9
Meeting Materials

Prepare Informational Items for Attendees

A. DO NOT include consultant logos on any public meeting materials

B. Presentation boards

1. Design consultant firms typically create boards with figures/plans
2. Environmental consultant might prepare the following as needed:
   a) Explanation of the environmental process
   b) Project purpose and need
3. Presentation speeches/PowerPoint
4. Agenda (can be used for handout or internal use)
5. List of staff in attendance and their area of responsibility
6. Frequently asked questions (can be used for handout or internal use)
7. Question cards (hearing only) if a large attendance is likely
8. Speaker sign-up list (hearing only)
9. Flip charts for staff to capture verbal comments from attendees
   a) **Important Note: ADOT representatives at a public hearing must write down comments/input they receive from the public during the open house portion of the hearing in order to ensure the open house format is legally defensible. It is EEG's position that this approach should be adhered to for all environmental public meetings for consistency.**
10. Hand-outs
    a) Language other than English if needed
    b) Make ample copies
    c) Include project name and date
    d) Print on colored paper to distinguish from other handouts

11. Prepare nametags for staff, speakers and government officials in attendance. Community members in attendance can create nametags upon sign-in if you wish

12. For directional signs, the PA system, and additional flip charts with stands please see the EEG administrative staff

Arrange with ADOT to bring ADOT signs and PA system with two microphones, if necessary. Produce paper signs if needed.

1. Meeting location should be well signed so the public is able to easily find the building and the room.
2. Allow lead-time to set up and test PA system.

Ensure there will be enough easels at the meeting.

Prepare tracking materials – at a public meeting, sign-in sheets and comment forms should always be available. A tracking material is anything that shows people are receiving information and responding. For example, if there's a hotline in place, track how many calls are received. If there's a project Web site, track how many hits are received on the site.

A. Sign-in sheets

1. Language other than English if needed

2. Make ample copies

B. Comment forms

1. May want to print on colored paper to distinguish from other handouts

NOTICE

THIS SIGN-IN SHEET IS PART OF THE PUBLIC RECORD OF THIS HIGHWAY PROJECT

IT IS SUBJECT TO RELEASE TO ANYONE REQUESTING A LIST OF PERSONS ATTENDING THIS MEETING

This list is intended for use by ADOT for mailing information concerning the (fill in project) corridor

East Flagstaff Traffic Interchange
Public Hearing

November 4, 2004

SIGN IN

(Please Print Clearly)

Name	Address	City	Zip Code	Phone/Email

Completion of this sign-in sheet is completely voluntary, and helps the project team keep an accurate record of meeting attendees. 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.

Org ipe - International Border and Cherioni Wash
ONE QUESTION PER CARD PLEASE

Name and Phone No.

Address

Please write your question below, and give your card to any Project Team representative. ADOT and their consultants will read and answer questions immediately following their presentation.

(Continue on back side as needed)

Please note: If ADOT and their consultants are unable to answer your question tonight, an answer will be provided in the Final Environmental Assessment.

Organ Pipe - International Border and Cheri ash
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STATE ROUTE 85, ORGAN PIPE – INTERNATIONAL BORDER AND CHERIONI WASH PUBLIC HEARING

AGENDA

Approximate Time	Activity(s)
5:30 p.m. – 6:00 p.m.	Registration / Check-in: Fill-out Question Card Fill-out Comment Sheet Speak With Court Reporter Sign-up on Speaker List to Give Oral Comments (Via Microphone)
6:00 p.m. – 6:30 p.m. (estimated)	Presentation by ADOT and Their Consultants
6:30 p.m. (estimated)	All Remaining Question Cards Collected
6:30 p.m. (estimated)	ADOT and Their Consultants Read and Answer Question Cards
Following Responses to Question Cards	Attendees Give Oral Comments (Via Microphone) According to Speaker List (5 minutes maximum per person)

Need not be present to comment

Persons wishing to comment on a particular project need not be in attendance at the official public meeting in order to provide input. For additional information on a project or to submit comments outside the public meeting, please contact the ADOT project manager on the specified project. Project managers and their contact information are listed on project advertisements, fliers or meeting notices. Written comments should be received no more than 15 days after the date of the public meeting.

