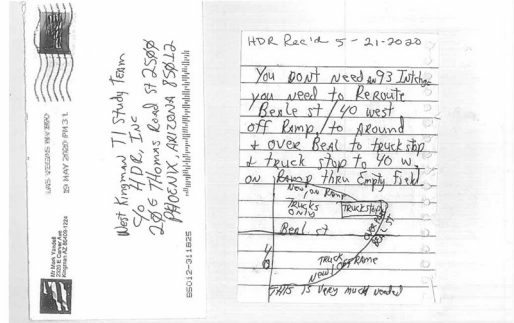


**APPENDIX A. PUBLIC AND AGENCY COMMENTS AND RESPONSES MADE
DURING THE PUBLIC REVIEW PERIOD**

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

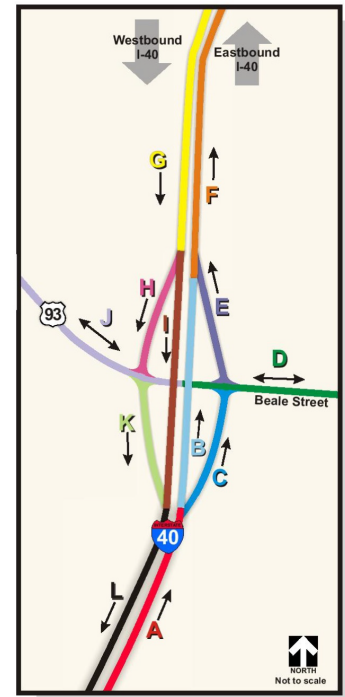
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| | | | bypass alternatives. Thanks, Paul | |
| 5/11/20 | Mike G. | Online | I didn't see a map/drawing of the Preferred Alternative anywhere in the EA. I see the map with three alternatives and then some text saying the Preferred Alternative is a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

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

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

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

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



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

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

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

Figure 10 Traffic Volumes

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

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



June 01, 2020

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

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

Dear West Kingman TI Study Team:

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

Road Widening:

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

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

azgfd.gov | 928.692.7700

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

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

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

Bridges and Culverts:

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

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

Right-of-way (ROW) Fencing:

