona (Luhnow and Tactikos 2020)*. This new survey report documented seven Isolated Occurrences and one in-use historic resource. A copy of it has been included for your review and comment.

Cultural Resources

Previous consultation indicated that there was a total of 22 prehistoric and historic resources within the APE (Petty [FHWA] to Jacobs [SHPO]; November 12, 2013). With the revisions to the APE, there are now a total of 24 prehistoric and historic resources. The table below shows the sites that are in the current project APE.

	Site Name	Site Type	NRHP Eligibility	Site Treatment
	<i>AZ F:16:1(ASM)</i>	<i>Camp Beale Springs</i>	<i>Listed</i>	<i>This site is OUTSIDE, but adjacent to the APE. It will be avoided. No further work is needed.</i>
1	AZ F:16:14(ASM)	Historic Rockshelters	Unevaluated	Previous and current surveys could not relocate the site – suggest either destroyed or not in the APE. No further work needed
2	AZ F:16:21(ASM)	Historic artifact scatter, rock alignment (wickiup rings)	Determined eligible (D)	Site is located within APE, but outside of construction activity areas and will be avoided. No further work recommended.
3	AZ F:16:24(ASM)	Prehistoric/Hualapai Rock Shelter	Determined eligible (D)	The site cannot be avoided by construction – data recovery in accordance with the PA.
4	AZ F:16:32(ASM)	Rock ring and	Determined	Site is within APE, but outside

		prehistoric artifact scatter	eligible (D)	of construction activity area and will be avoided. No further work needed.
5	AZ F:16:37(ASM)	Historic Hardy Toll Road	Determined eligible (A, D)	The site cannot be avoided by construction – archival documentation in accordance with PA
6	AZ F:16:39(ASM)	Historic Road	Determined ineligible	No further work is needed.
7	AZ F:16:45(ASM)	Historic Road Segment and Trash Scatter	Determined ineligible	No further work is needed.
8	AZ F:16:47(ASM)	Wagon Wheel Ruts in Bedrock	Determined ineligible	No further work is needed.
9	AZ F:16:48(ASM)	Historic Hualapai Rock Shelter	Determined eligible (D)	Site is located in APE adjacent to construction activities – avoidance flagging prior to construction.
10	AZ F:16:49(ASM)	Historic Trash Scatter	Determined ineligible	No further work is needed.
11	AZ F:16:98(ASM)	Possible mining feature	Determined ineligible	No further work is needed.
12	AZ F:16:99(ASM)	Historic artifact scatter	Determined eligible (D)	Site is located in APE, but outside of construction activities area and will be avoided. No further work is needed.
13	AZ F:16:104(ASM)	Historic Trash Scatter and road segment	Determined ineligible	No further work is needed.
14	AZ F:16:106(ASM)	Historic Camp	Determined eligible (D)	Site is located in the APE and cannot be avoided by construction. Data recovery in accordance with the PA.
15	AZ F:16:107(ASM)	Historic can dump	Determined ineligible	No further work is needed.
16	AZ F:16:108(ASM)	Lithic scatter and historic building	Determined ineligible	No further work is needed.
17	AZ F:16:109(ASM)	Historic road segment	Determined ineligible	No further work is needed.
18	AZ F:16:110(ASM)	Historic residence and corral	Determined ineligible	No further work is needed.
19	AZ F:16:111(ASM)	Historic utility line	Determined ineligible	No further work is needed.

20	AZ F:16:112(ASM)	Historic utility line	Determined ineligible	No further work is needed.
21	AZ F:16:113(ASM)	Historic utility line	Determined ineligible	No further work is needed.
22	AZ F:16:114(ASM)	Historic utility line	Determined ineligible	No further work is needed.
23	AZ I:14:5(ASM)	Historic Road Segment; formally associated with the Beale Wagon Road	Determined eligible (A, B)	Previously recorded segment of historic roadway in APE is NOT the Beale Wagon Road. Represents an ineligible connector road.
24	Fort Beale Road	In-use historic structure	Recommended ineligible	No further work is needed.

The bridges along I-40, Clack Canyon Wash Bridges (#1837 and #1838), and the overpasses White Cliff Road Overpass (#1839 and #1840), themselves are associated with the construction of I-40. Interstate 40 falls under the Section 106 Exemption Regarding Effects to the Interstate Highway System (Advisory Council on Historic Preservation 2005), whereby this exemption effectively excludes the majority of the 46,700-mile Interstate System from consideration as a historic property under Section 106 of the National Historic Preservation Act (NHPA). The recording and assessing of road features of the interstate highway for National Register significance is exempted under this provision.

Section 4(f) – Historic Property in the APE

There is one historic property within the project APE that need to be considered in regard to Section 4(f) of the US Department of Transportation Act. This includes the Hardy Toll Road, site AZ F:16:37(ASM).

Hardy Toll Road

The Hardy Toll Road is a historic road depicted on 1894 and 1919 GLO maps located within the project APE. The total length is 165 miles (MacNider et al. 1994). The road extends from the Colorado River to Fort Mohave and Hardyville, inland to the territorial capital of Prescott. Within the project area, the road segment extends northwest to southeast for approximately 1,600 feet across the project APE near MP 70 along US 93.

Site AZ F:16:37(ASM) consists of eight spatially discrete road alignments that match the roads within the 1894 and 1919 GLO maps. The site was recently visited and the segment within the

project APE still retains its historic integrity. The road alignment extends outside of the project area and terminates within Camp Beale Springs. The 1,500 foot alignment (Segment 2) outside of the project APE exhibits wagon ruts and will be avoided.

The site has been determined eligible for listing on the NRHP under Criterion A. Segment 1 within the project area is a contributing segment to the historic property's overall eligibility. We contend that more significant components of the road are located outside of the project APE (Segment 2), than will be impacted by the proposed project. The road is also 165 miles in length, and impacting 1,600 feet of the total overall site would not have an adverse effect to the historic property. Therefore, we are informing the SHPO of our determination to make a de minimis impact finding on the portion of the Hardy Toll Road within the project APE.

Modifications to the Programmatic Agreement

Due to the changes in the project APE, the existing programmatic agreement needs to be updated to reflect the changes to the project. The following are the items that have changed since the original PA:

- Fort Mojave Indian Tribe's name was incorrectly spelled in the original PA (e.g. Mohave)
- The project APE has been modified since the original PA (see attached map)
- With the change of the APE, there are now 24 cultural and historic resources within the project APE
- The following Tribes have expressed cultural affiliation within the project area: Chemehuevi Indian Tribe, Colorado River Indian Tribes, Fort Mojave Indian Tribe, Hopi Tribe, Hualapai Tribe, Moapa Band of Paiute Indians, Navajo Nation, and Yavapai-Apache Nation.
- ADOT now has NEPA Assignment

Please review the attached PA amendment. If you have no comments or concerns, please sign the PA amendment and return it with your concurrence of this letter.

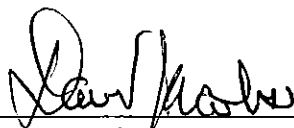
Based on the above, ADOT has determined that a finding of "adverse effects" remains appropriate for this project. Please review the enclosed amendment and appendices, along with the information provided in this letter.

If you agree with ADOT's continued finding of project effect and determinations of NRHP eligibility, please indicate your concurrence by signing on the line provided. If you are a signatory to the original PA (BLM, SHPO, ADOT, and City of Kingman) please sign and ~~return~~ ^{review} the enclosed amendment. If you have any questions or concerns, please contact Maggie Bowler, ADOT Historic Preservation Specialist, at 602-712-8633 or via email at mbowler@azdot.gov.

Sincerely,

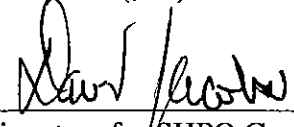


Kris Powell, MA, RPA
Cultural Resources Program Manager



Signature for SHPO Concurrence
NH-040-A(212)B

9 MAR 20
Date



Signature for SHPO Concurrence of de minimis
Impact
NH-040-A(212)B

9 MAR 20
Date

Enclosure(s)



Re: [EXTERNAL] H7993 West Kingman TI Project (I-40 and US 93)

1 message

Han, Jessica H <jhan@blm.gov>
To: "Buhr, Trevor L" <tbuhr@blm.gov>
Cc: Kristina Powell <kpowell@azdot.gov>

Thu, Feb 20, 2020 at 2:34 PM

Good Afternoon,

I have reviewed the amendments and have no substantial comments. Additionally I am in concurrence with the finding of "Adverse effect" for this project. Please let me know if you have any additional concerns.

Cheers,
Jessica

*Jessica Han
Archaeologist
Yuma Field Office
Bureau of Land Management
Interior Region 8
7341 E 30th Street Suite A
Yuma Arizona, 85365-6525
(928) 317-3312*

From: Buhr, Trevor L <tbuhr@blm.gov>
Sent: Thursday, February 20, 2020 5:56 AM
To: Han, Jessica H <jhan@blm.gov>
Cc: Kristina Powell <kpowell@azdot.gov>
Subject: Fw: [EXTERNAL] H7993 West Kingman TI Project (I-40 and US 93)

Jessica,

Good Morning. Thomas still does not have a PIV Card or access to phones/computer/files/email/etc... This is the West Kingman Transportation Interchange Cultural Documentation and new, amended PA. Any chance you can look this over and provide any comments for Kristina Powell, and direction on signing the PA.

Thank you,
Trevor

Trevor Buhr
Assistant Field Manager
U.S. Department of the Interior, Region 8
Bureau of Land Management, Kingman Field Office
Phone: 928-718-3705
email: tbuhr@blm.gov

From: Kristina Powell <kpowell@azdot.gov>
Sent: Wednesday, February 19, 2020 4:15 PM
To: Buhr, Trevor L <tbuhr@blm.gov>
Subject: [EXTERNAL] H7993 West Kingman TI Project (I-40 and US 93)

Hi Trevor:

Please find attached continuing consultation for this project. The project is ongoing since 2011 and is working on the EA. There has been a slight change in the project scope and corresponding APE. The change in APE necessitated a modification to the PA.

Let me know if you have any questions.

Best,

Kris Powell, MA, RPA

Cultural Resources Program Manager

Arizona Department of Transportation

Environmental Planning


[1611 W. Jackson, EM02](#)

Phoenix, AZ 85007

602-712-2343

KPowell@azdot.gov

www.azdot.gov

 Description: adot_intermodal_color



THE UNIVERSITY OF ARIZONA

ARIZONA STATE MUSEUM

Arizona State Museum
PO Box 210026
Tucson AZ 85721-0026
(520) 621-6281
www.statemuseum.arizona.edu

19 March 2020

Maggie Bowler
Arizona Department of Transportation
1611 W. Jackson St.
Phoenix, AZ 85007

RE: Interstate 40/US 93 Kingman Traffic Interchange
TRACS No. 040 MO 048 H7993 01L; AAA permit no. 2020-049bl; ASM accession no. 2020-0030

Dear Maggie,

Arizona State Museum (ASM) has reviewed *An Addendum Cultural Resources Survey and Relocation of Five Cultural Resources Sites for the I-40/US 93 (Kingman TI) System Traffic Interchange Project, Kingman, Mohave County, Arizona*, by J.C. Tactikos and G.G. Luhnnow of Jacobs Engineering Group, Inc., dated 18 February 2020.

ASM concurs with ADOT's finding of "adverse effects" and intends to sign the amended PA.

ASM does not concur with the adequacy of the report. Please provide the attached Request for Revisions to the consultant regarding the above survey report. The requested revisions will provide clarification of the fieldwork start date, land ownership of the survey areas, and site descriptions. This request for revisions will not change the finding of "adverse effects".

Please let me know if you have any questions.

Sincerely,

Shannon Twilling, M.A., R.P.A.
Arizona State Museum
Arizona Antiquities Act Administrator

cc: Karen Leone, Arizona State Museum Archaeological Records Office Manager; kleone@email.arizona.edu



Archaeological Records Office (ARO) staff reviewed the report under Section 106 consultation and identified the following issues in need of revision.

Date **March 5, 2020**

1. Project submission

Institution	Jacobs Engineering Group, Inc.		
Project Name	West Kingman TI		
Project Number	W7Y25900		
Agency Name	Arizona Department of Transportation (ADOT)		
Agency Reference	NH-040-A(212)B TRACS No. 040 MO 048 H7993 01L		
ASM Job No.	2064	ASM Accession Number	2020-30

2. Report

<u>Revise:</u>	<u>Comments</u>
<input type="checkbox"/> Cite appropriate regulations	
<input type="checkbox"/> Project sponsor	
<input type="checkbox"/> Survey method	
<input checked="" type="checkbox"/> Fieldwork dates	See Comment 2.1
<input checked="" type="checkbox"/> Land ownership	See Comment 2.2
<input checked="" type="checkbox"/> ASM Sites	See Comment 2.3 and 2.4
<input type="checkbox"/> Proposed effect to site	
<input type="checkbox"/> NRHP recommendation	

Comments:

- 2.1) Fieldwork start date in the Abstract (p. iii) (January 15, 2020) does not match that listed in the Introduction (p. 3) (January 14, 2020). Please reconcile and revise appropriately.
- 2.2) Land ownership of the seven addendum surveyed areas (A-G): land ownership/jurisdiction in *Survey Areas Summary Table* (p. ii) lists all surveyed areas as privately owned. This information does not match the land ownership listed in the *Addendum Survey Areas* section on Page 4 of the report, where land ownership includes ADOT-owned ROW and private landowner. Please reconcile this discrepancy of information and revise accordingly.
- 2.3) AZ F:16:14(ASM): This site is plotted in three locations on Figure A-1. The southernmost location is AZ F:16:14(ASM), Shelter A, as depicted on the original ASM site card, as plotted on ASM maps, and as plotted on AZSITE. The central location is AZ F:16:14(ASM), Shelter B, as depicted on the original ASM site card, as plotted on ASM maps, and as plotted on AZSITE. ASM has no information regarding the northernmost rectangle that is also labelled AZ F:16:14(ASM) on Figure A-1. The Abstract *Site Summary Table* (p. v) states: "Site has been plotted by repositories in three locations within the and outside the APE. Previous survey of the ADOT ROW has not identified the site, indicating that it either has been destroyed in the ROW or does not exist within it. No further cultural resources work is recommended." Please provide more detail about the site locations, since this suggests the site is misplotted. Further, this text suggests that Survey Area A (the location of Shelter B) has been previously surveyed and the site was not identified, yet the seven addendum survey areas have not been previously surveyed. Because Shelter B is located within Survey Area A, it must be described in the report as a previously recorded site, just like the other five previously recorded sites.



2.4) AZ F:16:24(ASM): In the site description (page 36), it is stated: “The site was plotted by AZSITE and Hart and Davis (2013) in two discrete locations, both within the current APE on the south side of SB US 93 (Appendix A, Figure A-1)” yet Figure A-1, AZSITE, Hart and Davis (2013), and ASM maps show one location for the site. Please reconcile this discrepancy and revise accordingly. The next paragraph states: “The site was identified immediately south of the SB US 93 alignment, just west of the AZSITE plot.” Please illustrate this site boundary update on the plan map (Figure B-3) by also showing the previously recorded site boundary.

3. Maps - All map revisions must be at 1:24,000 scale, neither enlarged nor reduced

Revise:	Comments
----------------	-----------------

- ___ Project boundary
- ___ ASM site boundary
- ___ ASM site
- ___ Survey area
- ___ Basemap
- ___ Map symbology

Comments:

No comments or request for revisions for this section.

4. Submit revised submission components

General Comments:

Please submit report revisions, as outlined in Comments 2.1 – 2.4.

ASM looks forward to receiving 6 site card updates when the project is submitted to the Archaeological Records Office.

February 19, 2020

In Reply Refer To:

NH-040-A(212)B
TRACS No. 040 MO 048 H7993 01L
Interstate 40/US 93 Kingman Traffic Interchange
Continuing Section 106 Consultation
Programmatic Agreement Amendment
"adverse effect"Mr. Stewart Koyiyumptewa, Director
Cultural Preservation Office
Hopi Tribe
P.O. Box 123
Kykotsmovi, Arizona 86039

Dear Director Koyiyumptewa:

The Arizona Department of Transportation (ADOT) plans to construct a traffic interchange (TI) at the intersection of Interstate 40 (I-40) and US Highway 93 (US 93), in Kingman, Mohave County, Arizona (see Figure 1, below). The project area is located in Section 7 of Township 21 North, Range 16 West (Gila and Salt River Baseline and Meridian [GSRBM]) and Sections 12 – 15, 22, 23, and 26 of Township 21 North, Range 17 West (GSRBM), as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the Kingman (AZ) quadrangle. This project would occur on ADOT-owned right-of-way (ROW), ADOT easement across federal lands administered by the US Bureau of Land Management (BLM), City of Kingman (City)-owned land, and private property. This includes new ROW and temporary construction easements. Consulting parties for this project are the Advisory Council on Historic Preservation, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Museum (ASM), the BLM, the Chemehuevi Indian Tribe, the City, the Colorado River Indian Tribes, the Fort Mojave Indian Tribe, the Hopi Tribe, the Hualapai Tribe, the Moapa Band of Paiute Indians, the Navajo Nation, and the Yavapai-Apache Nation.

Because this project would employ federal funds, it is considered an undertaking subject to review under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 *et seq.*). 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 April 16, 2019 and executed by the Federal Highway Administration and ADOT.

Previous consultation outlined a scope of work (SOW), identified consulting parties, defined the area of potential effects (APE), circulated a draft and final programmatic agreement (PA), discussed preliminary geotechnical investigations, and resulted in a determination of “adverse effects” for the project as a whole (Petty [FHWA] to Jacobs [SHPO], November 12, 2013; SHPO concurrence November 15, 2013). Renewed consultation is now prompted by changes to the SOW and APE. Some of the historic properties discussed in earlier consultation are now outside of the amended APE, while additional sites have been enveloped. These changes require an amendment to the PA, which is attached for your review and comment.

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- new, variable-width ADOT ROW running east-west between US 93 (ca. MP 70.00) and I-40 (ca. MP 49.60)

Scope of Work

Prior consultation (November 12, 2013) was conducted prior to the full scope of improvements and study footprint. The construction of the build alternative would occur in two phases. Phase one would include the following:

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- Widening of Interstate 40 and US 93
- Constructing new concrete barrier as needed
- Constructing new on-site drainage collection and conveyance system
- 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

Phase two would include the construction of the low volume I-40 EB to US 93 NB and US 93SB to I-40 WB ramps.

Previous Research

As noted in previous consultation, portions of the original APE were surveyed in conjunction with earlier projects, as reported in:

- *Evaluation of Five Previously Recorded Sites and an Archaeological Survey of the Proposed Realignment Between Mileposts 67 and 70.3 of U.S. Highway 93, Mohave County, Arizona.* (Crary 1994)
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In keeping with SHPO Guidance Point 5, each of the above reports was re-evaluated and found to satisfy all current, applicable standards set forth by SHPO, ASM, and the Secretary of the Interior (SOI).

More recent changes to the APE has introduced more parcels which were not previously surveyed. The additional parcels were recently surveyed, and the results outlined in, *An Addendum Cultural Resources Survey and Relocation of Five Cultural Resources Sites for the I-40/US 93 (Kingman TI) System Traffic Interchange Project, Kingman, Mohave County, Arizona (Luhnnow and Tactikos 2020)*. This new survey report documented seven Isolated Occurrences and one in-use historic resource. A copy of it has been included for your review and comment.

Cultural Resources

Previous consultation indicated that there was a total of 22 prehistoric and historic resources within the APE (Petty [FHWA] to Jacobs [SHPO]; November 12, 2013). With the revisions to the APE, there are now a total of 24 prehistoric and historic resources. The table below shows the sites that are in the current project APE.

	Site Name	Site Type	NRHP Eligibility	Site Treatment
	<i>AZ F:16:1(ASM)</i>	<i>Camp Beale Springs</i>	<i>Listed</i>	<i>This site is OUTSIDE, but adjacent to the APE. It will be avoided. No further work is needed.</i>
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3	AZ F:16:24(ASM)	Prehistoric/Hualapai Rock Shelter	Determined eligible (D)	The site cannot be avoided by construction – data recovery in accordance with the PA.
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		prehistoric artifact scatter	eligible (D)	of construction activity area and will be avoided. No further work needed.
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8	AZ F:16:47(ASM)	Wagon Wheel Ruts in Bedrock	Determined ineligible	No further work is needed.
9	AZ F:16:48(ASM)	Historic Hualapai Rock Shelter	Determined eligible (D)	Site is located in APE adjacent to construction activities – avoidance flagging prior to construction.
10	AZ F:16:49(ASM)	Historic Trash Scatter	Determined ineligible	No further work is needed.
11	AZ F:16:98(ASM)	Possible mining feature	Determined ineligible	No further work is needed.
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23	AZ I:14:5(ASM)	Historic Road Segment; formally associated with the Beale Wagon Road	Determined eligible (A, B)	Previously recorded segment of historic roadway in APE is NOT the Beale Wagon Road. Represents an ineligible connector road.
24	Fort Beale Road	In-use historic structure	Recommended ineligible	No further work is needed.

The bridges along I-40, Clack Canyon Wash Bridges (#1837 and #1838), and the overpasses White Cliff Road Overpass (#1839 and #1840), themselves are associated with the construction of I-40. Interstate 40 falls under the Section 106 Exemption Regarding Effects to the Interstate Highway System (Advisory Council on Historic Preservation 2005), whereby this exemption effectively excludes the majority of the 46,700-mile Interstate System from consideration as a historic property under Section 106 of the National Historic Preservation Act (NHPA). The recording and assessing of road features of the interstate highway for National Register significance is exempted under this provision.

At this time, ADOT is inquiring whether you have concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the project area. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your office opts to participate in cultural resource consultation at a later date, ADOT will make a good faith effort to address your concerns.

Modifications to the Programmatic Agreement

Due to the changes in the project APE, the existing programmatic agreement needs to be updated to reflect the changes to the project. The following are the items that have changed since the original PA:

- Fort Mojave Indian Tribe's name was incorrectly spelled in the original PA (e.g. Mohave)
- The project APE has been modified since the original PA (see attached map)

- With the change of the APE, there are now 24 cultural and historic resources within the project APE
- The following Tribes have expressed cultural affiliation within the project area: Chemehuevi Indian Tribe, Colorado River Indian Tribes, Fort Mojave Indian Tribe, Hopi Tribe, Hualapai Tribe, Moapa Band of Paiute Indians, Navajo Nation, and Yavapai-Apache Nation.
- ADOT now has NEPA Assignment

Please review the attached PA amendment. If you have no comments or concerns, please sign the PA amendment and return it with your concurrence of this letter.


Based on the above, ADOT has determined that a finding of “adverse effects” remains appropriate for this project. Please review the enclosed amendment and appendices, along with the information provided in this letter.

If you agree with ADOT’s continued finding of project effect and determinations of NRHP eligibility, please indicate your concurrence by signing on the line provided. If you are a signatory to the original PA (BLM, SHPO, ADOT, and City of Kingman) please sign and return the enclosed amendment. If you have any questions or concerns, please contact Maggie Bowler, ADOT Historic Preservation Specialist, at 602-712-8633 or via email at mbowler@azdot.gov.

Sincerely,



Kris Powell, MA, RPA
Cultural Resources Program Manager


Signature for the Hopi Tribe
999-A(534)T

2-25-2020
Date

Enclosures

February 19, 2020

In Reply Refer To:

NH-040-A(212)B
TRACS No. 040 MO 048 H7993 01L
Interstate 40/US 93 Kingman Traffic Interchange
Continuing Section 106 Consultation
Programmatic Agreement Amendment
“adverse effect”Mr. Mike Meersman, Director, Parks and Recreation
City of Kingman
3333 Harrison Street
Kingman, Arizona 86401

Dear Mr. Meersman:

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Sincerely,



Kris Powell, MA, RPA
Cultural Resources Program Manager

Bill Shilling
Signature for City of Kingman
999-A(534)T

3.24.20
Date

Enclosures

cc:
Mr. Bill Shilling, City Staff Liaison to the Historic Preservation Commission,
BShilling@citykingman.gov

April 13, 2020

In Reply Refer To:

NHPP-040-A(212)N
TRACS No. 040 MO 048 H7993 01L
Interstate 40/US 93 Kingman Traffic Interchange
Continuing Section 106 Consultation
Programmatic Agreement Amendment
"Adverse Effect"Ms. Kathryn Leonard, State Historic Preservation Officer
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

RE: SHPO-2013-1116

Dear Ms. Leonard:

The Arizona Department of Transportation (ADOT) plans to construct a traffic interchange (TI) at the intersection of Interstate 40 (I-40) and US Highway 93 (US 93), in Kingman, Mohave County, Arizona (see Figure 1, enclosed). The project area is located in Section 7 of Township 21 North, Range 16 West (Gila and Salt River Baseline and Meridian [GSRBM]) and Sections 12 – 15, 22, 23, and 26 of Township 21 North, Range 17 West (GSRBM), as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the Kingman (AZ) quadrangle. This project would occur on ADOT-owned right-of-way (ROW), ADOT easement across federal lands administered by the US Bureau of Land Management (BLM), City of Kingman (City)-owned land, and private property. This includes new ROW and temporary construction easements. Consulting parties for this project are the Advisory Council on Historic Preservation, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Museum (ASM), the BLM, the Chemehuevi Indian Tribe, the City, the Colorado River Indian Tribes, the Fort Mojave Indian Tribe, the Hopi Tribe, the Hualapai Tribe, the Moapa Band of Paiute Indians, the Navajo Nation, and the Yavapai-Apache Nation.

Because this project would employ federal funds, it is considered an undertaking subject to review under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 *et seq.*). 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 April 16, 2019 and executed by the Federal Highway Administration and ADOT.

Previous consultation outlined a scope of work (SOW), identified consulting parties, defined the area of potential effects (APE), circulated a draft and final programmatic agreement (PA), discussed preliminary

geotechnical investigations, scope change, new survey, and resulted in a determination of “adverse effect” for the project as a whole (Petty [FHWA] to Jacobs [SHPO], November 12, 2013; SHPO concurrence November 15, 2013).

Due to the changes in the project APE (Powell [ADOT] to Jacobs [SHPO], February 19, 2020; SHPO concurrence March 9, 2020), the existing PA needs to be updated to reflect the changes to the project. An earlier version of the PA Amendment was sent out in mid-February. Comments were received from SHPO. The PA Amendment was revised and is attached to this letter for review and comment. The following are the items that have changed since the original PA:

- Fort Mojave Indian Tribe’s name was incorrectly spelled in the original PA (e.g. Mohave)
- The project APE has been modified since the original PA (see attached map)
- With the change of the APE, there are now 24 cultural and historic resources within the project APE
- The following Tribes have expressed cultural affiliation within the project area: Chemehuevi Indian Tribe, Colorado River Indian Tribes, Fort Mojave Indian Tribe, Hopi Tribe, Hualapai Tribe, Moapa Band of Paiute Indians, Navajo Nation, and Yavapai-Apache Nation
- ADOT now has NEPA Assignment
- Extending the expiration date of the PA to 10 years from date of the signed Amendment

Please review the revised PA amendment. If you have no comments or concerns, please sign the PA Amendment and return it with your concurrence of this letter.

Based on the above, ADOT has determined that a finding of “adverse effect” remains appropriate for this project. Please review the enclosed amendment and appendices, along with the information provided in this letter. If you have any questions or concerns, please contact Maggie Bowler, ADOT Historic Preservation Specialist, at 602-712-4232 or via email at mbowler@azdot.gov.

Sincerely,



Kris Powell, MA, RPA
Cultural Resources Program Manager



Signature for SHPO Concurrence
NHPP-040-A(212)N

4/14/20

Date

Enclosures

April 13, 2020

In Reply Refer To:

NHPP-040-A(212)N
TRACS No. 040 MO 048 H7993 01L
Interstate 40/US 93 Kingman Traffic Interchange
Continuing Section 106 Consultation
Programmatic Agreement Amendment
"Adverse Effect"Mr. Trevor Buhr, Kingman Field Office Assistant Field Manager
Bureau of Land Management
2755 Mission Boulevard
Kingman, Arizona 85401Re: US 93: ~MP 52-68.5 (PHX 077512; AZA 26521; AZA 27885; PHX 077805)
I-40: MP 48- 52 None

Dear Mr. Buhr:

The Arizona Department of Transportation (ADOT) plans to construct a traffic interchange (TI) at the intersection of Interstate 40 (I-40) and US Highway 93 (US 93), in Kingman, Mohave County, Arizona (see Figure 1, enclosed). The project area is located in Section 7 of Township 21 North, Range 16 West (Gila and Salt River Baseline and Meridian [GSRBM]) and Sections 12 – 15, 22, 23, and 26 of Township 21 North, Range 17 West (GSRBM), as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the Kingman (AZ) quadrangle. This project would occur on ADOT-owned right-of-way (ROW), ADOT easement across federal lands administered by the US Bureau of Land Management (BLM), City of Kingman (City)-owned land, and private property. This includes new ROW and temporary construction easements. Consulting parties for this project are the Advisory Council on Historic Preservation, ADOT, the Arizona State Historic Preservation Office (SHPO), the Arizona State Museum (ASM), the BLM, the Chemehuevi Indian Tribe, the City, the Colorado River Indian Tribes, the Fort Mojave Indian Tribe, the Hopi Tribe, the Hualapai Tribe, the Moapa Band of Paiute Indians, the Navajo Nation, and the Yavapai-Apache Nation.

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- Fort Mojave Indian Tribe's name was incorrectly spelled in the original PA (e.g. Mohave)
- The project APE has been modified since the original PA (see attached map)
- With the change of the APE, there are now 24 cultural and historic resources within the project APE
- The following Tribes have expressed cultural affiliation within the project area: Chemehuevi Indian Tribe, Colorado River Indian Tribes, Fort Mojave Indian Tribe, Hopi Tribe, Hualapai Tribe, Moapa Band of Paiute Indians, Navajo Nation, and Yavapai-Apache Nation
- ADOT now has NEPA Assignment
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Based on the above, ADOT has determined that a finding of "adverse effect" remains appropriate for this project. Please review the enclosed amendment and appendices, along with the information provided in this letter. If you have any questions or concerns, please contact Maggie Bowler, ADOT Historic Preservation Specialist, at 602-712-4232 or via email at mbowler@azdot.gov.

Sincerely,



Kris Powell, MA, RPA
Cultural Resources Program Manager



Signature for BLM Field Manager Concurrence
NHPP-040-A(212)N

April 14, 2020
Date

Enclosure

cc:

Thomas Thompson, Kingman Field Office Archaeologist, Bureau of Land Management – Kingman; tjthompson@blm.gov

Ms. Celeste Mimnaugh, Kingman Field Office Realty Specialist, Bureau of Land Management - Kingman; cmimnaug@blm.gov Matt Basham, Deputy Historic Preservation Officer, Bureau of Land Management – Phoenix; mbasham@blm.gov



Timothy L. Nuvangyaoma
CHAIRMAN

Clark W. Tenakhongva
VICE-CHAIRMAN

April 21, 2020

Kris Powell, Cultural Resources Program Manager
Attention: Maggie Bowler, Historic Preservation Specialist
Arizona Department of Transportation, Environmental Planning Group
1611 W. Jackson Street, MD EM02
Phoenix, Arizona 85007-3213

Re: Interstate 40/US 93 West Kingman Traffic Interchange

Dear Ms. Powell,

Thank you for your correspondence dated April 13, 2020, regarding the Federal Highway Administration (FHWA), and Arizona Department of Transportation (ADOT) proposing to construct a traffic interchange at the intersection of Interstate 40 and US 93 in Kingman.

The Hopi Tribe claims cultural affiliation to prehistoric cultural groups in Arizona. The Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites and we consider the prehistoric archaeological sites of our ancestors to be "footprints" and Traditional Cultural Properties. Therefore, we appreciate the FHWA's and ADOT's continuing solicitation of our input and your efforts to address our concerns.

In a letter dated November 15, 2013, the Hopi Cultural Preservation Office reviewed the cultural resources survey report and stated we understood three prehistoric and historic rock shelters and an artifact scatter, AZ F:16:24, 32 and 48, have been identified in the project area, and we understood FHWA is proposing a Programmatic Agreement to guide a program of phased historic property identification, evaluation, and mitigation. Therefore, we concurred that this proposal may adversely affect cultural resources significant to the Hopi Tribe and requested continuing consultation including being provided with any additional survey reports and proposed treatment plans for review and comment.

In a letter dated January 28, 2014, regarding a draft Programmatic Agreement to guide a program of phased historic property identification, evaluation, and mitigation, we deferred to the State Historic Preservation Office and other interested parties. We also defer to the State Historic Preservation Office and other interested tribes on the enclosed Programmatic Agreement Amendment.

Kris Powell
April 21, 2020
Page 2

However, we now understand 24 cultural and historic resources have now been identified within the modified area of potential effect. Therefore, we reiterate our request for continuing consultation on this proposal including being provided with any additional survey reports and proposed treatment plans for review and comment.

If you have any questions or need additional information, please contact Terry Morgart at 928-734-3619 or tmorgart@hopi.nsn.us. Thank you again for your consideration.

Respectfully,



Stewart B. Koyiyumptewa, Program Manager
Hopi Cultural Preservation Office

References: November 15, 2013 and January 28, 2014 letters
xc: Arizona State Historic Preservation Office

AMENDMENT

TO

PROGRAMMATIC AGREEMENT

AMONG

**FEDERAL HIGHWAY ADMINISTRATION
ARIZONA STATE HISTORIC PRESERVATION OFFICE
ARIZONA DEPARTMENT OF TRANSPORTATION
BUREAU OF LAND MANAGEMENT
ARIZONA STATE MUSEUM
THE CITY OF KINGMAN
THE HOPI TRIBE
THE CHEMEHUEVI TRIBE
THE COLORADO RIVER INDIAN TRIBES
THE FORT MOJAVE INDIAN TRIBE
THE HUALAPAI TRIBE
THE MOAPA BAND OF PAIUTES
THE NAVAJO NATION
AND
THE YAVAPAI-APACHE NATION**

**FOR THE INTERSTATE 40/US 93 WEST KINGMAN TRAFFIC INTERCHANGE
MOHAVE COUNTY, ARIZONA**

**NH-040-A(212)B
TRACS NO. 040 MO 048 H7993 01L**

WHEREAS, the Agreement was executed July 7, 2014;

WHEREAS, this proposed amendment is necessary to revise signatory status for FHWA and ADOT, revise the area of potential effects (APE), correct the name of a consulting Tribe, and to extend the duration of the agreement;

NOW, THEREFORE, in accordance with Stipulation 11 of the 2014 PA, the Arizona Department of Transportation (ADOT), the State Historic Preservation Office (SHPO), and the U.S. Bureau of Land Management (BLM), agree to amend the Agreement as follows:

1. Remove Federal Highway Administration from the Agreement. ADOT has accepted federal compliance responsibilities pertaining to environmental assessments, pursuant to 23 U.S.C. § 327 and a memorandum of understanding, dated April 16, 2019 and executed by FHWA and ADOT. ADOT is now the lead federal agency and a signatory to this agreement.

2. Add to Appendix A: Revise the area of potential effects (APE). The APE is redefined as the ADOT right-of-way (ROW) and easement across BLM lands along the US Highway 93 (US 93) corridor between milepost (MP) 69.60 and 71.00, the ADOT ROW along the Interstate 40 (I-40) corridor between MP 48.32 and MP 51.75, and new, variable-width ADOT ROW running east-west between US 93 MP 70.00 and I-40 MP 49.60.
3. Add to Stipulation 1 and Appendix B: Historic properties within the APE has been revised to include [AZ F:16:14(ASM), AZ F:16:21(ASM), AZ F:16:98(ASM), AZ F:16:99(ASM), and Fort Beale Road (an in-use historic structure)]. Sites AZ F:16:40(ASM), AZ F:16:105(ASM), and AZ F:6:115(ASM) are no longer within the APE.
4. Correct the spelling of the Fort Mojave Indian Tribe throughout the Agreement.
5. Add the Navajo Nation and the Yavapai-Apache Nation as consulting parties to the Agreement.
6. **Add to Stipulation 11 (Amendments).** Further revisions to the APE, if any, shall not require an amendment to the Agreement; instead, ADOT shall consult with the SHPO and other consulting parties on any proposed modifications to the APE.
7. **Revise Stipulation 15 (Duration of the Agreement).** This Agreement shall be null and void if its terms are not carried out within (10) years from the date of the executed Amendment, unless the signatories agree in writing to an extension for carrying out its terms.

Execution of this Amendment by the signatories and its subsequent filing with the ACHP is evidence that ADOT has afforded the ACHP an opportunity to comment on the Interstate 40/US 93 West Kingman Traffic Interchange Project and its effects on historic properties, and that ADOT has taken into account the effects of the Undertaking on historic properties.

SIGNATORIES

ARIZONA STATE HISTORIC PRESERVATION OFFICER

By 

Date April 14, 2020

Title State Historic Preservation Officer

ARIZONA DEPARTMENT OF TRANSPORTATION

By _____

Date _____

Title _____

INVITED SIGNATORIES

BUREAU OF LAND MANAGEMENT

By Amanda M. Dodson

Date 4/14/2020

Title Field Manager

CONCURRING PARTIES

ARIZONA STATE MUSEUM

By _____

Date _____

Title _____

CITY OF KINGMAN

By _____

Date _____

Title _____

CHEMEHUEVI TRIBE

By _____

Date _____

Title _____

COLORADO RIVER INDIAN TRIBES

By _____

Date _____

Title _____

FORT MOJAVE INDIAN TRIBE

By _____

Date _____

Title _____

INVITED SIGNATORIES

BUREAU OF LAND MANAGEMENT

By _____

Date _____

Title _____

CONCURRING PARTIES

ARIZONA STATE MUSEUM

By _____

Date _____

Title _____

CITY OF KINGMAN

By Mich Meerson

Date 4/27/20

Title Director of Parks & Recreation

CHEMEHUEVI TRIBE

By _____

Date _____

Title _____

COLORADO RIVER INDIAN TRIBES

By _____

Date _____

Title _____

FORT MOJAVE INDIAN TRIBE

ARIZONA DEPARTMENT OF TRANSPORTATION

DocuSigned by:
By Paul O'Brien
69D3A817999345F...
Title ENV Planning Administrator

Date 4/17/2020

INVITED SIGNATORIES

BUREAU OF LAND MANAGEMENT

By _____
Title _____

Date _____

CONCURRING PARTIES

ARIZONA STATE MUSEUM

By _____
Title _____

Date _____

CITY OF KINGMAN

By _____
Title _____

Date _____

CHEMEHUEVI TRIBE

By _____
Title _____

Date _____

COLORADO RIVER INDIAN TRIBES

By _____
Title _____

Date _____

Certificate Of Completion

Envelope Id: DBC5DE3862DA49A5875F299892A32157	Status: Completed
Subject: Please DocuSign: Final US 93-Kingman PA Amendment.docx	
Source Envelope:	
Document Pages: 4	Signatures: 1
Certificate Pages: 4	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Kristina Powell
Time Zone: (UTC-07:00) Arizona	206 S 17th Ave
	Phoenix, AZ 85007
	KPowell@azdot.gov
	IP Address: 162.59.200.193

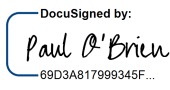
Record Tracking

Status: Original 4/17/2020 2:32:33 PM	Holder: Kristina Powell KPowell@azdot.gov	Location: DocuSign
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Signer Events

Paul O'Brien
pobrien@azdot.gov
ENV Planning Administrator
Security Level: Email, Account Authentication (None)

Signature

DocuSigned by:

69D3A817999345F...
Signature Adoption: Pre-selected Style
Using IP Address: 70.176.15.235

Timestamp

Sent: 4/17/2020 2:45:40 PM
Viewed: 4/17/2020 2:50:04 PM
Signed: 4/17/2020 2:50:17 PM

Electronic Record and Signature Disclosure:
Accepted: 4/16/2020 11:37:59 AM
ID: 48eb8ad4-5058-4287-a27c-dd870a8bb990

In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	4/17/2020 2:45:40 PM
Certified Delivered	Security Checked	4/17/2020 2:50:04 PM
Signing Complete	Security Checked	4/17/2020 2:50:17 PM
Completed	Security Checked	4/17/2020 2:50:17 PM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, Arizona Dept of Transportation (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through your DocuSign, Inc. (DocuSign) Express user account. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to these terms and conditions, please confirm your agreement by clicking the 'I agree' button at the bottom of this document.

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At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. For such copies, as long as you are an authorized user of the DocuSign system you will have the ability to download and print any documents we send to you through your DocuSign user account for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a \$0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. To indicate to us that you are changing your mind, you must withdraw your consent using the DocuSign 'Withdraw Consent' form on the signing page of your DocuSign account. This will indicate to us that you have withdrawn your consent to receive required notices and disclosures electronically from us and you will no longer be able to use your DocuSign Express user account to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through your DocuSign user account all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact Arizona Dept of Transportation:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To advise Arizona Dept of Transportation of your new e-mail address

To let us know of a change in your e-mail address where we should send notices and disclosures electronically to you, you must send an email message to us at DocuSignRequest@azdot.gov and in the body of such request you must state: your previous e-mail address, your new e-mail address. We do not require any other information from you to change your email address.. In addition, you must notify DocuSign, Inc to arrange for your new email address to be reflected in your DocuSign account by following the process for changing e-mail in DocuSign.