State Route 51

High Occupancy Vehicles Lanes Design Build Project, State Route 51 – Junction I-10 to Shea Boulevard

COMMENT FORM

Public Information Meeting – Feb. 4, 2003

6:00 PM – 8:00 PM
Edison Elementary School Cafeteria
804 North 18th Street
Phoenix, AZ 85006

The Arizona Department of Transportation, in conjunction with the Federal Highway Administration, has identified the need to improve the traffic operations of the existing State Route 51 (SR 51) from the I-10/SR 51/SR 202 System Traffic Interchange to the Shea Boulevard/SR 51/Traffic Interchange. Changes from the plan presented in public meetings in May 2002 involved the connection of the existing High Occupancy Vehicle (HOV) lanes on I-10 with the new HOV lanes on SR 51. The changes will extend the project area south from I-10 to approximately Washington Street with no new right-of-way required.

We would appreciate your input by providing us written comments. You can leave your comments with us tonight or send them by **February 19, 2003** to:

Floyd Roehrich, Project Manager
ADOT
205 S. 17th Avenue, Rm. 295E, Mail Drop 614E
Phoenix, AZ 85007
Phone: (602) 712-7643
Fax: (602) 712-3253
Email: froehrich@dot.state.az.us

Comments: _____

_____

_____

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_____

_____

_____

_____

_____

If you would like to be on the project mailing list, please clearly print your name, address, and telephone number.

Name _____ **Phone** _____

Address _____ **Email** _____

_____

THANK YOU FOR YOUR TIME

Public Hearing

East Flagstaff Traffic Interchange
Comment Form

Thursday, November 4, 2004

Name: _____

Address: _____ **Zip:** _____

Phone Number: _____ **Email:** _____

Please provide any comments on the draft Environmental Assessment.

_____

- OVER -

Additional comments / suggestions:

1. How did you hear about tonight's hearing?

____ Postcard in the mail ____ Newspaper ____ Friend/Neighbor ____ Other

2. How would you rate the overall knowledge and helpfulness of the team members?

____ Very Good ____ Good ____ Fair ____ Poor ____ Very Poor

3. Was the project information presented in an understandable manner?

____ Yes ____ No

Thank You for Coming Tonight!

You may leave your comments with us tonight, mail them to Patricia McCabe at Logan Simpson Design, Inc., 51 W. Third St., Suite 450, Tempe, AZ 85281, fax them to (480) 966-9232, or email to pmccabe@lsdaz.com by **November 19, 2004**.

East Flagstaff Traffic Interchange Improvement Project

Public Meeting
December 3, 2003

We Want Your Input!

Christensen Elementary School
4000 N. Cummings St.
6:00 p.m. to 7:30 p.m.

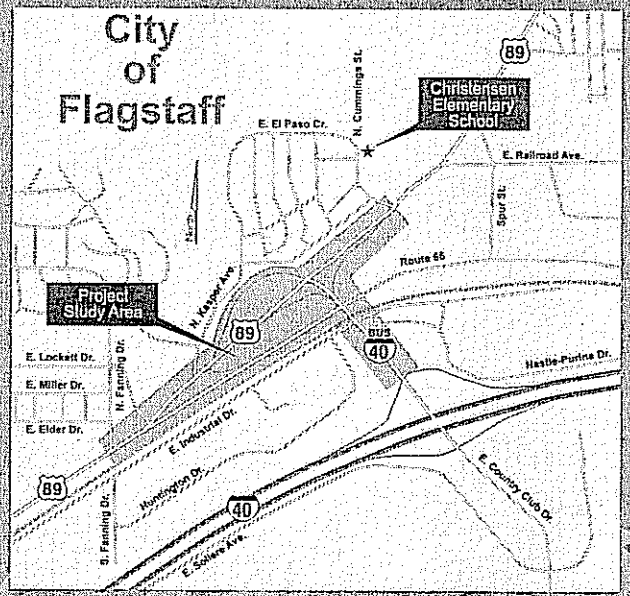
For more information, contact Marsha Miller at 928-600-3003

