

Public Information Meeting Summary Report

SR 95 Realignment Study: I-40 to SR 68

**Location/Design Concept Report &
Environmental Impact Statement**

Mohave County, Arizona
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Prepared for:
Arizona Department of Transportation



Prepared by:

Jacobs
101 North First Avenue, Suite 3100
Phoenix, AZ 85003

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1.0 INTRODUCTION

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are continuing a study of the realignment of State Route (SR) 95 between Interstate 40 (I-40) and SR 68. A Location/Design Concept Report (L/DCR) and an Environmental Impact Statement (EIS) will be prepared as a part of the study. The SR 95 Realignment Study is a continuation of the efforts initiated by ADOT in 2005 when it published a Feasibility Study recommending a new SR 95 corridor. Possible alignments for consideration, along with a No-Build Alternative, have been identified in the March 2010 Draft Alternatives Selection Report.

SR 95 is the primary north-south highway in western Arizona, linking the communities of Bullhead City, Arizona and Laughlin, Nevada with other towns and communities to the south along the Colorado River, such as Lake Havasu City, Parker, and Quartzsite.

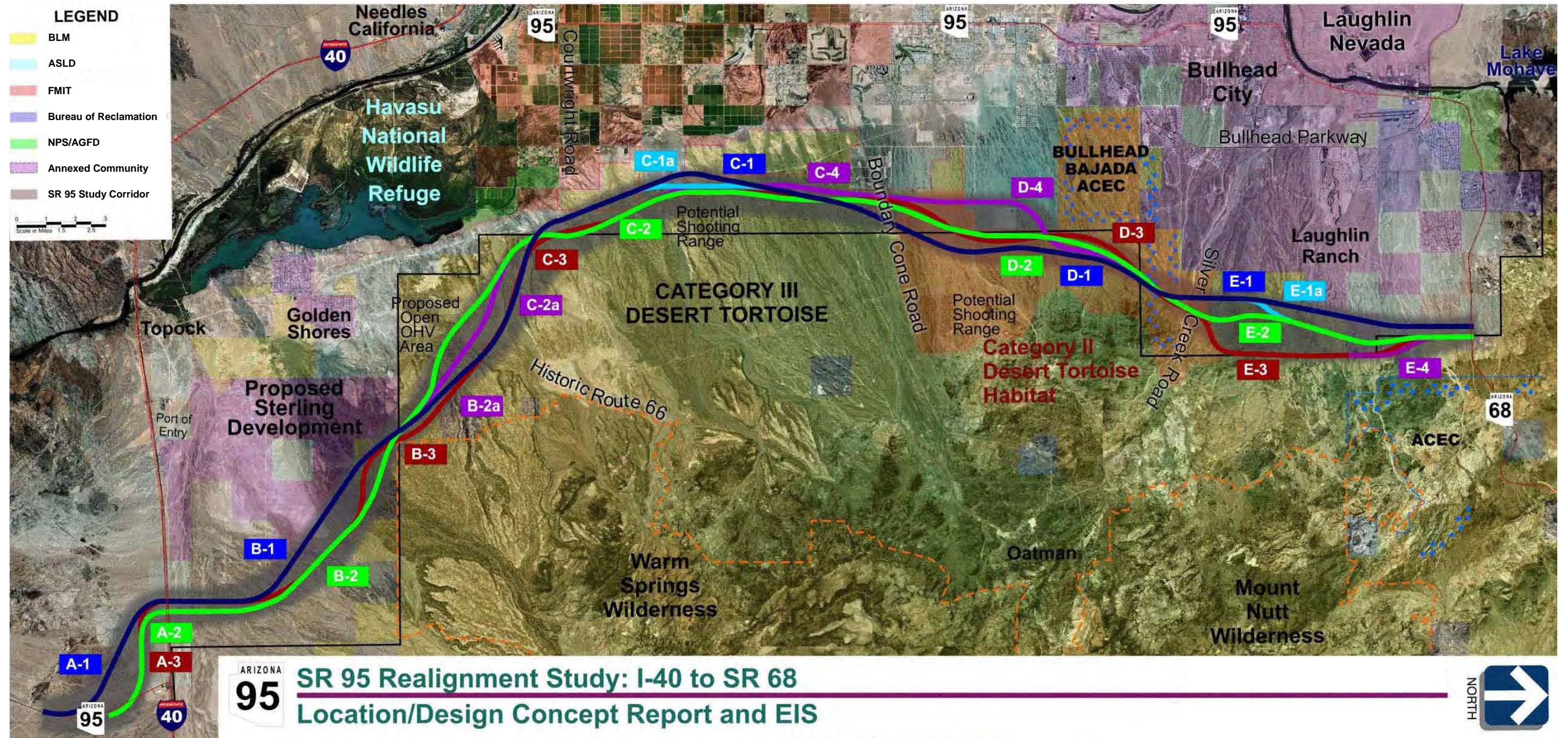
While SR 95 provides access to all of the communities listed above, it is not continuous within Arizona. South of Golden Shores, SR 95 continues on I-40 and exits Arizona; motorists must travel approximately 15 miles in California on I-40 and local roads before returning to Arizona and the continuation of SR 95 north of Needles, California (Figure 1—page 2). Additionally, many Mohave County and City of Bullhead City (Bullhead City) arterial roads intersect SR 95, creating uncontrolled access along the route. Development immediately adjacent to SR 95 and the associated traffic and congestion, specifically within Bullhead City, have resulted in substantial delays and congestion, making travel difficult. As a result, SR 95 does not function as a regional highway within the study limits.