To request paper copies from Arizona Dept of Transportation

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an e-mail to DocuSignRequest@azdot.gov and in the body of such request you must state your e-mail address, full name, US Postal address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with Arizona Dept of Transportation

To inform us that you no longer want to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your DocuSign account, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an e-mail to DocuSignRequest@azdot.gov and in the body of such request you must state your e-mail, full name, IS Postal Address, telephone number, and account number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

Operating Systems:	Windows2000? or WindowsXP?
Browsers (for SENDERS):	Internet Explorer 6.0? or above
Browsers (for SIGNERS):	Internet Explorer 6.0?, Mozilla FireFox 1.0, NetScape 7.2 (or above)
Email:	Access to a valid email account
Screen Resolution:	800 x 600 minimum
Enabled Security Settings:	<ul style="list-style-type: none"> •Allow per session cookies •Users accessing the internet behind a Proxy Server must enable HTTP 1.1 settings via proxy connection

** These minimum requirements are subject to change. If these requirements change, we will provide you with an email message at the email address we have on file for you at that time providing you with the revised hardware and software requirements, at which time you will have the right to withdraw your consent.

Acknowledging your access and consent to receive materials electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please verify that you were able to read this electronic disclosure and that you also were able to print on paper or electronically save this page for your future reference and access or that you were able to e-mail this disclosure and consent to an address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format on the terms and conditions described above, please let us know by clicking the 'I agree' button below.

By checking the 'I Agree' box, I confirm that:

- I can access and read this Electronic CONSENT TO ELECTRONIC RECEIPT OF ELECTRONIC RECORD AND SIGNATURE DISCLOSURES document; and
- I can print on paper the disclosure or save or send the disclosure to a place where I can print it, for future reference and access; and
- Until or unless I notify Arizona Dept of Transportation as described above, I consent to receive from exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to me by Arizona Dept of Transportation during the course of my relationship with you.

APPENDIX B –

**PA FOR THE INTERSTATE-40/US 93
WEST KINGMAN TRAFFIC INTERCHANGE MOHAVE COUNTY, ARIZONA**

PREHISTORIC AND HISTORICAL RESOURCES WITHIN THE PROJECT APE

	Site Name	Site Type	NRHP Eligibility	Site Treatment
	<i>AZ F:16:1(ASM)*</i>	<i>Camp Beale Springs</i>	<i>Listed</i>	<i>This site is OUTSIDE, but adjacent to the APE. It will be avoided. No further work is needed.</i>
1	AZ F:16:14(ASM)	Rockshelters	Unevaluated	Previous and current surveys could not relocated the site – suggest either destroyed or not in the APE. No further work needed
2	AZ F:16:21(ASM)	Artifact scatter, rock alignment (wickiup rings)	Determined eligible (D)	Site is located within APE, but outside of construction activity and will be avoided. No further work recommended.
3	AZ F:16:24(ASM)	Prehistoric/Hualapai Rock Shelter	Determined eligible (D)	The site cannot be avoided by construction – data recovery in accordance with the PA.
4	AZ F:16:32(ASM)	Rock ring and prehistoric artifact scatter	Determined eligible (D)	Site is within APE, but outside of construction activity and will be avoided. No further work needed.
5	AZ F:16:37(ASM)	Historic Hardy Toll Road	Determined eligible (A, D)	The site cannot be avoided by construction – archival documentation in accordance with PA
6	AZ F:16:39(ASM)	Historic Road	Determined ineligible	No further work is needed.
7	AZ F:16:45(ASM)	Historic Road Segment and Trash Scatter	Determined ineligible	No further work is needed.
8	AZ F:16:47(ASM)	Wagon Wheel Ruts in Bedrock	Determined ineligible	No further work is needed.
9	AZ F:16:48(ASM)	Historic Hualapai Rock Shelter	Determined eligible (D)	Site is located in APE adjacent to construction activities – avoidance flagging prior to

				construction.
10	AZ F:16:49(ASM)	Historic Trash Scatter	Determined ineligible	No further work is needed.
11	AZ F:16:98(ASM)	Possible mining feature	Determined ineligible	No further work is needed.
12	AZ F:16:99(ASM)	Historic artifact scatter	Determined eligible (D)	Site is located in APE, but outside of construction activities and will be avoided. No further work is needed.
13	AZ F:16:104(ASM)	Historic Trash Scatter and road segment	Determined ineligible	No further work is needed.
14	AZ F:16:106(ASM)	Historic Camp	Determined eligible (D)	Site is located in the APE and cannot be avoided by construction. Data recovery in accordance with the PA.
15	AZ F:16:107(ASM)	Historic can dump	Determined ineligible	No further work is needed.
16	AZ F:16:108(ASM)	Lithic scatter and historic building	Determined ineligible	No further work is needed.
17	AZ F:16:109(ASM)	Historic road segment	Determined ineligible	No further work is needed.
18	AZ F:16:110(ASM)	Historic residence and corral	Determined ineligible	No further work is needed.
19	AZ F:16:111(ASM)	Historic utility line	Determined ineligible	No further work is needed.
20	AZ F:16:112(ASM)	Historic utility line	Determined ineligible	No further work is needed.
21	AZ F:16:113(ASM)	Historic utility line	Determined ineligible	No further work is needed.
22	AZ F:16:114(ASM)	Historic utility line	Determined ineligible	No further work is needed.
23	AZ I:14:5(ASM)	Beale Wagon Road	Determined eligible (A, B)	Previously recorded segment of historic roadway in APE is NOT the Beale Wagon Road. Represents an ineligible connector road.
24	Fort Beale Road	In-use historic structure	Recommended ineligible	No further work is needed.



Kristina Powell <kpowell@azdot.gov>

RE: [External] Programmatic Agreement Amendment for filing

1 message

Sarah Stokely <sstokely@achp.gov>
To: Kristina Powell <kpowell@azdot.gov>

Tue, Apr 28, 2020 at 11:38 AM

Hi Kris,

Thank you for sending this executed amendment to the ACHP.

A formal acknowledgment letter will be sent soon, but in the meantime, please accept this email as evidence that this Amendment has been filed with the ACHP. Implementation of its terms will complete the Section 106 process.

If you have any questions, please don't hesitate to contact me.

Thank you,

Sarah

Sarah C. Stokely

Program Analyst

Advisory Council on Historic Preservation

Telephone: 202-517-0224

Fax: 202-517-6381

Email: sstokely@achp.gov

From: Kristina Powell [mailto:kpowell@azdot.gov]

Sent: Tuesday, April 28, 2020 2:00 PM

To: e106

Cc: Sarah Stokely

Subject: [External] Programmatic Agreement Amendment for filing

Good Afternoon:

4/29/2020

State of Arizona Mail - RE: [External] Programmatic Agreement Amendment for filing

We have an Amendment to a Programmatic Agreement that we wish to file with the ACHP. The ACHP declined to sign the original agreement document (attached below for reference- please note the attachments of the original PA have been lost).

If you have any questions, please let me know.

Best,

Kris Powell, MA, RPA

Cultural Resources Program Manager

Arizona Department of Transportation

Environmental Planning

[1611 W. Jackson](#), EM02

Phoenix, AZ 85007

602-712-2343

KPowell@azdot.gov

www.azdot.gov

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Appendix B: Public and Agency Scoping and Coordination Materials

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I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Project No. NH-040-A(AVJ)



LOCATION: Palo Christi Elementary School, Kingman Arizona
DATE: November 13, 2008

SUBJECT: **I-40/US 93 West Kingman Traffic Interchange
Feasibility Report and Environmental Studies
ADOT Project Number: 040 MO 048 H7323 01L
Federal Project Number: NH-040-A(AVJ)
Public Meeting Summary**

AGENCY AND CONSULTANT ATTENDEES:

Shahid Bhuiyan	ADOT Predesign
Mike Kondelis	ADOT Kingman District
Larry Doescher	ADOT SPMG
Michele Beggs	ADOT CCP
Steve Thomas	FHWA
Doug Fischer	Kimley-Horn & Associates
Sarah Eichinger	Kimley-Horn & Associates
Ahmad Omais	Kimley-Horn & Associates
Steve Latoski	Mohave County
John Reid	BLM
Coralie Cole	Jacobs
Laura Nordan	Jacobs

ATTACHMENTS: Sign-In Sheets
Informational Handout
Newspaper Advertisement
Presentation Slides
Meeting Board Graphics
Postcard Notification
Question Cards (32)
Comment Sheets (9)
Emails (9)
Phone Calls (5)

SUMMARY:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) and the Bureau of Land Management, has initiated a study of potential improvements to the Interstate 40 (I-40)/US 93 traffic interchange (TI) in Kingman. The study will identify alternatives for providing connection between I-40 and US 93 that will allow traffic to flow through the interchange without stopping. Alternatives for a new TI location, including possible improvements to the existing Beale Street TI, are being evaluated.

I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Project No. NH-040-A(AVJ)



A public information meeting was held on November 13, 2008, at the Palo Christi Elementary School in Kingman from 6:00 p.m. to 8:00 p.m. to provide an update on the study progress. Two alternative corridors recommended for further consideration were presented in detail and the opportunity was given for the public to provide issues, concerns and opportunities to be addressed during further development and evaluation of the study alternatives. A total of 120 people (not including agency and consultant representatives) attended the meeting.

Meeting advertisements were published in the *Kingman Daily Miner* on November 12 and 13, 2008, and the *Standard* on November 5 and 11, 2008. In addition, meeting notification postcards were mailed to over 14,000 addresses in the Kingman area on October 29, 2008. Informational handouts, copies of the slide presentation, comment sheets, and question cards were distributed to the meeting attendees. Public meeting visuals were on display for viewing prior to the formal presentation. The meeting consisted of an open house from 6:00 to 6:30, with a 15-minute presentation given at 6:30 p.m. After the presentation, a question-and-answer session was held. A summary of the questions and answers is provided below. The meeting closed at approximately 8:00 p.m.

Question/Answer Summary

Q1 - *Will this project stop or slow down progress on ADOT's plan for Rattlesnake Wash?*

A - This project will not impact the Rattlesnake Wash project schedule.

Q2 - *The City of Kingman should keep the Ft. Beale area free of the interchange – there are parks, trails and cultural areas – are they to be protected?*

A - Since this project will require FHWA funding, impacts to 4(f) properties require additional analysis and avoidance alternatives must be investigated.

Q3 - *Both C and D will be an incursion into Metcalfe Acres – what streets therein are impacted?*

A - At this level of the study we do not know specific impacts to streets. Those details will be worked out later in the study process, and we will have more details available at that time.

Q4 - *I believe and support the plan that calls for overhead on and off ramps that would provide a true highway interchange. This is the only real remedy in my opinion. It should serve for a great deal of growth for a long time at a longer construction period/max cost.*

A - Thank you for your comment.

Q5 - *Please zoom in on C & D areas. What happens to present US 93/Beale Street Interchange?*

A - For both C and D interchange options, access will remain the same – it will be like the current configuration.

Q6 - *Does this project have anything to do with Canamex or North American Union? Please explain - C Corridor = \$204M as opposed to \$51M dollars. Is there really any question?*

A - The project is not related to Canamex or North American Union, but is the result of the need to relieve local area congestion. Cost is a consideration, but not the only one. The \$204M

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estimate is an order of magnitude estimate of the “worst case” scenario, and would be refined during the next phase of the study.

Q7 - At this time, do you anticipate any possible new funding for the "five-year" construction program due to the new "progressive" administration coming in office next year? Our country's infrastructure is in such bad shape.

A - There is discussion regarding a proposed stimulus package, but we do not know the details for funding. This project may or may not benefit from the stimulus package, because 6-7 years from now, we do not know the status the economy will be in.

Q8 - Thank you for the presentation. Why not shoot for A's and B's for the direct connection in 2040 instead of B's & C's? Is it cost? What would A's and B's look like? Is there room to grow/expand in 2040? (is this in the current planning discussion?)

A - This is the guideline by which ADOT designs roadways to provide an acceptable peak-hour level of service.

Q9 - Where on Option D would traffic leave I-40 and where would it connect on US 93 - give points of reference or landmarks that we know.

A - At this level of the study we do not have exact locations for these connections; however we can show you more detail during the next stage of the study.

Q10 - How much do you think this will cost?

A - That depends on which alternative is chosen (refer to slide presentation).

Q11 - Will private property be taken to build the interchange?

A - There would likely be some impacts to private property; however, ADOT's goal is to avoid impacts to property.

Q12 - What kind of environmental issues exist?

A - Quite a few – there are 4(f), and 6(f) resources in the area; washes, historic wagon trails, and cultural resources. At the next stage of the study we will define issues, show them on the study map and mitigate whenever there are conflicts.

Q13 - How much population will this make (will project increase area growth)

A - The study used historical population data and current projections to model growth.

Q14 - Is US 93 going to be a 4-lane road to Beale Street? Can you get off 93 to the park area between Beale Street and Route 68?

A - The anticipated US 93 configuration on the west side of the interchange will be three lanes in each direction. The existing interchange will stay remain in place.

Q15 - Can you show C&D over a map showing businesses like on the first slide?

A - This information is not developed yet. In the next phase of the study we will have a more detailed map to present to the public.

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Q16 - *What is to be done to help the environment?*

A - Traffic congestion creates more pollution. The aim is to alleviate this. We will study and mitigate environmental impacts. There will be Federal funds involved with the study with strict requirements to analyze impacts.

Q17 - *Is there available better graphics that are easier to see and read?*

A – This will be more feasible at the next level of the study, when more detail is available.

Q18 - *What impact would Corridor D have on businesses located in Corridor C?*

A - Physically there would be no impacts and vehicles would still have access. Any potential economic impacts would be investigated as part of the environmental process in the next level of study.

Q19 - *Is the C & D choices set in stone?*

A - These choices are not set in stone. We're dealing with wide corridors at this stage. The goal is to create a direct connection, and there may be alternatives that come up and will be examined. We're moving forward from one phase in the study to the next – there may be new alternatives to discuss.

Q20 - *Is there a push by the Feds as part of the Canamex Highway?*

A - As seen from the traffic numbers, there is lots of congestion in the area – which primarily stems from local traffic. The community would want ADOT to address this congestion. This congestion is not related directly to Canamex, but is primarily a result of local area congestion.

Q2 - *Please consider south border of Corridor C - cost will decrease if you avoid the businesses and it will affect fewer homes and businesses. D will affect the water area natural spring and water tower.*

A - That is one of the alternatives we will consider; we'll be maneuvering within the corridor. The water impacts will be noted in the next phase; we will display impacts on map renderings once they are refined.

Q22 - *Do you have a rendering or artist sketch of C & D?*

A – We will have more visuals to show at the next phase of the study in the future.

Q23 - *What's more important – costs or someone's house?*

A - The goal of ADOT is not to acquire property; the goal is to have the least impact. We will be developing avoidance options.

Q24 - *Is ADOT adding onto or creating new highways in this area?*

A - ADOT is conducting public meetings to give opportunity for you to voice your comments - to help in developing ADOT's overview, or "big" plan. ADOT is looking at long term planning; 30-40 years out to plan what they want to do. Public meetings on this will be conducted in Bullhead City on Monday, Lake Havasu City on Tuesday – to look at long term issues and we

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want your input on needs. For those meetings we are not looking at improvements to current highways, improving corridors within existing alignments; or improving interchanges – but get input on developing an overview plan for the state.

Q25 - *Can you come back before the year end with the footprint and construction schedule for option “C”?*

A - No footprint or construction schedule will be set at this phase of the study.

Q26 - *If private property is taken, what is the process to determine value?*

A - ADOT provides lots of advance notice and will know years before an acquisition. ADOT uses appraisals to determine market value, makes an offer on the property, and works with the owner to come to an agreement.

Q27 - *With a \$204M price tag, why is Route C even being considered?*

A – Corridor Alternative C is feasible and recommended for further study because it would meet the needs of the traffic and stay within an existing transportation corridor. This cost reflects a “worst case” scenario.

Q28 - *You said traffic flow historically from US 93 has been stopped to trucking since 2001 – has this been taken into account?*

A –The issue of truck traffic and the anticipated opening of the Hoover Dam bypass are included in the Kingman Area Traffic Study that was used as a basis for the traffic projections used in this study.

Q29 - *What will happen when Hoover Dam will be bypassed with a 4-lane road portion of US 93?*

A –The issue of truck traffic and the anticipated opening of the Hoover Dam bypass are included in the Kingman Area Traffic Study that was used as a basis for the traffic projections used in this study.

Q30 - *This will completely take away Metwell and Camp Beale Loop Hiking area according to the BLM map.*

A - At this level of study present we do not know the potential impacts to these specific areas. Recreational areas are protected under federal law and must be considered in the environmental analysis.

Q31 - *Would either the C or D corridors have an impact on the ingress/egress to the ADOT weigh station at Hwy 68, or is any additional weigh station (truck scales) being considered going N on US 93?*

A- There would be no impacts to the weigh station – it is outside of the study area.

Q32 - *Is there a website to see the progress of the planning maps, etc?*

A - The project website is:

http://www.azdot.gov/highways/districts/kingman/I40_US93_WestKingmanTI.asp

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Q33 (no card) - *Who ultimately decides C or D?*

A – In the next phase of study, the study team would work to develop consensus between agency and public stakeholders to identify a preferred alternative.

Comment Overview

All comments received are attached to this report and will be discussed in detail in the Project Scoping Summary Report. Comments generally focused on the following topics:

- Concerns negative economic impact will be greater with alternative D more than C
- Opinion both alternatives D and C are too costly
- Support for alternative C – land will cost less, plus has less impacts to homes and spring water
- Support for corridor alternative farthest from Kingman
- Request corridor evaluation criteria include comparative analysis on projected accident rates, roadway aesthetics, and fuel consumption based on yearly ADT
- Alternative should be chosen based on speed and ease of implementation
- Alternative choice should be based on economic impacts before, during, and after construction as a selection priority
- Concerns negative financial impacts will result if businesses are uprooted due to project takes
- Concerns over impacts to residential and commercial property in Kingman
- Concerns over impacts to Metcalf Acres
- Request information on property value changes due to new interchange
- General support for the project including requests for immediate action, that current configuration is unsafe, and to expedite selection and implementation process
- Concern crime from south of the border will increase in Kingman because new roadway construction will encourage traffic from Mexico and lack of local resources
- Cultural concerns resulting from project including protecting historic trails and impacts to Kingman historic district
- Concerns regarding construction inconvenience
- Requests for details on the roadway, including roadway width and access locations
- Environmental concerns including impacts to water quality and Beale Springs, and increases in traffic noise
- Design requests including access for Clarks Canyon Road and providing climbing lanes to accommodate truck traffic
- Requests for timely updates to study
- Requests for general study information
- Concerns with R/W takes in town, in particular station owners and other businesses/homes possibly impacted by proposed corridors

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Name	Address	City
ROBERT TRADER	3586 HEATHER AVE.	KINGMAN, AZ 86401
SETH DYSON	2132 DeLuna Dr.	Kingman AZ 86401
Tom JORDAN	2702 LILLIE AVE	KINGMAN AZ 86409
Robert D Cocrozzo	3710 HEATHER AVE	KINGMAN AZ 86401
DINESH S. JOSHI	1250 W. BEALE ST.	KINGMAN AZ 86401.
JACQUISH PATEL	411 W. Beale St	Kingman AZ 86401
WILLIAM SIMPSON	1045 LYDIA DR.	Kingman 86401
Lyn BRACKEN	P.O. Box 3141	KINGMAN AZ 86402
ROB MCJUNKIN	4009 HEARNE. 86409	KINGMAN
David C Pitts	3590 N. Bonita Rd	Golden Valley AZ 86413
Alex Hafen	1210 ^W Beale	KINGMAN
Dave Barber	208 N. 4th St WACO TX	Kingman
BRYCE WARE	1200 RED GHOST CANYON RD	KINGMAN
WAYNE SMITH	4245 N. SHADOW RD	KINGMAN

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Name	Address	City
Mike Price	9944 E Chuckwagon Trail	Scotts Dale
Greg Price	" "	" "
Ronnie Olsen		
Christina Wallace	602 Lampton Ave.	Kingman
Jeanette Owens	2966 Rawhide Dr.	Kingman
Jonathan Owens	2966 Rawhide Dr.	Kingman
Bob Aune	1150 W. Beale	KINGMAN
Randy Merloni	7550 W. Brook Dr., G.V. 86413	Golden Valley
Paul + Violet Subbitt	703 E. Oak St	Kingman
Garry Watson	1285 Franklin St K1	Kingman Az. 86401
DIANA MOLL	3219 CARVER 86409	KINGMAN
Sunda Casselin	3377 N. Wildmustang Way 86401	Kingman
LAWRENCE WILLIAMS DOUBLE B RANCH	BOX 275 CALORIDE, AZ. 86431	CALORIDE
PATEL YOGESH	1225 W BEALE WEAVER ST	KINGMAN

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LeRoy WISSINGER	1200 E Andy Devine	Kingman
Marshall Nelson	509 E. Spring St	Kingman
Art Waller	1961 C. Eastwood	Kingman
Fred Anderson	4601 N. Mormon Flt Rd Golden Valley	—
WILLIAM A DUNN	1719 Hope Ave, K	Kingman
Robert Alec Gibelyou		Kingman
D. E. Ingfellow	5116 E. Camelback Loop, 1	Kingman
Roger Davis	P.O. Box 537 Yucca, AZ	Yucca
Bob Bussell	2581 Running Iron Loop Kingman	KGMN
BRENIA Peterson		
Spencer Taylor		
Alyssa Taylor		
Kevin Daise	3069 S. 1st Ave	Kingman
Jf M -	2839 Margaret	Kingman

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Name	Address	City
Ben & Candice Feliciano	3750 Heather Avenue	Kingman, AZ 86401
Michael A. Martinez	2384 E. Suffolk	KINGMAN, AZ 86401
Mike Kicher / Far Robin	301 GRANDVIEW	KINGMAN, 86401
BILL WOOTEN	2901 VAN METER DR	KINGMAN, AZ 86401
M MYERS		Kingman 86401
Tom Callahan	500 Simon Ave	Kingman Az
Bobbi Callahan	" "	" "
Wesley Waller	1961 Clint Eastwood	Kingman
MIKE BIHUNIAK	4116 AIRWAY	Kingman
CERE TABBERT	431 E. SPRING	KINGMAN
Kris Thomas	6565 Crumb rd	Kingman
Alex Peterson		kingman
RALPH BUDZINSKI	2293 HOPI DR	KINGMAN
Denise MacCarone	2387 Emerald Dr.	Kingman

I-40/US 93 West Kingman Traffic Interchange

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Name	Address	City
Rom Bowen	PO Box 190	Chloride Az 86431
Bill Lacy	2908 Emerson Av	Kingman
ROBEN GORDON	2627 Van Meter	Kingman
Vinice Simon	1070 Hillcrest	Kingman
Suzanne Adams	3015 Stockton Hill Rd	Kingman
Kay & Charlie Prince	2133 Greasewood	Kingman
BETH DIGAUDIO	4351 PINTO ROAD	KINGMAN
DONALD L. LUEERS	1245 Pacific Ave	Kingman
Dawn To Roc	253 Maple St	Kingman
Nephi Bushman		
Cody Meyer		
BRETT NOVAK	2626 Southern Ave	Kingman
Doug Cancho	2706 Georgia Ave	Kingman
A J Laco	618 Hammon St.	Kingman

I-40/US 93 West Kingman Traffic Interchange

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Danny Ben	3290 Wild Mustang Way	Kingman
Dwayne Patterson	2583 Sandstone K	Kingman
Edward Corning	1415 Wagon Trail Rd	Kingman
Darryl McCull	3375 Thunderbird # or 3201 Fort Benet Rd	Kingman
Theresa Hernandez	3991 John L. Ave	Kingman
Edward Cartrell	3005 Chaele Ave	" 11
Evelyn R. Price	920 Evelyn Dr - Metcalfe Acres	"
Bob Mulcahy	3085 Hualapai Mtn Rd	" 11
Jim Chambers	3131 Lawrence way	" 11
JANEY FELLOW	4480 Elmoe DR.	KINGMAN
Bronson Lee	2138 Church Dr.	Kingman
PATEL RAM	1225 W BEAR ST.	"
Rose Lesniewski	3310 E AMES	Kingman
Yvonne Broadbent	4615 So Hi Blvd. Gr.	Golden Valley

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John Maurone	2387 Seminole Dr.	
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ROBEN POOL	511 E PARK ST	KINGMAN
LEN MARCEAU	" " "	"
Jant Watson	1285 Franklin Ct	Kingman
Paul McCormick	825 Country Club Dr	"
JACKIE NECKES	2755 MISSION BLVD.	Kingman
Christine Charles	314 Lawrence Way	Kingman
Ron Leel	1708 Main	Kingman
Yvonne Walker	3241 N. Central St	Kingman
Jim Kanelos	4402 Oatman Rd.	Golden Valley
Carol Dehls	4355 Bond, TX	Kingman

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Kate Pearson	PO Box 3141	Kingman 86402
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James Camper		Kingman 86413
Debra Cassin	City of Kingman Engman	Kingman Ar 86401
Rick Miller	PO Box 783 Kingman 86402	
Ron Hunter	999 W Beale St 94101	Kenya N1
Tom Plenys - USEPA	75 Hawthorne St. ^(CED-2) San Francisco, CA 94110	San Francisco CA

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Name	Address	City
BOB Nee	RUNNING IRON ST	KINGMAN
GENTSY CAMPER	4142 W. MIRAMAR DR.	GOLDEN VALLEY
Trinna Ware	PO Box 105	Kingman
Dave Hankins		Kingman
LORI Chambers	3131 Lawrence Way	Kingman
Deborah Talk	P.O. Box 928	Kingman
Henry VARGA	1901 MAIN	Kingman
HOWARD PALEN	} 201 EAST SPRING	KINGMAN
DR KIRSTEN MORTENSON		
Steve Thomas	4000 N Central Ave	Phx

Issues, Concerns and Opportunities

During the initial phase of the study, several issues, concerns and opportunities were identified as criteria that would be used in the corridor alternative evaluation process. These were obtained from investigations conducted by the study team and from feedback from the agency and public scoping meetings. The feedback can be organized into two categories, Environmental Considerations and Engineering Considerations.

Environmental Considerations

- Visual impacts
- Wildlife crossings and connectivity
- Impacts to flora and fauna
- Conflicts with mining claims and grazing rights
- Impacts to natural water sources
- Impacts to drainage patterns
- Impacts to recreational resources such as Cerbat Foothills Recreation Area and Beale Springs
- Impacts to trails
- Economic impacts resulting from removing traffic from Beale Street
- Impacts to residential properties and businesses located near new interchange or roadway
- Tribal concerns and cultural resources
- Outreach for business community
- Considerations regarding land use, both existing and planned
- Historic sites

Engineering Considerations

- Access to Kingman local streets
- Possible new traffic interchange west of the study limits
- Proposed power line close to Corridor Alternative H
- Traffic interchange spacing at 1-2 mile increments along I-40
- Clearly define corridors to evaluate possible impacts
- Retaining existing traffic interchange
- Traffic study reflects future area development
- Improvements to existing Beale Street traffic interchange needed
- Access control on new traffic interchange to provide free-flow traffic
- Providing roadway drainage

Environmental Overview

The corridor alternatives are being developed with your feedback and evaluated for environmental issues, consistent with the National Environmental Policy Act (NEPA). NEPA requires federal agencies to include environmental values in their decision-making processes by considering the environmental, social, and economic impacts of proposed actions and reasonable alternatives to those actions. An environmental overview has been prepared as part of the engineering study. This information was used to evaluate corridor alternatives and to recommend eliminating specific corridor alternatives from further consideration based on potential environmental issues.

What's Next

At this time, we are recommending carrying two corridor alternatives, C and D, forward for further detailed study. The input we receive from you tonight will help us identify the critical issues that will be considered in concluding this study. After tonight's meeting, the Study Team will consider the feedback from the public and finalize the study recommendations.

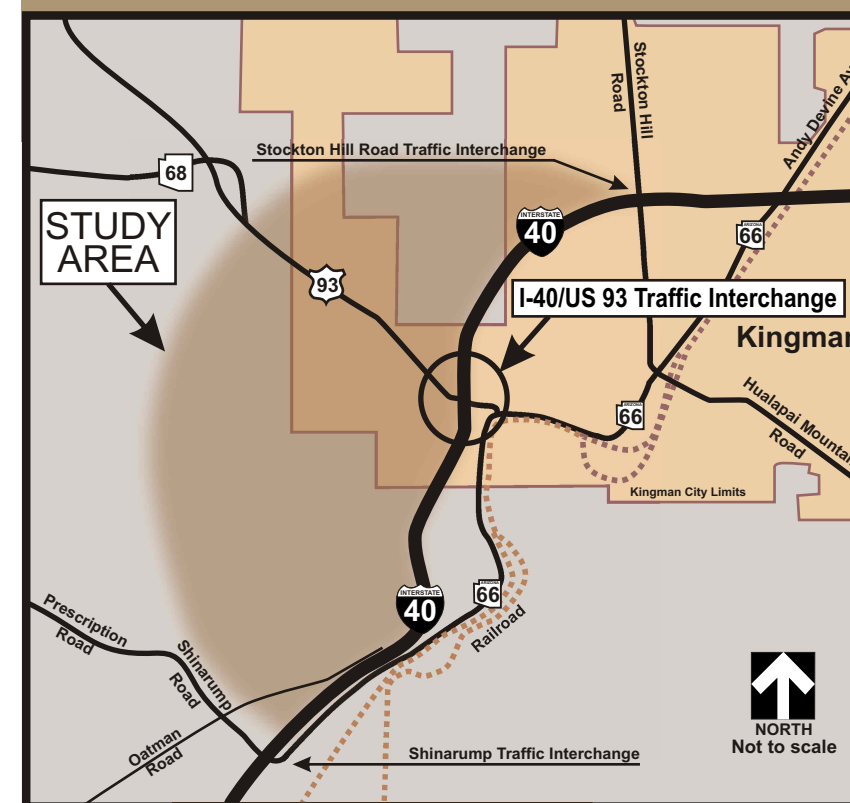
For More Information, Contact:

- | | |
|--|--|
| <ul style="list-style-type: none"> ■ Shahid Bhuiyan, Project Manager
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I-40/US 93 West Kingman Traffic Interchange Feasibility Report and Environmental Studies Public Meeting - November 13, 2008



INFORMATION SHEET



Study Vicinity Map

ADOT Project No. 040 MO 048 H7323 01L
Federal Project No. NH-040-A(AVJ)

Background

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration and the Bureau of Land Management, is conducting a study to identify feasible corridors for providing a free-flow traffic connection between I-40 and US 93 in the Kingman area.

Potential corridors for a new traffic interchange location, including possible improvements to the existing I-40/Beale Street traffic interchange, are under evaluation. The corridor alternatives have been examined for potential environmental, social, and economic issues. It is anticipated that the findings of this study will be carried forward for more detailed study.

Study Update

A public scoping meeting was held on March 31, 2008. This meeting introduced the Kingman community to the study and invited public comments. Eighty-three members of the public attended. Comments generally centered on impacts to businesses and private property along the existing highway, as well as access and impacts to recreational areas and trails. Concerns were also voiced about project funding and potential environmental impacts on the Cerbat Foothills Recreational Area. Since then, an

analysis of eight potential corridor alternatives (A through H, map inside right) has been conducted. Meetings with government agency stakeholders have also been held to solicit comments on the study. Based on agency and public comments, traffic analysis, as well as environmental and engineering criteria, Corridors C and D are recommended as the best corridors to carry forward for further study.

Tonight the Study Team will present the recommended corridors to carry forward for further detailed study and the reasoning behind the corridor selections. We invite your feedback on the study findings and recommendations.

About Tonight's Meeting

- Please review the exhibits around the room. Study Team members are available to answer questions and discuss details.
- A question and answer session will be held immediately following the presentation. To have your question answered in front of the group, please write your question on the yellow card provided and hand it to any Study Team member.
- Your input is important to us. Be sure to complete a comment sheet. You may leave it with us tonight or submit it to the Study Team by **December 12, 2008**, as directed on the form.

Study Website:

www.azdot.gov/highways/districts/kingman/I40_US93_WestKingmanTI.asp

Corridor Alternatives Selection

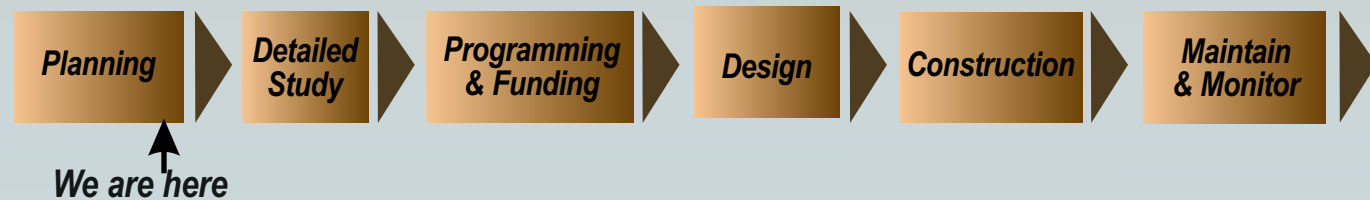
The study area under consideration includes the area along US 93 from State Route 68 to I-40 and on I-40 from the Stockton Hill Road traffic interchange to the Shinarump Drive traffic interchange. As shown to the public last March, eight corridor alternatives within this area were developed for consideration: Corridor Alternatives A through H (map, right).

After evaluating the corridors, the Study Team is recommending that Corridor Alternatives A, B, E, F, G, and H be eliminated from further consideration. These corridors would have greater impacts on the Cerbat Foothills Recreation Area and would require a substantially longer new roadway to be built than Corridors C and D. Construction of a longer new roadway results in increased environmental impacts as well as higher construction costs. Corridors C and D are recommended as the best corridor alternatives to carry forward for the next phase of study, based on engineering and environmental data as well as input received from the public and government agency representatives.

The primary objective of this study is to identify feasible corridors that could be used as a direct connection by through-traffic traveling between US 93 and I-40. Corridor length and travel time are issues under consideration in the selection process. Corridor Alternatives C and D would be most likely to be used by through-traffic, while requiring the shortest length of new roadway. Additionally, these alternatives minimize impacts to the Cerbat Foothills Recreation Area, a consideration that emerged as a high priority for both agency and public stakeholders.

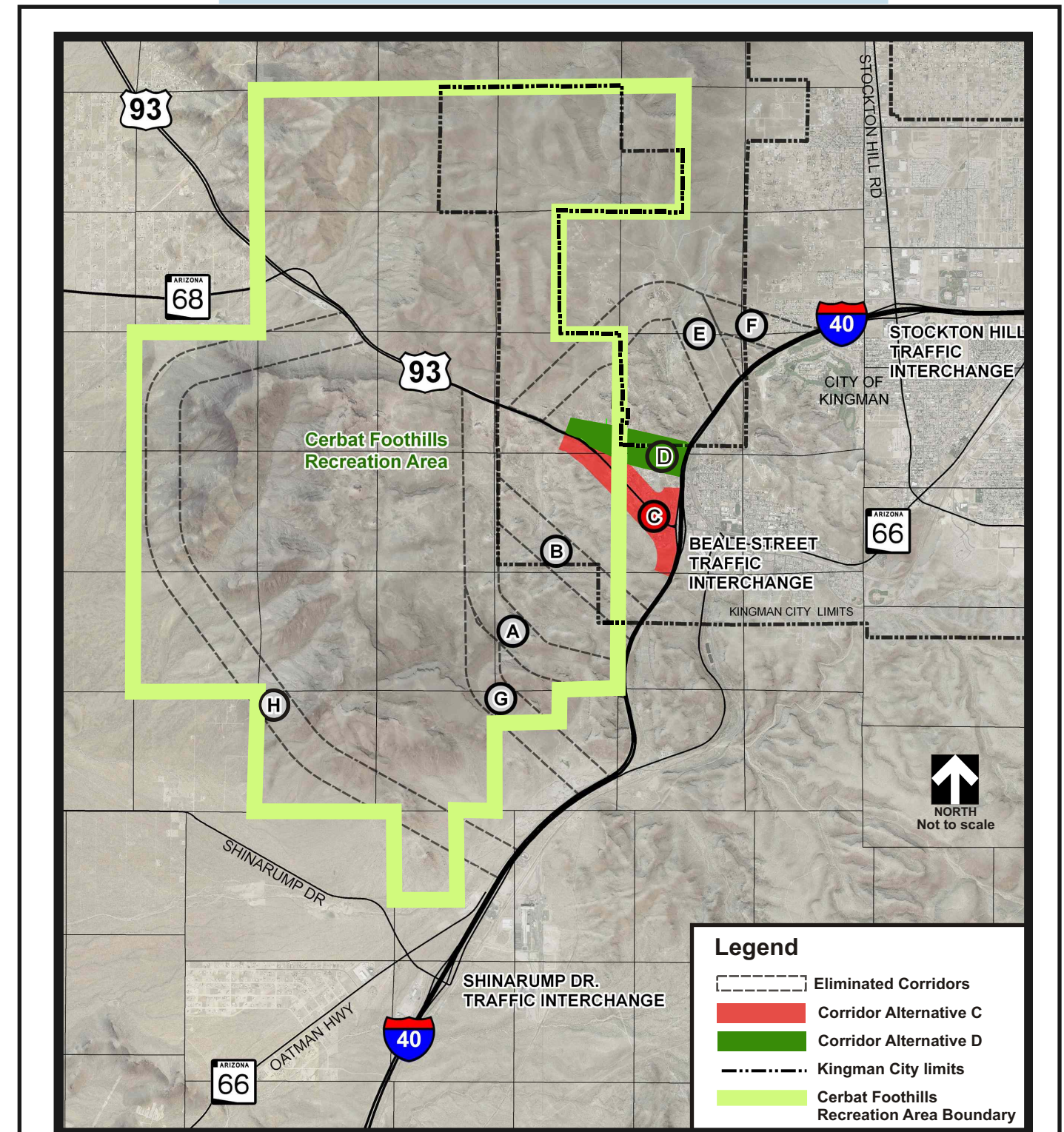
The analysis conducted to date has shown that Corridor Alternatives C and D are feasible corridors in which roadway design concepts could be further developed and examined. The next phase of the project development process would include developing multiple design concept alternatives and specific roadway alignments within the corridors. These design concepts would go through detailed design, development, and environmental analysis before a final alternative would be selected.

The Project Development Process



Currently the project is in the planning stage at the beginning of the project development process. During this phase, long-term planning is conducted to determine future transportation needs and potential improvements. Area population growth, anticipated land use, jurisdictional responsibilities, and other factors are used to determine the need, feasibility, and general location of future improvements. The public and agency scoping meetings held during March 2008, as well as tonight's meeting, are a part of this first phase.

The actual construction of any proposed roadway may not take place for at least ten years, due to funding limitations as well as the time required to conduct detailed engineering and environmental studies of the potential improvements. ADOT anticipates that the recommended corridors will be advanced to the Detailed Study phase, during which design concept alternatives are developed and evaluated. At this time, construction funding for this project is not included in the ADOT Five-Year Transportation Facilities Construction Program.



**I-40/US 93 West Kingman Traffic Interchange
Corridor Alternatives**



ARIZONA DEPARTMENT OF TRANSPORTATION PUBLIC MEETING

Your Input is Needed on I-40/US 93 West Kingman Traffic Interchange Feasibility Report and Environmental Studies

Thursday November 13, 2008

6:00 p.m. - 8:00 p.m. (MST)

Presentation at 6:30 P.M.

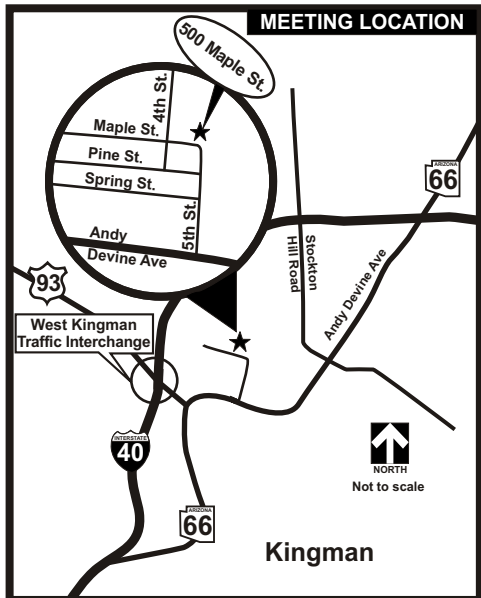
**Palo Christi Elementary School
500 Maple Street, Kingman AZ 86401**

The general public is invited to attend an informational meeting about potential improvements to the Interstate 40 (I-40)/US 93 traffic interchange in Kingman. The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration and the Bureau of Land Management, is conducting a study to identify feasible corridors for providing a free-flow traffic connection between I-40 and US 93 in the Kingman area.

Potential corridors for a new traffic interchange location, including possible improvements to the existing I-40/Beale Street traffic interchange, are under evaluation. The corridor alternatives have been examined for potential environmental, social, and economic issues. It is anticipated that the findings of this study will be carried forward for more detailed study.

The purpose of the meeting is to discuss the status of the study, present the corridors under consideration, and gather public feedback on the corridor alternatives recommended to carry forward for further study. The input received from this meeting will be used to help refine the corridor alternatives and finalize the study findings. Study Team representatives will be present to answer your questions and address your concerns. Map displays will be available for viewing.