Arizona Department
of Transportation
1801 S. Milton
Flagstaff, AZ 86001

Presort Standard
US Postage
PAID
Flagstaff, AZ
Permit No. 333

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration in coordination with the City of Flagstaff, Flagstaff Metropolitan Planning Organization and Coconino County are evaluating proposed improvements to the East Flagstaff Traffic Interchange at US 89 and B-40/Country Club Drive. The proposed improvements would improve traffic movement, provide multi-modal enhancements, address drainage issues, and serve the growing needs of the area.

ADOT will be seeking public input on the potential social, economic and environmental considerations and concerns associated with the alternative improvement strategies at a Public Scoping Meeting on **December 3, 2003 at Christensen Elementary School from 6:00 pm to 7:30 pm**. There will be a brief presentation at 6:15 pm with an Open House to follow until 7:30 pm.



Please visit the City of Flagstaff and ADOT websites for more information:
Flagstaff's website: http://www.flagstaffaz.gov/ (click on projects link)
and ADOT's website: http://www.adotenvironmental.com (click on Public Meetings and Hearings)
or call Marsha Miller at 928-600-3003

Alternatives Considered

The **Single-Point Urban Alternative** would construct a single-point urban TI with B-40 and a connector to Route 66 as the crossroad. US 89 would be elevated and grade separated over the new B-40/US 66 crossroad interchange. Some local streets and access would be reconfigured.

The **Button Hook Alternative** would construct an at-grade intersection between US 89, B-40 and Route 66. A new bridge would be constructed to allow B-40 to pass over US 89 and connect to the intersection. Some of the local streets and access would be reconfigured.

The **Tee Intersection Alternative (Preferred)** would construct a traditional signalized tee intersection with US 89 and B-40. B-40 would be widened to three lanes in each direction between US 89 and I-40 and a new bridge would be constructed over the BNSF railroad tracks. US 89 would be raised approximately 12 feet at the new intersection with B-40. US 89 would be widened to provide three lanes in each direction between Fanning Drive and Cummings Street. A new signalized intersection with US 66 and US 89 would be constructed.

New stormwater detention basins would be constructed adjacent to the new intersections to alleviate the local flooding of US 89. New sidewalks and the extension of the FUTS would provide connectivity for pedestrian traffic through this area. The Cummings Street intersection with US 89 would be improved and signalized to include a new entrance to the Flagstaff Mall.

Project Team

ADOT and consultant representatives are available tonight to discuss the proposed improvements and answer questions. Representatives from the Project Team are wearing nametags so you can easily recognize them. Representatives from ADOT are John Harper, Flagstaff District Engineer, Bahram Dariush, Project Manager, Justin White, Environmental Planner, and Fred Garcia, Noise Specialist. Assisting ADOT with the engineering effort is Paul Waung, Project Manager from DMJM+HARRIS, and Diane Simpson-Colebank with Logan Simpson Design Inc. is responsible for the Draft EA. Tiffin Miller is from the City of Flagstaff.

Your Input

The primary objective of the hearing tonight is to obtain your input on the findings of the Draft EA. Please take the time to put your comments in writing on the Comment Sheet, speak with one of the Project Team members here tonight, or provide your comments to the court reporter. You may leave your comments with us tonight or send them to us by **November 19, 2004**. Please submit your comments to:

Patricia McCabe
Logan Simpson Design Inc.
51 West Third Street, Suite 450
Tempe, Arizona 85281
Fax: (480) 966-9232
pmccabe@lsdaz.com

Copies of the Draft EA are available at the ADOT Flagstaff District Office, as well as the Flagstaff City Hall, Coconino County Administrative Building, and the East Flagstaff Community Library.