The project's purpose is to strengthen the regional transportation network in northwest Arizona between I-40 and SR 68, provide an access controlled highway with adequate capacity for current and projected traffic volumes, and complete the portion of SR 95 within Arizona.

Prior to initiation of the National Environmental Act Policy (NEPA) process, project coordination involved ADOT's completion of a Feasibility Study, conducted between 2003 and 2005. The Feasibility Study evaluated several corridors, up to two miles wide, located in the project vicinity between developed areas along SR 95 to the west and the foothills of the Black Mountains to the east. With input from agencies, stakeholders, and the public, the Feasibility Study identified a corridor and recommended it be carried forward for development of alignment alternatives and further evaluation.

The Notice of Intent to produce an EIS for the SR 95 Realignment Study under NEPA was published in the Federal Register on June 1, 2007. Shortly thereafter, in July and August 2007, ADOT held an agency scoping meeting and a series of three public scoping meetings in Lake Havasu City, Bullhead City, and Golden Shores, Arizona to gather input from government agencies and the public in local communities. Tribal scoping meetings were held with the Fort Mohave Indian Tribe (FMIT) in September and December 2007. The feedback helped ADOT to identify project constraints and the evaluation criteria to be considered during alternatives development. The issues, concerns, and opportunities (ICOs) identified during these meetings are summarized in the 2008 Initial Scoping Summary.

Figure 1. Vicinity map.



Upon investigation of the corridors recommended in the Feasibility Study, some agency partners, such as the Bureau of Land Management (BLM) and the Environmental Protection Agency (EPA), requested that ADOT investigate possible solutions outside the limits of the original Feasibility Study. The project team considered and investigated all reasonable scenarios, including multi-state scenarios and those east and west of the existing SR 95 corridor. The results of ADOT's corridor screening process are presented in the 2009 Corridor Development Report. Using updated information from a 2009 traffic study as part of the corridor screening process, ADOT recommended in the Corridor Development Report a scenario for further study that provides a north-south route east of the Colorado River and west of the Black Mountains.

In the 2010 Alternatives Selection Report, ADOT presented the scenarios evaluated in the Corridor Selection Report and determined that the north-south route east of the Colorado River and west of the Black Mountains would provide relief to regional traffic. Therefore, ADOT developed a series of alignment alternatives within the identified corridor. At least two alternative alignments and the No-Build Alternative will be carried forward for further evaluation in the L/DCR and EIS. These alignments, along with the No-Build Alternative, were presented in a second series of public meetings on May 24, 25, and 26, 2010. The meetings were again held in Bullhead City, Lake Havasu City, and Golden Shores, Arizona. ADOT also held another tribal meeting with FMIT in Needles, California on May 25, 2010.