For additional technical information, you may contact Ahmad Omais, phone: (602) 944-5500, email: ahmad.omas@kimley-horn.com. **Comments may be submitted by December 12, 2008**, to ADOT c/o Laura Nordan, Jacobs Engineering, 875 West Elliot Road, Suite 201, Tempe, Arizona 85284; fax (480) 763-8601; email laura.nordan@jacobs.com.



Americans with Disabilities Act: Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Laura Nordan at (480) 763-8715. Requests should be made as early as possible to allow time to arrange the accommodation. This document is available in alternate formats by contacting Ms. Nordan.

MIKE KONDELIS
Kingman District Engineer
ADOT

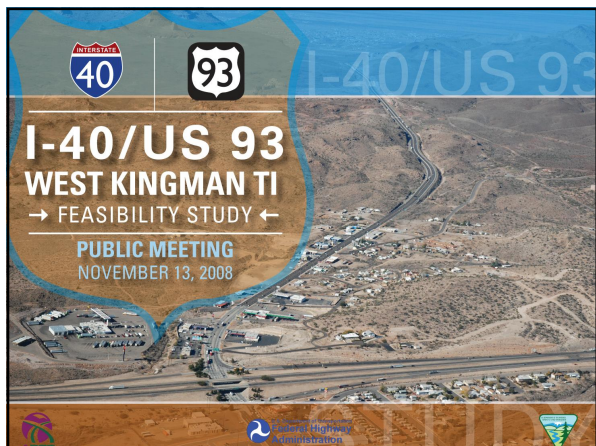
SHAHID BHUIYAN
Project Manager
ADOT

FLOYD ROEHRICH, JR.
State Engineer
ADOT

TRACS No. 040 MO 048 H7323 01L • Federal Project No. NH-040-A(AVJ)

For additional meeting information, contact:
Laura Nordan, phone: (480) 763-8715, fax: (480) 763-8601, email: laura.nordan@jacobs.com

THIS NEWSPAPER NOTICE IS AVAILABLE AT WWW.ADOTENVIRONMENTAL.COM



FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Meeting Agenda

- ▶ Introductions
- ▶ Project Purpose and Need
- ▶ Project Development Recap
- ▶ Summary of Initial Feasibility Report Findings
- ▶ Questions and Answers

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Project Purpose and Need

- ▶ Need for a Direct Connection Between I-40 and US 93 has been Documented in Previous Studies
- ▶ Congestion Backs up onto I-40
- ▶ Area is Developing Fast
- ▶ Right-of-Way Costs are Escalating
- ▶ Improve Local Access

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Purpose and Need (Continued)

- ▶ Relieve Congestion – Increase Roadway Capacity and Improve Traffic Flow
- ▶ Accident Reduction
- ▶ Continued Growth - Plan for Future Developments

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Project Development Recap

- ▶ Project Development Process
- ▶ Feasibility Study Process
- ▶ Public & Agency Feedback
- ▶ Where We Are Now

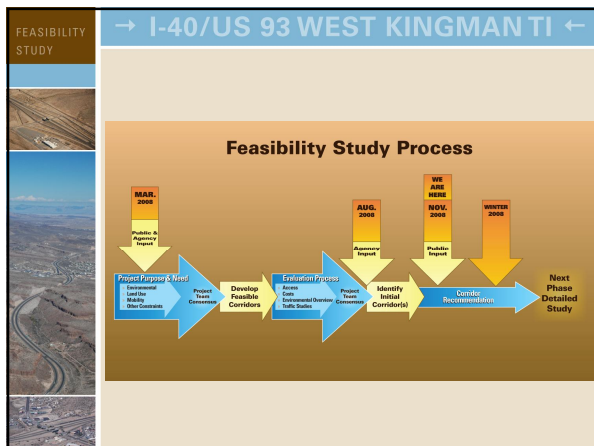
FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

The Project Development Process

```

    graph LR
      A[Planning] --> B[Detailed Study]
      B --> C[Programming & Funding]
      C --> D[Design]
      D --> E[Construction]
      E --> F[Maintain & Monitor]
  
```

We are here



- FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←
- ### Project Development Recap
- ▶ Public & Agency Feedback
 - » Economic Concerns for Existing Businesses
 - » Impacts to Trails and Recreation Areas
 - » Impacts to Private Property and Residences Along Project Area
 - » Project Funding Concerns

- FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←
- ### Project Development Recap
- ▶ Public & Agency Feedback(cont.)
 - » Environmental Concerns – Impact to Wildlife and Water Quality
 - » Requests for Roadway Details – Traffic Interchange Locations, Business Access and Traffic Flow
 - » Avoid Stockton Hill Area

- FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←
- ### Summary of Initial Findings
- ▶ Traffic Analysis
 - ▶ Corridor Alternatives Recap
 - ▶ Corridor Alternatives Comparison
 - ▶ Environmental Overview
 - ▶ Corridors Recommended for Further Study

- FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←
- ### Traffic Analysis
- ▶ Existing and Future Traffic Volumes
 - ▶ Level of Service

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Traffic Analysis

- ▶ Existing and Future Traffic Volumes

Location	2006 Average Daily Traffic	2040 Average Daily Traffic	% Growth in Avg. Daily Traffic
WB I-40 Mainline (North of Beale St)	16,132	45,060	179%
WB I-40 Off-Ramp	12,433	22,627	82%
WB I-40 On-Ramp	1,830	6,510	255%
WB I-40 Mainline (South of Beale St)	6,863	28,943	322%
US 93	21,500	56,823	164%
EB I-40 Mainline (South of Beale St)	8,513	29,507	247%
EB I-40 Off-Ramp	2,347	6,574	180%
EB I-40 On-Ramp	12,457	24,340	95%
EB I-40 Mainline (North of Beale St)	16,603	47,273	185%

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Traffic Analysis

► Level of Service

Level of Service A

Level of Service D

Level of Service B

Level of Service E

Level of Service C

Level of Service F

Level of Service	Delay (seconds/vehicle)
A	0 - 10 seconds
B	10 - 20 seconds
C	20 - 35 seconds
D	35 - 55 seconds
E	55 - 80 seconds
F	80 + seconds

Source: Exhibit 26-8, Highway Capacity Manual 2000

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Traffic Analysis

► Existing and Future Levels of Service

Location	2006		2040 No Build		2040 Direct Connection	
	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service
US 93/WB I-40 (West side of Traffic Interchange)						
SB US 93 (West approach)	18 seconds	B	286 seconds (4 minutes 46 seconds)	F	20 seconds	C
NB US 93 (East approach)	6 seconds	A	96 seconds (1 minute 36 seconds)	F	14 seconds	B
WB I-40 Off-Ramp (North approach)	31 seconds	C	256 seconds (4 minutes 16 seconds)	F	28 seconds	C
Intersection Overall	19 seconds	B	221 seconds (3 minutes 41 seconds)	F	18 seconds	B

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Traffic Analysis

► Existing and Future Levels of Service

Location	2006		2040 No Build		2040 Direct Connection	
	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service	Average Delay (per vehicle)	Level of Service
US 93/Beale St/EB I-40 (East side of Traffic Interchange)						
SB US 93 (West approach)	20 seconds	C	455 seconds (7 minutes 35 seconds)	F	13 seconds	B
NB US 93 (East approach)	60 seconds	E	522 seconds (8 minutes 42 seconds)	F	29 seconds	C
EB I-40 Off-Ramp (South approach)	38 seconds	D	214 seconds (3 minutes 34 seconds)	F	29 seconds	C
Intersection Overall	38 seconds	D	454 seconds (7 minutes 34 seconds)	F	24 seconds	C

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Corridor Alternatives Comparison

- No Build
- South Corridors (A, B, G, and H)
- North Corridors (C, D, E, and F)
- Evaluation Criteria and Measurements

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Corridor Alternatives

- South Corridor Alternatives
 - » A, B, G, and H
- North Corridor Alternatives
 - » C, D, E, and F

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Corridor Alternatives Comparison

► Evaluation Criteria/Measurements

Evaluation Criteria	Unit of Measure	Land Use Considerations							
		A	B	C	D	E	F	G	H
Bureau of Land Management / Cerbat Foothills Recreation Area Outside City of Kingman Limits	acres	108	38	0	0	0	0	122	242
Bureau of Land Management / Cerbat Foothills Recreation Area within City of Kingman Limits	acres	0	44	14	16	36	36	0	0
City of Kingman & Private Land	acres	5	9	22	20	57	59	14	43
State Land	acres	0	0	0	0	0	0	0	90
Length of Corridor	miles	3.1	2.5	1.0	1.0	2.5	2.6	3.7	7.0
Order of Magnitude Total Project Cost	\$ Millions	\$ 62 M	\$ 62 M	Up to \$204 M	\$ 51 M	\$ 57 M	\$ 65 M	\$ 71 M	\$ 200 M

4(f) resources are defined as public parks, recreation areas, wildlife/waterfowl refuges, and historic sites (from the US Department of Transportation Act of 1966)

6(f) resources are defined as recreation properties that were acquired or developed with grants from the Land and Water Conservation Fund Act of 1964

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Corridor Alternatives Comparison

► Evaluation Criteria/Measurements

Traffic Considerations									
Evaluation Criteria	Unit of Measure	A	B	C	D	E	F	G	H
Distance from Nearest Interchange	miles	1.4	0.9	0	0.5	1.2	0.9	2.0	1.1
Length of Travel from Stockton Hill Traffic Interchange on I-40 to SR 68 Traffic Interchange on US 93 (WB I-40 to NB US 93)	miles	9.4	8.3	6.7	6.1	6.6	5.8	11.3	14.1
Anticipated utilization of the direct connection by through traffic	-	<20%	<20%	35% to 50%	35% to 50%	25% to 35%	25% to 35%	<10%	<10%

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

Corridor Alternatives Comparison

► Evaluation Criteria/Measurements

Environmental Considerations									
Evaluation Criteria	Unit of Measure	A	B	C	D	E	F	G	H
Section 4(f) lands	Acres	106	38	0	0	0	0	122	242
Potential Impact on Section 6(f) property	Yes / No	No	No	No	No	Yes	Yes	No	No
Potential Conflicts with Known Archeological Sites	count	3	3	2	6	4	4	4	3
Number of Facilities with Underground Storage Tanks	count	0	0	9	0	0	0	0	1
Number of Facilities with Leaking Underground Storage Tanks	count	1	0	11	0	0	2	1	1
Number of Hazardous Waste Handling Facilities	count	0	1	1	0	0	0	0	0
Wash Crossings	count	6	6	3	3	4	4	8	13
Potential Number of Residential Parcels	count	0	0	9	13	6	26	1	1
Potential Number of Business Parcels	count	0	0	27	0	1	1	0	0
Potential Number of Vacant/Municipal/Mixed/Other	count	5	6	37	15	9	12	7	7
Major Utility Conflicts	count	1	1	0	1	1	1	1	3
Springs/Wells/Water Tanks	count	0	0	0	1	2	2	0	1

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Section 4(f) & 6(f) Resources

The map displays the study area with various resources highlighted. Key features include:

- Section 4(f) Resources:** Indicated by orange and red outlines.
- Section 6(f) Resources:** Indicated by purple and green outlines.
- Other Resources:** Includes wetlands (blue), riparian areas (light blue), and other environmental features.
- Infrastructure:** Shows I-40, US 93, and other roads.
- Legend:** Provides details on symbols for Section 4(f) resources, Section 6(f) resources, wetlands, riparian areas, and other features.

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Corridors Recommended for Further Study

The map highlights specific corridors for further study. Key features include:

- Recommended Corridors:** Outlined in green and red.
- Geographic Context:** Shows the study area relative to I-40, US 93, and other roads.
- Labels:** Includes 'STOCKTON HILL TRAFFIC INTERCHANGE' and 'HAYSTACK TRAFFIC INTERCHANGE'.
- Scale and Orientation:** Includes a north arrow and a scale bar.

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Questions and Answers

► Please submit your questions on a card as shown below:

QUESTION CARD

If you have a question that you would like answered at the end of the presentation, please write your question on this card and pass it to an ADOT project representative. We have limited the time for questions and answers. If we do not get to your question, we encourage you to speak directly with project staff after the question and answer portion of the presentation.

PLEASE WRITE YOUR QUESTION ON THE BACK OF THIS CARD

Thank you for printing legibly.

FEASIBILITY STUDY → I-40/US 93 WEST KINGMAN TI ←

We Want to Know What You Think!

- Please fill out a comment form
 - » Leave it tonight
 - » Fax it
 - » E-mail or mail it
- Please submit your comments by December 12, 2008
- Thank you for your time and input

I-40/US 93 WEST KINGMAN TI

Feasibility Report and Environmental Studies

2040 Beale Street Traffic Interchange
Level of Service (LOS)



Beale Street Improvements and Level of Service

Based on the summary of findings from the *I-40/US 93 West Kingman TI Study*, additional improvements were recommended to the Beale Street Traffic Interchange to improve the projected Level of Service at that location by the year 2040.

Even if a new direct connection were built, with the traffic interchange remaining in its current configuration, then traffic turning right onto eastbound I-40 from Beale Street and turning left to access eastbound I-40 from US 93 is projected to experience a Level of Service "F" by 2040.

To improve the efficiency of the Beale Street interchange, the Study Team recommends a dedicated right turn lane for traffic entering eastbound I-40 from Beale Street. Providing a dedicated left-turn lane for traffic accessing eastbound I-40 from US 93 is also recommended.

With these changes implemented in conjunction with the new direct connection, the Level of Service is projected to be category "C" and "B" at these locations by the year 2040.



→ I-40/US 93 WEST KINGMAN TI ←

Feasibility Report and Environmental Studies

Evaluation Criteria/Measurements

		CORRIDOR ALTERNATIVES								
Evaluation Criteria		Unit of Measure	A	B	C	D	E	F	G	H
Land Use	Bureau of Land Management/Cerbat Foothills Recreation Area Outside City of Kingman Limits	Acres	108	38	0	0	0	0	122	242
	City of Kingman & Private Land	Acres	5	9	22	20	57	59	14	43
	Bureau of Land Management/Cerbat Foothills Recreation Area Within City of Kingman Limits	Acres	0	44	14	16	36	36	0	0
	State Land	Acres	0	0	0	0	0	0	0	90
	Length of Corridor	Miles	3.1	2.5	1.0	1.0	2.5	2.6	3.7	7.0
	Order of Magnitude Total Project Cost	\$Millions	\$62M	\$62M	Up to \$204M	\$51M	\$57M	\$60M	\$71M	\$200M
Traffic	Distance from Nearest Interchange	Miles	1.4	0.9	0	0.5	1.2	0.9	2.0	1.1
	Length of Travel from Stockton Hill Traffic Interchange on I-40 to SR 68 Traffic Interchange on US 93 (WB I-40 to NB US 93)	Miles	9.4	8.3	6.7	6.1	6.6	5.8	11.3	14.1
	Anticipated utilization of the direct connection by through traffic	Percentage	<20%	<20%	35%to 50%	35%to 50%	25%to 35%	25%to 35%	<10%	<10%
Environmental	Section 4(f)* Lands	Acres	108	38	0	0	0	0	122	242
	Potential Impact on Section 6(f)* property	Yes/No	No	No	No	No	Yes	Yes	No	No
	Potential Conflicts with Known Archeological Sites	Count	3	3	2	6	4	4	4	3
	Number of Facilities with Underground Storage Tanks	Count	0	0	9	0	0	0	0	1
	Number of Facilities with Leaking Underground Storage Tanks	Count	1	0	11	0	0	2	1	1
	Number of Hazardous Waste Handling Facilities	Count	0	1	1	0	0	0	0	0
	Wash Crossings	Count	6	6	3	3	4	4	8	13
	Potential Number of Residential Parcels	Count	0	0	9	13	6	26	1	1
	Potential Number of Business Parcels	Count	0	0	27	0	1	1	0	0
	Potential Number of Vacant/Municipal Mixed/Other	Count	5	6	37	15	9	12	7	7
	Major Utility Conflicts	Count	1	1	0	1	1	1	1	3
	Potential Number of Residential Parcels	Count	0	0	0	1	2	2	0	1

* 4(f) resources are defined as public parks, recreation areas, wildlife/waterfowl refuges, and historic sites (from the US Department of Transportation Act of 1966)

* 6(f) resources are defined as recreation properties that were acquired or developed with grants from the Land and Water Conservation Fund Act of 1964



I-40/US 93 WEST KINGMAN TI

Feasibility Report and Environmental Studies



Level of Service Classifications



A



D



B



E



C



F

Level of Service and Traffic Delay

Level of Service is a qualitative measurement that describes traffic conditions in terms of speed, travel time, freedom to maneuver, comfort, convenience, traffic interruptions, and safety.

Six classifications are used to define Level of Service, designated by the letters A through F. Level of Service "A" represents the best conditions, while Level of Service "F" represents heavily congested flow with traffic demand exceeding highway capacity.

The figures to the left illustrate traffic conditions experienced at Level of Service A through F. The table below describes the traffic delay (waiting time at the intersection) for each Level of Service.

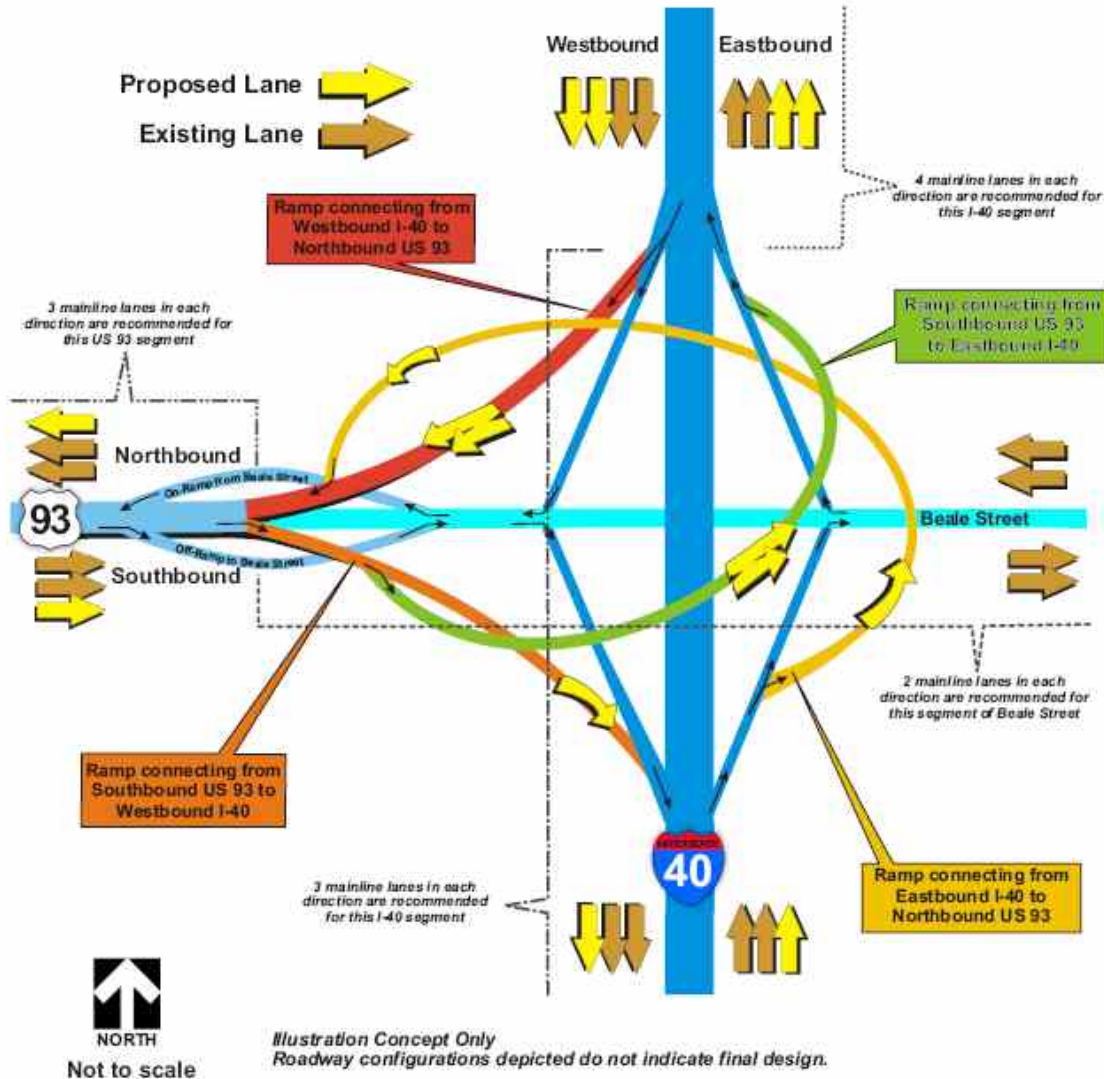
Level of Service Criteria for Signalized Intersections

Level of Service	Delay (seconds/vehicle)
A	0 - 10 seconds
B	10 - 20 seconds
C	20 - 35 seconds
D	35 - 55 seconds
E	55 - 80 seconds
F	80+seconds



I-40/US 93 WEST KINGMAN TI

Feasibility Report and Environmental Studies



2040 Recommended Number of Lanes

The graphic to the left illustrates proposed connecting ramp configurations and the existing and proposed mainline roadway configurations for the "Direct Connection" traffic interchange of US 93 and I-40.

Based on traffic studies of existing and proposed traffic volumes, the study team has made the following recommendations:

MAINLINE LANE CONFIGURATIONS		
LOCATION	EXISTING LANES	PROPOSED LANES
I-40 Westbound	2	4 North of Ramp 3 South of Ramp
I-40 Eastbound	2	4 North of Ramp 3 South of Ramp
US 93 Northbound	2	3 West of Ramp
US 93 Southbound	2	3 West of Ramp
NEW CONNECTING RAMP CONFIGURATIONS		
RAMP LOCATION	PROPOSED LANES	
Eastbound I-40 to Northbound US 93	1	
Westbound I-40 to Northbound US 93	2	
Southbound US 93 to Eastbound I-40	2	
Southbound US 93 to Westbound I-40	1	

I-40/US 93 WEST KINGMAN TI

Feasibility Report and Environmental Studies



Traffic Study Results

To analyze efficiency levels for the I-40/US 93 Interchange, the *I-40/US 93 West Kingman TI Study* utilized traffic interchange delay data and Level of Service (LOS) information to determine driving conditions. The information below reflects traffic conditions experienced for 2006, future conditions should no action be taken, and conditions anticipated with the proposed direct connection and improvements to the Beale Street Interchange.

Traffic Interchange Delay

Traffic Interchange Delay is described as delays experienced by motorists while queuing up at intersections - both entering and exiting the I-40/Beale Street Traffic Interchange. Analysis was conducted for eastbound (EB), westbound (WB), northbound (NB), and southbound (SB) travel conditions.

Level of Service (LOS)

Level of Service (LOS) is a qualitative measurement that describes traffic conditions in terms of speed, travel time, freedom to maneuver, comfort, convenience, traffic interruptions, and safety.

Six classifications are used to define LOS, designated by the letters A through F. LOS A represents the best conditions, while LOS F represents heavily congested flow with traffic demand exceeding highway capacity.

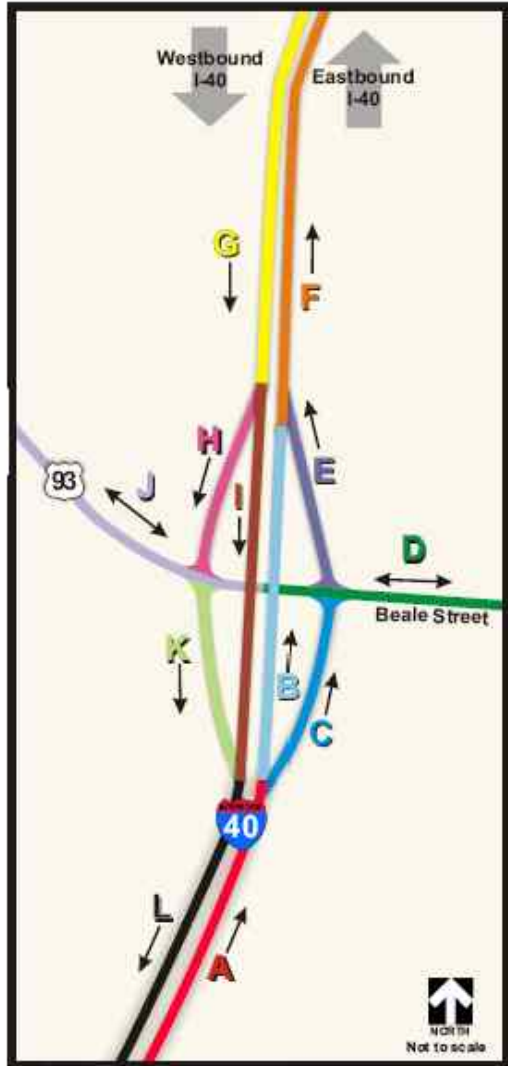
The existing I-40/US 93 Traffic Interchange does not have adequate capacity to meet the needs of the community and regional traffic, and it is anticipated that the current arrangement will exceed its capacity before the projected design year.

Beale Street Traffic Interchange Delay and Level of Service

Route	2006 Conditions		2040 With No Action		2040 With Direct Connection and Improvements to Beale Street Interchange	
	Delay (seconds/vehicle)	Level of Service	Delay - in seconds (minutes/seconds)	Level of Service	Delay - in seconds (minutes/seconds)	Level of Service
US 93/WB I-40 On-and Off-Ramp Terminal Intersections						
① SB US 93 (west approach)	18 sec	B	286 sec (4 min 46 sec)	F	20 sec	C
② NB US 93 (east approach)	6 sec	A	96 sec (1 min 36 sec)	F	14 sec	B
③ WB I-40 Off-Ramp (north approach)	31 sec	C	256 sec (4 min 16 sec)	F	28 sec	C
Intersection Overall	19 sec	B	221 sec (3 min 41 sec)	F	18 sec	B
US 93/Beale St./EB I-40 On- and Off-Ramp Terminal Intersections						
④ SB US 93 (west approach)	20 sec	C	455 sec (7 min 35 sec)	F	13 sec	B
⑤ NB US 93 (east approach)	60 sec	E	522 sec (8 min 42 sec)	F	29 sec	C
⑥ EB I-40 Off-Ramp (south approach)	38 sec	D	214 sec (3 min 34 sec)	F	29 sec	C
Intersection Overall	39 sec	D	454 sec (7 min 34 sec)	F	24 sec	C

I-40/US 93 WEST KINGMAN TI

Feasibility Report and Environmental Studies



Traffic Volumes

- REVISED -

Existing and projected traffic volumes were examined for the *I-40/US 93 West Kingman TI Study*. The graphic to the left illustrates the I-40/US 93 Traffic Interchange (TI) segments analyzed for traffic volume projections. The traffic analysis showed large increases in traffic volume for all portions of the interchange, with particularly large increases experienced by traffic on sections E and H, where vehicles are both entering Eastbound I-40 from Beale Street (Section E) and exiting from Westbound I-40 onto US 93 (Section H).

Traffic volumes for 2006 are listed below for each corresponding section to demonstrate current conditions. Projections for the year 2040 are provided to show the increases anticipated for each section. Average Daily Traffic is defined as the average number of vehicles that pass a specified point during a 24-hour period. Please note the traffic counts for Beale Street and for US 93 reflect combined counts for traffic traveling in both directions.

SECTION	AVERAGE DAILY TRAFFIC		LOCATION
	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

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

I-40/US 93 West Kingman Traffic Interchange

Thursday, November 13, 2008

Palo Christi Elementary School

500 Maple Street, Kingman, AZ 86401

6 pm – 8 pm (MST)

Presentation Time – 6:30 pm

The general public is invited to attend an informational meeting about a long-range planning study of potential improvements to the I-40/US 93 traffic interchange in Kingman. The study will identify corridors for providing a free-flow traffic connection between I-40 and US 93. Corridors for a new interchange location, including possible improvements to the existing Beale Street interchange, will be evaluated. The purpose of the meeting is to discuss the status of the study, present the alternatives under consideration, and gather public feedback on the alternatives recommended to carry forward for further study. Input received from this meeting will be used to help refine the corridor alternatives and finalize the study recommendations.



For additional technical information, you may contact Ahmad Omais, phone: (602) 944-5500, email: ahmad.omaais@kimley-horn.com. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Laura Nordan at (480) 763-8715; fax (480) 763-8601. Requests should be made as early as possible to allow time to arrange the accommodation.



MIKE KONDELIS
Kingman District Engineer

SHAHID BHUIYAN
Predesign Project Manager

FLOYD ROEHRICH, JR.
State Engineer

TRACS No. 040 MO 048 H7323 01L / Federal Project No. NH-040-A(AVJ)

You're Invited!

**ADOT Public Meeting
November 13, 2008
6:00 – 8:00 pm**

**Palo Christi Elementary School
Kingman, AZ**



① Will this project stop or slow down progress on ADOT's plan for Rattlesnake Wash?

Marsha Nelson

② The city of Kingman should keep the Ft Bel area free of the interchange - there are parks, trails and cultural areas - are they to be protected?

③ Both C and D will be an incursion into Metcalfe Acres - what streets therein are impacted?

CULTURAL

④ I believe and support the plan that calls for overhead overpass ramps that would provide a true highway interchange. This is the only real remedy in my opinion. It should serve for a good deal of years for a long time at a longer construction period/more cost. But only one time. I think a better deal

⑤ Please zoom in on L & D areas.

- What happens to present 93/buile street interchange?

~~Estimated costs L & D?~~

⑥ At this time, do you anticipate any possible new funding for the "five-year" construction program due to the new "progressive" administration coming in office next year? Our country's infrastructure is in such bad shape.

⑥ Does this project have any thing to do with Canamex or North American Union? Please explain. - Corridor 204 Mill As opposed to 51 Million D Is there really any question?

⑥ - Thank you for the presentation

Q - Why not shoot for A & B's for the direct connection in 2040 instead of B & C's? Is it cost? What would A & B's look like? Is there room to grow/expand in 2040? (is this in the current planning discussion?)

9

Where on option D—

would before leave I-40

+ when would it connect on 93

give points of reference or landmarks
that we know

10

How much do you think
this will cost?

COST

11

Will private properties
be taken to build
interchange?

12

What kinds of environmental issues exist?

13

How much population
will this make?
(from 1990)

(will project
increase area
growth)

15

Can you show C+D
over a map showing
Businesses like on first
slide

14

Is 93 going to be a 4
lane road to Beale St.

Can you get off 93 to
the park area between
Beale St. and Ry 60?

16

~~What~~ What is to be done to help the
Environment?

Environmental

①7 Is there available letter
graphics that are easier to
see & read

①8 What impact would Corridor D have on
businesses located in Corridor C

C/D

15 The C&D choices
set in stone?

C/D

The Fed. as part
of the CANAMAX Highway?

(related to
CANAMEX)

21 Please consider South Boarder
of Corridor (C) - cost will
decrease if you avoid the
businesses - and it will affect
fewer homes and businesses.

D will affect the water area

23 What's more important costs
or someone's house?

22 Do you have a rendering
or artist sketch of C & D?

24 ~~Is ADOT adding~~ Is ADOT adding
on to ~~the project~~ or creating new
highways in this area?

25) CAN YOU COME BACK ~~WITH~~ BEFORE
YEAR END WITH THE FOOTPRINT
AND CONSTRUCTION SCHEDULE F OPTION "C"

26) IF PRIVATE PROPERTY IS TAKEN,
WHAT IS THE PROCESS TO DETERMINE
VALUE?

WHAT TYPE OF NOTICE IS GIVEN?

27) WITH A \$204M PRICE
TAG, WHY IS ROUTE
73 EVEN BEING CONSIDERED?

28) YOU SAID TRAFFIC
FLOW FROM HISTORY
73 HAS BEEN STOPPED
TO TRUCKING SINCE
2001 HAS THIS BEEN
TAKEN INTO ACCOUNT

29

WHAT WILL HAPPEN
WHEN HOOVER DAM
WILL BE BY PASSED
WITH A 4 LANE ROAD
PORTION OF 93?

30

Would either the C or A corridors
have an impact on the ingress/egress
to the ADOT Weigh Station @ Hwy
68, or ~~is~~^{is} any additional
weigh station (truck scales) being
considered going N on US 93?

31

This will completely take
away Metwell and
Camp Beale Loop, Hiking
area. according to
BLM map

32

Is there a web site to
see the progress of Planning.
Maps - ect.

I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? Kingman Daily Miner

Do you have any suggestions for improving future meetings?

Several tables in the powerpoint hand-out should be enlarged per legibility.

CONTACT INFORMATION (Optional)*

Name: Keri Davidson

Address: 3069 Saffron Ave

City, State, Zip: Kingman AZ 86401 Email: _____

Would you like to be added to the project mailing list? _____

COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

Economic impact on existing businesses on Hwy 93 is expected to be higher w/ D vs. C.

Actes may seek services outside the City limits such as from plant in the County from So-Mi to Santa Clara @ Mineral Park Road.

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

In addition to consider length, fuel consumption based on ADT could be captured for each year.

Was there an aesthetic evaluation?

Is there a way to compare probable accident rates?

* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

3. Please provide any additional comments that you feel would be helpful to the study team.

**You may leave this comment sheet with us tonight, or send it by December 12, 2008, to:
ADOT c/o Coralie Cole, Jacobs Engineering, 875 W. Elliot Rd., Suite 201, Tempe, AZ 85284;
or Coralie.Cole@jacobs.com; fax 480-763-8601**

THANKS FOR YOUR INPUT!

I-40/US 93 West Kingman Traffic Interchange
Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? Post Card in mail

Do you have any suggestions for improving future meetings?
This one seems fine so far. (a bit cool)

CONTACT INFORMATION (Optional)*

Name: _____

Address: _____

City, State, Zip: _____ Email: _____

Would you like to be added to the project mailing list? _____

COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

Hire as many local (from Kingman and surrounding area) as possible. The most important consideration should be the economical impact both during and after highway construction. Project needs to be completed soon to match road improvements over Hoover Dam and the 93 improvements to Phoenix. If this project is not completed way before 2040, I'll be dead and never get to see or use the new road. Decorate over passes like they do in New Mexico.

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

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THANKS FOR YOUR INPUT!

I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? Mail & Newspaper

Do you have any suggestions for improving future meetings?

CONTACT INFORMATION (Optional)*

Name: _____

Address: _____

City, State, Zip: _____ Email: _____

Would you like to be added to the project mailing list? _____

COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

The sheriff of Mohave County has stated publicly that this international highway will open our town up to an even larger meth problem (80% which comes from Mexico). He also stated he will not have the budget to hire new deputies to deal with the added crime coming from Mexico due to the lack of border security this highway will cause. How does Kingman plan to budget for the extra officers and Deputies needed?

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

I would like the corridor furthest outside of town

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3. Please provide any additional comments that you feel would be helpful to the study team.

The downtown area is full of historic buildings. Will those be taken and bulldozed over for the interchange?
How wide will the connection be?
I dont think homes should be taken to make a cheaper route

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or Coralie.Cole@jacobs.com; fax 480-763-8601

THANKS FOR YOUR INPUT!

I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



4

COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? through the City / newspaper / radio

Do you have any suggestions for improving future meetings? well noticed

This was a great meeting - well organized & well presented!
(I will attend)

CONTACT INFORMATION (Optional)*

Name: Janet Watson

Address: 1285 Franklin Ct

City, State, Zip: Kingman AZ 86401 Email: _____

Would you like to be added to the project mailing list? I think I already am on the list

COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

My concerns have been addressed - "Thank You"

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

I knew that your team will explore all the possibilities and alternatives with the criteria you have and will continue to use.

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3. Please provide any additional comments that you feel would be helpful to the study team.

You are doing a great job!

Information, process and presenter - Excellent!

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or Coralie.Cole@jacobs.com; fax 480-763-8601

THANKS FOR YOUR INPUT!

I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



5

COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? MAILER, NEWSPAPER

Do you have any suggestions for improving future meetings?
AS MUCH DETAILS AS POSSIBLE.

CONTACT INFORMATION (Optional)*

Name: _____

Address: _____

City, State, Zip: _____ Email: _____

Would you like to be added to the project mailing list? _____

COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

OLD TRAILS, WATER QUALITY, HISTORICAL AREAS,
BEAVER SPRINGS, ETC.

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

CONSTRUCTION INCONVENIENCE, TRAFFIC, NOISE, SAFETY

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3. Please provide any additional comments that you feel would be helpful to the study team.

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THANKS FOR YOUR INPUT!

I-40/US 93 West Kingman Traffic Interchange

Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



6

COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? postcard

Do you have any suggestions for improving future meetings?

CONTACT INFORMATION (Optional)*

Name: DR KIRSTEN MORTENSON

Address: 201 E. SPRING ST

City, State, Zip: KINGMAN AZ Email: doctor@drkm.com

Would you like to be added to the project mailing list? yes

COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

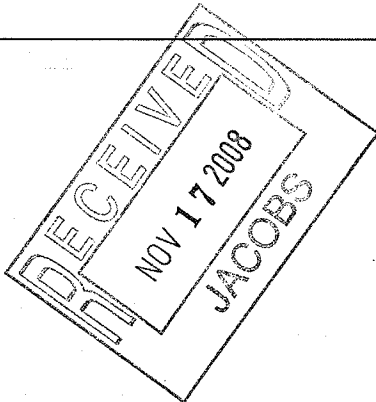
Current configuration is a major safety hazard - Recommend going ahead with alternative C or D as soon as possible. Lives are at stake

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

Speed & ease of implementation

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3. Please provide any additional comments that you feel would be helpful to the study team.



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or Coralie.Cole@jacobs.com; fax 480-763-8601**

THANKS FOR YOUR INPUT!

I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? MAIL + NEWSPAPER

Do you have any suggestions for improving future meetings?

CONTACT INFORMATION (Optional)*

Name: Tom Callahan

Address: 500 E Simon Ave

City, State, Zip: KINGMAN AZ

Email: PT Cruiser 2 @

Would you like to be added to the project mailing list? YES NPG CABLE . com

COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

OUR FAMILY has 3 Homes in Corridors E + F
495 SIMON Ave 300 Simon Ave, 720 Simon
Ave These are our HOMES Dont want to
MOVE I ALSO OWN a BUSINESS At 1150 + 1152
WEST BEALE ST Concerned how This would affect
OUR FAMILIES,

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

How many of OUR FAMILY + Neighbors
would be uprooted, and financially
affected by this, D + C look
as though they will be quite costly,

* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

3. Please provide any additional comments that you feel would be helpful to the study team.

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THANKS FOR YOUR INPUT!

I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting? Neighbor got card in mail.

Do you have any suggestions for improving future meetings?

Announce in paper 1 week sooner - Send info
to every one living within 1 mile of changes.

CONTACT INFORMATION (Optional)*

Name: LARRY Mc CAIL

Address: 3201 FORT BAKER Rd

City, State, Zip: Kingman, AZ 86401 Email: LARRY Mc CAIL at FRONTIER

Would you like to be added to the project mailing list? yes NET.NET

COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

WHAT ABOUT INTERCHANGING? Will there be access to
clacks canyon Road and North?

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

Climbing Hills For Trucks ;

* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

3. Please provide any additional comments that you feel would be helpful to the study team.

Send updates as they happen.

You may leave this comment sheet with us tonight, or send it by December 12, 2008, to:
ADOT c/o Coralie Cole, Jacobs Engineering, 875 W. Elliot Rd., Suite 201, Tempe, AZ 85284;
or Coralie.Cole@jacobs.com; fax 480-763-8601

THANKS FOR YOUR INPUT!

I-40/US 93 West Kingman Traffic Interchange Public Meeting - November 13, 2008

ADOT Project No. 040 MO 048 H7323 01L/Federal Aid Project No. NH-040-A(AVJ)



COMMENT SHEET

PLEASE ANSWER A FEW QUESTIONS TO TELL US HOW WE ARE DOING

How did you hear about this meeting?

Local newspaper

Do you have any suggestions for improving future meetings?

CONTACT INFORMATION (Optional)*

Name: *Marshall Nelson*

Address: *Box 4124*

City, State, Zip: *Kingman, AZ 86402* Email: _____

Would you like to be added to the project mailing list? *Yes*

COMMENTS

1. Do you have any concerns about the environmental, social, and/or economic impacts of the corridor alternatives presented tonight? What are they?

No

2. What criteria would you suggest for evaluating and comparing the corridor alternatives?

* Note: Providing your contact information is voluntary. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

3. Please provide any additional comments that you feel would be helpful to the study team.

Your team did an
excellent job
of explanation

Much more than I
anticipated, considering
amount of detail involved.
Good job!

You may leave this comment sheet with us tonight, or send it by December 12, 2008, to:
ADOT c/o Coralie Cole, Jacobs Engineering, 875 W. Elliot Rd., Suite 201, Tempe, AZ 85284;
or Coralie.Cole@jacobs.com; fax 480-763-8601

THANKS FOR YOUR INPUT!

Cole, Coralie

From: Cathy Gates [catgonefishing@yahoo.com]
Sent: Thursday, November 20, 2008 7:42 AM
To: Cole, Coralie
Subject: Re: Hwy 93-I 40

Thank you Coralie. Look forward to getting the map to see exactly how it impacts my mother and I.