East Flagstaff Traffic Interchange

Public Hearing

Thursday, November 4, 2004

Welcome

Welcome to the public hearing for the proposed improvements to the East Flagstaff Traffic Interchange (TI). The primary purpose of tonight's hearing is to gather your comments on the Draft Environmental Assessment (EA). The Draft EA describes and quantifies the environmental impacts that may result from the construction of the proposed reconfiguration of the TI.

There will be a short presentation tonight summarizing the project's background and describing the Preferred Alternative and its potential environmental consequences. After the presentation, we will have a brief question and answer session to respond to any general questions that you may have about the proposed improvements. After the question and answer session, project team members will be dispersed throughout the room to answer any specific questions you may have.

We appreciate your attendance tonight and most importantly value your input. A court reporter is here to record your comments so we can accurately document your input. The court reporter will record the presentation and question and answer session. Additionally, if you have statements or comments you would like to include in the project record, you may address these to the court reporter.

The following information is a summary of the Draft EA and describes the project purpose and need, background, Preferred Alternative, and potential environmental consequences. A list of the project team members is also provided for your information.

Background

In 1999 the Arizona Department of Transportation (ADOT) initiated a Design Concept Report (DCR) of the Business Route 40 (B-40) (Country Club Drive) and US 89 Traffic Interchange (East Flagstaff Traffic Interchange) to establish a long-range plan to meet the future transportation and pedestrian demands. As part of the DCR process, public information meetings were conducted in 1999 and 2001 to solicit public comments. The Initial DCR was completed in 2001, which recommended a Single-Point Urban Interchange Alternative. However, a Value Engineering (VE) Study conducted in 2001 resulted in the re-evaluation of the alternatives. As a result of the VE Study, a different alternative (Button Hook Interchange Alternative) was recommended in the Final DCR, which was completed in 2002. In 2003 ADOT initiated the EA process and conducted a public information meeting in late 2003 to present the Single-Point Urban Interchange Alternative, Button Hook Interchange Alternative and Tee Intersection Alternative.

Project Purpose & Need

Currently, B-40 and US 89 each carry large volumes of regional and local traffic. The majority of regional traffic uses I-40/B-40/US 89 to travel to and from northern Arizona and Utah. All streets and roadways in the project area are expected to experience growth in traffic volumes and congestion between now and 2025. The expected growth stems from the expansion of the Flagstaff Mall, the anticipated commercial growth with the development of an auto dealership complex east of the Mall, and because of the potential residential growth in the area.

The need to improve the East Flagstaff TI has developed from increased traffic volumes that have produced greater operational and capacity demands. These conditions are projected to continue and, therefore, exacerbate the current situation. The current roadway also has inadequate spacing between the traffic interchange ramps and access points. Projected travel congestion is expected to impede the flow of traffic on the roadway. Localized flooding of US 89 will continue, which would further reduce traffic flow if the local drainage problem is not alleviated. Additionally, extension of the Flagstaff Urban Trail System (FUTS) into the project area and continuous sidewalks would provide improved access for pedestrians and bicyclists through the project area and to and from the Flagstaff Mall. The purpose of the proposed improvements is to reduce traffic congestion, alleviate back-ups, improve local drainage, and enhance pedestrian and nonmotorized transportation.

Environmental Consequences

The Draft EA was prepared to evaluate the social, economic, and environmental impacts of the Preferred Alternative.

The Draft EA considered the potential environmental issues associated with the proposed project, including the following:

- land use
- social and economic considerations
- Title VI of the Civil Rights Act/Environmental Justice
- cultural resources
- air and noise impacts
- visual resources

A detailed determination of potential impacts of each of these environmental issues is provided in the Draft EA. Those listed to the right is a summary of some of these issues presented in the Draft EA.