The purpose of the second series of public meetings was to update the public on the status of the study and present the corridor alternative which was selected for further study since the previous scoping meetings in 2007, along with alternative alignments within the corridor. At each public meeting, attendees were given an opportunity to provide input and ask questions regarding the project. Input gathered from the public on the selected corridor, the alternative alignments, and the No-Build Alternative is summarized herein.

In addition to agency and consultant representatives, a total of 102 people attended the four meetings. Sign-in sheets from each meeting are included in Appendix A. The corridor was presented in five Study Zones: A, B, C, D, and E, with up to six possible alignment alternatives considered within each study zone. Within each Study Zone, two alternative alignments were identified for consideration to be carried forward for detailed study and analyses in the L/DCR and EIS. The alignment alternatives recommended for detailed study were identified based on consideration of known environmental resources and impacts and engineering criteria. Based on feedback from resource management agencies and the public, the alternatives to be carried forward into detailed study will be refined. Pending the findings of the study, FHWA will issue a decision on whether or not the project will advance into design.

Informational handouts, comment sheets, and questions cards were distributed to the meeting attendees. The agenda for the public meetings consisted of an open house for the first 30 minutes, followed by a 20-minute presentation. After the presentation, a question-and-answer session was held. Two hours were allotted for each meeting. Meeting materials and handouts, including presentation slides, are found in Appendix B.

Response to the proposed project was varied, however attendees generally expressed an expectation that the project would result in an overall benefit to Bullhead City, Lake Havasu City, and Golden Shores. FMIT expressed concerns that the proposed project would endanger sacred tribal sites, wildlife, and recreational lands, and would not provide the anticipated benefits forecast by the study. FMIT Council members stated that they would participate in the proposed study process and would consider the proposed project as presented.

With each meeting there was increased interest regarding project construction and attention to the project design details, as well as how the project would affect wildlife, cultural sites, and access to public lands. Travel and economic opportunities were seen as potential benefits from the proposed project. Attendees did not seem to favor a single alternative in particular - they generally expressed that the study team would responsibly determine selected opportunities for further study. Some concerns however were voiced about remote properties that may be in close proximity to a proposed alignment and would experience increased noise levels.

2.0 PUBLIC INFORMATION MEETING NOTIFICATION

A variety of techniques were implemented to notify the public and agencies about the public information meeting. This information was announced through local government coordination and media notification. All notification materials invited the public and agencies to attend the public information meetings and provided information regarding the purpose of the study; the limits of the proposed improvements; the location, date, and time of the meeting; and contact information.

2.1 Media notification

Meeting advertisements were distributed to several media outlets to serve as notices to the general public about the meetings. City websites displaying municipality and Chamber of Commerce announcements posted a public meeting press release. Media distribution is outlined in Table 1. The media advertisement, press releases, and mailer are included in Appendix C.

Table 1. Media distribution.

Media Outlet	Publication Dates
<i>Today's News Herald</i>	May 9, 2010; May 16, 2010
<i>Kingman Daily Miner</i>	May 10, 2010; May 17, 2010
<i>Mohave Daily News</i>	May 9, 2010; May 16, 2010
<i>Laughlin/Nevada Times</i>	May 12, 2010; May 19, 2010
<i>Needles Desert Star</i>	May 12, 2010; May 19, 2010

Table 1. Media distribution.

Media Outlet	Publication Dates
<i>Mohave Daily Booster</i>	May 12, 2010; May 19, 2010
<i>Clippin'</i>	May 12, 2010; May 19, 2010
<i>Topock Topics</i>	May 1, 2010
Lake Havasu City Website	May 2010
Lake Havasu City Chamber of Commerce Website	May 2010
Bullhead City Chamber of Commerce Website	May 2010
Laughlin Chamber of Commerce Website	May 2010
Laughlin Website	May 2010

2.2 Tribal notification.

The project team solicited input from the FMIT through a direct mailer sent to 900 members of the tribe inviting them to attend the FMIT Council Tribal meeting. The direct mailer is included in Appendix C.

3.0 PUBLIC INFORMATION MEETINGS

3.1 Issues, concerns, and opportunities

Public meeting attendees were encouraged to provide input both during and after the meetings via comment sheets, question cards for meeting question and answer sessions, and phone and e-mail input. Completed comment sheets and question cards are included in Appendix D; phone and e-mail comments can be found in Appendix E.