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

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

Sincerely,

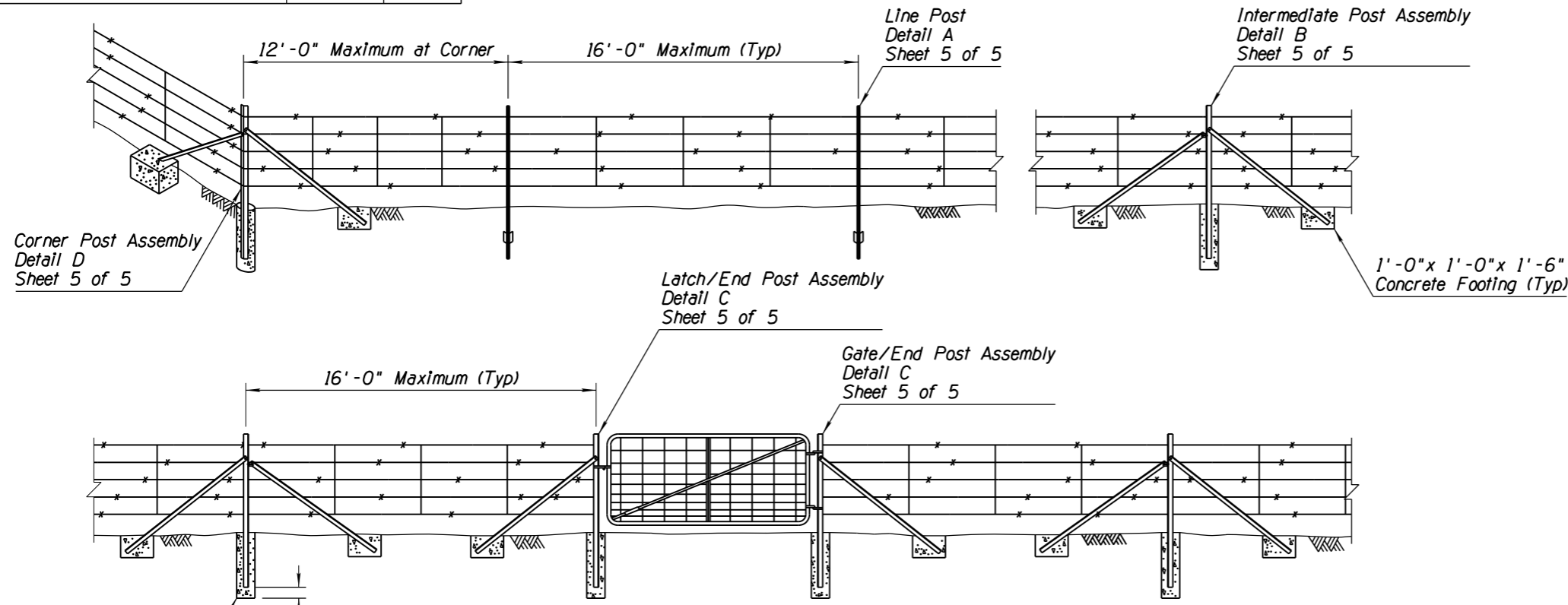


Dee Kephart

Habitat Evaluation and Lands Program Manager, Region III

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

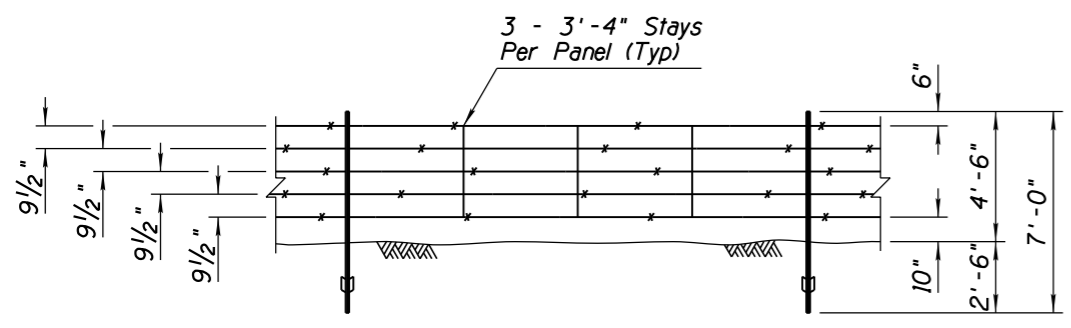
| NO | DESCRIPTION OF REVISIONS | MADE BY | DATE |
|----|--|---------|-------|
| 1 | MODIFIED AND ADDED VARIOUS NOTES, CHANGED POST SPACING | PS | 12/14 |
| 2 | REMOVED TYPE 1 BARBED WIRE (BW) (4 WIRE) | KB | 12/14 |
| 3 | CHANGED POST SPACING, VARIOUS NOTES | KB | 12/14 |
| 4 | REMOVED TYPE FROM DETAILS,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



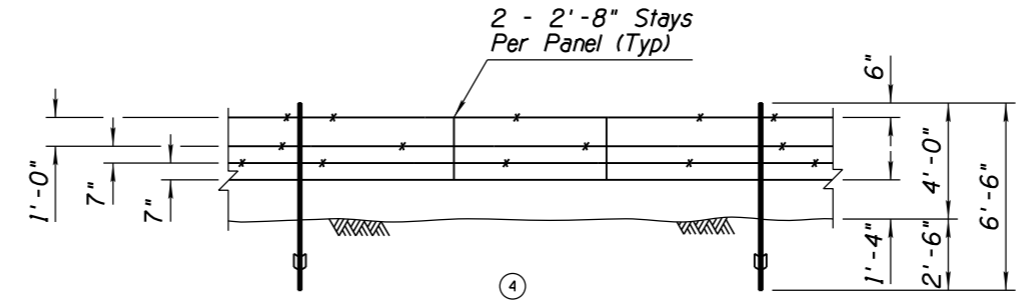
TYPICAL BARBED WIRE FENCE INSTALLATION

GENERAL NOTES

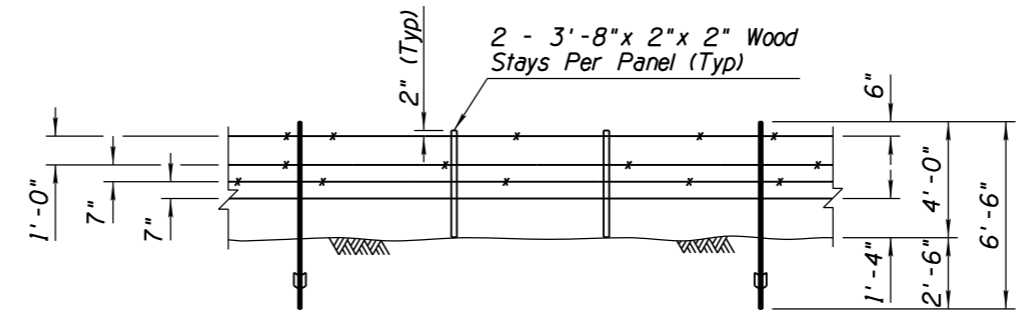
- Intermediate post assemblies shall be located as shown and at intervals not to exceed 650', or midway between all braced posts.
- Fence wire shall be placed on the side of the line posts away from the main roadway except in sharper curve areas where it should be moved to the side with tension against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



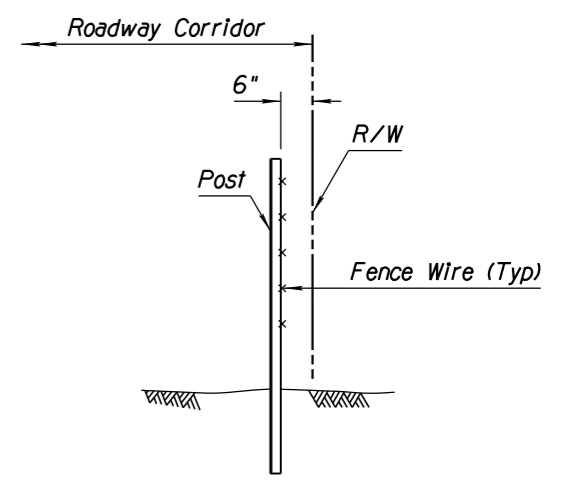
BARBED WIRE FENCE (BW)



GAME FENCE (GF)



GAME FENCE WITH WOOD STAYS (GFWS)



TYPICAL FENCE LOCATION

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