Land Use. The Preferred Alternative would convert some existing commercial land uses permanently into transportation-related facilities. The Preferred Alternative would require the total acquisition of five privately owned parcels of land. These parcels include five businesses (two of which are situated on one parcel) and a vacant lot. No residences would be displaced.

Economic Considerations. Short-term economic impacts associated with construction of the Preferred Alternative would include reduced business revenue at the Flagstaff Mall and at other existing businesses within the project area because of potential customer avoidance during construction. Customer avoidance may be caused by travelers' anticipation of delays as well as out-of-direction travel. Other short-term economic impacts would also occur with the relocation of five businesses south of Lynch Avenue. The businesses that would require relocation are the Flagstaff Medical Center Physical Therapy, the Walk-in Clinic, Jake's Bar and Grill, the Rainbow Car Wash, and National Car Sales. Access to remaining businesses would be maintained during construction.

Improvements associated with the Preferred Alternative would also require temporary construction easements (TCEs) or partial takes of land on approximately 21 parcels of land (representing 19 private property owners and the City of Flagstaff); these acquisitions would not require relocation or displacement of any businesses. Partial takes and TCEs required for the Preferred Alternative would not require closures of businesses.

The Preferred Alternative is anticipated to result in long-term beneficial economic impacts. It would also provide enhanced pedestrian/bicycle and vehicular access to the Flagstaff Mall area. The improved traffic operations and improved access (including a new main entrance to the Mall) would allow for planned expansion of businesses in and near the Flagstaff Mall.

Social Considerations / Emergency Services. Flagstaff Fire Station No. 3 is located along Railhead Avenue, just east of the project limits. Access to the fire station would be maintained throughout construction. Flagstaff Fire Station Nos. 2 and 4 would also provide assistance if needed because of their location nearby. The Preferred Alternative would have a long-term beneficial impact to emergency services by providing more efficient traffic operations.

Social Considerations / Access and Traffic Patterns. Access and traffic patterns would be temporarily and permanently impacted. Under the Preferred Alternative, Lynch Avenue would be permanently disconnected from US 89; travelers from the neighborhood north of the project area would need to gain access to US 89 from either Cummings Street (approximately 1,300 feet to the east) or Kasper Drive to Lockett Road (approximately 2,700 feet to the west). Route 66 would be permanently reconfigured to provide access to US 89 by way of a two-way road just west of the Flagstaff Eastgate Commercial Center and the adjacent Elrod Manufacturing building; a temporary traffic signal would be installed at the new Route 66/US 89 intersection during construction. This new alignment would be constructed one half at a time to maintain access to the commercial center and Elrod Manufacturing.

Temporary detours for US 89, B-40, and Route 66 would also be required during construction. US 89, Route 66, and B-40 detour roads would be built and demolished after construction of the new TI roadway configuration; these areas would be incorporated into detention basins or returned to preconstruction conditions.

During removal of the B-40 bridge over US 89, the US 89 roadway would be temporarily closed to traffic. This closure is anticipated to occur during nighttime hours over one weekend. However, during the temporary closure of US 89, the contractor would allow emergency vehicles access through this construction area. During this short-term full closure of US 89, traffic could continue through the area by way of Lockett Road to Kasper Avenue to Lockett Road to Lynch Avenue to Cummings Street or the new Route 66 roadway to Spur Street to Railhead Avenue.

Title VI of the Civil Rights Act/Environmental Justice. Title VI of the Civil Rights Act of 1964, and related statutes (including state-level ADOT Environmental Justice Guidance), ensure that individuals are not excluded from participation in, denied benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance on the grounds of race, color, religion, national origin, sex, age, or handicap. Executive Order 12898 directs that programs, policies, and activities not have a disproportionately high and adverse human health and effect on minority and low-income populations.

A review of census data identified the racial and ethnic makeup of the city of Flagstaff and Coconino County in 2000 was predominantly White, Hispanic, and Native American. The data also resulted in the identification of a high percentage of minority and disabled individuals.