Cathy

From: "Cole, Coralie" <Coralie.Cole@jacobs.com>
To: Cathy Gates <catgonefishing@yahoo.com>
Sent: Wednesday, November 19, 2008 3:44:52 PM
Subject: RE: Hwy 93-I 40

Thank you for the information Cathy.
 I'll forward your parcel information and map request to the study team, and follow up with you soon. Your input is a valuable part of the study process.
 Thanks again,

Coralie

Environmental Planner
 Jacobs
 875 West Elliot Road, Suite 201
 Tempe, Arizona 85284
 ph: 480.763.8734

-----Original Message-----

From: Cathy Gates [mailto:catgonefishing@yahoo.com]
Sent: Wednesday, November 19, 2008 1:59 PM
To: Cole, Coralie
Cc: diamondjc@citlink.net
Subject: Re: Hwy 93-I 40

My parcel number is 301-01-121. My mother lives accross the street and owns property around me. Her parcels are 304-01-128, 304-01-033, and 304-01-140. I would really appreciate a better map and idea where each corridor alternative is.

Thank you,

Cathy

From: "Cole, Coralie" <Coralie.Cole@jacobs.com>
To: catgonefishing@yahoo.com
Sent: Wednesday, November 19, 2008 1:09:31 PM
Subject: Hwy 93-I 40

Cathy:

Here is some more information regarding property issues with respect to the study.

Corridor alternatives represented in the study should be considered a “broad brush stroke” depiction of each corridor under consideration and are 1/4 mile wide. Alignments within those corridors will not be determined until the preferred corridor itself has been selected – so essentially within each “broad brush stroke” represented there can be many alignment options. The actual roadway will be constructed within a 300 foot-wide right-of-way-footprint within the corridor.

Also I wanted to point out the study is far from establishing the footprint of a proposed roadway location, and while the study is underway, impacts to private property are one of many study criteria used to determine where these alignments take place. Avoidance of properties, if possible, is the preferred route.

It would be helpful to pass your location on to the study team – do you happen to know the parcel number of your property so the engineers can plot it against the corridors? If you have any questions, please let me know.

Thanks again,
Coralie Cole

Environmental Planner
Jacobs
875 West Elliot Road, Suite 201
Tempe, Arizona 85284
ph: 480.763.8734

NOTICE - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.

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Cole, Coralie

From: Cathy Gates [catgonefishing@yahoo.com]
Sent: Thursday, December 04, 2008 9:02 AM
To: Cole, Coralie
Subject: Re: Hwy 93-I 40

Coralie,

I sent you mine and my mothers parcel numbers. Have you and the team had a chance to look at where my property is in conjunction with the 2 proposed sites? From what you have sent me it looks like it goes right through my house or right my it.

Please advise.

Cathy

From: "Cole, Coralie" <Coralie.Cole@jacobs.com>
To: Cathy Gates <catgonefishing@yahoo.com>
Sent: Tuesday, November 18, 2008 4:20:58 PM
Subject: RE: Hwy 93-I 40

Cathy:

As requested, I've attached the Public Meeting Handout, PDFs of the Power Point Slides, and a PDF of the Comment Sheet.

The project website is currently being updated to include PDFs of the Study Information Boards which were on display at the Public Meeting.

The website is listed on the first page of the handout, and I've included it here as well:

www.azdot.gov/highways/districts/kingman/I40_US93_WestKingmanTI.asp

A thorough detailed study will be conducted of the corridors which include examining cultural resources as well as water and other environmental impacts. The preferred result is to minimize impacts to both cultural and natural resources.

Please review the materials I've sent over - I encourage you to submit your thoughts, ideas and concerns on the Comment Sheet, or simply email your input back to this email address. Comments received up to December 12 th, 2008 will be included in the official record of the study and will assist the study team in making the preferred corridor determination. Your input is a valuable part of this process.

Thank you for taking your time in participating in the I-40/US 93 West Kingman Traffic Interchange Study.

Sincerely,
Coralie Cole

Environmental Planner
Jacobs
875 West Elliot Road, Suite 201
Tempe, Arizona 85284
ph: 480.763.8734

-----Original Message-----

From: Cathy Gates [mailto:catgonefishing@yahoo.com]
Sent: Tuesday, November 18, 2008 9:18 AM

To: Cole, Coralie
Subject: Re: Hwy 93-I 40

Please email them to me. The proposed D goes right through my house and C would definately affect me as well. Do you all realize the historical nature and water tables of our property? Also, there have been archalogical surveys done behing my property.

Thank you,

Cathy Gates

From: "Cole, Coralie" <Coralie.Cole@jacobs.com>
To: catgonefishing@yahoo.com
Sent: Monday, November 17, 2008 4:26:31 PM
Subject: Hwy 93-I 40

Cathy – I was sent your email request for information. Would you like us to email you pdfs of the meeting materials or would you prefer them mailed to you via the post?

We can accommodate you either way,
Thanks,
Coralie

Environmental Planner
Jacobs
875 West Elliot Road, Suite 201
Tempe, Arizona 85284
ph: 480.763.8734

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Cole, Coralie

From: Evelyn Price [evierae@citlink.net]
Sent: Sunday, November 23, 2008 1:54 PM
To: ahmad.omais@kimley-horn.com; sbhuiyan@azdot.gov; Cole, Coralie; mkondelis@azdot.gov
Subject: ADOT I-40/US 93 West Kingman Traffic Interchange -- Public Meeting - November 13, 2008

Re: I-40/US 93 West Kingman Traffic Interchange
Feasibility Report and Environmental Studies
Public Meeting - November 13, 2008

Ahmad Omais, Consultant Project Manager
Kimley-Horn & Associates
7878 North 16th Street, Suite 300
Phoenix, Arizona 85020

Dear Mr. Omais:

Thank you for the informative presentation of the Study Team analysis and current recommendations of Corridors Alternatives C and D. However, I was greatly heartened with your statement that selection of Corridors C and D is not 'set in stone'. Both these corridors will have a direct impact on Metcalfe Acres which was surveyed in the 1930s by E. Ross Householder for Charles Metcalfe. My step-dad, Lawrence Monroe Hall, worked on that survey team . . . part of his payment for services was one acre, bordered on the south by Hall Lane (named for him) and Evelyn Drive on the west . . . my home at 920 Evelyn Drive. Mr. Householder had a penchant for giving female names for the streets . . . Joyce, Alma, Lynette (for his wife) and Evelyn Drive for the three Evelyns that lived in the Acres . . . Mrs. Evelyn Swanson, Mrs. Evelyn Venable, and young Evelyn Rae Fox (Price). As the last of the Evelyns, I am a self-appointed custodian of Metcalfe Acres . . . other streets included are Kit Carson Road, Ericson Drive, Fort Beale Drive.

In order to gain some insight into the Study Team's analysis, I did a cursory reconnaissance drive from my home on Evelyn Drive - Ericson Drive to Fort Beale Drive into Anson Smith Road to Stockton Hill Road to Andy Devine Avenue to Beale Street . . . then 93N over Coyote Pass and under the 68/93 Interchange into outskirts of Golden Valley and back to Kingman. Then I drove old 66 west and returned by I-40, on past Cerbat Golf course to SHR and home. Looks like the plan may be to enter 93N east of Coyote Pass. The far south edge of Corridor C (marked in red) seems to be a feasible route along the top of the hill south of the truck wash facility, truck stops, service stations, housing, etc., and could have the least impact into Metcalfe Acres.

We hope that some of the Corridor Alternatives might be reconsidered for evaluation. The concern for incursion into residential areas should be of equal importance as the possible impacts to the Cerbat Foothills Recreation Area. We will be very interested in your further studies and reports.

Again, thank you.

Sincerely yours,

Evelyn R. Price
(920 Evelyn Drive)
P. O. Box 3465
Kingman, Arizona 86402
evierae@citlink.net
928-753-3644

From: Michele E. Beggs [MBeggs@azdot.gov]
Sent: Wed 12/3/2008 9:00 AM
To: jasonjray@cox.net [<mailto:jasonjray@cox.net>]
Subject: Kingman 93/40

Hello Jason Ray,
The meeting materials from our public meeting last month are available on
http://www.azdot.gov/highways/districts/kingman/I40_US93_WestKingmanTI.a
sp

Please let me know if you have any questions regarding the materials.
At this time we are receiving comments regarding the proposed alternatives
- I will certainly pass on your e-mail noting your preferred alternative is D.

Thank you and have a nice day,
Michele Beggs

-----Original Message-----
From: jasonjray@cox.net [<mailto:jasonjray@cox.net>]
Sent: Tuesday, December 02, 2008 8:24 PM
To: Michele E. Beggs
Subject: Kingman 93/40

Michele,

I was wondering what came out of the meeting with the city of Kingman as a result of the 93/40 interchange. I think after the Hoover dam bypass is completed the volume of that interchange might double. When looking at the project area map my vote goes to alternative D. I think you will see Beale st. get just as much or more business even with that alternative.

http://www.azdot.gov/highways/districts/kingman/PDF/Project_Area.pdf

Thanks for the update.

Jason Ray

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Cole, Coralie

From: John Brooke [jbrooke@rgv.rr.com]
Sent: Friday, December 12, 2008 9:00 PM
To: Cole, Coralie
Cc: jbrooke@rgv.rr.com; jwbrooke@gmail.com
Subject: I-40/US 93 West Kingman TI-Project No. 040 MO 48 H732301L

Dear Coralie:

I would like to give your study group the list of property that our family owns or has an interest in located in Kingman, AZ. The identification of the parcels should not to be included in the public comment record.

Parcel ID #30411060
Parcel ID #30412005
Parcel ID #30412006
Parcel ID #30412130A
Parcel ID #30412099
Parcel ID #30412100
Parcel ID #30412101
Parcel ID #30412104
Parcel ID #30412107
Parcel ID #30412108

For the public record:

As owners of some property along the proposed Beale Street corridor, we would hope that any taking by the State of Arizona for right of way be in areas only where it is absolutely necessary. One of my family members purchased property in Kingman sometime in the early 1960's. The State of Arizona Highway Department said they needed the property, but with later design changes to the highway, it was not needed and was subsequently sold as surplus property.

We would like to see the continued viability of commercial property along Beale Street West of I-40. Any designs affecting access by way of ingress and egress along this area should be carefully considered as to the impact upon the property owners. I also believe, property owners along US 93 do not want to be cut off from the increasing traffic flow that will be generated after completion of the Hoover Bypass project. Thank you for your consideration when you decide upon these issues.

John W. Brooke

Cole, Coralie

From: Michele E. Beggs [MBeggs@azdot.gov]
Sent: Monday, November 17, 2008 1:07 PM
To: Cole, Coralie
Subject: Fw: I-40/US 93 West Kingman Traffic

Hi Coralie,
I am in Bullhead for Frameworks meetings - will you please respond to this request?
Thanks.

From: Keith Evans
To: Michele E. Beggs
Sent: Mon Nov 17 12:01:36 2008
Subject: I-40/US 93 West Kingman Traffic

Dear Ms. Beggs:

My name is Keith J. Evans.

I was not able to attend the meeting last Thursday. I would like to "view maps and graphics" with regards to the proposed I-40/US 93 connection- or whatever the term is.

I checked out the ADOT website and could not find any such link? Are there any maps or artist renderings on the website?

Please advise and thank you.

Keith J. Evans

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Cole, Coralie

From: Carol Kiser [carollk@citlink.net]
Sent: Monday, November 17, 2008 11:00 AM
To: Cole, Coralie
Subject: Beale

1-40 US west Kingman Traffic Interchange ADOT project ## 040 MO 048 H 732301 /
My vote goes to C it will have less effect on homes and spring water and the land and cost
will be less.

carol kiser

Public Involvement
Public Input Log

Project Name: I-40/US 93 West Kingman T/I

Date of Comment: 11/18/2008

Type (circle one) Phone/Email/Letter/Other

ADD TO
MAILING
LIST

Comment received by: CORAUS ~~COB~~ 10:19 - 10:41

Action Taken: ^{emailed} ~~SAF~~ WEBSITE INFO TO LANCE, described study
Briefly - mailed hard copy + encouraged input.

Check when entered into Input Log

Content of Input:

LANCE Buckhammer 928.565.2279

Missed Meeting last week, wants materials (hardcopy) sent, and name added to mailing list. Didn't rec've postcard notification. Concerned with ROW take in town, particularly re: gas station owners and other businesses/homes possibly impacted by alternative corridors. Commutes/works at Kingman Airport

Address: 3807 North Bryce Road

Garden Valley AZ 86413

Phone: 928.565.2279

EMAIL: westernarizona@frontiernet.net

Public Involvement
Public Input Log

Project Name: I-40 / US 93 West Kingman T1

Date of Comment: November 21, 2008

Type (circle one) Phone / Email / Letter / Other

Comment received by: Connie Cou

Action Taken: explained study process sent material to Mr. Wade. encouraged input

Check when entered into Input Log

Content of Input:

Conversation w/ Ken Wade @ 4:12 Friday Nov 21
Mr Wade owns small lot next to T.A. truck stop w/ no construction on it. Purchased lot as investment, wants to know if project will impact property. Explained we are at this stage, as are early in study process & Corridor hasn't been determined @ this stage.

Sent meeting mtg's to him: encouraged input to contribute as part of study record.

o email: wademaniac@ yahoo.com.

o phone: 775. 742. 5847 (lives in Reno)

Public Involvement
Public Input Log

Project Name: Kingman T1

Date of Comment: 11/12/08

Type (circle one) Phone/Email/Letter/Other

Comment received by: Laura Nordan

Action Taken: Returned call

Check when entered into Input Log

Content of Input:

Lori Chambers, 928-753-6747
called for more information on the
meeting. She asked if anything had
changed from the previous meeting in
terms of the alternatives. I let her know
that ADOT was recommending Alts. C & D
for further study and eliminating the
others.

November 18, 2008

Dear Coralie:

I don't believe I received any of the materials for the meeting that was held last week. If they are ready, could you send them to me at this email address. Thanks for your help.

John Brooke

On Nov 5, 2008, at 7:23 PM, Cole, Coralie wrote:

John:

We will mail you a copy of the materials for next week's public meeting as soon they have been finalized.

As requested I've included the website link for the project which includes information from the previous Public Meeting:

www.azdot.gov/highways/districts/kingman/I40_US93_WestKingmanTI.asp

If you have any more questions, please do not hesitate to contact us.

Thank you,
Coralie Cole

Environmental Planner

Jacobs

875 West Elliot Road, Suite 201
Tempe, Arizona 85284
ph: 480.763.8734

-----Original Message-----

From: Don.Tappendorf@kimley-horn.com [<mailto:Don.Tappendorf@kimley-horn.com>]

Sent: Wednesday, November 05, 2008 5:35 PM

To: Nordan, Laura; Cole, Coralie

Cc: Doug.Fischer@kimley-horn.com; Ahmad.Omais@kimley-horn.com; SBhuiyan@azdot.gov; jwbrooke@gmail.com

Subject: I-40/US 93 West Kingman TI - Project No. 040 MO 48 H732301L

Importance: High

Laura and Coralie,

Ahmad received a phone message today from a gentleman who has a property interest in the vicinity of the I-40/US 93 Traffic Interchange. I spoke with Mr. John Brooke for a few minutes describing where we were in the study process, and in particular that this was a Feasibility Study to determine feasible corridors for further, more detailed study in the next phase of the project development.

John asked whether there is any information that could be sent to him since he is located in Texas and cannot attend the public meeting. I explained that you were responsible for the public involvement and coordination, and that we were still in the process of finalizing the information for the public meeting and did not know exactly when that information will be available to be sent to him. I also explained the comment period running until December 12th.

His contact information is shown below:

John Brooke
1615 Harvey Street
McAllen, TX 78501-4248
jwbrooke@gmail.com
956 821-4230

I told John I would copy him on my email so that he knew I had forwarded the request for information to you , and so that he would have your email contact information.

Please provide a copy of the public meeting materials to Mr. Brooke once it is available. I also told him there was a project website that contained previous information. If you would provide that link as well I would appreciate it.

Thank you.

Don Tappendorf
Kimley-Horn and Associates, Inc.

Phone message I received today at 3:30.

Ken Wade

Property owner next to TA Truck Stop

Lives in Reno and could not make the public meeting. He wants to know what evolved from the meeting and get any other info you have.

His phone: 775-742-5847.

Don Tappendorf thought it was probably more appropriate for you to give him a call back rather than myself.

Thanks,

Angie Shoemaker ☺

Roadway/Water Resources Division

Kimley-Horn and Associates, Inc.

7878 N. 16th Street, Suite 300

Phoenix, AZ 85020

(602) 678-3438

(602) 906-1174 Fax

From: [Michele E. Beggs](#)
To: [Floyd Roehrich Jr](#); [Dallas Hammit](#); [Thor Anderson](#); [Michael Kondelis](#); [Jennifer Toth](#); [Paula Gibson](#); [Mary Viparina](#); [Adam McGuire](#); [Matthew Burdick](#); [Kevin Biesty](#); [Sally Stewart](#); [Timothy Tait](#); "[rrrice@azag.gov](#)"
Cc: [Adam McGuire](#); [Kay Alberty](#); [Ralph Ellis](#); [James Rindone](#); [Karen King \(FHWA\)](#); [Bill Pederson](#); [Amy Rosar](#)
Subject: I-40/US 93 West Kingman System Traffic Interchange: Agency Meeting (1 p.m. to 3 p.m.)
Date: Wednesday, August 31, 2011 9:39:49 AM
Attachments: [I-40_US 93 West Kingman System Traffic Interchange Public Agency and Public Meeting Memo.doc](#)

Good Morning:

Please note time correction for the agency meeting:

The agency scoping meeting will be held from **1:00 p.m. to 3 p.m.** on Wednesday, September 14 in the City of Kingman Council Chambers (located at 310 North Fourth Street).

Thank you.

Michele E. Beggs
Senior Community Relations Officer
ADOT Kingman District
3660 E. Andy Devine Ave., Kingman, AZ 86401
Phone: 928.681.6054
Mobile: 928.566.5052
Media: 800.949.8057 or news@azdot.gov

I-40/US 93 West Kingman System Traffic Interchange

Public Scoping Meeting
Wednesday, September 14, 2011



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



Purpose of the Meeting

- Introduce study team
- Provide information on the study's need and purpose
- Describe the study process and schedule
- Review previous Feasibility Study and corridors
- Identify concerns, issues, and opportunities

Study Team

- Mike Kondelis, ADOT Kingman District Engineer
- Adam McGuire, ADOT Project Manager
- Michele Beggs, ADOT Communication and Community Partnerships
- Ralph Ellis, ADOT Environmental Planning Group
- Karen King, Federal Highway Administration
- Alan Hansen, Federal Highway Administration
- John Reid, Bureau of Land Management
- Darrell Truitt, Engineering Consultant
- Amy Rosar, Public Involvement Consultant
- Patricia McCabe, Environmental Consultant

Need for the Study

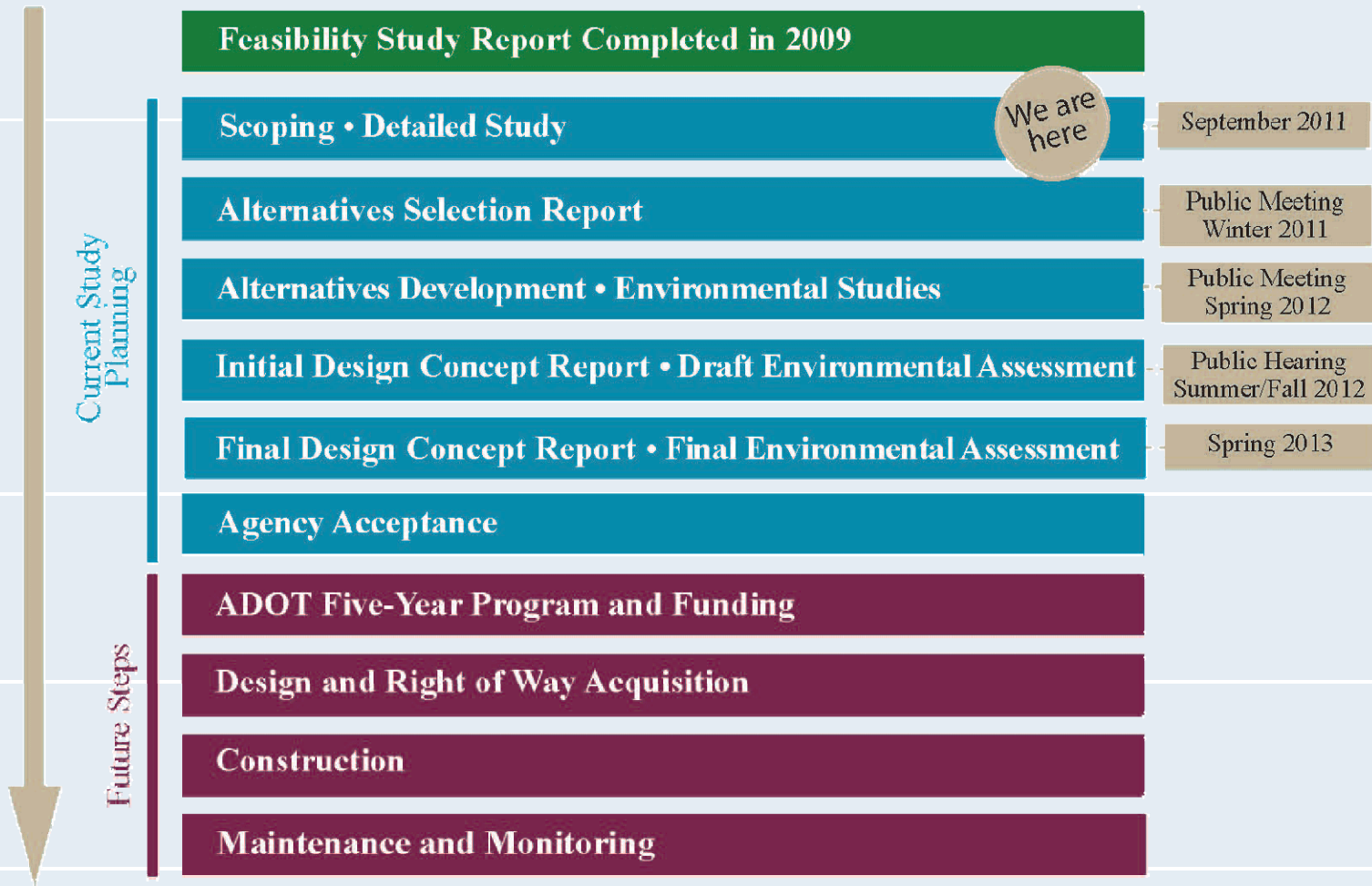
I-40/US 93 West Kingman Traffic Interchange:

- Provides a critical regional connection between I-40 and I-15
- Generates traffic congestion and back ups onto westbound I-40
- Displays operational concerns (delays, etc.) in both directions
- Is the third of three “bottleneck” locations along the CANAMEX Corridor
- No action creates potential additional issues as surrounding area continues to develop, including increased right-of-way costs

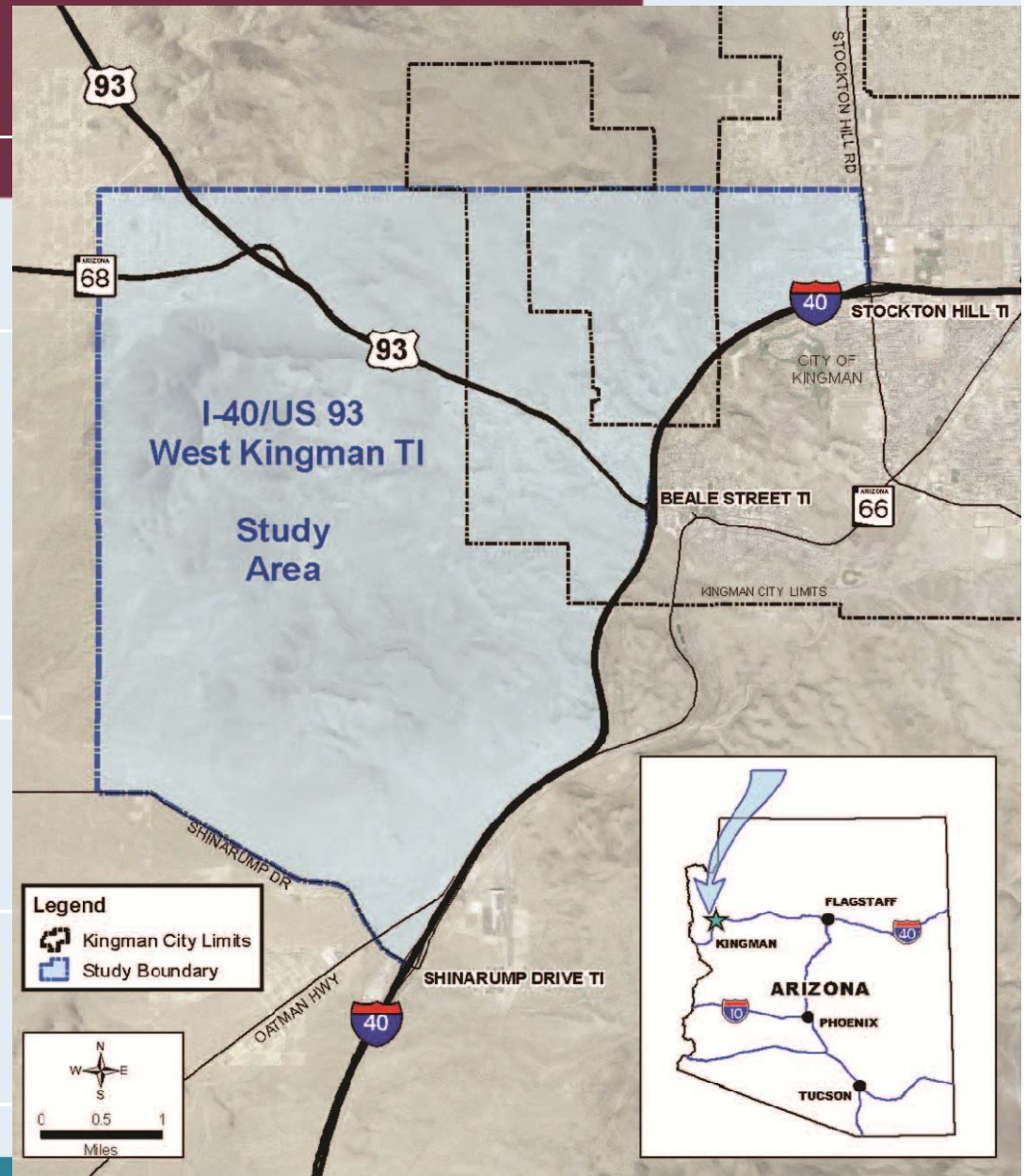
Purpose of the Study

- Evaluate a high-speed facility connection between I-40 and US 93
- Relieve congestion
- Enhance regional traffic flow
- Promote local access
- Maintain a safe interchange

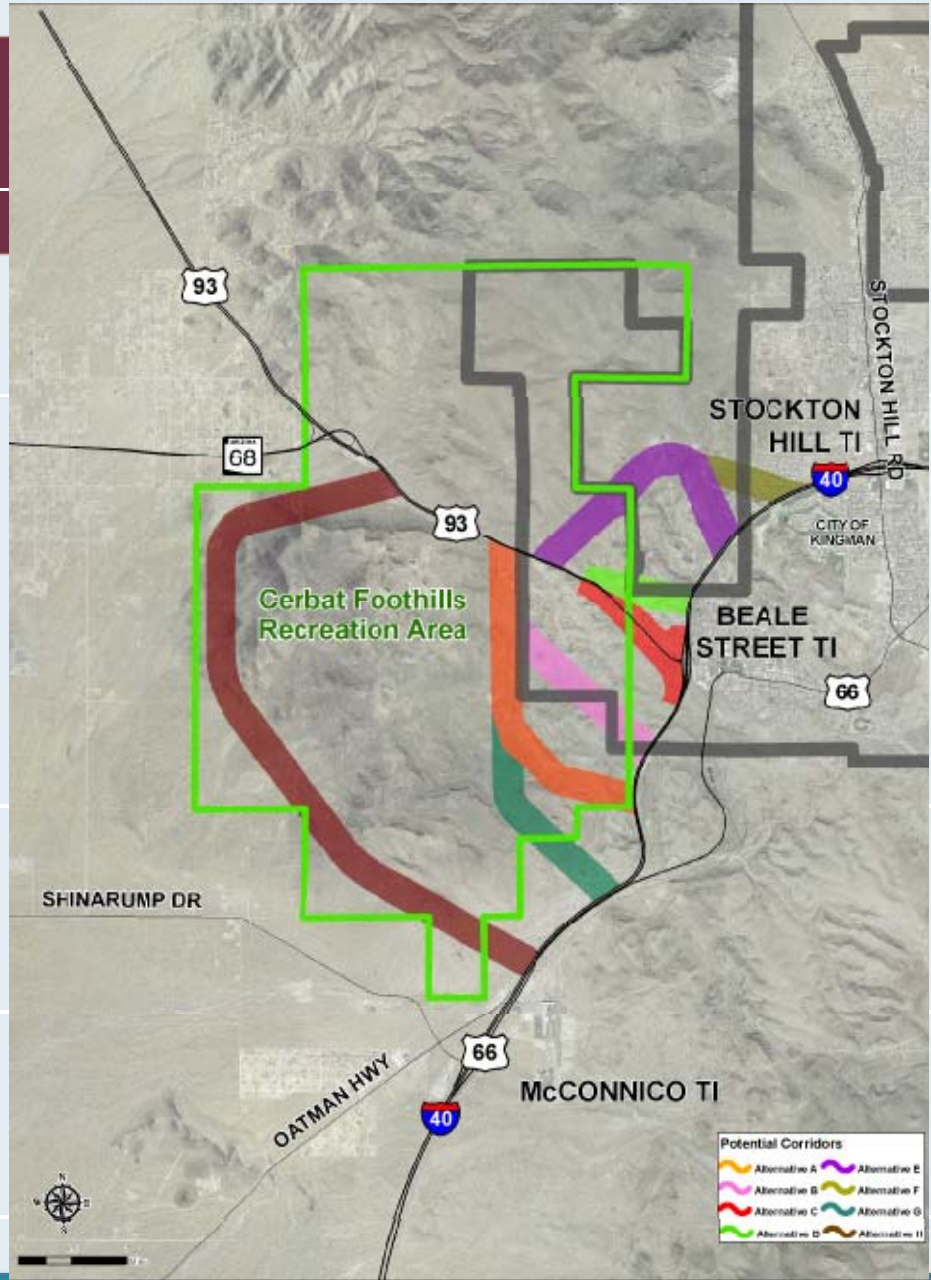
Development Process



Study Area



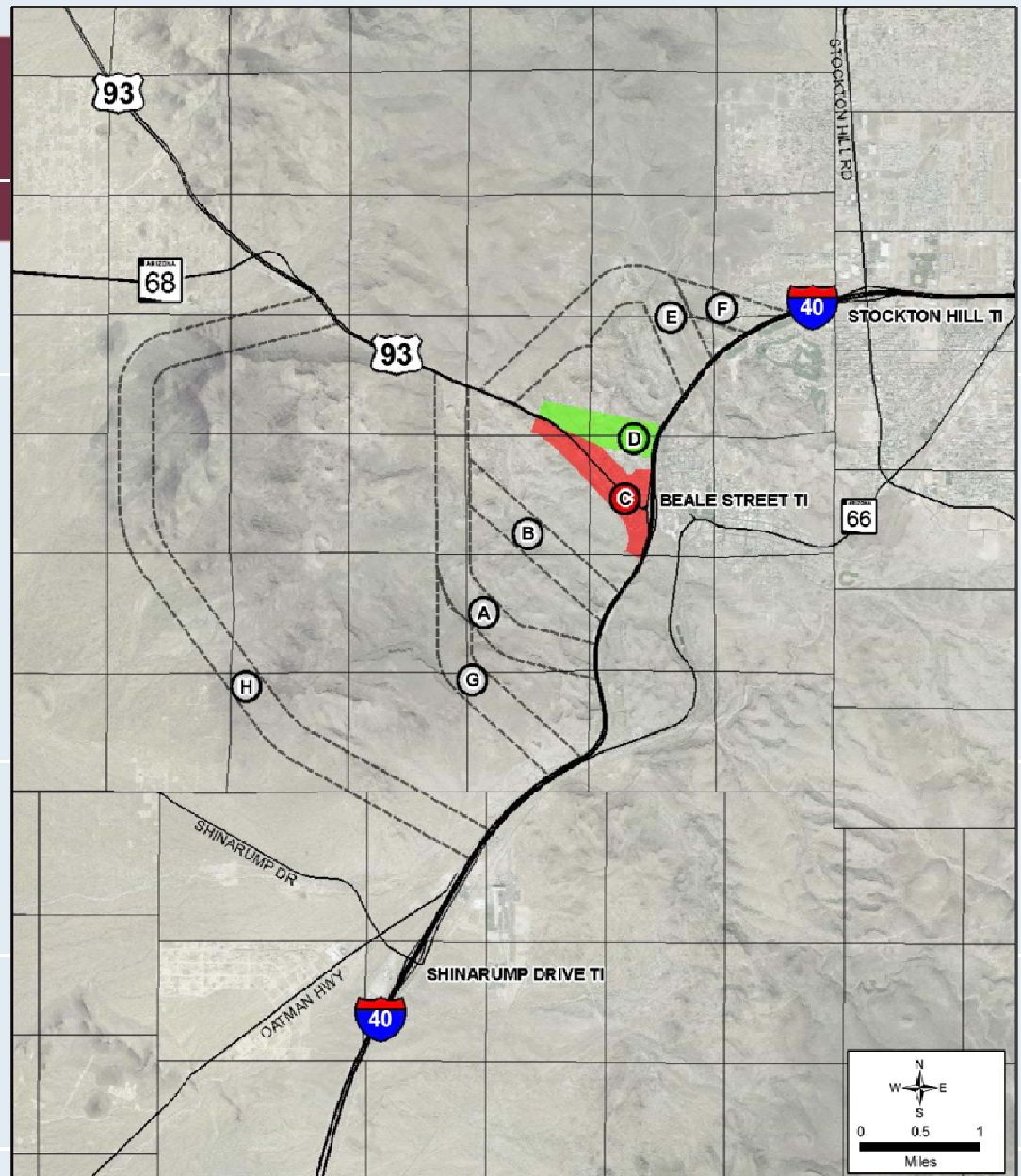
Initial Corridors



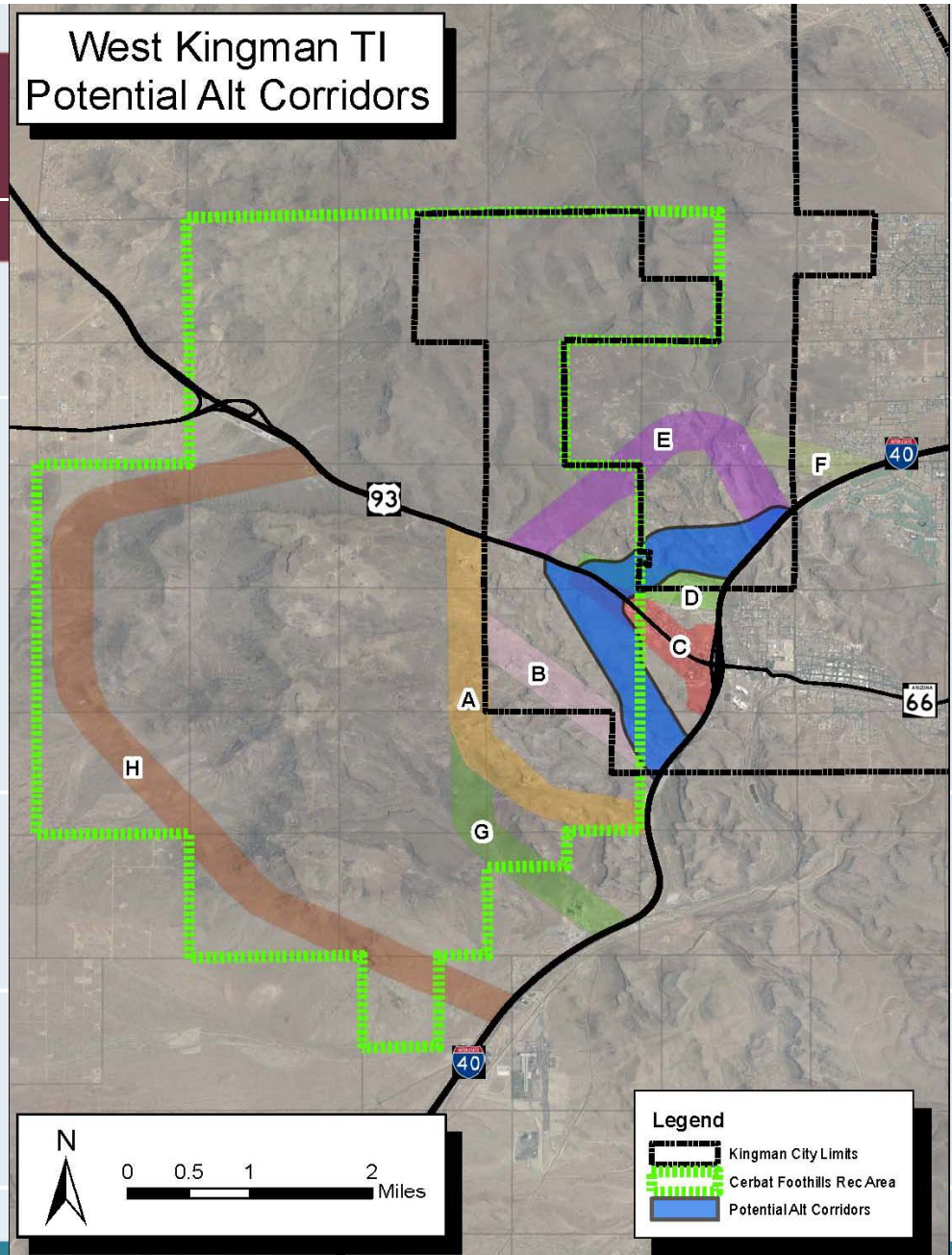
I-40/US 93 West Kingman System Traffic Interchange



Feasibility Study Recommended Corridors



Potential Additional Corridors



I-40/US 93 West Kingman System Traffic Interchange



Identified Environmental Constraints and Opportunities

- Biological resources
- Cultural resources
- Water resources
- Visual resources
- Land-use impacts
- Socioeconomic impacts and mitigation
- Noise impacts
- Air quality
- Hazardous materials
- Cerbat Foothills Recreation Area and Beale Springs

Identified Engineering Constraints and Opportunities

- Access to Kingman local streets
- Traffic interchange spacing at 1-2 mile increments along I-40
- Retaining existing traffic interchange
- Traffic study reflects future area development
- Improvements to existing Beale Street interchange needed (remedial and/or interim)
- Access control on new system traffic interchange to provide free-flow traffic

We Want Your Input!

- Ask questions and provide input no later than September 28, 2011
- Complete a comment form
 - Leave it with a project team member tonight
 - Send it back later:

Mail: ADOT

c/o KDA Creative

4545 E. Shea Blvd., Ste 210

Phoenix, AZ 85028

Fax: 602.368.9645

Email: amy@kdacreative.com

www.azdot.gov/WestKingmanTI

Agency and Public Information Meeting Summary

Interstate 40/US 93 West Kingman System Traffic Interchange
Design Concept Report and Environmental Studies
ADOT Project No. 040 MO 048 H7993 01L
Federal Aid No. NH-040-A(212)B

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1.0 Study Background

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) in coordination with the Bureau of Land Management (BLM), has initiated a study to identify possible alternatives for improving traffic flow at the Interstate 40 (I-40)/US 93 traffic interchange (TI) in west Kingman. Alternatives for a new TI location, including possible interim improvements, will be evaluated for providing a free-flow connection between I-40 and US 93. The improvements will be evaluated on engineering considerations, and potential environmental, social, and economic factors. It is anticipated that the findings of this study will be carried forward for detailed design. The study is in the early concept stage and at this time there is no funding for construction. The graphic below illustrates the ADOT process.



2.0 Agency and Public Information Meetings

ADOT and FHWA sought insight from local agency representative and community members on alignment alternatives developed. ADOT hosted an Agency Information Meeting between 2 p.m. and 4 p.m. on Thursday, March 29, 2012, at the City of Kingman Council Chambers. Following the agency meeting, a public information meeting was held on the same date between 6 p.m. and 8 p.m. at Lee Williams High School. There were 27 participants in attendance and on conference call at the Agency Scoping Meeting and 99 participants at the Public Information Meeting. All materials from the meetings can be found in *Appendix A: Information Meeting Materials*.

2.1 Agency Scoping Meeting

2 p.m. to 4 p.m.
Thursday, March 29, 2012
Council Chambers
City of Kingman City Hall
310 North Fourth Street
Kingman, AZ 86401

Notification Efforts

ADOT distributed invitation emails to 77 individuals representing local, regional, state, and federal government agencies as well as tribes, private education facilities, natural resource agencies, utility companies, and local economic development organizations. Additionally, ADOT mailed 21 letters to tribal contacts. Notification material can be found in *Appendix B: Agency Information Meeting Notification Material*.