In general, questions and comments focused on engineering ICOs such as the timeframe and schedule for the study and construction; traffic interchange locations; improving drainage in flood-prone areas; where the new alignment will connect to SR 68; and requests for more detailed information on the potential alignment alternatives and design details. Environmental ICOs addressed pedestrian and off-highway vehicle access to public lands; potential economic isolation resulting in a “ghost town” effect in the river communities and FMIT; impacts to emergency services’ response time, wildlife, cultural sites, and sensitive Tribal areas; and increased noise levels. Comments and questions are presented in detail in Table 2 through Table 11.

3.2 Question-and-answer sessions

Question and answer sessions were held for attendees to provide verbal comments and inquire about the project details. Question cards were provided so that attendees could write their questions or comments down during the presentation. These sessions followed the project presentation given by the study team during each meeting. Complete cards were collected after the presentation and the questions or comments were read and answered by the appropriate study team member(s). Verbal questions and comments received during the meetings and the study team's clarified responses are provided in Table 2 through Table 5. Completed question cards can be found in Appendix D.

Table 2. May 24, 2010, Bullhead City public meeting questions/comments and responses.

Issue	Question/Comment	Response
Engineering - Design	The study anticipates huge growth in Bullhead-Laughlin area. Where do you anticipate this growth to be coming from? What industrial/job base will generate it?	Growth data is based on information provided by Bullhead City and Mohave County planners. Their projections address development in the entire region, not just within the study limits. The existing roadway corridor does not provide any room for expansion for future growth. As development occurs, the region will need a transportation facility that can meet and grow with transportation needs. Community growth projections have been based on historic growth data, using a 2 percent growth rate per year.
Engineering - Design	If the new SR 95 runs along the foot of the mountains, why would anyone use it between I-40 and SR 68?	The new alignment will be located between public and private lands. Significant north/south regional travel is anticipated from Blythe, through the Colorado River communities, and up to the Laughlin/Bullhead City area. Additionally a large percentage of Lake Havasu City residents work in Laughlin. As existing streets become more congested, it becomes more efficient to use the new alignment instead of existing routes.
Environmental - Economic	Will it increase home values?	Based on other communities, as congestion is reduced and travel efficiency is improved, nearby communities become more desirable.
Environmental - Sound	Will it have a wall for sound?	The study will include noise modeling and noise impact evaluation. FHWA requires ADOT to have a noise policy. Based on noise policy requirements that will be taken into consideration during design, sound mitigation may occur if warranted.
Engineering - Design	Will there be a cutoff ramp (interchange) on Boundary Cone Road?	An interchange is proposed at this location as part of each action alternative because it is an existing regional transportation facility. Access to public lands administered by BLM will be evaluated in the study. Provisions to address environmental issues such as providing for recreational vehicles, wildlife, drainage, will be included in the EIS.
Engineering - Design	How close will it be to 6100 Chauncey Boulevard?	That is yet undetermined.

Table 2. May 24, 2010, Bullhead City public meeting questions/comments and responses.