The Preferred Alternative would not disproportionately impact racial minority, elderly, and/or low-income populations in the city of Flagstaff and Coconino County because the Preferred Alternative would not displace any residences, permanently disrupt community cohesion or neighborhood continuity, permanently impact access to any community facilities, or isolate, exclude, or separate minority or low-income individuals from the broader community. There is no indication that any minority-owned businesses would be disproportionately impacted. Overall, no segment of the minority or low-income population would be disproportionately affected by the proposed project because construction-related impacts would similarly affect all residents, business people, and visitors.

Cultural Resources. The cultural resources survey identified three historic sites in the project area; the historic alignments of US 89, the Atchison, Topeka & Santa Fe Railroad, and Route 66. After consultation with the State Historic Preservation Officer, it was determined that no historic properties would be adversely affected by the proposed project. The Preferred Alternative would have no short- or long-term impacts on the three cultural resources sites.

Noise. The projected impacts of traffic noise from construction of the Preferred Alternative were analyzed to identify areas that may be considered for mitigation, in accordance with the ADOT Noise Abatement Policy, dated March 21, 2000, and in accordance with the provisions of 23 CFR § 772 - Procedures for Abatement of Highway Traffic Noise and Construction Noise. FHWA's Noise Abatement Criteria (NAC) are delineated by land use categories and their associated acceptable exterior noise levels.

Future noise levels in the project area were evaluated for ten sensitive receivers located within 500 feet of the existing roadway centerline and represented residential land use. These sites were chosen because of their residential land use and/or proximity to the proposed improvements. The modeled noise levels along US 89 did not approach or exceed the NAC at any of the ten identified sensitive receiver sites for the existing (2003) traffic conditions and the 2025 traffic conditions. Based on the preliminary noise analysis, the Preferred Alternative would not increase noise levels for sensitive noise receivers in residential areas above ADOT's NAC.

The predicted noise levels for the Preferred Alternative average slightly higher than the predicted existing noise levels. The Preferred Alternative would produce long-term minor negative noise impacts in the project area. Short-term moderate negative impacts would be experienced during the construction of the Preferred Alternative, but would diminish once construction is competed.

Visual Resources. The Preferred Alternative would notably change the existing visual character of the setting because of the 45-foot-high retaining walls along the B-40 crossroad, the elevation of the US 89/B-40 interchange at approximately 16 feet above the existing ground, and the three detention basins along US 89. The new US 89/B-40 interchange and portions of US 89 would be a more prominent element in the existing urban setting and would be visible from the adjacent residential area.

As part of the proposed improvements, the City of Flagstaff, Coconino County, and ADOT have been working together as part of the Gateway Committee to evaluate and make recommendations on the aesthetic treatment of the new interchange and the FUTS. The landscape and aesthetic treatment plans would be reviewed and approved by the City of Flagstaff, Coconino County, and ADOT during design. Once the construction of the Preferred Alternative has been completed and the new plant material has matured, the overall scenic quality of the project area would be enhanced because the proposed improvements would create a more cohesive pattern in the landscape, complement the urban environment, and enhance the entrance to the community.

East Flagstaff Traffic Interchange
Public Hearing
November 4, 2004

Summary of Event Evaluation

1. **The hearing was of interest/benefit to me**

5	4	3	2	1
8	4	0	0	0

2. **The location of the hearing was a good environment**

5	4	3	2	1
7	5	0	0	0

3. **The project staff were helpful and knowledgeable**

5	4	3	2	1
3	8	0	1	0

4. **The hearing was well-planned and organized**

5	4	3	2	1
5	6	1	0	0

5. **The hearing was valuable and useful to my understanding of the project and how it affects me**

5	4	3	2	1
6	5	1	0	0

202L/US 60 TRAFFIC INTERCHANGE
MARCH 2001 NEIGHBORHOOD MEETING
AGENDA

WELCOME
- Introductions
- Address Changes
- Comments

HOW WE GOT TO WHERE WE ARE NOW
- What We've Heard So Far
- Citizen Advisory Team
- Future Milestones
- 202L/US 60 Video Update