Agency Information Meeting Attendance

Participants (Sign in sheet can be found in *Appendix C: Agency Information Meeting Attendance*)

Julie Alpert, ADOT Kingman District Environmental Coordinator
Michele Beggs, ADOT Communication and Community Partnerships (CCP)
Luke Bradzys, ADOT Kingman District (Phone)
Larry Doescher, ADOT Statewide Project Management
Ralph Ellis, ADOT Environmental Planning Group
Megan Kintner, ADOT CCP Public Affairs (Phone)

Arizona Department of Transportation
Federal Highway Administration
I-40/US 93 West Kingman System Traffic Interchange
April 2012



Mike Kondelis, ADOT Kingman District Engineer
Adam McGuire, ADOT Predesign
Ken Paetz, ADOT Regional Traffic
Victor Yang, ADOT Predesign
John Reid, BLM
Ammon Wilhelm, BLM
Blake Chapman, City of Kingman
Greg Henry, City of Kingman
Gary Jeppson, City of Kingman
Jack Kramer, City of Kingman
Rob Owen, City of Kingman
Steve Latoski, Mohave County
Karen King, FHWA
Darrell Truitt, EPS Group, Inc.
Matt Truitt, EPS Group, Inc.
Elijah Williams, EPS Group, Inc
Amy Rosar, KDA Creative
Jared Sterlace, KDA Creative
Patricia McCabe, Logan Simpson Design Inc.
Steve Boldouc, Stanley Consultants (phone)
Dan Shiosaka, Stanley Consultants (phone)

Meeting Summary

Darrell Truitt, Project Manager with EPS Group Inc., began the agency meeting by welcoming and thanking attendees for their participation in the study. Participants quickly went through an introduction before beginning the presentation.

Mr. Truitt reviewed the study purpose and need; process and schedule; study area and features; Section 4(f) information; corridors preferred from a feasibility study completed in 2009 and additional corridors; recommended corridors; alternative alignments; and the evaluation criteria and matrix. Open discussion was welcomed throughout the presentation. The following pages contain a summary of discussion.

Larry Doescher: Does traffic on southbound US 93 also backup?

Darrell Truitt: Yes.

Mike Kondelis: Will you make a distinction between Alternative C1 and a viaduct?

Darrell Truitt: Yes, we will state that the most feasible alternative within the C Corridor is C1 which does not include a viaduct.

Adam McGuire: Can you mention what the black lines represent on the alternative maps?

Darrell Truitt: Yes, those lines represent areas where grade separation is necessary and structures would be required.

Larry Doescher: Would there be a bridge at Fort Beale Road?

Darrell Truitt: Yes, because there is grade separation.

Mike Kondelis: Is it possible to exit downtown Kingman if you didn't want to use Beale Street to get from northbound to westbound US 93?

Darrell Truitt: No, in order to accommodate this movement there would need to be an auxiliary lane.

Mike Kondelis: Alignment D3 is closer to Atlantic Spring in the northwest portion.

Ralph Ellis: None of the alternatives presented completely avoid Section 4(f) properties. It is going to be difficult to get approval from FHWA on the Recommended Alternative if another alternative can avoid Section 4(f) properties. If we have an alternative that does avoid then we should consider that alternative. There needs to be sufficient documentation regarding the other factors considered including engineering and meeting the purpose and need to get approval from FHWA.

Darrell Truitt: It may be possible to avoid a significant portion of them in the D alternatives.

Ralph Ellis: There are several historic Section 4(f) properties which we need to be sure to avoid.

Patricia McCabe: There are still several locations along the northwestern portion of the study area that need to be surveyed to find all locations.

Victor Yang: The first process is to avoid all Section 4(f) properties and if that cannot be done then all efforts are made to minimize the impacts.

Darrell Truitt: It will be difficult to completely avoid all Section 4(f) properties but there are some options that will have minimal impacts.

Patricia McCabe: The alignments shown are broader at this stage of the process. As the study progresses and the alignments will be refined. At that point we will have a better understanding of the potential impacts to Section 4(f) properties.

Rob Owen: Other than Alignments D1 and J3, are all others cost comparable?

Darrell Truitt: Yes.

Steve Latoski: To what extent was measurable values given to the evaluation criteria especially in regards to the Section 4(f) properties?

Darrell Truitt: All criteria has a numerical value. It has been simplified on the current slide to make it more understandable and easier to read at the public information meeting. To emphasize some of the alignments have minimal impact on Section 4(f) properties, in the range of eight or nine acres.

Steve Latoski: Anything measurable should be done, even though it is understandable that criteria such as visual impacts are subjective.

Elijah Williams: You cannot always assign a numerical value to visual impacts.

Karen King: Were collector distributor roads mentioned at the public scoping meeting in September 2011? If not, can that be removed from the matrix.

Darrell Truitt: We will remove collector distributors from the matrix.

Julie Alpert: At the public meeting, please explain how the colored boxes on the evaluation criteria matrix add up to the cumulative score. This should include both the green and yellow boxes.

Larry Doescher: How many alternatives are two level structures versus three level structures?

Darrell Truitt: The only alternative with three levels is J3.

Larry Doescher: It can often be very windy in this part of the state which could create issues with taller structures.

Mike Kondelis: There are three alternatives recommended for further analysis. The six that don't move forward are gone. If we miss something at this level of analysis we cannot go back, whether it's good or bad.

Darrell Truitt: That is correct.

Ralph Ellis: Will you mention to the public that once the alternative recommendation is complete there will be further studies conducted in more detail? Also, can you explain a Design Concept Report to the public?

Darrell Truitt: Yes.

Mike Kondelis: One common comment received from the public is that ADOT only studies projects and never constructs them. We need to inform the public that we do far more than just study. Additionally, at the Public Scoping Meeting we had several questions regarding eminent domain. Be prepared to answer additional questions regarding this matter.

Ralph Ellis: ADOT's process requires them to give fair market value. Additionally, there is a Uniform Relocation Assistance Act.

Steve Latoski: Are there fatal flaws with the Hybrid 2 alternative?

Darrell Truitt: No.

Steve Latoski: Only Alternative D1 received all green scores in the evaluation criteria.

Patricia McCabe: As the study progresses and the alternatives are refined, there may be additional alternatives that receive green scores in the evaluation criteria.

Ralph Ellis: Is the recreation area impacted by Alternative D3 within the City of Kingman or BLM jurisdiction?

Darrell Truitt: It is within the City of Kingman's jurisdiction.

Ralph Ellis: Discussions with the City of Kingman need to be held to find out how to minimize impacts.

Patricia McCabe: Engineering and overriding factors such as safety and need for the project are also considered when recommending an alternative. Coordination is required and both engineering and environmental factors are taken into consideration to provide a logical and appropriate solution to meet the project needs.

Jack Kramer: Has there been any discussion regarding the impacts to business on Beale Street?

Darrell Truitt: Yes.

Mike Kondelis: During the Feasibility Study conducted in 2009, we stated that the existing interchange would remain open.

Blake Chapman: Do you know when this will be constructed?

Mike Kondelis: At this time it is not in ADOT's five-year program and is currently unfunded. This study will most likely end in 2013, and the earliest construction could begin would be in 2019. However, in the current state most of the available funding is allocated towards preservation and maintenance.

Ammon Wilhelm: This appears to be the largest construction project that is in the works within the City of Kingman. It should be noted that mule deer in the Hualapai, Peacock, and Cerbat areas would be most impacted because the alignments would bisect their areas. Wildlife crossings should be considered to mitigate any potential impacts to this species. Mule Deer Foundation may provide additional information.

John Reid: This area is most likely the Moss Wash Monolithic Garden which is beyond the limits of this study. There may also be opportunities to do a joint venture for wildlife crossings with ADOT/FHWA when and if there is a demonstrated need in the future.

Adam McGuire: At what point of this study will we know whether the alternatives will be de minimus or Programmatic Agreement (PA)? Is it after the cultural resources studies have been conducted?

Patricia McCabe: Yes, we will have to do a full evaluation on each of the agreed upon alternatives. Each alternative will be brought up to the same standards so they will be easy to compare. A full cultural survey will be completed so that we know exactly what resources would be impacted. Once we know what the 4(f) resources are in the footprint, we can do either a PA or Memorandum of Agreement (MOA) and do a resource by resource evaluation.

Mr. Truitt thanked participants for their input and reminded them of the public information meeting later that evening. The meeting adjourned at 3:20 p.m.

2.2 Public Scoping Meeting

6 p.m. to 8 p.m.
Thursday, March 29, 2012
Lee Williams High School
Auditorium
400 Grandview Avenue
Kingman, AZ 86401

Notification Efforts

ADOT distributed postcards to approximately 26,650 Kingman residents and businesses in the following zip codes 86413, 86401, 86431, and 86409 on Monday, March 12, 2012. Additionally, ADOT placed a newspaper ad in the *Kingman Daily Miner* on Wednesday, March 14 and distributed a media release to local media including the *Kingman Daily Miner*, *Mohave Valley Daily News*, *Today's News Herald*, *The Standard*, and the *Laughlin Times* on Wednesday, March 21, 2012. Notification posters were placed in 13 locations throughout the Kingman area including the Mohave Community College, Starbucks (Stockton Hill Road), Mohave County Library, Mohave County Administration Building, Kingman Regional Medical Center (2 locations), Kingman Chamber of Commerce, Kingman Visitors Center, Kingman Post Office, Mohave County Courthouse, City of Kingman Complex (2 locations), and Travel America. There were 99 people in attendance. Notification material can be found in *Appendix D: Public Information Notification Material*.

Meeting Summary

Michele Beggs, ADOT CCP Kingman District Senior Community Relations Officer, welcomed participants and thanked them for their interest in the study. She introduced the study team members and briefly reviewed the purpose of the meeting. Ms. Beggs then turned the presentation over to Darrell Truitt to review the study details. Mr. Truitt presented the study purpose and need; process and schedule; study area and features; Section 4(f) information; corridors preferred from a feasibility study completed in 2009 and additional corridors; recommended corridors; alternative alignments; and the evaluation criteria and matrix. He then opened the meeting to a question and answer session. A summary of the questions asked and answers provided can be found below. All materials from the public information meeting can be found in *Appendix E: Public Information Meeting Material*.

Question and Answer Session (completed comment forms can be found in *Appendix F: Completed Comment Forms and Question Cards*)

Q: *Will Future design considerations or property costs force the extension of various alternatives into the Camp Beale area?*

A: All alternatives were designed to not impact the Camp Beale area.

Q: *Are these alternate maps on the website now?*

A: All materials will be placed on the study website the week of April 2. Comment forms are due April 12th.

Q: Although originally there will be no off-ramps along much of the route, won't there one day be off-ramps as the area grows? Will the businesses on Beale Street be negatively affected?

A: This facility will most likely be access controlled. At this time, there are no on- or off-ramps in the Beale Street area. This area is approximately a one-mile stretch which is too short a distance for any other traffic interchanges per ADOT guidelines. However, there will still be access to the businesses along Beale Street.

Q: When will the alignment alternatives C1, D1-3, J 1-3 and Hybrid 1-2 be placed on the ADOT website? Specifically the maps and alignment evaluation matrix. Is the I corridor the same as the hybrid alternative?

A: All material from the public meeting will be placed on the study website the week of April 2. There are 4 corridors that were recommended. In total, 15 alignments were developed within these corridors. The I corridors were not recommended for further study mainly due to terrain.

Q: Do any of the alternatives include roundabouts? The two in the Wickenburg are a nuisance and require slowing traffic and semis. They are a hazard.

A: Roundabouts are not envisioned because the purpose of this study is to provide a high-speed interchange connecting I-40 to US 93. The design speed for this type of interchange should be about 65 MPH whereas roundabouts are designed for about 15-20 MPH.

Q: If this money is allotted to Mohave County or City of Kingman and neither of those entities use it for this project; will they ever receive any further compensation for projects like this one?

A: Funding for this comes from FHWA. The project will be designed and administered by ADOT and part of the ADOT and interstate highway system. It is federal and state money that is allocated annually, not local funds.

Q: Will Rubberized asphalt be used for noise abatement?

A: At this point in the study the type of asphalt has not been determined; however, the use of rubberized asphalt has been used extensively in the area to reduce noise.

Q: How tall are the J-2 bridges?

A: Every grade separation requires about 16.5 feet between the surface and bottom of bridge, plus 7 feet for the road. In total it would be roughly 23 feet.

Q: Which of these options will cause destruction of some of the beautiful rock formations on I-40 as you enter Kingman?

A: The J-3 alignment impacts the rocks in this area most because of the challenging topography. This is one criteria that will be considered when an alignment is recommended.

Q: Is cost the main reason for objecting to the hybrids?

A: No, cost is one of the many factors that will be considered among several other including environmental impacts, constructability, design, and right-of-way needed.

Q: What about Atlantic Springs?

A: None of the proposed alternatives impact Atlantic Springs.

Q: Are these three choices close to the existing exit by Carls Jr.? Is one choice through Wagon Wheel? How far south are the choices?

A: The D alternatives are closer to the existing interchange at about $\frac{3}{4}$ of a mile away. The J alternatives are further north. ADOT standards state that interstate interchanges should be at least one-mile apart. None of the alternatives go through Wagon Wheel.

Q: How far south of Fort Beale are the choices?

A: The nearest alternative is within a $\frac{1}{4}$ mile.

Q: How close is the J-3 alternative to the existing structure?

A: It is approximately 1,200 feet.

Q: While the final selection addresses traffic flow for all directions, are the three alternatives presently identified able to be built in phases (Phoenix to Vegas first, then Phoenix to Los Angeles second)?

A: One of the tasks included in the development of this study is an Implementation Plan. It's likely that the first phase will be the Phoenix to Las Vegas segment. FHWA has also suggested purchasing right-of-way during the first phase for the second phase. This will help speed the project along when and if funding is available.

3.0 Comments

3.1 Comment Form Responses

1. Alternative C1

- Most expensive.
- Best alternative.

2. Alternative D1

- Least expensive.
- Best bet. This alternative is best to keep traffic flowing.
- 1. Appears to be the most logical choice. 2. Lowest cost. 3. Least amount of disturbance and visual aspects. 4. Showed the most points with 47.

3. Alternative D2

- More cut and fills.
- This alternative could possibly cause bottle necks when traffic is at its heaviest.

4. Alternative D3

- No.
- D3 looks like the best choice, least impact, least cost, and highest speeds.

5. Alternative J1

- Separates from Beale exchange.
- Waste.

6. Alternative J2

- Waste.

7. Alternative J3

- This is one of the three designs recommended. I prefer this design because it completely separates from Beale Street exchange. Keeping the two exchanges separate would probably reduce confusion for drivers.
- Not in favor of construction starting far away from the existing TI.
- Alignment alternative J3 looks good and better than the others to me.

8. Alternative Hybrid 1

No comments received

9. Alternative Hybrid 2

- Largest right-of-way.

10. Please provide any additional comments.

No comments received

11. How did you hear about this meeting?

Category	Response	Percentage
Postcard in the mail	3	60%
Newspaper	1	20%
Poster	0	0%
Friend/Neighbor	0	0%
Other*	1	20%
Total:	5	100%

*Other category responses:

- Government employee

3.2 Telephone Comments Received

Date: March 15, 2012
Time: 11:15 a.m.
Caller: N/A
Number: N/A
Location: N/A

The caller left a voicemail and did not indicate his name or telephone number. He called to express his interest in favor of the project and would like the record to show a “yes” vote.

Date: April 12, 2012
Time: 10:15 a.m.
Caller: Dave Gordon
Number: 928.565.9480
Location: Golden Valley

Mr. Gordon called to inform the study team of his observations regarding the heaviest traffic being on westbound I-40 to northbound US 93 and southbound US 93 to eastbound I-40. He believes that these two connections are the most important. Amy Rosar, KDA Creative, returned Mr. Gordon’s call on 4/12 leaving a message to thank him for his comments. Mr. Gordon called a second time on April 19, 2012 to express further concerns regarding the speed limit on southbound US 93 approaching the I-40 interchange. He would like for the speed limit to decrease to 55 MPH at the junction of SR 68 and further decrease to 45 MPH before entering Beale Street.

3.3 Email Comments Received

Please see emailed comments (listed below) on the following pages.

Commenter	Date Received	Response
Richard Harrer	March 12, 2012	Responded via email on March 28, 2012.
Donna Hamera	March 12, 2012	Responded to in person by ADOT Senior Community Relations Officer Michele Beggs on March 16, 2012.
Richard Lovelady	March 13, 2012	Responded via email on March 28, 2012.
Judithanne Westrope	March 23, 2012	Responded via email on March 26, 2012.
Judy Pulis (email and attachment)	April 2, 2012	Responded via email on April 2, 2012.
Al Diccio	April 2, 2012	Responded via email on April 3, 2012.
Marion Brillati	April 4, 2012	Responded to via phone call from ADOT Senior Community Relations Officer Michele Beggs on April 4, 2012.
Lori Chambers (email, attachment, and bird photos)	April 11, 2012	Responded via email on April 23, 2012.
Deborah Patt	April 21, 2012	Responded via email on April 23, 2012.
Wayne Smith	April 24, 2012	Responded via email on April 24, 2012

3.4 Mailed Letters Received

Please see a copy of the mailed letter received from Mr. Ackerson on March 13, 2012 and Ms. Price on April 12, 2012 following the emailed comments.

Amy Rosar

From: Michele E. Beggs [MBeggs@azdot.gov]
Sent: Monday, April 02, 2012 3:19 PM
To: Amy Rosar
Subject: FW: I40-US93 Interchange

From: Michele E. Beggs
Sent: Wednesday, March 28, 2012 2:51 PM
To: 'richardharrer@frontier.com'
Subject: FW: I40-US93 Interchange

Mr. Harrer,

Thank you for your interest in the study and your comments. We encourage you to attend the public meeting if you have additional questions and comments regarding the study. The meeting will be held this Thursday, March 29 from 6 p.m. to 8 p.m. We will have the study materials posted to the project website the week of April 1

<http://www.azdot.gov/WestKingmanTI/>.

Your comments from your email will be included in the study.

Thank you,

Michele E. Beggs

Kingman District ADOT Senior Community Relations Officer

928.681.6054 (O)

928.566.5052 (M)

From: Richard Harrer <richardharrer@frontier.com>
Date: March 12, 2012 7:31:58 PM PDT
To: Amy Rosar <amy@kdacreative.com>
Subject: I40-US93 Interchange

I think that the present interchange is livable for the present time. It would be a huge waste of money to redo this interchange now.

We DO need an interchange East of Kingman by the new hospital to serve the eastern parts of Kingman.

Richard Harrer

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Amy Rosar

From: canadamart@frontier.com
Sent: Monday, March 12, 2012 4:32 PM
To: Amy Rosar
Cc: Donna Hamera
Subject: I40 and US 93 West Kingman System Traffic Interchange

Hello,

I received a notice regarding the Public Information Meeting on March 29, 2012.

I am the owner and operator of Canada Mart. Canada Mart is located at 210 W Andy Devine (RT D). I have been in this location since 1985. Canada Mart is a gasoline station, convenience store and gift shop. As well as local business I also depend on the tourist business that comes from US 93 coming from Las Vegas.

I went to your website and looked at the proposed interchanges and I would like to voice my concern. Although I do not fully understand how you are trying to bypass West Beale Street, I would like for you to take my business into consideration when deciding on the new interchange. I am struggling to survive as is and I do not want the new interchange to put me out of business. I have been here for 27 years and I would like to continue as long as possible.

If there is any info that you can provide, I would appreciate it.

Thank you for your consideration.

Sincerely,

Donna Hamera
Owner of Canada Mart
210 W Andy Devine
Kingman AZ 8640

928-753-2400
928-715-4334 (cell)
canadamart@frontier.com

Amy Rosar

From: Michele E. Beggs [MBeggs@azdot.gov]
Sent: Monday, April 02, 2012 3:20 PM
To: Amy Rosar
Subject: FW: West Kingman Interchange

From: Michele E. Beggs
Sent: Wednesday, March 28, 2012 2:53 PM
To: 'rt66gv@yahoo.com'
Subject: FW: West Kingman Interchange

Mr. Jones,

Thank you for your interest in the study and your comments. We will have the study materials posted to the project website the week of April 1 <http://www.azdot.gov/WestKingmanTI/>.

Your comments from your email will be included in the study.

Thank you,

Michele E. Beggs

Kingman District ADOT Senior Community Relations Officer

928.681.6054 (O)

928.566.5052 (M)

From: Bob Jones <rt66gv@yahoo.com>
Date: March 13, 2012 11:54:27 PM PDT
To: Amy Rosar <amy@kdacreative.com>
Subject: West Kingman Interchange
Reply-To: Bob Jones <rt66gv@yahoo.com>

Amy:

I'm disabled and will not be at the meeting. However, are taxpayer dollars burning a hole in someone's pocket? Ever heard the old adage "If it ain't broke, don't fix it"? Everyone seems to manage just fine the way things are and have been for years. We don't need our gas and property taxes increasing any more than they already have. Since at least part of these funds are state money, tell Gov. Brewer the poor would like Access health care back since there's a surplus. Especially since I cannot afford a Dr. or treatment for terminal kidney disease. Let's get our priorities straight, don't you think?

Sincerely,
Richard Lovelady

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Amy Rosar

From: Michele E. Beggs [MBeggs@azdot.gov]
Sent: Monday, March 26, 2012 8:50 AM
To: j.westrope@hotmail.com
Subject: FW: Kingman Road Project

Mrs. Westrope,

Thank you for your interest in the study and your comments. We encourage you to attend the public meeting if you have additional questions and comments regarding the study. The meeting will be held this Thursday, March 29 from 6 p.m. to 8 p.m. We will have the study materials posted to the project website the week of April 1 <http://www.azdot.gov/WestKingmanTI/>. Your comments from your email will be included in the study.

Thank you,

Michele E. Beggs
Kingman District ADOT Senior Community Relations Officer
928.681.6054 (O)
928.566.5052 (M)

From: Amy Rosar [<mailto:amy@kdacreative.com>]
Sent: Friday, March 23, 2012 10:51 AM
To: Michele E. Beggs; Bill Pederson
Subject: Fwd: Kingman Road Project

Amy Rosar
KDA Creative
602.318.9332

Sent from my iPhone

Begin forwarded message:

From: Judithanne Westrope <j.westrope@hotmail.com>
Date: March 23, 2012 10:49:23 AM PDT
To: "westkingmantistudy@azdot.gov" <westkingmantistudy@azdot.gov>
Subject: Kingman Road Project

To Whom it may concern,

My husband and I lived in Kingman for several years and left. We have now moved back to make it our permanent home. We recently saw information about the proposed changes to the I-40/93 road access. I looked at the information on your site about the proposed routes.

Should any of the proposed routes be implemented, I see several problems. There are a couple that run directly through historic areas that most residents might considered under threat or endangered. These would be the routes that run through the Clack Canyon areas. Not only would they destroy many of the historic areas there, they would also change the look and feel of the

neighborhood. Instead of a rural canyon setting for private homes, it would make the area a trash pit with lots of noise.

Removing the traffic from the Beale Street area where one enters the city to access I-40 from 68/93 makes no sense. There are quite a few businesses here that would likely wither and be forced to close. One of these would be Chan's Chinese restaurant. It has been a fixture in the area for decades and has struggled to remain open for the last few years. There are also lots of other places in that same area that would also be under duress if changes were made.

As I am sure you know, the entire country (and rest of the world) has been a long period of economic darkness. We are just making baby steps to get out of it. Forcing traffic away from some of our businesses will take away jobs from people, which in turn will impact the jobs of others outside the area. With less money to spend, they impact the entire local economy. The city will receive less tax revenue and for a city that is already struggling to meet its obligations, this could really mean disaster.

I am sure that some big trucking companies would like to eliminate this little stretch of several blocks of a 35 mph speed limit so they can get to their destinations faster. The fact is that by changing this short stretch of road, you would impact this small town considerably. Please do not cave into pressure from outside influences about this project. I am not the only one here who does not want to see it happen. If you can make improvements to the area that can benefit the people who live here, we would appreciate it. Taking away jobs is not one of them.

Thank you,

Judithanne Westrope

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Amy Rosar

From: Amy Rosar
Sent: Monday, April 02, 2012 2:15 PM
To: Judith Pulis
Cc: Amy Rosar
Subject: RE: I-40/US 93

Ms. Pulis:

Thank you for your comments on the study of the West Kingman traffic interchange. Your comments and suggestions will be considered as the study proceeds.

Amy Rosar, on behalf of ADOT Communication and Community Partnerships
602.368.9644

From: Judith Pulis [<mailto:birder2@hotmail.com>]
Sent: Monday, April 02, 2012 11:52 AM
To: Amy Rosar
Subject: I-40/US 93

Just another idea for the new alignment. From the standpoint of a taxpayer and long time driver, seems like the easiest and simplest way to handle the increased traffic, with the least cost and impact to the surrounding properties.

Judy Pulis
10475 N. Fawn Circle
Kingman AZ 86401

REALIGNMENT OF BEALE ST & HWY 93

KINGMAN AZ

Anyone who has entered Kingman, southbound on Hwy 93, has found a traffic bottleneck at the interchange to I-40. By far, the majority of the traffic is turning left (east) onto I-40. The right lane is more than adequate for traffic continuing south on Beale St., as is the turn lane for traffic westbound on I-40.

At this time, Hwy 93/Beale St is a four lane highway with a center turn lane. My suggestion is that the center turn lane be turned into a thru lane for traffic continuing south onto Beale St. The existing traffic signals would control that traffic as well as traffic heading west on I-40.

The existing southbound lanes would sweep up and over I-40, to the east, via a ramped overpass that would connect at/near the site of the current on ramp. Traffic northbound on Beale St., wishing to travel east on I-40, would use the existing ramp which would intersect with the new ramp.

I assume that Hwy 93/Beale St., north of I-40, would need to be widened to accommodate the overpass, but it appears that there is sufficient right of way along that portion of the highway to do so.

This same procedure could be used for westbound traffic on I-40 that is exiting to northbound Hwy 93. Split the existing ramp with northbound traffic flowing onto Hwy 93 and Beale St. traffic being controlled by the existing traffic signal.

I believe this plan would have the least impact on residential properties, recreational properties and would not require that a new roadway be created to accommodate the increased traffic flow realized by the new Pat Tillman Bridge at Boulder Dam. It would result in a smoother flow of traffic, less delays accessing I-40 eastbound, while keeping costs in alignment. This would result in saving money at a time when the economy is lagging and costs are increasing daily.

Amy Rosar

From: Amy Rosar
Sent: Tuesday, April 03, 2012 8:55 AM
To: Al Diccico
Cc: Amy Rosar
Subject: RE: 93 and I 40 Kingman/Golden Valley

Mr. DiCicco:

Thank you for your comments regarding the study of the West Kingman traffic interchange at the junction of Interstate 40 and US 93. Your comments and suggestions will be taken into consideration as the study proceeds.

You also made a number of comments on issues not related to the study. Michele Beggs, Senior Community Relations Officer with ADOT's Kingman District, will be happy to discuss those issues with you. Please call Michele at 928-681-6054.

Amy Rosar, on behalf of ADOT Communication and Community Partnerships

From: Al Diccico [<mailto:aldiccico2@gmail.com>]
Sent: Monday, April 02, 2012 11:55 AM
To: Amy Rosar
Subject: RE: 93 and I 40 Kingman/Golden Valley

Hello Amy

I live in Golden Valley Arizona near Aztec Road and Highway 68. I just finished reading the article and the Kingman daily Miner and I have a few suggestions based upon my own observations living here for seven years.

In 2007, a developer was granted the go-ahead to put in a small strip center and grocery store on Aztec Road about 5 miles south of Highway 68. I thought it was a great idea. Unfortunately it never materialized.

During those hearings at the County, supervisor Tom Sockwell stated that Aztec was eventually going to be four-lane 55 mph. That never happened yet. I think it should be considered as an alternate route going through Kingman, maybe even primarily for trucks. Not that I like trucks in my front yard, this just make sense to me. There are only about a dozen houses on Aztec Road between Highway 68 and Interstate 40. Many may be zoned commercial already.

It seems to me like that would be more cost-effective. Bacobi Road is yet another north-south possibility that could connect traffic to Interstate 40. both routes would also eliminate the steep climb for trucks over coyote pass.

In regards to Beale Street going towards Interstate 40, eminent domain make sense to me. The businesses is between coyote pass and Interstate 40 are old and probably not very valuable at this time.

Another concern that I have is federal money. I do not like to see federal money spent on state highways as it usually comes along with strings attached. The federal government has displayed hostility and aggression towards the state of Arizona. I personally think it is best not to take their money if that is the case with this project.

Another highway improvement that I believe is mandatory before addressing multimillion dollar interchanges, would be to change Highway 93 from Las Vegas to the Kingman area to 75 mph and eliminate all crossovers.

Real estate here as an all-time low as I am sure you are aware. I personally think it would be a huge improvement to have some retail business on Aztec Road between Highway 93 and Interstate 40. We have about 5000 residents. The land is cheap out there. Someone could build a new truck stop and we certainly need a grocery store hardware store and auto parts especially now that gas is approaching five dollars a gallon.

Lastly Highway 68 is very dangerous due to heavy traffic and signing way to many intersecting gravel roads etc. Highway 68 needs some improvements such as better signs. Nighttime driving up Highway 68 is very dangerous for those unfamiliar with the area as well as residents.

Best regards,

Al DiCicco

672 S. Arivaca Rd.

Golden Valley, AZ 86413

928-565-9635

Amy Rosar

From: Marion Brillati [mbrillati@hotmail.com]
Sent: Wednesday, April 04, 2012 5:21 PM
To: westkingmantistudy@azdot.gov
Subject: Comments

I attended the public information meeting on March 29. First I would like to say that the meeting was conducted in an organized cordial manner. I liked the display in front and the explanations offered by the engineers before the meeting began. Although I did not understand much as I perused the maps, it gave me a frame of reference for the presentation. The presentation and presenter made a complex issue understandable. I liked the procedure for submitting questions and found the answers well presented and comprehensible.

The impetus for attending the meeting was my concern about the impact of the new interchange on the Cerbat Foothills Recreation Area. I have ridden horseback through most of the area and find it spectacular. When the project was first presented years ago, it looked like some of the alternatives would pass through the middle of the area. I belong to the Backcountry Horsemen and as part of the organization's mission, several of us have assisted the BLM in packing quantities of drinking water along the new trails that were recently built by fellow volunteers, hikers and mountain bikers. It was a cooperative effort to increase the trails available so that the community could partake of the natural beauty while being involved in beneficial physical activity. I was heartened to learn that the DOT Act of 1966 protects areas like CFRA. I walked away from the meeting feeling reassured that my fears would not materialize.

I personally prefer alternative D1 because I think it is the one with minimal impact on CFRA. I spoke with one of the engineers after the presentation and he informed me that D1 would use around five acres on the edge of the area.

Thank you for notifying me of the meeting; I hope to attend future meetings, if possible. I am interested in following the progress of this project and thank the committee for all its hard work so far.

Marion Brillati
6970 Music Alley Lane
Kingman, AZ 86409-8433
(928) 692-8695

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Amy Rosar

From: Amy Rosar
Sent: Monday, April 23, 2012 10:53 AM
To: Lori Chambers
Subject: RE: I-40/US 93 West Kingman TI

Ms. Chambers:

Thank you for your comments. They will be taken into consideration as the study proceeds.

Amy Rosar, on behalf of **ADOT Communications and Community Partnerships**
602.368.9644

From: Lori Chambers [<mailto:lorisellskingman@aol.com>]
Sent: Wednesday, April 11, 2012 2:37 PM
To: westkingmantistudy@azdot.gov
Subject: I-40/US 93 West Kingman TI

Attached is the documentation of the wildlife photos taken by Judith Porter for the Red Ghost/Clack Canyon area.

here are my comments on the proposed alternatives:

C1: least intrusive on people and environment. Leaves access to businesses. Closest to existing route. Stays off of cliffs and away from cliffs. Least intrusive overall.

D1: Best of the "D" alternatives. Stays out of the ridge and cliff areas. Not too close to Atlantic Springs. Better if it keeps entirely off of the cliffs.

D2: Less impact on residential than B1. Prefer further away from cliffs and Atlantic Spring. Better if keep off of cliffs entirely.

D3: NO. Disrupts natural rock formations. Once destroyed, cannot get back. STAY OFF THE CLIFFS. Also, this is closer to Atlantic springs and will therefore possibly affect the water of the spring with pollution.

J1: No. Stay off the cliffs. Already a slow pass due to grade; this would make it worse.

J2: No. Stay off the cliffs. Way too close to Atlantic Spring. If you shifted this SOUTH of the cliff and further away from Atlantic Spring, it would be ok.

J3: No. Stay off the cliffs and away from the Spring. This is less than 1/4 mile from the Spring. This will affect the water and wildlife with pollutants. This is directly on the rock formations! Cuts into Clacks Canyon, also.

Alternative Hybrid 1: Ok. Best of the hybrid. But gets a little close to the cliffs. Far enough away from Atlantic Springs. Also, the residential on the south is undeveloped.

Alternative Hybrid 2: NO. Stay off the cliff! Too close to Atlantic Spring. Goes across historic road.

Overall: the area NORTH of the existing highway has several natural springs and cliff/rock formations. The area supports a lot of wild life. A few of these options get too close to the cliffs and spring. Concerned with impact on wildlife with it being less than 1/4 mile away from the spring.

C1 or D1 seem the best.

Lori Chambers, Realtor
"Buy or Sell, I'll Treat You Well"
Remax Prestige Properties

2331 Hualapai Mtn Rd
928-279-8202
LoriSellsKingman@aol.com
Kingman, AZ 86409

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APRIL 8 2012

JUDITH PORTER

716 5839

j70porter@hotmail.com.

I BEGAN DEVELOPING THIS
ENCLOSED LIST, PRIMARILY
FOR BIRDING, IN 1999.

I VISITED AND BIRDED RED
GHOST CANYON ON A WEEKLY
BASIS BEGINNING IN 2007.

MOST OF THESE PHOTOS ARE
OF BIRDS, BUT SOME MAMMALS
ARE INCLUDED, TOO.

AN 'X' ON THE LIST INDICATES
THAT I SAW THE ANIMAL BUT
NO PHOTO IS ON THE COMPACT
FLASH CHIP. A FILE NUMBER
NEXT TO THE ANIMAL ON THE
LIST INDICATES A PHOTO ON THE CHIP.

April 8, 2012

Jul D. F. H. ADERER

J To PORTER PHOTO MAIL. com

716-5839

CLO#246617 / ABA#617434
DATE / TIME:

ANATIDAE:

- Greater White-fronted Goose
- Snow Goose
- Ross's Goose
- Canada Goose
- Tundra Swan
- Wood Duck
- Gadwall
- American Wigeon
- Mallard
- Blue-winged Teal
- Cinnamon Teal
- Northern Shoveler
- Northern Pintail
- Green-winged Teal
- Canvasback
- Redhead
- Ring-necked Duck
- Greater Scaup
- Lesser Scaup
- Surf Scoter
- Bufflehead
- Common Goldeneye
- Barrow's Goldeneye
- Hooded Merganser
- Common Merganser
- Red-breasted Merganser
- Ruddy Duck

THRESKIONITHIDAE:

- White-faced Ibis

CATHARTIDAE:

- Turkey Vulture **X**

ACCIPITRIDAE:

- Osprey
- White-tailed Kite
- Bald Eagle
- Northern Harrier **8550-02**
- Sharp-shinned Hawk **6938-02**
- Cooper's Hawk **9078-02**
- Northern Goshawk
- Red-shouldered Hawk
- Swainson's Hawk
- Zone-tailed Hawk **67198/2**
- Red-tailed Hawk **2702-1**
- Ferruginous Hawk **6210**
- Golden Eagle **6839-02**

FALCONIDAE:

- American Kestrel **X**
- Merlin
- Peregrine Falcon
- Prairie Falcon **X**

RALLIDAE:

- Clapper Rail
- Virginia Rail
- Sora
- Common Moorhen
- American Coot

GRUIDAE:

- Sandhill Crane

CHARADRIIDAE:

- Black-bellied Plover
- Snowy Plover
- Semipalmated Plover
- Killdeer

RECURVROSTRIDAE:

- Black-necked Stilt
- American Avocet

SCOLOPACIDAE:

- Spotted Sandpiper
- Solitary Sandpiper
- Greater Yellowlegs
- Willet
- Lesser Yellowlegs

Whimbrel

- Long-billed Curlew
- Marbled Godwit
- Sanderling
- Western Sandpiper
- Least Sandpiper
- Dunlin
- Long-billed Dowitcher
- Wilson's Snipe
- Wilson's Phalarope
- Red-necked Phalarope

LARIDAE:

- Bonaparte's Gull
- Franklin's Gull
- Ring-billed Gull
- California Gull
- Caspian Tern
- Black Tern
- Forster's Tern

COLUMBIDAE:

- Rock Pigeon **X**
- Eurasian Collared Dove **X**
- White-winged Dove
- Mourning Dove **X**
- Inca Dove
- Common Ground Dove

PSITTACIDAE:

- Peach-faced Love Bird

CUCULIDAE:

- Yellow-billed Cuckoo
- Greater Roadrunner **8373-02**

TYTONIDAE:

- Barn Owl

STRIGIDAE:

- Western Screech Owl
- Great Horned Owl **1576-02**
- Burrowing Owl **6210**

CAPRIMULGIDAE:

- Lesser Nighthawk

APODIDAE:

- White-throated Swift **X**

TROCHILIDAE:

- Broad-billed Hummer
- Black-chinned Hummer
- Anna's Hummer **X**
- Costa's Hummer **8512-02**
- Broad-tailed Hummer
- Rufous/Allen's Hummer

ALCEDINIDAE:

- Belted Kingfisher

PICIDAE:

- Acorn Woodpecker
- Gila Woodpecker
- Red-naped Sapsucker **1560-02**
- Ladder-backed W/P **0338-02**
- Harry Woodpecker
- Northern Flicker **3139-02**
- Glided Flicker **X**

TYRANNIDAE:

- Olive-sided Flycatcher
- Greater Pewee
- Western Wood-Pewee
- Empidonax Willow FC
- Empidonax Least FC
- Empidonax Hammond's
- Empidonax Gray F/C
- Empidonax Dusky F/C
- Empidonax Pacific Slope F/C
- Cordilleran FC **X**
- Black Phoebe
- Say's Phoebe
- Vermilion FC
- Ash-throated Flycatcher **1381-02**
- Brown-crested FC
- Cassin's Kingbird
- Western Kingbird **X**

LANIDAE:

- Loggerhead Shrike **3756-02**

VIREONIDAE:

- White-eyed Vireo
- Belt's Vireo
- Plumbeous Vireo
- Cassin's Vireo
- Hutton's Vireo
- Warbling Vireo

CORVIDAE:

- Stellar's Jay **X**
- Western Scrub-Jay **6007-02**
- Pinyon Jay
- American Crow
- Common Raven

ALAUDIDAE:

- Horned Lark

HIRUNDINIDAE:

- Tree Swallow
- Violet-green Swallow **7851-02**
- Northern Rough-winged Sw. **X**
- Bank Swallow

Cliff Swallow

- Barn Swallow

REMIZIDAE:

- Verdin **3034-02**

SITTIDAE:

- Red-breasted Nuthatch
- White-breasted Nuthatch
- Pygmy Nuthatch

TROGLODYTIDAE:

- Cactus Wren **9023-02**
- Rock Wren **1433-02**
- Canyon Wren **3664-02**
- Bewick's Wren **2503-02**
- House Wren
- Winter Wren
- Marsh Wren

REGULIDAE:

- Ruby-crowned Kinglet **7878-02**

SYLVIIDAE:

- Blue-Gray Gnatcatcher **7023-02**
- California Gnatcatcher
- Black-tailed Gnatcatcher **0488-02**

TURDIDAE:

- Western Bluebird
- Mountain Bluebird
- Townsend's Solitaire **5800-02**
- Hermit Thrush
- Rufous-backed Robin
- American Robin
- Varied Thrush

MIMIDAE:

- Northern Mockingbird **X**
- Curve-billed Thrasher **X**
- Crisal Thrasher **2803-02**

STURNIDAE:

- Starling **X**

MOTACILLIDAE:

- American Pipit

BOMBYCILLIDAE:

- Waxwing

PTILOGONNAIDAE:

- Phainopepla **5715-02**

PARULIDAE:

- Wood-warblers:
- Warbler sp.
- Orange-crowned Warbler **8264-02**
- Lucy's Warbler **1140-02**
- Northern Parula
- Yellow Warbler
- Yellow-rumped Warbler
- Black-throated Gray W.