AIR QUALITY STUDIES
- Introduction
- Early Results of Study

NOISE STUDIES
- Review of Community Concerns
- Texas Noise Video
- Monitoring Locations
- Early Results of Study
- Mitigation

QUESTIONS AND RESPONSES

Team Members: Steve Wilcox, Design, DMJM
Eric Crowe, Design, DMJM
Jack Allen, Environmental, HDR
John Godec, Public Involvement, Godec Randall
Bill Rawson, Public Involvement, Godec Randall
Mary Viparina, Project Manager, ADOT
Dee Bowling, Environmental, ADOT

ARIZONA DEPARTMENT OF TRANSPORTATION
STATE ROUTE 88
TONTO NATIONAL MONUMENT – RESORT ROAD
Public Meeting
October 25, 1999

Presentation Agenda

Welcome	Dee Bowling
Overview of SR 88 Corridor	Tom Conner
Overview of Project Segment	Tom Conner
Roosevelt Community or Spring Creek Store Area?	Tom Conner/Jim Morgan?

Design features (number of lanes, turn lanes, highway width)

Accesses – relocated/combined
- Hayhook Road
- Spring Creek Store

Pedestrian traffic

Speed limit

New right-of-way

Questions

Team Members

Tom Conner – Project Manager	Dee Bowling – Environmental Planning
Jim Morgan - Designer	John Beene - Globe District

WELCOME

ARIZONA DEPARTMENT OF TRANSPORTATION
OPEN HOUSE PUBLIC MEETING
July 30, 1998

US 89
Fernwood Road to Lenox Park
Milepost 425.7 to 427.9

Studies conducted on US 89 from milepost 425.7 (the end of the five-lane section) to milepost 442.3 (a south entrance to Wupatki National Monument) indicated that, based on current highway evaluation criteria, a four-lane highway should be constructed. A public hearing presenting the preferred alternative was held, an Environmental Assessment was completed, and two separate Design Concept Reports were completed. Three construction projects were funded and scheduled. One project, Deadman Flat to Wupatki, (milepost 434.2 to 442.3) is under construction. Fernwood Road to Lenox Park is the second project to be designed for construction.

The purpose of this meeting is to present the design plans, to answer questions and to take comments.

Written comments may be made by:

Dropping the comment sheet in the comment box or handing your written comment to an ADOT representative

Mailing or faxing the comment sheet or a letter to the address or fax number on the attached comment sheet

E-mailing your comment to vbever@dot.state.az.us

Please mail, fax, or e-mail all written comments by August 17, 1998.

PROJECT TEAM MEMBERS

ADOT
Vicki Bever Project Manager
Kent Link Flagstaff Construction
Mike Serio Right-of-Way
Louie Snyder Right-of-Way
Fred Garcia Noise Analysis
Bob Gasser Cultural Resources
Dee Bowling Environmental Assessment

Kimley-Horn & Associates, Inc.
Ahmad Omais Designer
Karl Obergh Designer

Desert Archaeology
Mark Elson Archaeologist

PROJECT DESCRIPTION

The existing two lane highway will be replaced with:

- Five lane section - two travel lanes in each direction with a continuous left turn lane in the center.
- Eight-foot shoulders

SCHEDULE

60% design plans completed in June 1998
95% design plans scheduled for September 1998
Advertisement for contractor bids - October 1998
Construction estimated to begin - March 1999
Estimated construction duration - March 1999 through September 1999

PRECONSTRUCTION ACTIVITIES

There will be people and equipment working along the highway prior to the beginning of construction. These activities include:

- Geotechnical - soil sampling, borings
- Cultural resources data recovery - excavation of archaeological sites
- Various types of survey
- Utility location

TRAFFIC CONTROL

- Two-way traffic will be maintained as much as possible.
- One-lane travel with pilot cars may be necessary at times.
- Driving surfaces during construction will not always be paved.