Townsend's Warbler _____
 Hermit Warbler _____
 Black and White Warbler _____
 American Redstart _____
 MacGillivray's Warbler _____
 Common Yellowthroat _____
 Hooded Warbler _____
 Wilson's Warbler _____
 Yellow-breasted Chat _____

FRINGILIDAE:
 Purple Finch _____
 Cassin's Finch _____
 House Finch
 Pine Siskin _____
 Lesser Goldfinch
 Lawrence's Goldfinch _____
 American Goldfinch _____
 PASSERIDAE:
 House Sparrow _____

THRAUPIDAE:
 (See Cardinalidae)

LOCATIONS:

EMBERIZIDAE:
 Green-tailed Towhee 0774-0
 Spotted Towhee _____
 Canyon Towhee 0801-0 2-10
 Albert's Towhee 9177-0
 Rufous-crowned Sparrow 6851-0
 Chipping Sparrow _____
 Clay-colored Sparrow _____
 Brewer's Sparrow _____
 Vesper Sparrow _____
 Lark Sparrow _____
 Black-throated Sparrow 1098-1 1-10
 Sage Sparrow 4648-0
 Savannah Sparrow _____
 Fox Sparrow _____
 Song Sparrow _____
 Lincoln's Sparrow _____
 White-throated Sparrow _____
 White-crowned Sparrow 2232-0
 Golden-crowned Sparrow _____
 Dark-eyed Junco _____
 Sparrow sp. _____

Mauiene 3572-8
 Red Ghost Canyon 3546.6
 Hualapai Mtn Park 6665-9
 Northwood Walk 3372-8
 Antares-Sagunto Rd 3047-9
 Hawaii Natl Wildlife Refuge
 Gerhart Cliffs Gold Course

NOTES:

MANUALS INCLUDED:

- Rowland Galy Fox 0483-0
- BOGART 0527-0 AND 0529-0
- JACQUELAIN 0692-0
- HARRIS'S ANTelope SPURRIER 8249-0
- ROGER SPURRIER 7560-0
- DEER 9997-0
- COTTONTAIL PARROT 0831-0

1 ALSO OBSERVED SEVERAL TYPES
 OF WIZARDS, HOODED TOWHEES, CHUCUDALLA

ICTERIDAE:
 RWBB _____
 Western Meadowlark _____
 Yellow-headed BB _____
 Brewer's BB _____
 Great-tailed Grackle
 Bronzed Cowbird _____
 Brown-headed Cowbird
 Hooded Oriole _____
 Bullock's Oriole 1397-0
 Scott's Oriole _____



Amy Rosar

From: Lori Chambers [lorisellskingman@aol.com]
Sent: Wednesday, April 11, 2012 11:36 AM
To: westkingmanTlstudy@azdot.gov
Subject: wildlife photos from Red Ghost Canyon
Attachments: Clack_Canyon_Area_Wildlife_photos__J._Porter_059.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_025.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_018.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_056.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_039.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_032.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_004.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_043.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_053.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_012.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_050.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_015.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_001.JPG;
Clack_Canyon_Area_Wildlife_photos__J._Porter_022.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_033.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_029.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_008.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_040.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_036.jpg;
Clack_Canyon_Area_Wildlife_photos__J._Porter_047.jpg

Hello,

Attached are wild life photos taken in the Red Ghost Canyon area from 2007. Renowned photographer Judith Porter has documented her visits and 'birding' with photography; mammals included are: Common gray fox, bobcat, jackraib ha. Sent in a separate email will be her notes and documentation of where the animals were found.

Lori Chambers, Realtor

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Remax Prestige Properties

2331 Hualapai Mtn Rd

928-279-8202

LoriSellsKingman@aol.com

Kingman, AZ 86409

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Amy Rosar

From: Michele E. Beggs [MBeggs@azdot.gov]
Sent: Saturday, April 21, 2012 12:55 PM
To: Amy Rosar
Subject: Fw: West Kingman traffic interchange

From: Deborah [<mailto:waxhwdpatt@aol.com>]
Sent: Saturday, April 21, 2012 12:27 PM
To: Michele E. Beggs
Subject: West Kingman traffic interchange

Hello Michele,

I am interested in what alternatives are the most popular. I just took some time to look at the map of the project area. The only alternative I see that would be a win win win for everyone would be alternative D. shown in green for the reasons listed below.

1. shorter, and therefore less expensive to build and maintain.
2. provides the same alternatives by tourists at the entry point onto the highway for decisions on eating, museums, different destination points in town. (going towards CA, this entry point will have another exit opportunity for downtown Beale street and historic downtown Kingman).
3. also gives drivers the opportunities to have a quick use of the gas facilities and get right back on the main highway without going out of their way. The economic loss to the 1 mile or so of gas stations and small businesses if the entry point is moved further away will be staggering and immediate. Contact Boulder City NV if you do not think this will affect the businesses on this stretch of road. The small changes that happened in Boulder City NV and just a signage change affected businesses negatively by over 70%.

What alternatives are the leading considerations at the present time and why?

Thank you for answering my question and taking my comment.

Deborah Patt
new resident and business owner Kingman AZ.

In health & Spirit,

Deborah Patt, Sales Director with Juice Plus
Cell: (702) 335-7448
Email: waxhwdpatt@aol.com

Click here and WATCH VIDEO: www.deborahpattjuiceplus.com

Read My Story: <http://www.toyhteam.com/deborah.html>

Amy Rosar

From: Amy Rosar
Sent: Friday, April 27, 2012 10:20 AM
To: barbwireman@npgcable.com
Subject: RE: comment

Thanks again Mr. Smith. Your comments do make sense. We will be sure these are included in the study's documentation in addition to your comments from Tuesday.

Amy Rosar, on behalf of ADOT Communication and Community Partnerships
602.368.9644

-----Original Message-----

From: barbwireman@npgcable.com [<mailto:barbwireman@npgcable.com>]
Sent: Friday, April 27, 2012 10:16 AM
To: Amy Rosar
Subject: Re: comment

THANKS

Amy,
My true vision is to put both of the road ways (coming and going) behind the Travel Center Truckstop. With a Inlet / Exit into the Truck Travel Center. This is where most of the traffic problem comes from in my opinion. When the Heavy Trucks get to the top of the hill they are already going very slow this is where the loop out to the east should be and circle around over the I-40 Freeway and follow the foothills south of Travel Center and then head westerly to loop around and connect with Highway 93. The 93 connection would be another loop opposite side at end of town to connect back in with I-40.

Hope this makes sense to all of you.

Thanks

Wayne Smith

----- Amy Rosar <amy@kdacreative.com> wrote:

> Mr. Smith -

>

> Thank you for your comments. They are not too late and we will be sure to include them in the study's documentation.

>

> Amy Rosar, on behalf of ADOT Communication and Community Partnerships

> 602.368.9644

>

> Sent from my iPhone

>

> On Apr 24, 2012, at 8:19 PM, "barbwireman@npgcable.com" <barbwireman@npgcable.com> wrote:

>

> > Amy / West Kingman Study Group,

> > I was unable to make the March 29 meeting . I had been out of town on a company trip and just returned that night it was scheduled. I did want to make a few comments in person so I will just do it in writing. Here it goes and hope its not too late to give you my opinion on a few good ideas to consider.

> > It would be nice to add a 3rd lane on the approaching side coming into Kingman as part of the project. This is a very dangerous section of road. Since I am a native to Kingman and worked in Yucca for 28 years I have first hand knowledge and have witnessed accidents and many near misses on this hill.

> > First of all I think you should throw out the C1 stacked Idea do to the high costs and an extreme amount of congestion it would create during the build process. The Hybrid 2 should be added back into the mix to be scutinized more.

> > Since DOT already split up alot of the parcels during the I-40 build way back when, don't you think it might be wise to go back and take a second look at running the new highway through some of the already damaged parcels that have no access then to scar up more ? You may be able to get parcel owners along the Hybrid #2 route together and get a better deal since it is worthless as it sits today and we still are paying the taxes on pieces that are not even accessable.

> > Its hard to please everybody but I am sure you will make a good decision in the end.

> > Please reconcider the Hybred #2 route or something similar.

> >

> > Thanks

> > Wayne Smith

3481 N. Adobe Rd.
Golden Valley, Az 86413

March 13, 2012

ADOT Outreach Team

Has the Kansas Turnpike been studied - up and over complete
with truck stops.

Cordially,



R. L. Ackerson

Darrell Truitt
Project Manager, EPS
ADOT Outreach Team
4545 E. Shea Blvd., Ste, 210
Phoenix, Arizona 85028
Attn: I-40/US 93 - Meeting/Kingman March 29, 2012

According to the information reported April 2, 2012 in the Kingman Daily Miner, there will be no incursions into the residential area of Metcalfe Acres.

Attached is correspondence expressing my concerns for Metcalfe Acres.

Sincerely yours,



Evelyn R. Price
(920 Evelyn Drive)
P. O. Box 3465
Kingman, Arizona 86402
evierae@citlink.net
928-753-3644

Kimley-Horn & Associates
7878 North 16th Street, Suite 300
Phoenix, Arizona 85020

Dear Mr. Omais:

Thank you for the informative presentation of the Study Team analysis and current recommendations of Corridors Alternatives C and D. However, I was greatly heartened with your statement that selection of Corridors C and D is not 'set in stone'. Both these corridors will have a direct impact on Metcalfe Acres which was surveyed in the 1930s by E. Ross Householder for Charles Metcalfe. My step-dad, Lawrence Monroe Hall, worked on that survey team . . . part of his payment for services was one acre, bordered on the south by Hall Lane (named for him) and Evelyn Drive on the west . . . my home at 920 Evelyn Drive. Mr. Householder had a penchant for giving female names for the streets . . . Joyce, Alma, Lynette (for his wife) and Evelyn Drive for the three Evelyns that lived in the Acres . . . Mrs. Evelyn Swanson, Mrs. Evelyn Venable, and young Evelyn Rae Fox (Price). As the last of the Evelyns, I am a self-appointed custodian of Metcalfe Acres . . . other streets included are Kit Carson Road, Ericson Drive, Fort Beale Drive.

In order to gain some insight into the Study Team's analysis, I did a cursory reconnaissance drive from my home on Evelyn Drive - Ericson Drive to Fort Beale Drive into Anson Smith Road to Stockton Hill Road to Andy Devine Avenue to Beale Street . . . then 93N over Coyote Pass and under the 68/93 Interchange into outskirts of Golden Valley and back to Kingman. Then I drove old 66 west and returned by I-40, on past Cerbat Golf course to SHR and home. Looks like the plan may be to enter 93N east of Coyote Pass. The far south edge of Corridor C (marked in red) seems to be a feasible route along the top of the hill south of the truck wash facility, truck stops, service stations, housing, etc., and could have the least impact into Metcalfe Acres.

We hope that some of the Corridor Alternatives might be reconsidered for evaluation. The concern for incursion into residential areas should be of equal importance as the possible impacts to the Cerbat Foothills Recreation Area. We will be very interested in your further studies and reports.

Again, thank you.

Sincerely yours,

Evelyn R. Price 4/12/2012

Evelyn R. Price
(920 Evelyn Drive)
P. O. Box 3465
Kingman, Arizona 86402
evierae@citlink.net
928-753-3644

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12/11/2008

Main Identity

From: <Ahmad.Omais@kimley-horn.com>
To: <evierae@citlink.net>
Cc: <SBhuiyan@azdot.gov>; <Coralie.Cole@jacobs.com>; <MKondelis@azdot.gov>
Sent: Thursday, December 11, 2008 4:23 PM
Subject: ADOT I-40/US 93 West Kingman Traffic Interchange – Public Meeting - November 13, 2008

Dear Ms. Price:

Thank you for your comments regarding the I-40/US 93 West Kingman TI Study.

The I-40/US 93 West Kingman TI Study is a feasibility study, during which the study team examines corridors where roadway construction may occur. The study team is in the process of conducting the preliminary engineering and environmental evaluations of corridor alternatives C & D which have been recommended to be taken to the next level of study. During the next level of study, specific alignments will be developed and evaluated. Impacts to residences, private property, and historic sites are some of the resources that will be evaluated. The goal of ADOT is to avoid impacts where possible and is a priority when considering alternatives.

Corridor alternatives C and D as presented at the public meeting are approximately 1/4 mile wide, and within these corridors the roadway footprint would be approximately 300' wide. As mentioned earlier, neither C nor D are "set in stone" and are up for critical evaluation. As to the exact location of the roadway within a selected corridor, that will not be determined until much later in the next level of study. Issues such as avoidance of property are important evaluation criteria when determining a roadway footprint.

We have included your comments into the formal record regarding the I-40/US 93 West Kingman Traffic Interchange Feasibility Study. Your contribution is a valuable part of the study process. Please contact us if you have any more questions.

Thank you,

Ahmad Omais, Consultant Project Manager
 Kimley-Horn & Associates
 7878 North 16th Street, Suite 300
 Phoenix, Arizona 85020

From: Evelyn Price [mailto:evierae@citlink.net]
Sent: Sunday, November 23, 2008 1:54 PM
To: Omais, Ahmad; sbhuiyan@azdot.gov; Coralie.Cole@jacobs.com; mkondelis@azdot.gov
Subject: ADOT I-40/US 93 West Kingman Traffic Interchange -- Public Meeting - November 13, 2008
Importance: High

Re: I-40/US 93 West Kingman Traffic Interchange
 Feasibility Report and Environmental Studies
 Public Meeting - November 13, 2008

Ahmad Omais, Consultant Project Manager

12/11/2008

Arizona Department of Transportation
Federal Highway Administration
I-40/US 93 West Kingman System Traffic Interchange
April 2012



Appendix A: Information Meeting Material

I-40/US 93 West Kingman System Traffic Interchange

Public Information Meeting
Thursday, March 29, 2012



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



Purpose of the Meeting

- Provide information on the study's purpose and need
- Describe the study area features
- Review the study corridor evaluations
- Present conceptual alignment alternatives
- Receive feedback on candidate alignment alternatives for further consideration

Study Team

- Mike Kondelis, ADOT Kingman District Engineer
- Adam McGuire, ADOT Project Manager
- Michele Beggs, ADOT Communication and Community Partnerships
- Ralph Ellis, ADOT Environmental Planning Group
- Karen King, Federal Highway Administration (FHWA)
- Rebecca Swiecki , FHWA Environmental Coordinator
- John Reid, Bureau of Land Management
- Darrell Truitt, Engineering Consultant
- Amy Rosar, Public Involvement Consultant
- Patricia McCabe, Environmental Consultant

Purpose of the Study

- Evaluate a high-speed facility connection between I-40 and US 93
- Relieve existing and future congestion
- Enhance regional traffic flow
- Promote local access
- Maintain a safe interchange

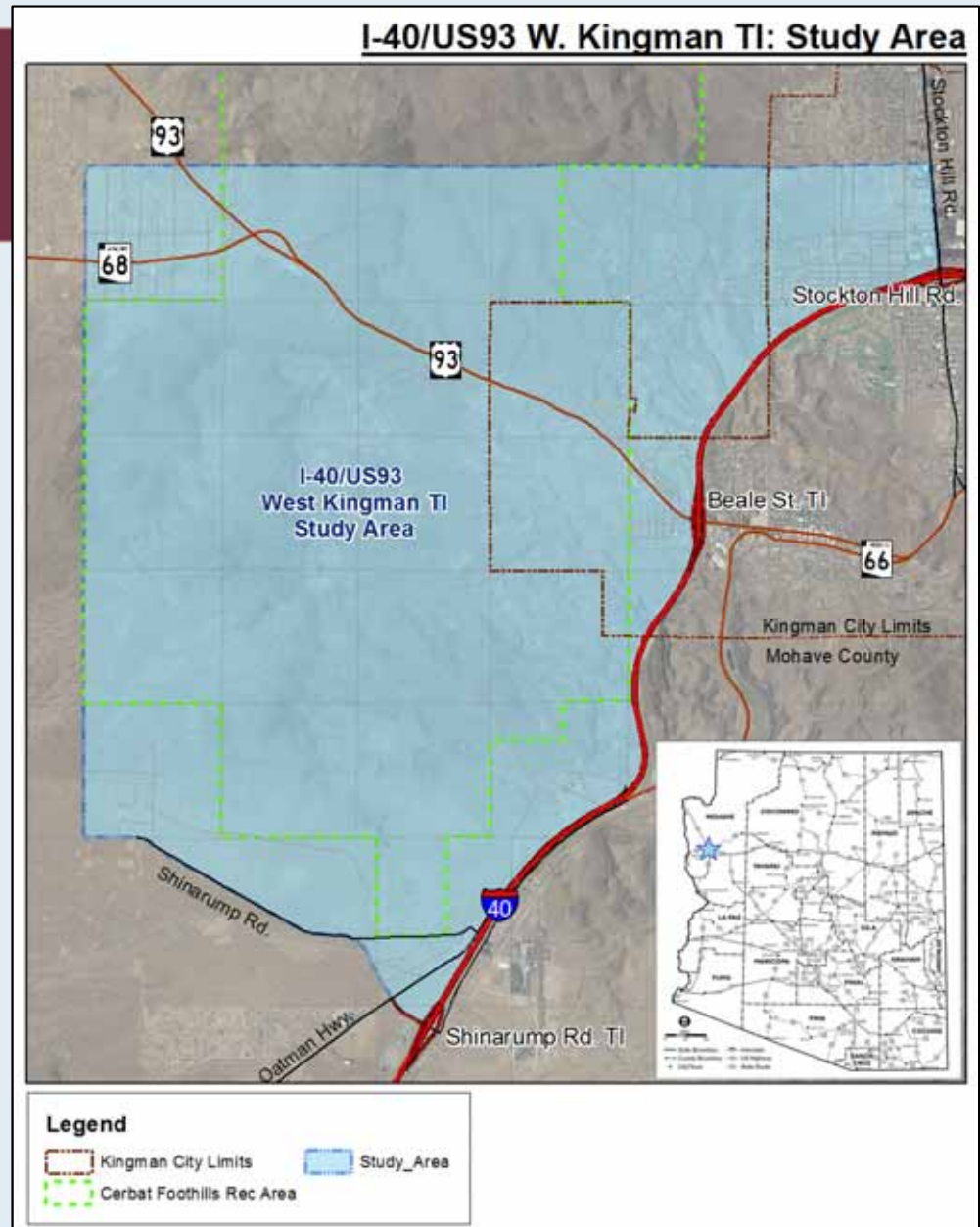
Need for the Study

- Lack of critical regional connection between I-40 and I-15
- Traffic congestion and back ups onto westbound I-40 and on southbound US 93
- Operational concerns in both directions on I-40
- Additional considerations include continuing development within the area and increasing right-of-way costs
- One of three “bottleneck” locations along US 93 between Phoenix and Las Vegas

Development Process



Study Area



Study Area Features

The following study area features have been characterized:

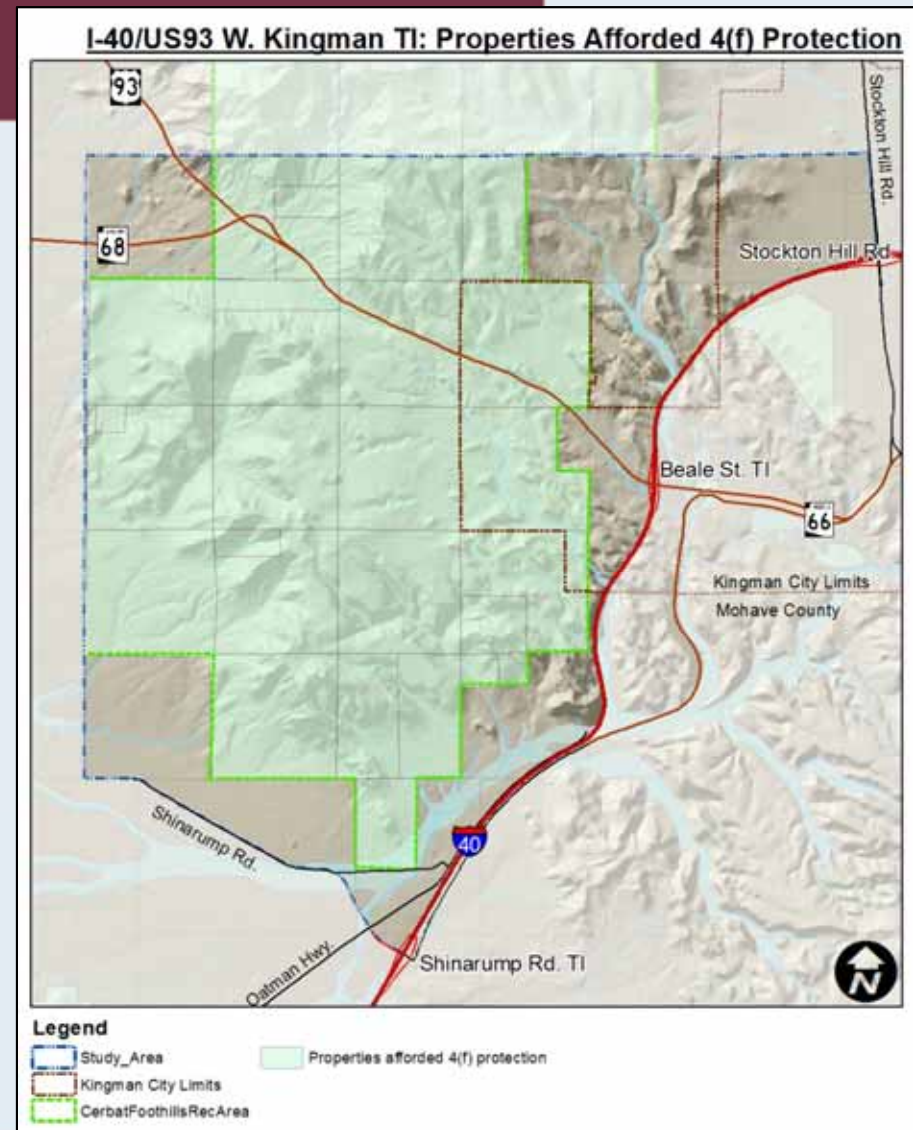
- Existing Roadway Network
 - I-40, US 93, Local Roads
- Land Ownership
 - Public (BLM) Land, Private Land, State Trust Land
- Existing & Future Land Use
- Drainage Features
 - Multiple washes and springs, FEMA floodplains
- Existing Utilities
 - Numerous facilities were identified, primarily near the Beale Street TI
- Environmental Features
 - Properties afforded protection (Section 4(f)), HazMat sites, cultural sites

Section 4(f) of the 1966 Department of Transportation Act

The Department of Transportation Act (DOT Act) of 1966 includes Section 4(f), which states that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless:

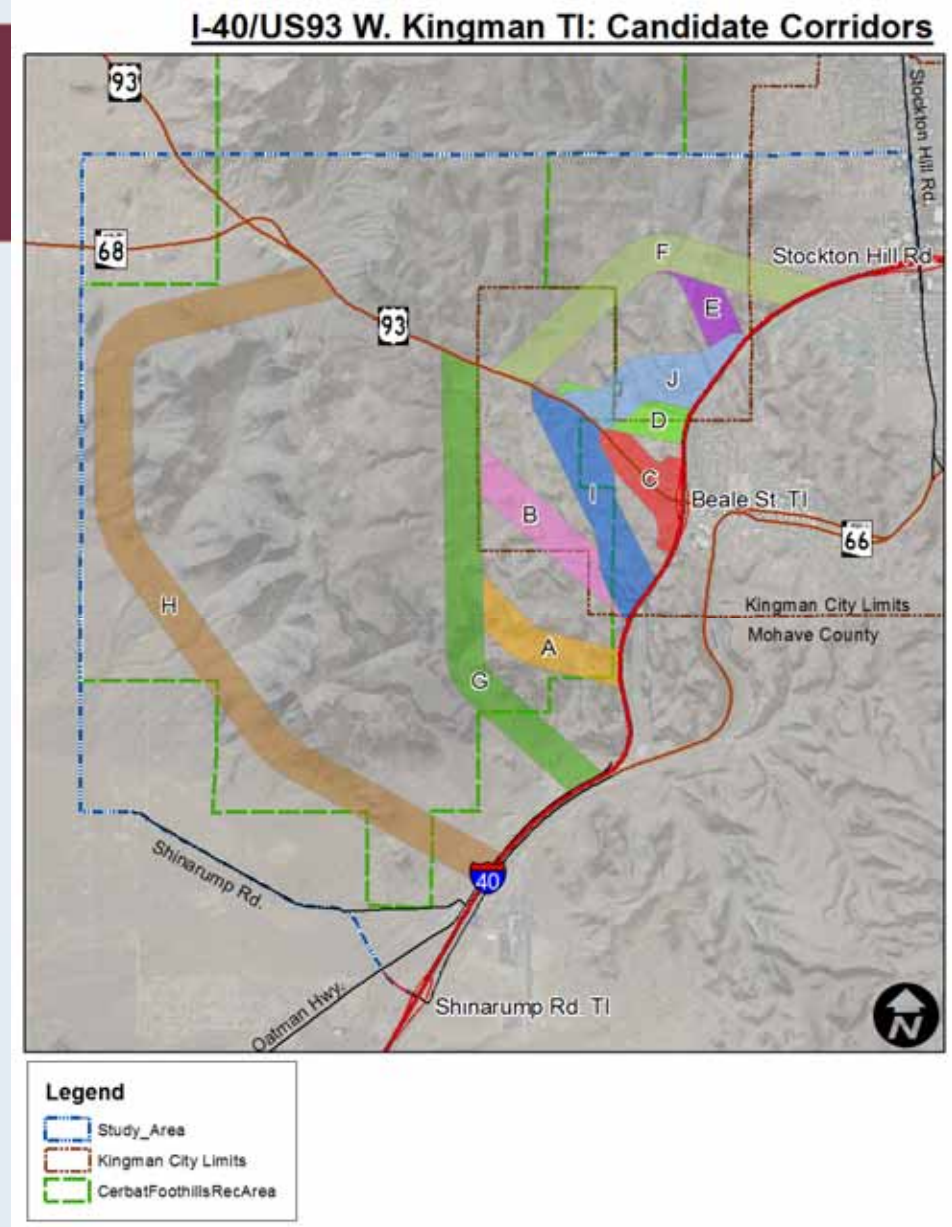
- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property resulting from use.

Or, the FHWA makes a determination that the use of the property will have a “de minimis” (minimal) impact on the property afforded protection under 4(f).



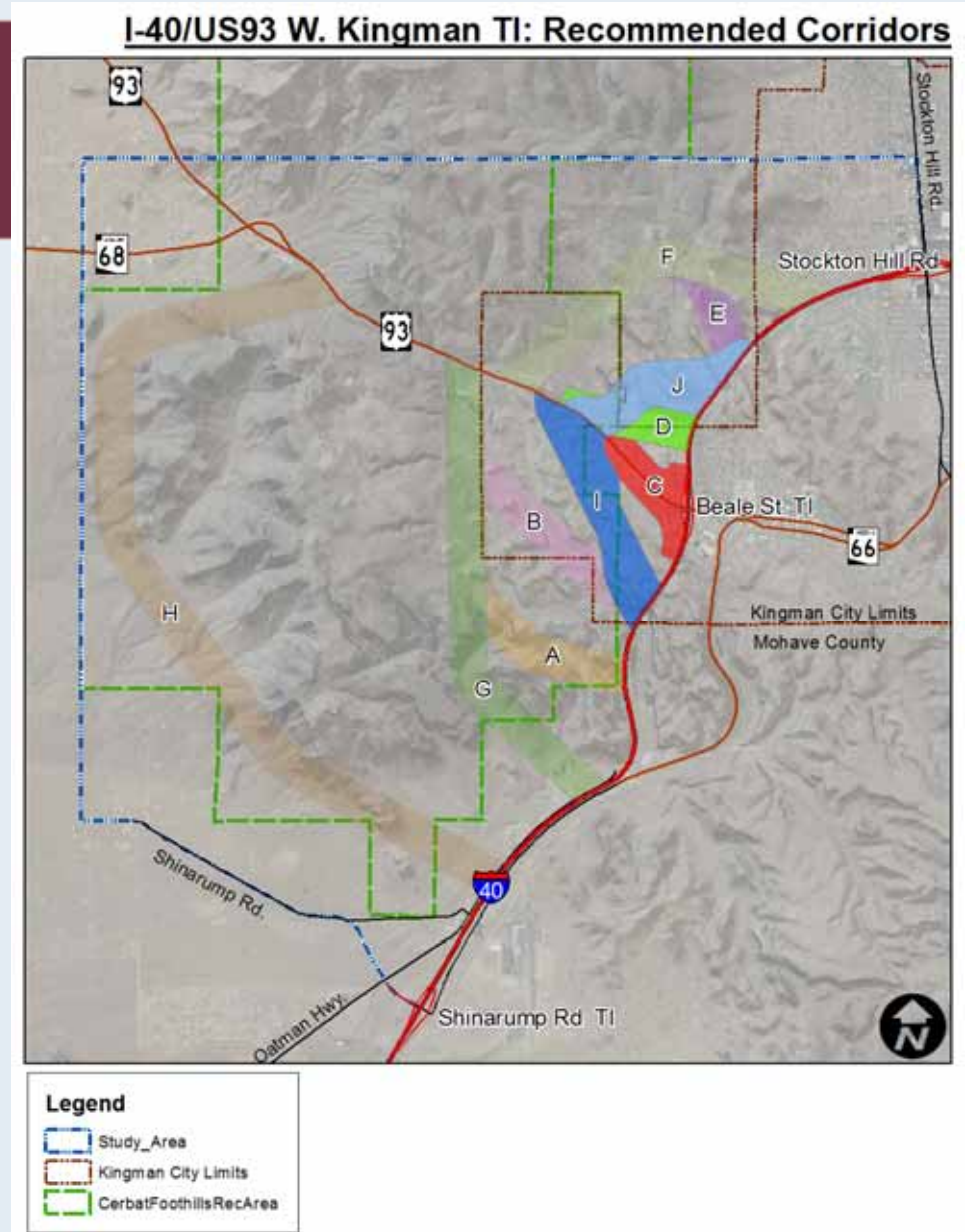
Initial Corridors

- Ten conceptual corridors plus a “No Build” alternative were evaluated with respect to the study area features outlined on the previous slides



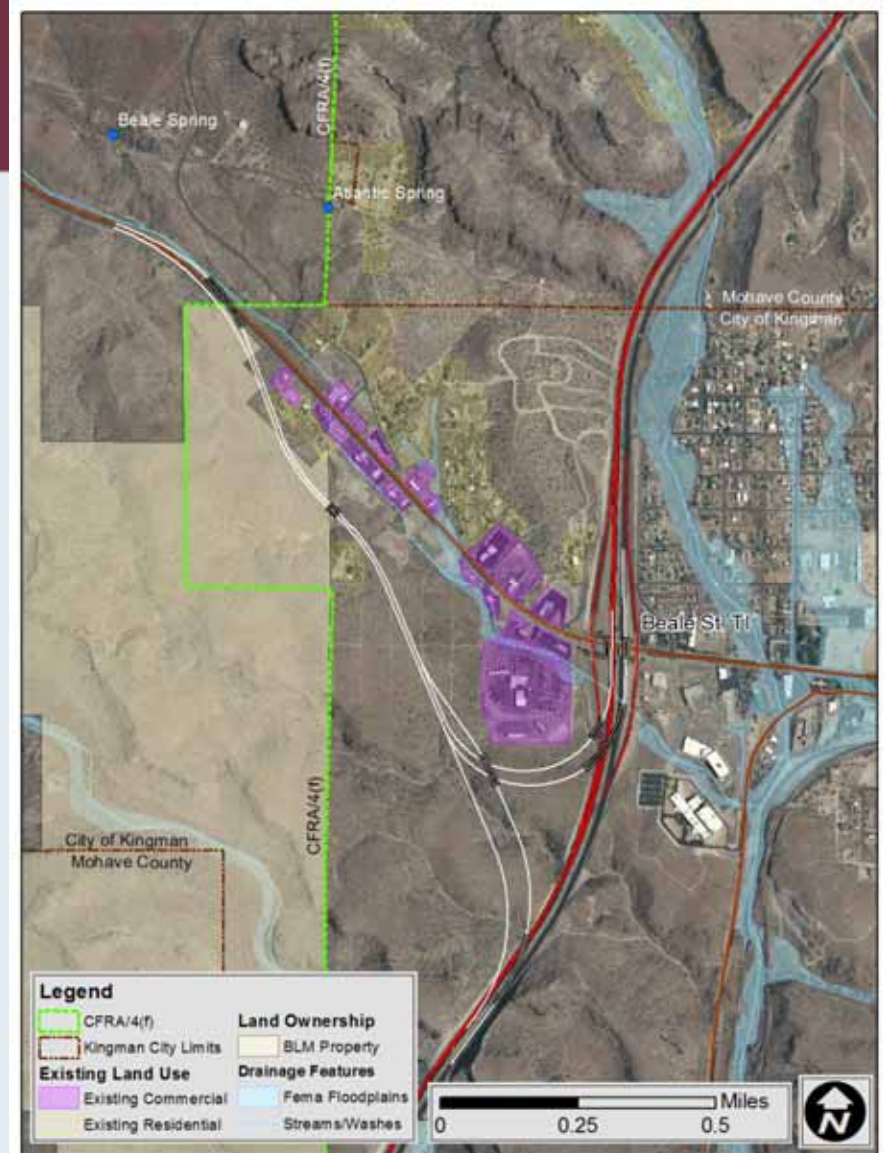
Recommended Corridors

- Corridors C, D, I, and J were recommended for further evaluation.
- A variety of conceptual alignments were developed within the recommended corridors
- The top nine candidate alignment alternatives were further refined and evaluated



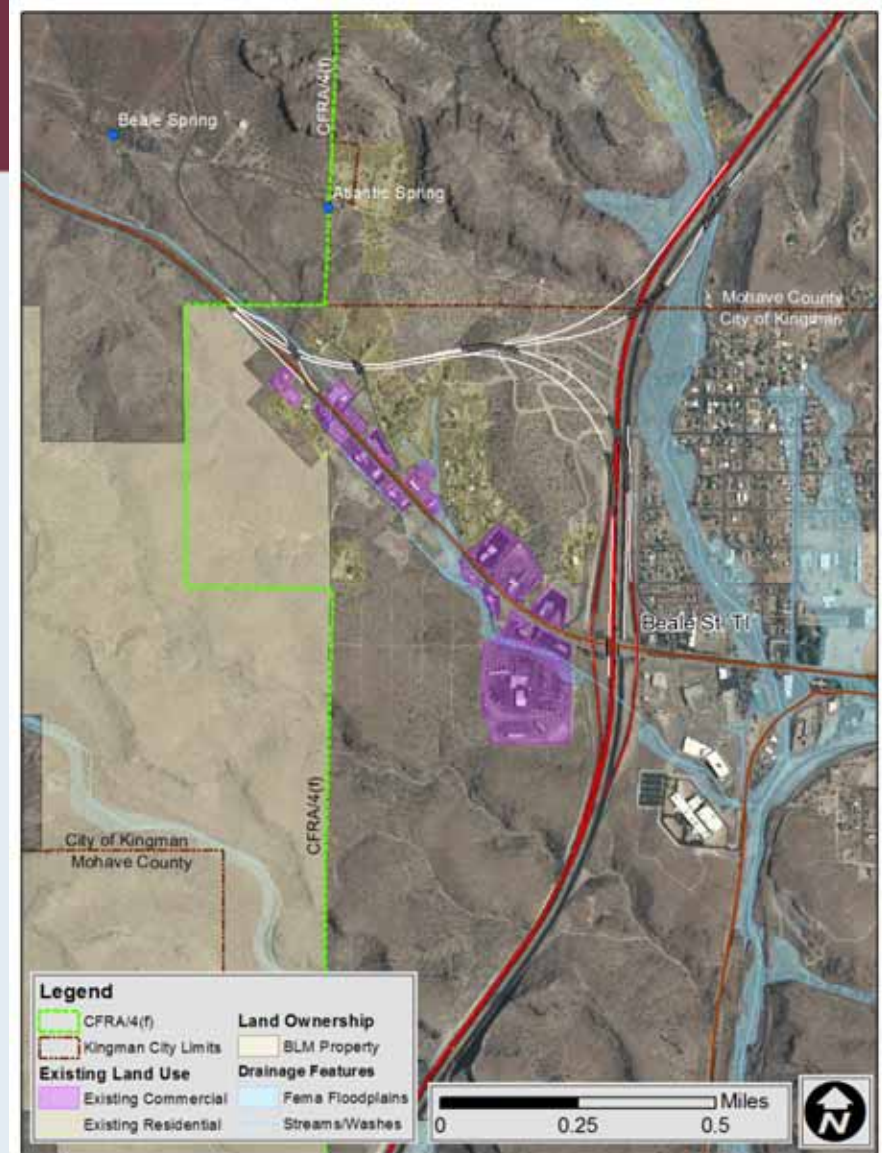
Alignment Alternative C1

- Reduces existing residential and commercial impacts
- Avoids known springs and existing Cerbat Foothills Recreation Area (CFRA) trailhead
- Minor CFRA/4(f) impacts
- Longest proposed alignment
- Most expensive alternative
- Requires realignment of existing Beale St Traffic Interchange (TI) ramps
- The alignment alternatives south of the existing TI require the major traffic movements to cross the existing interchange
- Lower design speeds on Phoenix-to-Vegas movements
- Larger overall number of impacted parcels



Alignment Alternative D1

- Least expensive alignment
- Minimizes CFRA/4(f) impacts
- Avoids known springs
- Avoids previously identified cultural resources
- Removes majority of traffic from existing Beale St TI
- Follows approximate boundary of urbanized/undeveloped areas
- Some impacts to existing residential and commercial properties
- Requires modifications to existing Beale St TI



Alignment Alternative D1: Existing TI Modifications

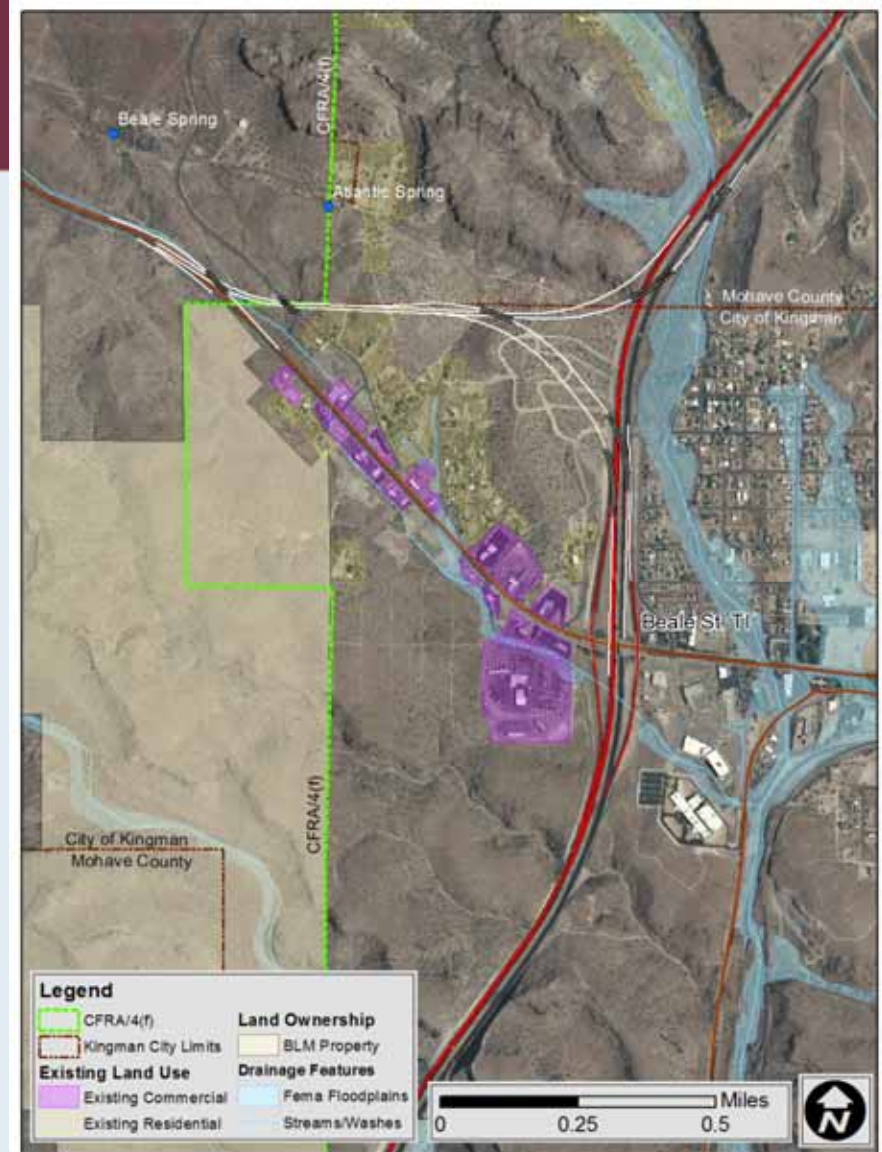


I-40/US 93 West Kingman System Traffic Interchange



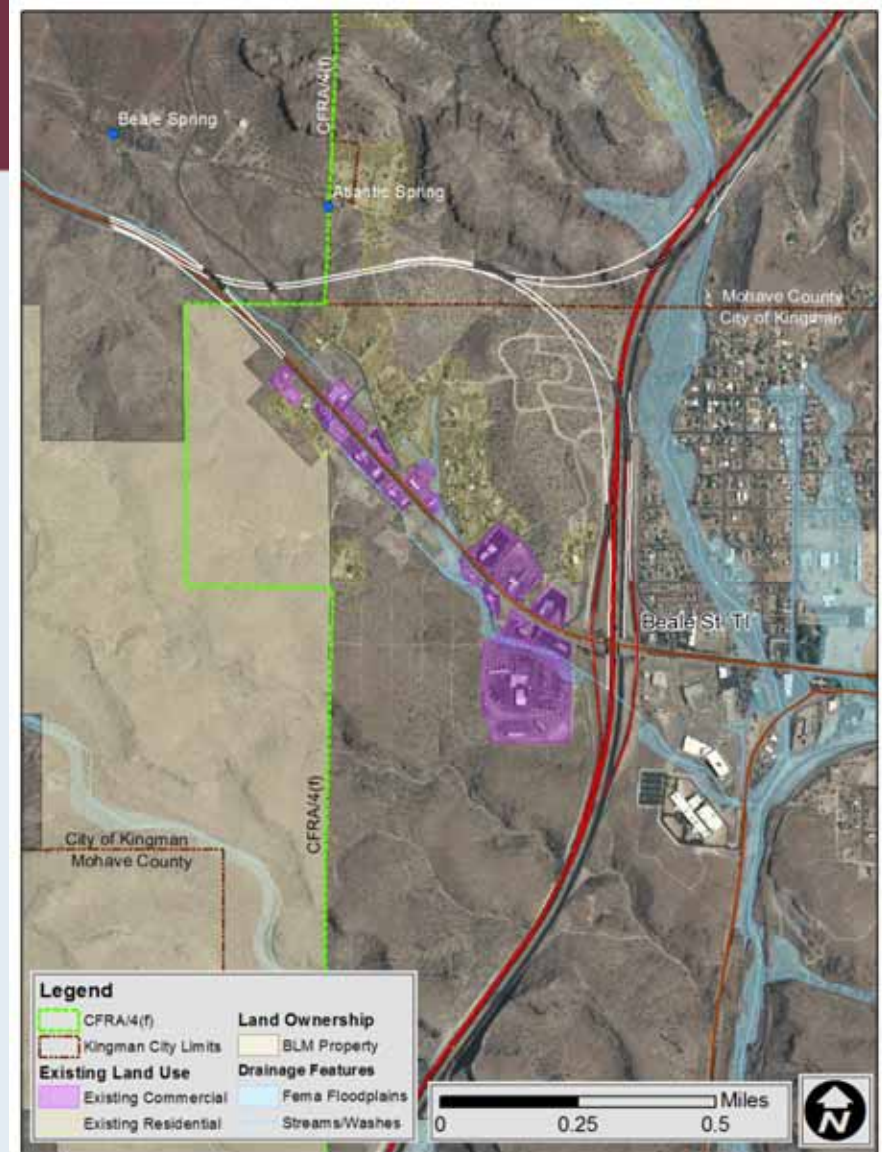
Alignment Alternative D2

- Generally follows section line alignment
- Reduces existing residential impacts
- Avoids known springs
- Removes majority of traffic from existing Beale St TI
- Follows approximate boundary of urbanized/undeveloped areas
- Minor CFRA/4(f) impacts
- Requires modifications to existing Beale St TI
- Increased visual impacts