ACCESS

- Access to side streets and driveways will be maintained during construction
- Property owners adjacent to US 89 should check the design plans and aerials available at this meeting for driveway placement and widths
- People who use the side streets and are concerned about trailers/delivery trucks should check the design plans for widths
- Those unable to attend the meeting can call Vicki Bever at 602-255-8161 or write her at : ADOT, 205 S. 17th Ave, MD 614E, Phoenix, AZ 85007

RIGHT-OF-WAY

- New right-of-way will be required along US 89
- Adjacent property owners should check the design plans and, if affected, talk with the ADOT right-of-way representative at this meeting
- Those unable to attend the meeting can call Mike Serio at 602-255-8781 or write him at: ADOT, 205 S 17th Ave, MD 612E, Phoenix, AZ 85007

CULTURAL RESOURCES

A survey located several archaeological sites along the highway. Since the sites could not be avoided by construction, the sites have to be excavated for the information they contain. This work is done in coordination with the Coconino National Forest.

Excavation started May 5, 1998
Expected completion August 20, 1998
26 archaeological sites being excavated.
Public tour of two sites scheduled August 9, 1998, between 9:00 AM & 3:00 PM
Pick up a flyer at tonight's meeting if you are interested.
If you have questions, please call Bob Gasser at 602-255-8636 or write to him at ADOT, 205 S 17th Ave., MD 619E, Phoenix, AZ 85007

NOISE ANALYSIS

Please see the ADOT noise analysis representative at tonight's meeting.
For those unable to attend the meeting, you may call 602-255-8635 or write to:
Fred Garcia, ADOT, 205 S 17th Ave, MD 619E Phoenix, AZ 85007

MAILBOXES

At most mailbox locations along US 89, single family mailboxes will be combined into a Neighborhood Delivery and Collection Box Unit (NDCBU).
Mailbox locations and types are listed below:

Morningside Lane
NDCBU to be installed within ADOT right-of-way on south side of Morningside Lane

Last Chance Road
NDCBU to be installed within ADOT right-of-way on south side of Last Chance Road

Robles Road
Existing NDCBU will remain

Kevins Way
Existing NDCBU to be relocated within ADOT right-of-way to the south side of Kevins Way
Note: Residents have applied for roadside service. If approved, the NDCBU will not be required. If not approved prior to completion of design plans, installation of the NDCBU will remain on the design plans.

Sunset Boulevard
Currently has roadside delivery

Brandis Way
Install NDCBU within ADOT right-of-way on the north side of Brandis Way

Girls Ranch Road - This current road will be renamed and is shown as Western Star Road on the design plans. Girl's Ranch Road will be relocated.

Existing individual mailboxes at the current location of Girl's Ranch Road will be moved to the new location of Girl's Ranch Road

If you have questions about postal service requirements, please contact Bob Schlesinger from the Flagstaff Post Office at 527-2445.

10
Special Arrangements

Special Accommodations/Arrangements

Court Reporters: The consultant firm that is responsible for the public meeting can make arrangements to hire a court reporter (required for a public hearing), and pay them directly.
If ADOT is hiring and/or paying directly for this service, then check with the EEG administrative staff to determine which businesses are included on Procurement's approved vendor list.

Translators: Consultants can provide a translator to attend the public meeting if necessary (and also provide translations of ads and any other public meeting information).
For tribal translators, EEG staff should contact the District, Tribal contacts, and/or BIA staff to arrange for a translator and any translations, as needed.

Other accommodations: Sign language interpreters, Braille, or other accommodations will be addressed on a case-by-case basis. The ADOT Civil Rights Office can be contacted to assist with these arrangements. Discuss with your EEG team leader or Section Manager.

In the past, at the request of sight-impaired stakeholders, recording devices were taken to tape meetings and other recorded information provided as requested. This can be arranged for internally by EEG staff or through the consultant firm that is responsible for the public involvement process.