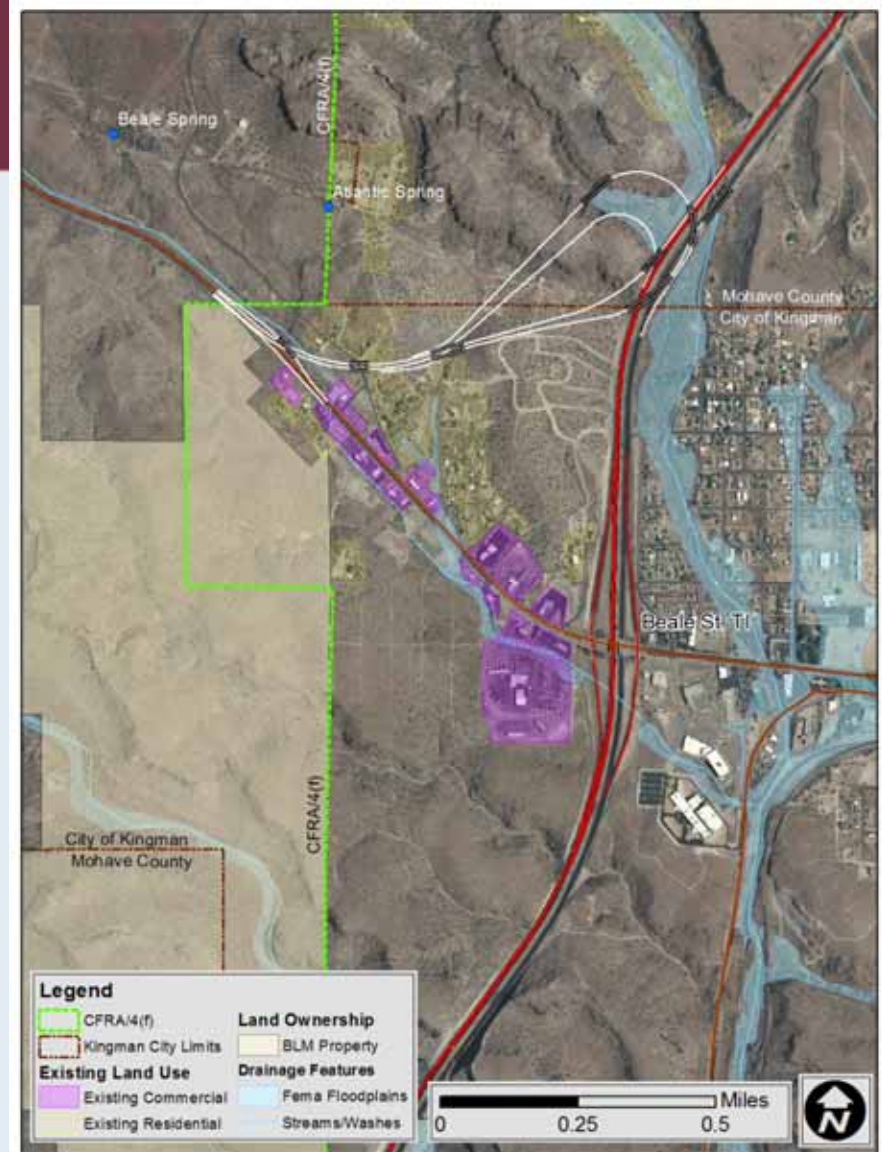
Alignment Alternative D3

- Places roadway behind hills - reduces residential and visual impacts
- Avoids known springs
- Removes majority of traffic from existing Beale St TI
- Follows approximate boundary of urbanized/undeveloped areas
- Requires modifications to existing Beale St TI
- Minor CFRA/4(f) impacts



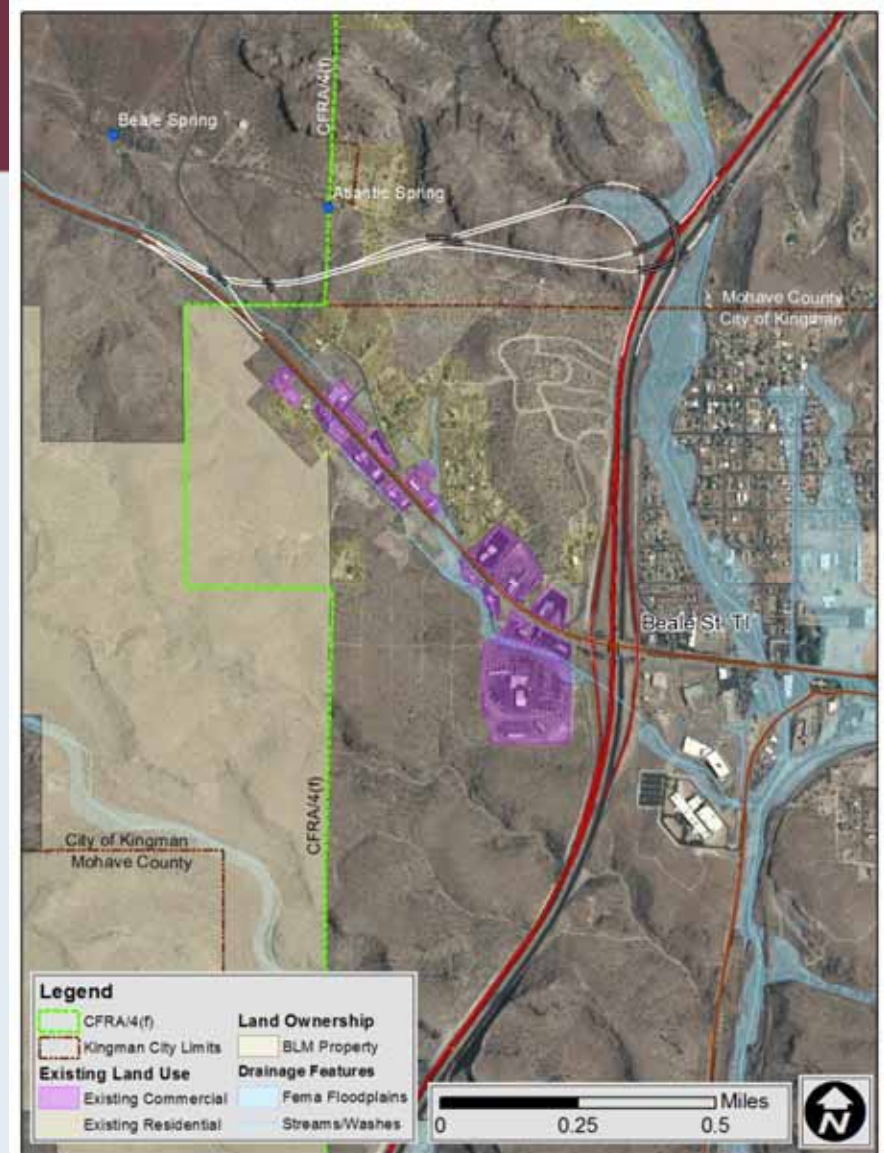
Alignment Alternative J1

- Shifts new system TI further from existing Beale St TI to avoid existing TI modifications
- Minimizes CFRA/4(f) impacts
- Follows D1 alignment
- Avoids previously identified cultural resources
- Avoids known springs
- Removes majority of traffic from existing Beale St TI
- Shortest proposed alignment
- Some impacts to existing residential and commercial properties
- Lowest design speeds on LA-to-Las Vegas movements
- Most right-of-way of non-hybrid alignments



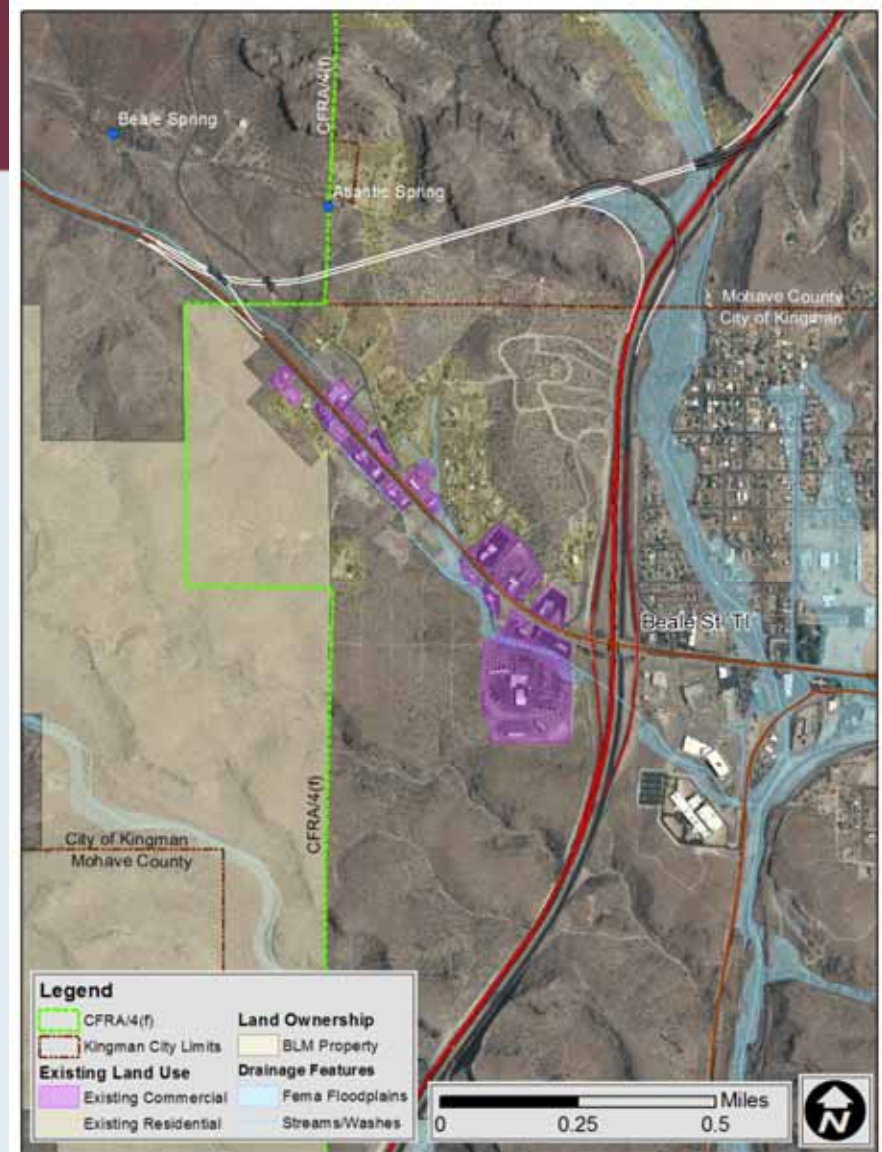
Alignment Alternative J2

- Shifts new system TI further from existing Beale St TI to avoid existing TI modifications
- Follows D3 alignment - reduces residential and visual impacts
- Avoids known springs
- Removes majority of traffic from existing Beale St TI
- Minor CFRA/4(f) impacts
- Reduces right-of-way
- Multi-level bridges at I-40
- Lowest design speeds for Phoenix-to-Las Vegas movements
- Lower design speeds for LA-to-Las Vegas movements



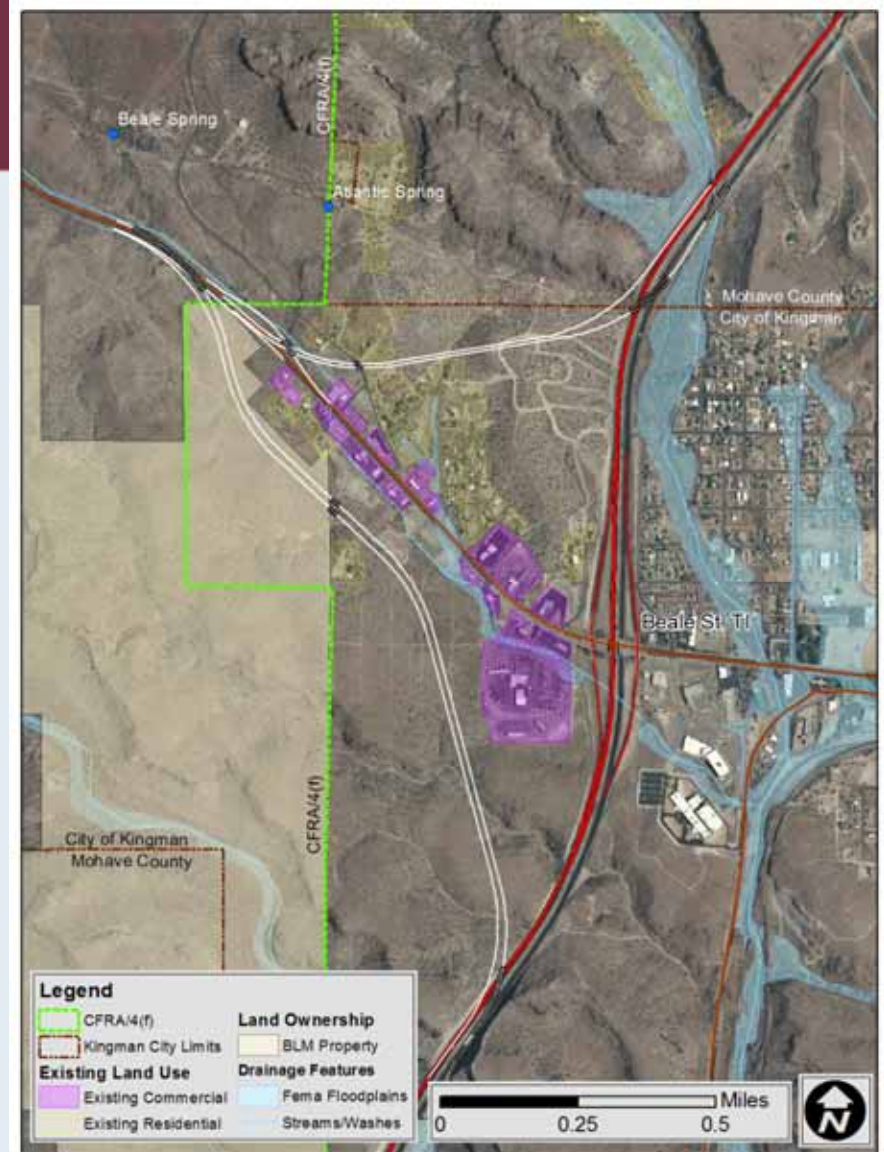
Alignment Alternative J3

- Shifts new system TI further from existing Beale St TI to avoid existing TI modifications
- Follows D3 alignment - reduces residential and visual impacts
- Avoids known springs
- Removes majority of traffic from existing Beale St TI
- Second most cost effective
- Minor CFRA/4(f) impacts
- Minor impacts to Clack Canyon
- Lower design speeds on LA-to-Vegas movements
- Least right-of-way



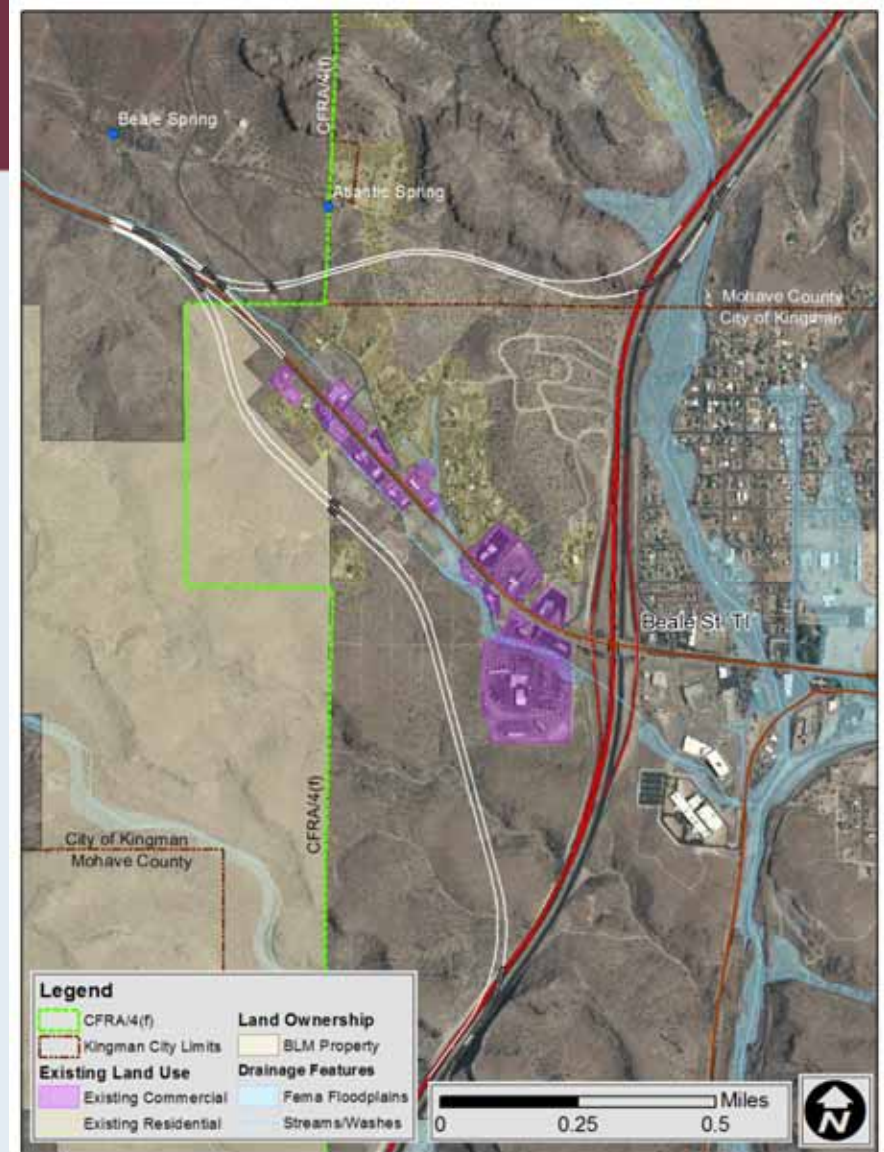
Alignment Alternative Hybrid 1

- Minimizes CFRA/4(f) impacts
- Avoids known springs
- Avoids previously identified cultural resources
- Removes majority of traffic from existing Beale St TI
- Follows approximate boundary of urbanized/undeveloped areas
- Split alignment eliminates need for existing TI modifications
- Some impacts to existing residential and commercial properties
- Impacts a larger number of vacant parcels (92 parcels)



Alignment Alternative Hybrid 2

- Follows D3 alignment – reduces residential and visual impacts
- Avoids known springs
- Removes majority of traffic from existing Beale St TI
- Split alignment eliminates need for existing TI modifications
- Minor CFRA/4(f) impacts
- Largest right-of-way requirements
- Impacts a larger number of vacant parcels (86 parcels)



Alignment Evaluation Matrix

Evaluation Criteria	C1	D1	D2	D3	J1	J2	J3	Hybrid 1	Hybrid 2
Minimum design speed – Major traffic movements	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒
Minimum design speed – Minor traffic movements	☒	☒	☒	☒	☒	☒	☒	☒	☒
Estimate of steep grades	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒
Terrain along alignment	☒	☒	☒	☒	☒	☒	☒	☒	☒
Impacts to existing TI	☒	☒	☒	☒	☒	☒	☒	☒	☒
Length of travel (WB to NB)	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒
Length of travel (EB to NB)	☒	☒	☒	☒	☒	☒	☒	☒	☒
Construction cost	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒
Maintenance of traffic/Constructability	☒	☒	☒	☒	☒	☒	☒	☒	☒
Lane miles/Future maintenance	☒	☒	☒	☒	☒	☒	☒	☒	☒
Conflicts with known archaeological sites	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒
Section 4(f) Lands	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒
Wash Crossings	☒	☒	☒	☒	☒	☒	☒	☒	☒
Potential number of residential parcels impacted	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒
Potential number of business parcels impacted	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒
Potential number of other parcels	☒	☒	☒	☒	☒	☒	☒	☒	☒
Major utility conflicts	☒	☒	☒	☒	☒	☒	☒	☒	☒
Potential to inhibit T&E species habitat	☒	☒	☒	☒	☒	☒	☒	☒	☒
Potential to inhibit wildlife movement	☒	☒	☒	☒	☒	☒	☒	☒	☒
Visual Impact	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒	☒☒
Private land right-of-way	☒	☒	☒	☒	☒	☒	☒	☒	☒
BLM land right-of-way	☒	☒	☒	☒	☒	☒	☒	☒	☒
Cumulative Score	34	47	40	47	39	37	44	38	40
Recommended for further study	NO	YES	NO	YES	NO	NO	YES	NO	NO

Rating	Symbol	Score
Good	☒☒	4
	☒	2
Fair	☒☒	2
	☒	1
Poor	☒☒	0
	☒	0

General Observations/ Recommendations

- All nine of the candidate alignments are reasonable alternatives
- The following candidate alignments are recommended for detailed study:

Alignment Alternative D1

- Shortest, most cost effective alternative
- Minimize impacts to identified cultural resources and CFRA

Alignment Alternative D3

- Locates roadway behind hills & reduces impacts to existing residential properties
- Minor CFRA impacts

Alignment Alternative J3

- Eliminates need for existing TI modifications
- Requires least amount of new right-of-way
- Follows D3 alignment



Development Process



We Want Your Input!

- Ask questions and provide input no later than April 12, 2012
- Complete a comment form
 - Leave it with a project team member today
 - Send it back later:

Mail: ADOT

c/o KDA Creative

4545 E. Shea Blvd., Ste 210

Phoenix, AZ 85028

Fax: 602.368.9645

Email: WestKingmanTIStudy@azdot.gov

www.azdot.gov/WestKingmanTI

Arizona Department of Transportation
Federal Highway Administration
I-40/US 93 West Kingman System Traffic Interchange
April 2012



Appendix B: Agency Information Meeting Notification Material

Interstate 40/US 93 West Kingman System Traffic Interchange
Agency and Public Information Meetings Summary – **April 2012**
ADOT Project No. 040 MO 048 H7993 01L • Federal Aid No. NH-040-A(212)B

Amy Rosar

Subject: ADOT - I-40/US 93 West Kingman TI Agency Information Meeting
Location: Webinar/City of Kingman Council Chambers

Start: Thu 3/29/2012 2:00 PM
End: Thu 3/29/2012 4:00 PM

Recurrence: (none)

Meeting Status: Meeting organizer

Organizer: Amy Rosar

Required Attendees: amcguire@azdot.gov; vyang@azdot.gov; rellis@azdot.gov; ldoescher@azdot.gov; mkondelis@azdot.gov; klavertue@azdot.gov; rspurlock@azdot.gov; gwebb@azdot.gov; amartinez@azdot.gov; jalpert@azdot.gov; kpaetz@azdot.gov; jlitter@azdot.gov; rturner@azdot.gov; bpederson@azdot.gov; mbeggs@azdot.gov; cfirman@azdot.gov; ihogue@azdot.gov; tbuhr@azgfd.gov; dpfleger@azgfd.gov; ngarcia@land.az.gov; gtaylor@land.az.gov; bryan.bowker@bia.gov; matt.crain@bia.gov; rsanchez@blm.gov; awilhelm@blm.gov; lbrazdys@azdot.gov; rpeck@blm.gov; jreid@blm.gov; crith2o2@rraz.net; chair1cit@yahoo.com; citculturecenter@yahoo.com; feedback@critonline.com; gregory.fisher@crit-nsn.gov; gjeppson@cityofkingman.gov; ghenry@cityofkingman.gov; rowen@cityofkingman.gov; rdevries@cityofkingman.gov; rdelong@azdps.gov; dunning.connell@epa.gov; meek.clifton@epa.gov; darrell.truitt@epsgroupinc.com; matt.truitt@epsgroupinc.com; paul.basha@epsgroupinc.com; alan.hansen@dot.gov; karen.king@dot.gov; rebecca.swiecki@dot.gov; johngots@fortmohave.com; waynelson@fortmohave.com; danny_honanie@yahoo.com; lorjac@frontiernet.net; dawn.hubbs101@gmail.com; hualapaiplanning@citlink.net; Amy Rosar; Jared Sterlace; jtaylor@azkrmc.com; joshua@kingmantourism.org; pmccabe@lsdaz.com; sswarr@lsdaz.com; sheeryl@mvdsl.com; mbopchair@mvdsls.com; Steven.Latoski@co.mohave.az.us; tim.walsh@co.mohave.az.us; michael.hendrix@co.mohave.az.us; bigmanb7@hotmail.com; shiosakadan@stanleygroup.com; sapersdave@stanleygroup.com; mgibelyou@uesaz.com; myarbrough@uesaz.com; jdeering@uesaz.com; kathleen.a.tucker@usace.army.mil; brenda_smith@fws.gov; brian_wooldridge@fws.gov; sharonm@wacog.com; tbrown@yan-tribe.org

I-40/US 93 West Kingman System Traffic Interchange

ADOT Project No. 040 MO 049 H7993 0L
Federal Aid Sequence No. NH-040-A(212)N

All:

Please mark your calendars to attend the **agency information meeting** for the I-40/US 93 West Kingman TI DCR and Environmental Studies on Thursday, March 29, 2012 between 2 p.m. and 4 p.m. at the City of Kingman Council Chambers.

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), in coordination with the Bureau of Land Management (BLM), are conducting a study to develop a preferred alternative for the Interstate 40 (I-40) and US 93 West Kingman System Traffic Interchange.

A number of reasonable alternative alignments within the recommended corridors have been developed and will be presented at the meeting. Comments received from this agency information meeting will be incorporated into the study to help determine which alignment alternatives will be carried forward for further detailed analysis.

If you are unable to attend in person, the meeting will also be conducted as a webinar by using the following log in information and phone number.

Meeting Location:

City of Kingman
Council Chambers
310 N. Fourth Street
Kingman, AZ 86401

Webinar:

<https://www3.gotomeeting.com/join/133116238>

Meeting ID: 133-116-238

Toll free telephone number:

1 (866) 476-8702
PIN: 2172252

Please do not hesitate to contact me with any questions you have regarding this meeting.

Thank you.

Amy Rosar
KDA Creative
4545 E. Shea Blvd., Ste 210
Phoenix, AZ 85028
602-318-9332 (cell)
602-368-9644 (office)
602-368-9645 (fax)

Arizona Department of Transportation



Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

Jennifer Toth
State Engineer

John S. Halikowski
Director

March 13, 2012

«M» «First» «Last»
«Title»
«Agency»
«A1»
«City», «ST» «Zip»

Re: I-40/US 93 West Kingman System Traffic Interchange
Design Concept Report (DCR) and Environmental Studies
ADOT Project No. 040 MO 048 H7993 01L
Federal-Aid Sequence No. NH-040-A(212)N

Dear «M» «Last»:

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), in coordination with the Bureau of Land Management (BLM), are conducting a study to develop a preferred alternative for the Interstate 40 (I-40) and US 93 West Kingman System Traffic Interchange. A number of reasonable alternative alignments within the recommended corridors have been developed and will be presented at the agency information meeting.

The study team invites you to attend an agency information meeting and webinar. Comments received from this agency meeting will be incorporated into the study to help determine which alignment alternatives will be carried forward for further detailed analysis.

The agency information meeting and webinar has been scheduled between 2:00 p.m. and 4:00 p.m. on Thursday, March 29, 2012, in the City of Kingman Council Chambers located at 310 North Fourth Street, Kingman, AZ 86401. A public meeting will be held between 6 p.m. and 8 p.m. the same date at the Lee Williams High School Auditorium located at 400 Grandview, Kingman AZ, 86401.

An RSVP from you, or a representative of your agency, is requested by Wednesday, March 28, 2012. Upon receipt of your RSVP, the study team will provide you with details regarding the webinar login information. RSVPs can be made by contacting Amy Rosar, KDA Creative, 4545 E. Shea Blvd., Ste 210, Phoenix, AZ 85028, by phone to (602) 368-9644, by fax to (602) 368-9645, or by email to amy@kdacreative.com.

«M» «First» «Last»

Page Number 2

ADOT Project No. 040 MO 048 H7993 01L

Federal-Aid Sequence No. NH-040-A(212)N

March 13, 2012

Thank you in advance for your participation and involvement in this study.

Sincerely,

A handwritten signature in cursive script that reads "Ralph H. Ellis". The signature is written in black ink and is positioned above the printed name.

Ralph Ellis

ADOT Environmental Planner

Arizona Department of Transportation
Federal Highway Administration
I-40/US 93 West Kingman System Traffic Interchange
April 2012



Appendix C: Agency Information Meeting Attendance



Meeting Sign-in Sheet
ADOT - I-40/US93 West Kingman System TI



Purpose: Agency Information Meeting

Date: March 29th, 2012

Initials	Name	Organization	Phone	E-mail
AM	Adam McGuire	ADOT	602-712-8403	AMcGuire@azdot.gov
	Pe-Shen Yang	ADOT	602-712-8606	PYang@azdot.gov
	Bill Pederson	ADOT	602-712-8069	BPederson@azdot.gov
MB	Michele Beggs	ADOT	928-681-6054	MBeggs@azdot.gov
	Ken Akoh-Arrey	ADOT	602-712-8660	KAkoh-Arrey@azdot.gov
	Syed Alam	ADOT	602-712-8701	SAlam@azdot.gov
	Thor Anderson	ADOT	602-712-8637	TAnderson@azdot.gov
✓	Ralph Ellis	ADOT	602-274-3831	REllis@azdot.gov
MR	Mike Kondelis	ADOT	928-681-6020	MKondelis@azdot.gov
	Anthony Martinez	ADOT	928-681-6019	A Martinez@azdot.gov
LM	Luke Brazdys	ADOT	928-681-6039	LBrazdys@azdot.gov
	Kara Lavertue	ADOT	928-681-6023	KLavertue@azdot.gov
JA	Julie Alpert	ADOT	928-681-6042	JAlpert@azdot.gov
	Ransom Spurlock	ADOT	928-681-6018	RSpurlock@azdot.gov
	James Wilson	ADOT	602-712-8081	Jwilson2@azdot.gov

MEGAN KITNER } ADOT CCP
STEVE BOBER }
DAN SHIOZAKA } STANLEY

Initials	Name	Organization	Phone	E-mail
	Paul Burch	ADOT	602-712-8085	PBurch@azdot.gov
	JJ Liu	ADOT	602-712-8209	JLiu@azdot.gov
	Ali Zareh	ADOT	602-712-8085	AZareh@azdot.gov
	Chong-Tai Chyan	ADOT	602-712-7944	CChyan@azdot.gov
	Debbie Mayfield	ADOT	602-712-7622	DMayfield@azdot.gov
	Hari Khanna	ADOT	602-712-7334	HKhanna@azdot.gov
	Robert LaJeunesse	ADOT	928-777-5867	RLaJeunesse@azdot.gov
	R Pat Mahoney	ADOT	602-712-3335	RMahoney@azdot.gov
	Ken Paetz	ADOT	928-757-5828	KPaetz@azdot.gov
	John Eckhardt	ADOT	602-712-6840	JEckhardt@azdot.gov
	Roxanne Turner	ADOT	928-681-6021	RTurner@azdot.gov
	LeRoy Brady	ADOT	602-712-7357	LBrady@azdot.gov
	Chris Cooper	ADOT		CCooper@azdot.gov
	Paul O'Brien	ADOT	602-712-8669	POBrien@azdot.gov
	Marta Raiford	ADOT	602-712-4677	MRaiford@azdot.gov
✓	Victor Yang	ADOT	602-712-8715	VYang@azdot.gov
	Peggy Harding	ADOT	602-712-7391	PHarding@azdot.gov

Initials	Name	Organization	Phone	E-mail
<i>LD</i>	Larry Doescher	ADOT	602-712-7551	LDoescher@azdot.gov
	Vincent Li	ADOT	602-712-7578	VLi@azdot.gov
	Arif Kazmi	ADOT	602-712-8889	AKazmi@azdot.gov
	Stephanie Wilhardt-Smith	ADOT	602-712-7396	SWilhardt-Smith@azdot.gov
	Estomih Kombe	ADOT	602-712-3135	EKombe@azdot.gov
	Sayeed Hani	ADOT		SHani@azdot.gov
	Paul Hurst	ADOT	602-712-8544	PHurst@azdot.gov
	Mark Poppe	ADOT		MPoppe@azdot.gov
	Trevor Buhr	Arizona Game & Fish Dept	928-692-7700	tbuhr@azgfd.gov
	Nancy Garcia	Arizona State Lands Department	602-542-3036	ngarcia@land.az.gov
<i>JR</i>	John Reid	BLM	928-718-3735	john_reid@blm.gov
	Amanda Deeds	BLM		adeeds@blm.gov
	Len Marceau	BLM		lmarceau@blm.gov
<i>BC</i>	Blake Chapman	City of Kingman		bchapman@cityofkingman.gov
	Tom Duranceau	City of Kingman	928-753-8130	tduranceau@cityofkingman.gov
<i>GH</i>	Greg Henry	City of Kingman	928-753-8122	ghenry@cityofkingman.gov
<i>GJ</i>	Gary Jeppson	City of Kingman		gjeppson@cityofkingman.gov

Initials	Name	Organization	Phone	E-mail
	Jack Kramer	City of Kingman		jkramer@cityofkingman.gov
✓	Rob Owen	City of Kingman	928-692-3101	rowen@cityofkingman.gov
	Connell Dunning	Environmental Protection Agency		dunning.connell@epa.gov
	Clifton Meek	Environmental Protection Agency		meek.clifton@epa.gov
✓	Karen King	Federal Highway Administration	602-382-8965	Karen.king@dot.gov
	John Algots	Fort Mohave Indian Tribe		johnalgots@fortmohave.com
	Wayne Nelson	Fort Mohave Indian Tribe		waynenelson@fortmojave.com
	Steven Latoski	Mohave County	928-757-0910	Steven.latoski@co.mohave.az.us
	Tim Walsh	Mohave County	928-757-0910	Tim.Walsh@co.mohave.az.us
	Mike Gibelyou	Unisource Energy Service		mgibelyou@uesaz.com
	Kathleen Tucker	US Army Corps of Engineers	602-230-6956	kathleen.a.tucker@usace.army.mil
	Steve Spangle	US Fish & Wildlife Service		steve_spangle@fws.gov
	Brenda Smith	US Fish & Wildlife Service		brenda_smith@fws.gov
	Brian Wooldridge	US Fish & Wildlife Service		brian_wooldridge@fws.gov
	Sharon Mitchell	WACOG	928-377-1070	sharonm@wacog.com
	Darrell Truitt	EPS Group	480-503-2250	darrell.truitt@epsgroupinc.com
✓	Elijah Williams	EPS Group	480-503-2250	Elijah.Williams@epsgroupinc.com

Arizona Department of Transportation
Federal Highway Administration
I-40/US 93 West Kingman System Traffic Interchange
April 2012



Appendix D: Public Information Meeting Notification Material

Interstate 40/US 93 West Kingman System Traffic Interchange
Agency and Public Information Meetings Summary – **April 2012**
ADOT Project No. 040 MO 048 H7993 01L • Federal Aid No. NH-040-A(212)B

I-40 and US 93 West Kingman System Traffic Interchange

PUBLIC INFORMATION MEETING

Thursday, March 29, 2012
6 p.m. to 8 p.m.
Lee Williams High School
Auditorium
400 Grandview
Kingman, AZ 86401

Meeting Format

A brief presentation will begin at 6:15 p.m. to provide an overview of the study and progress to date. Project team representatives will be available to provide information, answer questions, and discuss the project.



About the Study

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), in coordination with the Bureau of Land Management (BLM), are conducting a study to develop a preferred alternative for the Interstate 40 (I-40) and US 93 West Kingman System Traffic Interchange.

Meeting Purpose

A number of reasonable alternative alignments within the recommended corridors have been developed and will be presented at the meeting. The public comments received from this meeting will be incorporated into the study to help determine which alignment alternatives will be carried forward for further detailed analysis.



ADOT Outreach Team
Attn: I-40 / US 93
4545 E. Shea Blvd. Ste. 210
Phoenix, AZ 85028

I-40 and US 93 West Kingman System Traffic Interchange

Opportunities to Connect



Provide your input at the **Public Information Meeting on March 29, 2012.**



View information on the project website
www.azdot.gov/WestKingmanTI



Submit comments to the project team. All comments should be received no later than **April, 12, 2012.**

by Mail: ADOT Outreach Team
Attn: I-40 / US 93
4545 E. Shea Blvd., Ste. 210
Phoenix, AZ 85028

by Email: amy@kdacreative.com

by Phone: 602.368.9644

by Fax: 602.368.9645

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Amy Rosar at the phone number or email listed above. Requests should be made as early as possible to allow time to arrange the accommodation.

I-40 and US 93 West Kingman System Traffic Interchange



PUBLIC INFORMATION MEETING

Thursday, March 29, 2012

6 p.m. to 8 p.m.

Lee Williams High School Auditorium

400 Grandview
Kingman, AZ 86401

Meeting Format

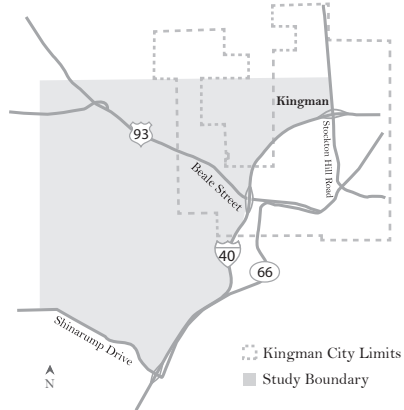
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Project Background

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Meeting Purpose

A number of reasonable alternative alignments within the recommended corridors have been developed and will be presented at the meeting. The public comments received from this meeting will be incorporated into the study to help determine which alignment alternatives will be carried forward for further detailed analysis.



Contact Information

For additional information or to submit comments, please contact **Amy Rosar** by email at amy@kdacreative.com, by phone at **602.368.9644**, fax at **602.368.9645** or by mail at **4545 E. Shea Blvd, Ste 210, Phoenix, AZ 85028**. All comments should be received no later than **April 12, 2012**.

Project Website:

www.azdot.gov/WestKingmanTI

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Amy Rosar at the phone number or email listed above. Requests should be made as early as possible to allow time to arrange the accommodation.

Michael J. Kondelis, P.E.
ADOT Kingman
District Engineer

Adam McGuire, P.E.
ADOT Project Manager

Jennifer Toth, P.E.
ADOT State Engineer

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

031412 This newspaper ad is available at www.azdotenvironmental.com.

I-40 and US 93 West Kingman System Traffic Interchange

PUBLIC INFORMATION MEETING

**Thursday, March 29, 2012
6 p.m. to 8 p.m.
Lee Williams High School
Auditorium
400 Grandview
Kingman, AZ 86401**

Meeting Format

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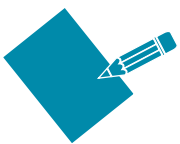
Opportunities to Connect



Provide your input at the **Public Information Meeting on March 29, 2012.**



View information on the project website www.azdot.gov/WestKingmanTI



Submit comments to the project team. All comments should be received no later than **April 12, 2012.**

by Mail: ADOT Outreach Team
Attn: I-40 / US 93
4545 E. Shea Blvd., Ste. 210
Phoenix, AZ 85028

by Email: amy@kdacreative.com

by Phone: 602.368.9644

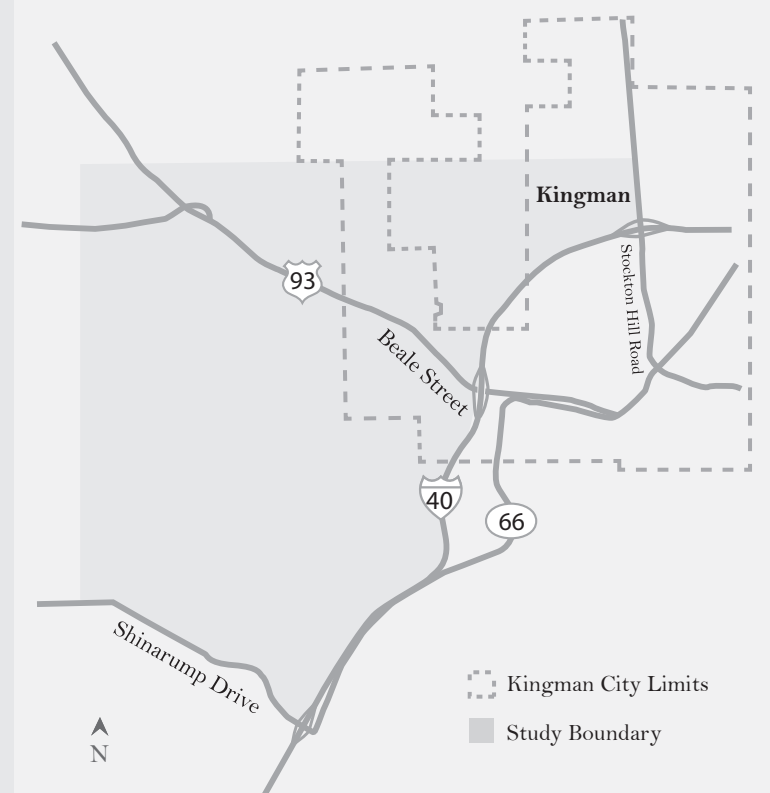
by Fax: 602.368.9645

About the Study

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), in coordination with the Bureau of Land Management (BLM), are conducting a study to develop a preferred alternative for the Interstate 40 (I-40) and US 93 West Kingman System Traffic Interchange.

Meeting Purpose

A number of reasonable alternative alignments within the recommended corridors have been developed and will be presented at the meeting. The public comments received from this meeting will be incorporated into the study to help determine which alignment alternatives will be carried forward for further detailed analysis.



← Please take
a meeting
reminder!



For Immediate Release: March 21, 2012
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

ADOT public meeting on I-40/U.S. 93 study scheduled March 29

Study examines improvement alternatives

KINGMAN - The Arizona Department of Transportation will host a public information meeting for the Interstate 40 and U.S. 93 West Kingman System Traffic Interchange study from 6-8 p.m. on Thursday (March 29) in Kingman at the Lee Williams High School Auditorium, 400 Grandview Ave.

The purpose of the study is to evaluate alternatives that will improve traffic flow between I-40 and U.S. 93, relieve congestion, and increase capacity while improving local access and safety.

A brief presentation will begin at 6:15 p.m. followed by a question and answer session. Members of the study team will be available to provide information, answer questions, and discuss the project.

ADOT and the Federal Highway Administration, in coordination with the Bureau of Land Management, completed a feasibility study in 2009 which identified potential corridors for further study. The project team started the Design Concept Report study phase in September 2011. The DCR, expected to be completed in 2013, will recommend a preferred alignment alternative and identify possible interim improvements to the existing Beale Street traffic interchange.

A number of reasonable alternative alignments within the recommended corridors have been developed and will be presented at the meeting.

There are several opportunities to participate:

- Provide input at the public information meeting
- Email comments to WestKingmanTStudy@azdot.gov. Comments should be submitted to the project team no later than Thursday, April 12
- Send comments by mail using the form that will be available at the public meeting and on the project website
- View information, including the feasibility study, on the project website www.azdot.gov/WestKingmanTI

For more information about this project, please visit www.azdot.gov/WestKingmanTI or contact Michele Beggs, Senior Community Relations Officer, at 928.681.6054 or mbeggs@azdot.gov. Local media should contact the ADOT Public Information Office at news@azdot.gov or 1.800.949.8057. Visit www.facebook.com/azdot or www.azdot.gov for more information about ADOT.

Please do not reply to this message - use the contact information above.

###

Arizona Department of Transportation
Federal Highway Administration
I-40/US 93 West Kingman System Traffic Interchange
April 2012



Appendix E: Public Information Meeting Material

Interstate 40/US 93 West Kingman System Traffic Interchange
Agency and Public Information Meetings Summary – **April 2012**
ADOT Project No. 040 MO 048 H7993 01L • Federal Aid No. NH-040-A(212)B

Public Information Meeting - Comment Form

Kingman - March 29, 2012

Please provide input on the following alternatives. Alternatives can be found on display boards located throughout the room or by visiting the project website (below) and viewing the March 2012 Meeting Materials.

10. Please provide any additional comments

1. Alternative C1

2. Alternative D1

3. Alternative D2

11. How did you hear about this meeting? Please check all that apply.

- Postcard in the mail
- Newspaper
- Poster
- Friend/Neighbor
- Other: _____

Thank you for your participation.

Please leave your comment form with us this evening, or send us your comments by **Thursday, April 12, 2012.**

Mail: ADOT Outreach Team
Attn: I-40/US 93 West Kingman TI
4545 E. Shea Blvd., Ste. 210
Phoenix, AZ 85028

Phone: 602.368.9644
Fax: 602.368.9645
E-mail: WestKingmanTIStudy@azdot.gov



Project Website:
www.azdot.gov/WestKingmanTIStudy

ADOT Project No. 040 MO 048 H7993 01L • Federal-Aid Sequence No. NH-040-A(212)N

4. Alternative D3

[Empty rectangular box for Alternative D3]

7. Alternative J3

[Empty rectangular box for Alternative J3]

5. Alternative J1

[Empty rectangular box for Alternative J1]

8. Alternative Hybrid 1

[Empty rectangular box for Alternative Hybrid 1]

6. Alternative J2

[Empty rectangular box for Alternative J2]

9. Alternative Hybrid 2

[Empty rectangular box for Alternative Hybrid 2]

Contact Information (Optional*)

Name: _____ E-mail address: _____

Address: _____

* Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.



Arizona Department of Transportation
Federal Highway Administration
I-40/US 93 West Kingman System Traffic Interchange
April 2012



Appendix F: Completed Comment Forms and Question Cards

10. Please provide any additional comments

[Large empty rectangular box for providing additional comments]

11. How did you hear about this meeting? Please check all that apply.

- Postcard in the mail
- Newspaper
- Poster
- Friend/Neighbor
- Other: _____

Thank you for your participation.

Please leave your comment form with us this evening, or send us your comments by Thursday, April 12, 2012.

Mail: ADOT Outreach Team
 Attn: I-40/US 93 West Kingman TI
 4545 E. Shea Blvd., Ste. 210
 Phoenix, AZ 85028

Phone: 602.368.9644
 Fax: 602.368.9645
 E-mail: WestKingmanTISstudy@azdot.gov

Please provide input on the following alternatives. Alternatives can be found on display boards located throughout the room or by visiting the project website (below) and viewing the March 2012 Meeting Materials.

1. Alternative C1

most expensive

2. Alternative D1

Least Expensive

3. Alternative D2

More cuts & Fills



Project Website:
www.azdot.gov/WestKingmanTISstudy

ADOT Project No. 040 MO 048 I17993 011. • Federal-Aid Sequence No. N11-040-A(212)N

4. Alternative D3

[Empty comment box for Alternative D3]

5. Alternative J1

Separates from Beale Exchange

6. Alternative J2

[Empty comment box for Alternative J2]

7. Alternative J3

~~Maybe~~
This is one of the 3 designs recommended. I prefer this design because it completely separates from Beale street exchange. Keeping the two exchanges separate would probably reduce confusion for drivers.

8. Alternative Hybrid 1

[Empty comment box for Alternative Hybrid 1]

9. Alternative Hybrid 2

Largest Right-of Way

Contact Information (Optional*)

Name: _____ E-mail address: _____

Address: _____

* Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.

Public Information Meeting - Comment Form

Kingman - March 29, 2012

Please provide input on the following alternatives. Alternatives can be found on display boards located throughout the room or by visiting the project website (below) and viewing the March 2012 Meeting Materials.

10. Please provide any additional comments

[Empty comment box for question 10]

1. Alternative C1 *BEST ALTERNATIVE*

[Empty comment box for Alternative C1]

2. Alternative D1 *BEST BET*

THIS ALTERNATIVE IS BEST TO KEEP TRAFFIC FLOWING

3. Alternative D2 *✓ OR NO*

THIS ALTERNATIVE COULD POSSIBLY CAUSE BOTTLE-NECKS WHEN TRAFFIC IS AT ITS HEAVIEST.

11. How did you hear about this meeting? Please check all that apply.

- Postcard in the mail
- Newspaper
- Poster
- Friend/Neighbor
- Other: _____

Thank you for your participation.

Please leave your comment form with us this evening, or send us your comments by Thursday, April 12, 2012.

Mail: ADOT Outreach Team
Attn: I-40/US 93 West Kingman TI
4545 E. Shea Blvd., Ste. 210
Phoenix, AZ 85028

Phone: 602.368.9644
Fax: 602.368.9645
E-mail: WestKingmanTIStudy@azdot.gov



Project Website:
www.azdot.gov/WestKingmanTIStudy

ADOT Project No. 040 MO 048 H7993 01L • Federal-Aid Sequence No. NH-040-A(212)N

4. Alternative D3 *NO*

[Empty comment box for Alternative D3]

7. Alternative J3

NOT IN FAVOR OF CONSTRUCTION STARTING FAR AWAY FROM TI, FOR PHX - L.V.

5. Alternative J1 *WASTE*

[Empty comment box for Alternative J1]

8. Alternative Hybrid 1

[Empty comment box for Alternative Hybrid 1]

6. Alternative J2 *WASTE*

[Empty comment box for Alternative J2]

9. Alternative Hybrid 2

[Empty comment box for Alternative Hybrid 2]

Contact Information (Optional*)

Name: _____ E-mail address: _____

Address: _____

* Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.



Public Information Meeting - Comment Form

Kingman - March 29, 2012

Please provide input on the following alternatives. Alternatives can be found on display boards located throughout the room or by visiting the project website (below) and viewing the March 2012 Meeting Materials.

10. Please provide any additional comments

1. Alternative C1

2. Alternative D1

3. Alternative D2

11. How did you hear about this meeting? Please check all that apply.

- Postcard in the mail
- Newspaper
- Poster
- Friend/Neighbor
- Other: _____

Thank you for your participation.

Please leave your comment form with us this evening, or send us your comments by **Thursday, April 12, 2012.**

Mail: ADOT Outreach Team
Attn: I-40/US 93 West Kingman TI
4545 E. Shea Blvd., Ste. 210
Phoenix, AZ 85028

Phone: 602.368.9644
Fax: 602.368.9645
E-mail: WestKingmanTISstudy@azdot.gov



Project Website:
www.azdot.gov/WestKingmanTISstudy

ADOT Project No. 040 MO 048 H7993 01L • Federal-Aid Sequence No. NH-040-A(212)N

4. Alternative D3

[Empty comment box for Alternative D3]

5. Alternative J1

[Empty comment box for Alternative J1]

6. Alternative J2

[Empty comment box for Alternative J2]

7. Alternative J3

Alignment Alternative J3 looks good and better than the others to me.

8. Alternative Hybrid 1

[Empty comment box for Alternative Hybrid 1]

9. Alternative Hybrid 2

[Empty comment box for Alternative Hybrid 2]

Contact Information (Optional*)

Name: _____ E-mail address: _____

Address: KINGMAN, AZ

* Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.



10. Please provide any additional comments

11. How did you hear about this meeting? Please check all that apply.

- Postcard in the mail
- Newspaper
- Poster
- Friend/Neighbor
- Other: _____

Thank you for your participation.

Please leave your comment form with us this evening, or send us your comments by **Thursday, April 12, 2012.**

Mail: ADOT Outreach Team
Attn: I-40/US 93 West Kingman TI
4545 E. Shea Blvd., Ste. 210
Phoenix, AZ 85028

Phone: 602.368.9644
Fax: 602.368.9645
E-mail: WestKingmanTIStudy@azdot.gov

Please provide input on the following alternatives. Alternatives can be found on display boards located throughout the room or by visiting the project website (below) and viewing the March 2012 Meeting Materials.

1. Alternative C1

2. Alternative D1

3. Alternative D2



Project Website:
www.azdot.gov/WestKingmanTIStudy

ADOT Project No. 040 MO 048 H7993 01L • Federal-Aid Sequence No. NH-040-A(212)N

4. Alternative D3

D3 looks like the best choice, least impact, least cost, & highest speeds.

7. Alternative J3

5. Alternative J1

8. Alternative Hybrid 1

6. Alternative J2

9. Alternative Hybrid 2

Contact Information (Optional*)

Name: _____ E-mail address: _____

Address: _____

* Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.



Public Information Meeting - Comment Form Kingman - March 29, 2012

Please provide input on the following alternatives. Alternatives can be found on display boards located throughout the room or by visiting the project website (below) and viewing the March 2012 Meeting Materials.

10. Please provide any additional comments

[Empty comment box for question 10]

1. Alternative C1

[Empty comment box for Alternative C1]

2. Alternative D1

D-1 a.) Appears to be the most logical choice.
b.) lowest cost.
c.) Least amount of disturbance & visual aspects.
d.) Showed the most points with D3 - 47 points.

3. Alternative D2

[Empty comment box for Alternative D2]

11. How did you hear about this meeting? Please check all that apply.

- Postcard in the mail
- Newspaper
- Poster
- Friend/Neighbor
- Other: governmental

Thank you for your participation.

Please leave your comment form with us this evening, or send us your comments by Thursday, April 12, 2012.

Mail: ADOT Outreach Team
Attn: I-40/US 93 West Kingman TI
4545 E. Shea Blvd., Ste. 210
Phoenix, AZ 85028

Phone: 602.368.9644
Fax: 602.368.9645
E-mail: WestKingmanTISstudy@azdot.gov



Project Website:
www.azdot.gov/WestKingmanTISstudy

ADOT Project No. 040 MO 048 117993 01L • Federal-Aid Sequence No. NH-040-A(212)N

4. Alternative D3

[Empty comment box for Alternative D3]

7. Alternative J3

[Empty comment box for Alternative J3]

5. Alternative J1

[Empty comment box for Alternative J1]

8. Alternative Hybrid 1

[Empty comment box for Alternative Hybrid 1]

6. Alternative J2

[Empty comment box for Alternative J2]

9. Alternative Hybrid 2

[Empty comment box for Alternative Hybrid 2]

Contact Information (Optional*)

Name: Gary Watson E-mail address: gary.watson@nicholsaz.us
Address: 1285 Franklin St Kingman Az 86401

* Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.



Interstate 40/US 93 West Kingman System Traffic Interchange 12

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

While the final selection addresses traffic flow for all directions, are the 3 alternatives presently identified able to be built in phases? (PHX-Vegas 1st then Vegas LA Second)

Name:



ADOT Project No. 040 MO 048 H7993 01L • Federal-Aid Sequence No. NH-040-A(212)N



U.S. Department of Transportation
Federal Highway Administration

Interstate 40/US 93 West Kingman System Traffic Interchange 13

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

How close will J3 be to an existing structure?

Name:



ADOT Project No. 040 MO 048 H7993 01L • Federal-Aid Sequence No. NH-040-A(212)N



U.S. Department of Transportation
Federal Highway Administration

Interstate 40/US 93 West Kingman System Traffic Interchange

(A)

Public Information Meeting - Thursday, March 29

(1)

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

Will future design considerations or property costs force the extension of various alternatives into the Camp Peak Area?

Name: Fred Anderson



ADOT Project No. 040 MO 048 117993 01L • Federal-Aid Sequence No. NH-040-A(212)N



Interstate 40/US 93 West Kingman System Traffic Interchange

(A)

Public Information Meeting - Thursday, March 29

(2)

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

Are these alternate maps on the website

now?

2

up on Monday

Name: Lon



ADOT Project No. 040 MO 048 117993 01L • Federal-Aid Sequence No. NH-040-A(212)N



Interstate 40/US 93 West Kingman System Traffic Interchange

(A)
3

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

Although originally there will be no off ramps along much of the route won't there one day be off ramps as the area grows?

The businesses on Beal will be negatively effected?
Dorise Bonnum

Name:



ADOT Project No. 040-MO-048-H7993-01L • Federal-Aid Sequence No. NH-040-A(212)N



U.S. Department of Transportation
Federal Highway Administration

Interstate 40/US 93 West Kingman System Traffic Interchange

(4)

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

WHEN WILL THE ALIGNMENT ALTERNATIVES C1, D1-3, I1-3 + HYBRID 1-2 BE PLACED ON THE ADOT WEBSITE? SPECIFICALLY THE MAPS + ALIGNMENT EVALUATION MATRIX; IS THE I CORRIDOR THE SAME AS THE HYBRID ALTERNATIVE

Monday

Name: LEN MARCEAU



ADOT Project No. 040-MO-048-H7993-01L • Federal-Aid Sequence No. NH-040-A(212)N



U.S. Department of Transportation
Federal Highway Administration

Interstate 40/US 93 West Kingman System Traffic Interchange

5

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

Do any of the alternatives include "roundy-rounds"?
The 2 in Wickenburg are a ^{nuisance} ~~nuisance~~ and require
slowing traffic and semis are a hazard.

Name:



ADOT Project No. 040 M0 048 117993 01L • Federal-Aid Sequence No. NH-040-A(212)N



U.S. Department of Transportation
Federal Highway
Administration

Interstate 40/US 93 West Kingman System Traffic Interchange

6

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

~~In the money~~ ^{IS} of this why this money is allotted
to the County or City of Kingman/Mohave County
and either of those entities does not use it
for this project will they ever receive any
further compensation for projects like this
one.

~~Our~~ county has shifted HERF funds
into other coffers instead of for
highways/roadways

Name:

Dennis Benson



ADOT Project No. 040 M0 048 117993 01L • Federal-Aid Sequence No. NH-040-A(212)N



U.S. Department of Transportation
Federal Highway
Administration

Interstate 40/US 93 West Kingman System Traffic Interchange ⑦

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

WILL RUBBERIZED ASHPALT BE USED? ^(NOISE ABATEMENT)
IS THERE AN ON LINE WEBSITE ^{DEDICATED TO THIS PROJECT} SO WE CAN FOLLOW PROGRESS?

J2 How Tall are bridges. ^{more} NOISE IMPACT TO TOWN

J3

Hybrid 102

Name: _____



ADOT Project No. 040 MO 048 H7993 01L • Federal-Aid Sequence No. NH-040-A(212)N



Interstate 40/US 93 West Kingman System Traffic Interchange ⑧

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

Which of these options will cause destruction of some of the beautiful rock formations on I 40 as you enter Kingman?

Name: _____



ADOT Project No. 040 MO 048 H7993 01L • Federal-Aid Sequence No. NH-040-A(212)N



Interstate 40/US 93 West Kingman System Traffic Interchange ⑨

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

Is cost the main reason for objecting to the hybrids?

Name: _____



ADOT Project No. 040 MO 048 117993 01L • Federal-Aid Sequence No. NH-040-A(212)N



U.S. Department of Transportation
Federal Highway Administration

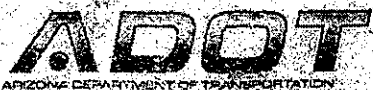
Interstate 40/US 93 West Kingman System Traffic Interchange ⑩

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

What about Atlantic Spring?

Name: _____



ADOT Project No. 040 MO 048 117993 01L • Federal-Aid Sequence No. NH-040-A(212)N



U.S. Department of Transportation
Federal Highway Administration

Interstate 40/US 93 West Kingman System Traffic Interchange

Public Information Meeting - Thursday, March 29

Please provide us your written questions regarding this project. A project team member will read them aloud and answers will be provided by the team during the question and answer session following the presentation. Thank you for your input!

Are These 3 choices close To The Existing exit By Car Jr?

Is one choice Through wagon wheel Rd?

How Far south of FT Beale Are the choices?

Name:

LARRY McCall

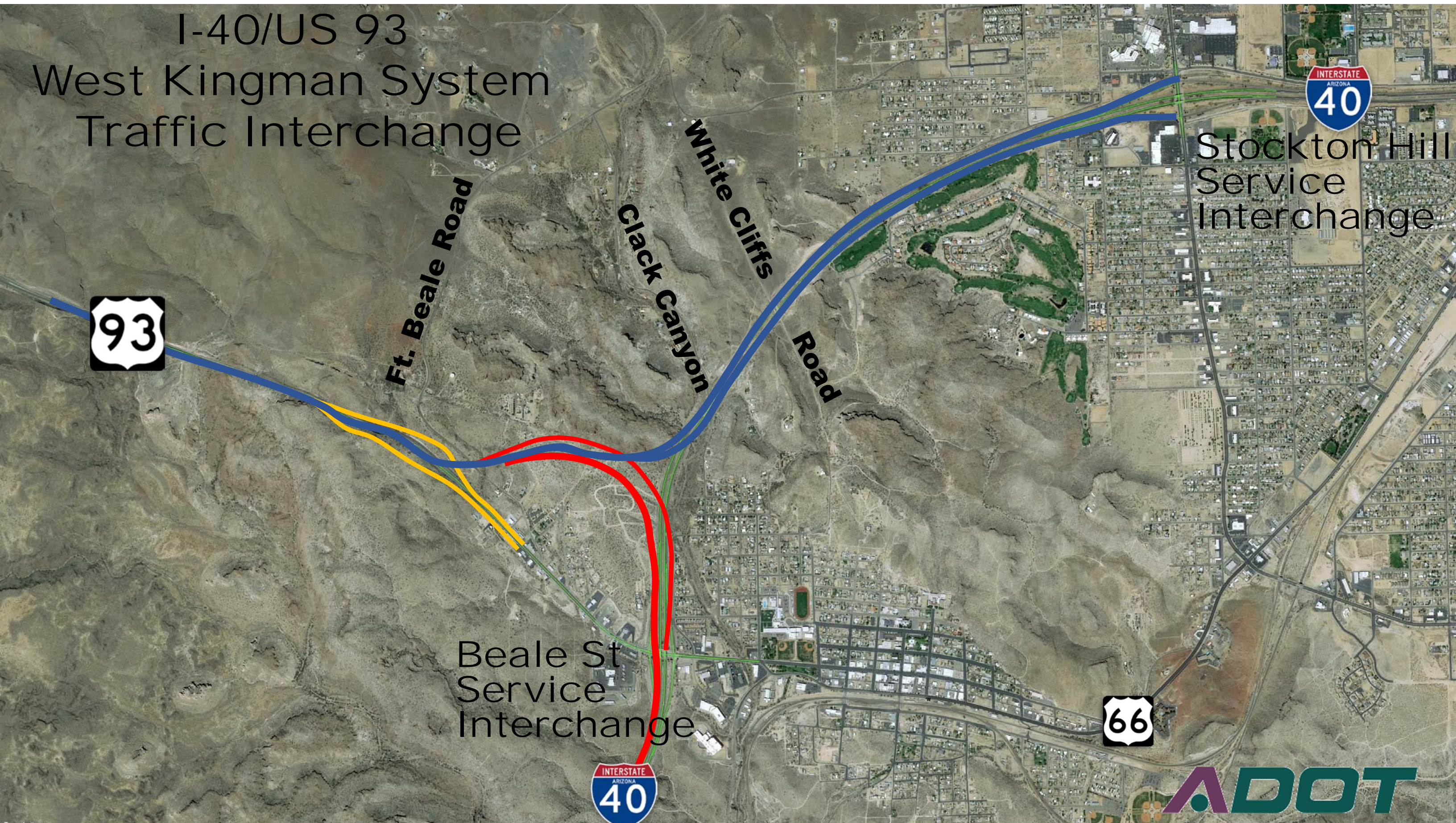


ADOT Project No. 040 MO 048 H7993 01L • Federal-Aid Sequence No. NH-040-A(212)N



U.S. Department of Transportation
Federal Highway
Administration

I-40/US 93 West Kingman System Traffic Interchange



Ft. Beale Road

Clack Canyon Road

White Cliffs Road

Beale St Service Interchange

Stockton Hill Service Interchange



I-40/US 93
West Kingman System
Traffic Interchange

4-Lane
Rural Highway

2-Lanes WB
2-Lanes EB

Stockton Hill
Service
Interchange

5-Lane Urban Street

Beale St
Service
Interchange

Ft. Beale Road

Clack Canyon
Road

White Cliffs
Road

Road



I-40/US 93
West Kingman System
Traffic Interchange

3-Lanes WB
3-Lanes EB



Stockton Hill
Service
Interchange



Ft. Beale Road

Clack Canyon
Road

White Cliffs
Road

NEW:
2-Lanes WB
2-Lanes EB

Beale St
Service
Interchange





Clack Canyon

Clack Canyon

US 93 Off Ramp to Vegas

US 93 on Ramp from Vegas

Longview Ave

Clack Cyn Rd.

I-40/US 93
West Kingman System
Traffic Interchange



I-40/US 93 West Kingman System Traffic Interchange



Ft. Beale Road

Clack Canyon
White Cliffs
Road



Stockton Hill
Service
Interchange

NEW:
2-Lane On Ramp
2-Lane Off Ramp

Beale St
Service
Interchange



I-40/US 93 West Kingman System Traffic Interchange



Holy Moses Wash

Ft. Beale Road

Ramp A

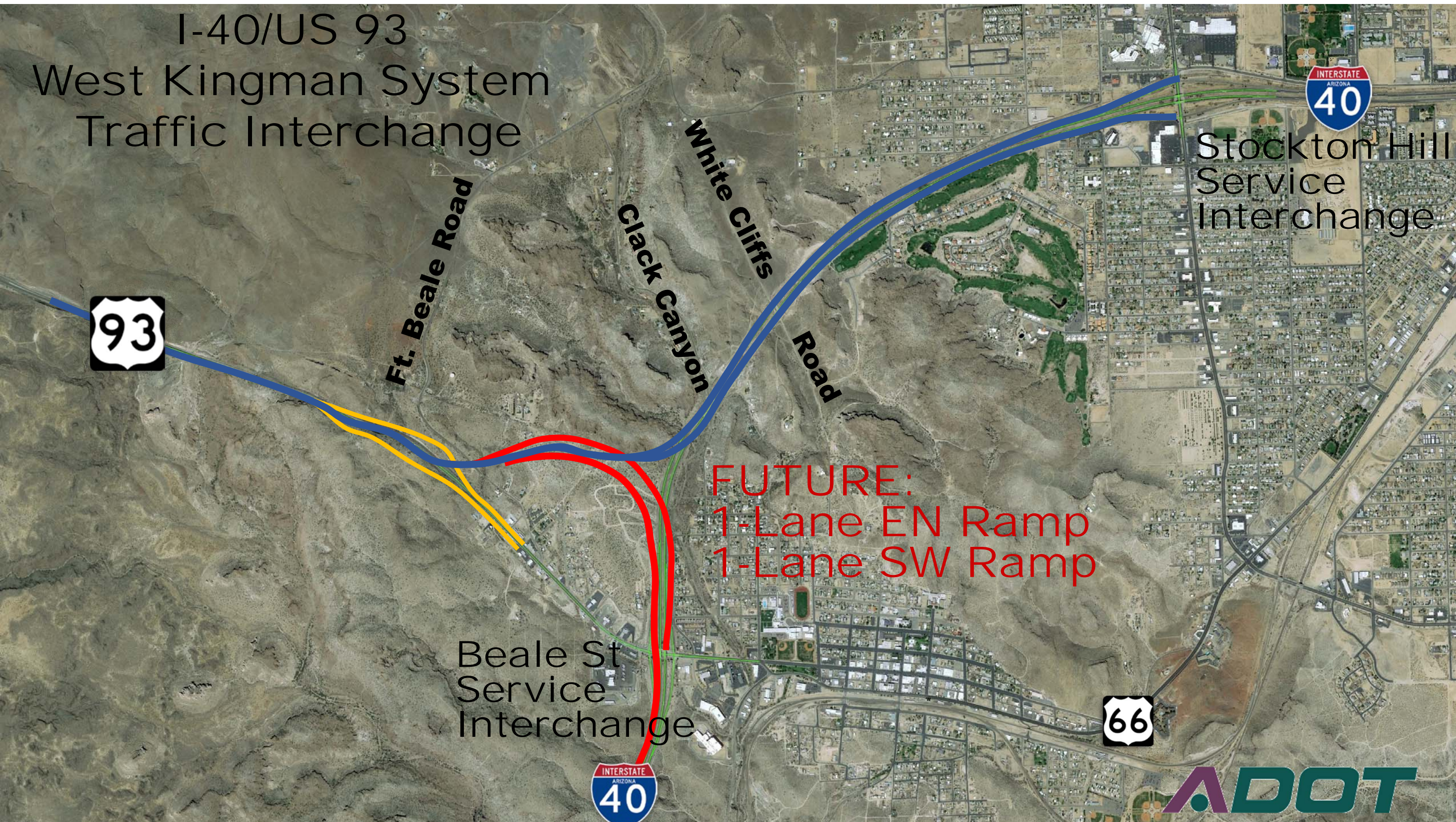
Ramp D

Beale Street

During Construction: Both Ramps are two lanes,
Maintaining two lanes of EB and WB Beale/US 93
Traffic at all times.



I-40/US 93 West Kingman System Traffic Interchange



FUTURE:
1-Lane EN Ramp
1-Lane SW Ramp



I-40/US 93 West Kingman System TI

Environmental Process:

- ADOT Completing Environmental Assessment
- Public Hearing to share results:
Late Spring/Early Summer 2020, In Kingman
- Clearance Anticipated Summer 2020

I-40/US 93 West Kingman System TI

Design Schedule:

- 30% Plans: February, 2020
- 60% Plans: Spring, 2021
- 95% Plans: Fall, 2021

- Right of Way Clearance:
by Spring 2022
- Bid Ready: March 2023

Construction Schedule:

- **Advertise Construction**
July, 2023

- **Construction duration:**
Approximately 2 years

MOHAVE COUNTY BOARD of SUPERVISORS

P.O. Box 7000
Website - www.mohavecounty.us

700 West Beale Street

Kingman, Arizona 86402-7000
TDD - (928) 753-0726

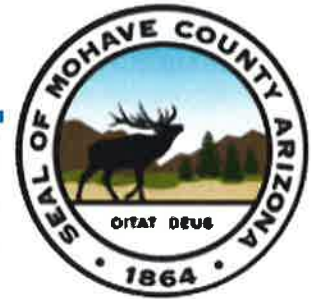
District 1
Gary Watson
(928) 753-0722

District 2
Hildy Angius
(928) 758-0713

District 3
Buster D.
Johnson
(928) 453-0724

District 4
Jean Bishop
(928) 753-8618

District 5
Ron Gould
(928) 758-0739



County Manager/County Engineer
Michael P. Hendrix, P.E.
Telephone (928) 753-0729
FAX (928) 718-4957

Clerk of the Board
Ginny Anderson
Telephone (928) 753-0731
FAX (928) 753-0732
Revised 2-12-2020

AGENDA NOTICE OF REGULAR MEETING, PUBLIC HEARINGS OF THE MOHAVE COUNTY BOARD OF SUPERVISORS FEBRUARY 18, 2020 - 9:30 AM 700 W. BEALE STREET - KINGMAN, ARIZONA

If the public wishes to address the Board regarding Public Hearings or Regular Agenda items, they may fill out the Request to Speak Form located in the back of the room (speaking on items, other than Public Hearings, will be at the discretion of the Chairperson). The form should then be given to the Clerk of the Board prior to the meeting. The time limit rule, noted on the form, will be enforced.

MEMBERS OF THE MOHAVE COUNTY BOARD OF SUPERVISORS WILL ATTEND EITHER IN PERSON OR BY TELEPHONE CONFERENCE CALL.

9:00 A.M. EXECUTIVE SESSION FOR DISCUSSION AND CONSULTATION WITH LEGAL COUNSEL IN ACCORDANCE WITH A.R.S. 38-431.03 (A) (3) (4) & (7) TO DISCUSS ITEMS NOTICED ON THE AGENDA WITH AN ASTERISK.

9:30 AM MEETING CALLED TO ORDER WITH INVOCATION AND PLEDGE OF ALLEGIANCE.

THE BOARD OF SUPERVISORS MAY, BY MOTION, RECESS INTO EXECUTIVE SESSION TO RECEIVE LEGAL ADVICE FROM THE BOARD'S ATTORNEY(S) ON ANY ITEM CONTAINED IN THIS AGENDA PURSUANT TO A.R.S. 38-431.03 (A) (3) (4) & (7).

MOTION AND ACTION TO CALL FOR AN EXECUTIVE SESSION TO BE HELD MARCH 16, 2020, AT 9:00 AM, FOR DISCUSSION AND CONSULTATION WITH LEGAL COUNSEL IN ACCORDANCE WITH A.R.S. 38-431.03 (A) (3) (4) & (7) TO DISCUSS ITEMS NOTICED ON THE AGENDA WITH AN ASTERISK.

MOTION AND ACTION TO APPROVE WAIVING THE READING IN FULL OF ITEMS PRESENTED FOR DISCUSSION, ADOPTION, OR APPROVAL AT THIS MEETING.

OFFICIAL BUSINESS TO COME BEFORE THE BOARD:

- *1. Discussion of pending or contemplated litigation claims and demands.
2. Committee and/or Legislative Reports.
3. County Manager's Report.
4. Approval of the January 21, 2020 BOS meeting minutes.

CALL TO THE PUBLIC

Those wishing to address the Board at the Call to the Public regarding matters not on the Board agenda must fill out and submit to the Clerk a Call to the Public - Request to Speak Form located in the back of the room prior to the meeting. Pursuant to ARS 38-431.01(H) a public body may make an open call to the public during a public meeting, subject to reasonable time, place and manner restrictions, to allow individuals to address the public body on any issue within the jurisdiction of the public body. At the conclusion of an open call to the public, individual members of the public body may respond to criticism made by those who have addressed the public body, may ask staff to review a matter or may ask that a matter be put on a future agenda. However, members of the public body shall not discuss or take legal action on matters raised during an open call to the public unless the matters are properly noticed for discussion and legal action.

PRESENTATIONS:

Alvin Stump, P.E., District Engineer,
Arizona Department of Transportation Northwest District

BOARD OF SUPERVISORS CONSENT AGENDA

(Items 5 - 44)

The following items listed under CONSENT AGENDA will be considered as a group and acted upon by one motion with no separate discussion of said items, unless a Board Member so requests. In that event, the item will be removed from the CONSENT AGENDA for separate discussion and action.

Agenda Item 5. 

Recommend approval of an Application for Special Event Liquor License for Lake Havasu Marine Association, Lake Havasu State Park – Windsor 4, Lake Havasu City, Arizona; event dates April 3-5, 2020.

Agenda Item 6. 

Recommend approval of a New Application Liquor License for Christopher Eugene Blackwell dba Bunker Bar, 6942 N. Thirsty Lizard Road, Lake Havasu City, Arizona; Series 012 – Restaurant.

Agenda Item 7. 

Recommend approval of a New Application Liquor License for Raphael Sean Piche dba Family Dollar Store #24767, 4275 US Highway 68, Golden Valley, Arizona; Series 010 – Beer and Wine Store.

Agenda Item 8. 

Recommend approval of a New Application Liquor License for Raphael Sean Piche dba Family Dollar Store #30037, 8920 S Highway 95, Mohave Valley, Arizona; Series 010 – Beer and Wine Store.

**CITY OF KINGMAN
MEETING OF THE CITY COUNCIL
Council Chambers
310 N. Fourth Street Kingman, AZ 86401**

5:00 PM

AGENDA

**Tuesday, February 18,
2020**

**** A member of the City Council may be attending the meeting telephonically****

REGULAR MEETING

CALL TO ORDER AND ROLL CALL

INVOCATION

Invocation will be given by Jessica Cooper of Hope City Church

PLEDGE OF ALLEGIANCE

THE COUNCIL MAY GO INTO EXECUTIVE SESSION FOR LEGAL COUNSEL IN ACCORDANCE WITH A.R.S.38-431.03(A) 3 TO DISCUSS ANY AGENDA ITEM. THE FOLLOWING ITEMS MAY BE DISCUSSED, CONSIDERED AND DECISIONS MADE RELATING THERETO:

1. APPOINTMENTS

a. Parks, Recreation, Aquatic, and Golf Commission Appointment

With the resignation of Commission member Brenda DeHaan due to her relocation; we are requesting to fill the term that she was serving, the term ends December 31, 2020. We received an application from William (Bill) Barnes to serve on the Parks, Aquatics, Recreation and Golf Commission. **Staff recommends appointment.**

b. Municipal Utility Commission Appointment

The Municipal Utility Commission currently has one vacancy and has received a new talent bank application from a Mr. William VanOosting for consideration. **Staff recommends appointment.**

2. CALL TO THE PUBLIC - COMMENTS FROM THE PUBLIC

Those wishing to address the Council should fill out request forms in advance. Action taken as a result of public comments will be limited to directing staff to study the matter or rescheduling the matter for consideration and decision at a later time. Comments from the Public will be restricted to items not on the agenda with the exception of those on the Consent Agenda. There will be no comments allowed that advertise for a particular person or group. Comments should be limited to no longer than 3 minutes.

3. CONSENT AGENDA

All matters listed here are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the CONSENT AGENDA and will be considered separately.

a. Work Session Meeting Minutes of February 4, 2020

the State-imposed limitation by +/- 2%. With the narrowing gap, the Permanent Base Adjustment alternative is being explored. **Staff requests Council direction to bring back a resolution proposing the Permanent Base Adjustment alternative to be adopted.**

b. Public Hearing and Consideration of Resolution No. 5261- Federal Transit Administration Rural Public Transit Grant Funding

This is a request for Council to adopt Resolution No. 5261 authorizing the City Manager or his duly authorized designee to sign all documents required for application and acceptance of Federal Transit Administration (FTA) Section 5311 Rural Public Transit Grant funding necessary to fund a portion of Kingman Area Regional Transit (KART) administrative, operational and capital expenses for Kingman for federal fiscal years beginning October 2020 and October 2021.

Staff recommends approval.

c. Ordinance 1896- Council Meetings

Ordinance 1896 sets the regular Council meetings on the first and third Tuesdays of the month and allows the Council to modify the time and location of the meetings if needed. All Council meetings must still be posted according to statute. **Staff recommends approval.**

d. Ordinance 1897- Council Agenda and Meeting Process

Ordinance 1897 allows the Council to adopt its own policy regarding the Council agenda setting and meeting process. **Staff recommends approval.**

e. Ordinance 1898- Council Salaries

Ordinance 1898 will set the salary rates of newly elected Council seats to better reflect the salary of our neighboring cities. Current Council members are not and cannot increase their salaries. The rates will go into effect after the 2020 and 2022 elections. **Staff recommends approval.**

f. Vehicle Purchase Program

This agenda item is to address fleet deficiencies by participation in the Enterprise Fleet Management Solutions Program. Much of the City's fleet is beyond it's service life and the program provides an opportunity to fund vehicles and reduced capital being tied up in rolling assets. The agenda item is for approval of program participation and fiscal year 20 vehicle purchases. **Staff recommends approval.**

6. DEPARTMENT REPORTS

a. West Kingman Traffic Interchange Update

b. Citizen Survey Results

c. Legislative Update

7. ANNOUNCEMENTS BY MAYOR, COUNCIL MEMBERS, CITY MANAGER

Limited to announcements, board and commission liaison reports, availability/attendance at conferences and seminars.

8. COUNCIL REQUESTS FOR FUTURE REPORTS AND UPDATES

ADJOURNMENT

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Appendix C: Incomplete or Unavailable Information for Project-specific MSAT Health Impacts Analysis

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Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents

Appendix C - Council on Environmental Quality (CEQ) Provisions Covering Incomplete or Unavailable Information (40 CFR 1502.22)

Sec. 1502.22 Incomplete Or Unavailable Information

When an agency is evaluating reasonably foreseeable significant adverse effects on the human environment in an environmental impact statement and there is incomplete or unavailable information, the agency shall always make clear that such information is lacking.

- If the incomplete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement.
- If the information relevant to reasonably foreseeable significant adverse impacts cannot be obtained because the overall costs of obtaining it are exorbitant or the means to obtain it are not known, the agency shall include within the environmental impact statement:
 - a statement that such information is incomplete or unavailable;
 - a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment;
 - a summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment; and
 - the agency's evaluation of such impacts based upon theoretical approaches or research methods generally accepted in the scientific community. For the purposes of this section, "reasonably foreseeable" includes impacts that have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason.
- The amended regulation will be applicable to all environmental impact statements for which a Notice to Intent (40 CFR 1508.22) is published in the Federal Register on or after May 27, 1986. For environmental impact statements in progress, agencies may choose to comply with the requirements of either the original or amended regulation.

Incomplete Or Unavailable Information For Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in mobile source air toxic (MSAT) emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is “a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects” (EPA, <https://www.epa.gov/iris>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA’s Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>) or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA states that with respect to diesel engine exhaust, “[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk (EPA IRIS database, Diesel Engine Exhaust, Section II.C. https://cfpub.epa.gov/ncea/iris/iris_documents/documents/subst/0642.htm#quainhal).”

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable

([https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/\\$file/07-1053-1120274.pdf](https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf)).

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Due to the limitations cited, a discussion such as the example provided in this Appendix (reflecting any local and project-specific circumstances), should be included regarding incomplete or unavailable information in accordance with Council on Environmental Quality (CEQ) regulations [40 CFR 1502.22(b)]. The FHWA Headquarters and Resource Center staff, Victoria Martinez (787) 771-2524, James Gavin (202) 366-1473, and Michael Claggett (505) 820-2047, are available to provide guidance and technical assistance and support.

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