Issue	Question/Comment	Response
Engineering - Design	My concern is for the city. What coordinated plans are there for thoroughfares, arterials and connectors to Bullhead City? This city needs to concentrate on establishing plans for infrastructure, complete with thoroughfares, connectors or arterials for this proposed realignment. This city needs to continue our present economic base revenues for future growth and sustainability. No "ghost town."	Based on discussions with the Bullhead City Council and area stakeholders, an alternative highway route, identified as the Vanderslice Corridor, is anticipated to benefit future growth by providing opportunities for light industry and other immediately adjacent development. This commercial development is currently not available due to limitations associated with the existing roadway corridor.
Engineering - Alternatives	Has a toll road been considered as a funding source for this project? Would a toll road help get it constructed sooner?	ADOT considers many viable funding sources, along with working extensively with public and private partnerships. At present, ADOT plans to fund construction of this facility similarly to other public roads, using both state and federal funds; however, we will continue to look at alternatives.
Engineering - Alternatives	Why not Nevada side to Needles?	Based on traffic numbers, projected traffic counts on the California and Nevada sides do not warrant a new facility. The State of California does not see a benefit to provide for this improvement. Future traffic demand in the selected corridor is projected to increase 400 percent over current levels along the existing SR 95. ADOT therefore intends to locate the new facility where projected traffic volumes warrant a new facility, adjacent to communities in Arizona. By building between the river and the public lands administered by BLM, a regional transportation facility will be provided as a long-term solution.
Engineering - Design	Cut through Laughlin Ranch property. This project is a "road to nowhere." Think about Bullhead Recreation Area for off-road vehicles. Align the new highway to the west and bypass Bullhead Parkway.	While the land adjacent to these proposed corridors is not currently developed, development is proposed on many private lands. Discussions on where to construct the improvements first can be part of an implementation strategy. Construction phasing is undetermined at this stage. The need to build the facility is determined on future long-term development and anticipated traffic volumes, not current conditions. An alternative access controlled facility will be needed to provide for long-term regional and local traffic requirements based on traffic numbers.
Engineering - Design	Any reason that the roadway and TI at Boundary Cone Road must be so close to the subdivision to the west? As it is, you're crossing an access road for a pipeline station just to the southeast.	ADOT works with agencies and utility companies to determine required alignment adjustments resulting from infrastructure conflicts. The presented alignment is preliminary. At the next round of public meetings, the alignment will reflect changes in more detail based on comments provided tonight and input received from agencies. Thank you for your comment.

Table 2. May 24, 2010, Bullhead City public meeting questions/comments and responses.

Issue	Question/Comment	Response
Engineering - Design	Will Silver Creek Road be paved from Bullhead City to Oatman Road?	Based on an implementation plan and working with agencies, future road design is based on traffic needs and construction phasing. ADOT will work with the county, and developers as this project goes forward to ensure proposed improvements are consistent with other area improvements. If Silver Creek Road is not paved by the time improvements reach that location then it may be paved at that time. Paving to Oatman will be the result of discussions between the Mohave County, Bullhead City and area developers as it is out of the scope of this project. Our efforts are focused predominantly on SR 95.
Engineering - Design	The concern is that there will be a huge interchange at Silver Creek Road - why would you put a massive interchange if you are not going to pave both ways? That is our recreation area for this area.	Placing SR 95 interchange at this location is not so much due to the traffic coming to Oatman, but more a result of proposed improvements generating increased traffic which will in turn increase the need for access to Bullhead City itself. This scenario is anticipated also at Boundary Cone Road for traffic accessing SR 95. Established connections to the future facility will provide access control and that is why we have shown interchanges at these locations.
Engineering - Design	Has a percent-grade been established, and if so, what percentage? And what weight does cost bear in environmental considerations?	For this topography, and for this environment, the maximum grade is 4 percent. The alignment is designed to blend in with the area topography and to minimize impacts visually as well as to area habitat.
Engineering - Alternatives	Can you please repeat the preferences for Study Zones A, B and C. Also, are the color routes easily merged?	From a design perspective, A-1 (the dark blue alternative) in Study Zone A, presents challenges because construction would result in large cuts and visual scars on the hillside. For Study Zone B, B-2 (the green alternative) skirts proposed development without incursion. All improvements avoid wilderness areas; however, rugged lands to the west in the northern portion of Study Zone B could present challenges to B-2 (the green alternative). B-1 (the dark blue alternative) would avoid that topography. How much land is required by BLM in part determines the alignment due to avoidance requirements. For Study Zone C, C-2 (the green alternative) minimizes impacts to known recreational facilities and is compatible with the area's topography. In Study Zones D and E, the alternative alignments have been established to avoid impacts to Sonoran Desert tortoise habitat. Further habitat studies are required for final determination of this alignment to minimize impacts.
Engineering - Alternatives	Are various alternatives locked in or can they be intermixed, for example: green to blue to red?	Any given study zone piece is interchangeable with another study zone piece; we can mix and match choices between zones. The study will determine what alignments work best. Smaller zones provide a better way of analyzing the alternatives. The results of this analysis will result in a contiguous alignment which will be presented at the next public meeting.

Table 2. May 24, 2010, Bullhead City public meeting questions/comments and responses.

Issue	Question/Comment	Response
Environmental - Cultural	Under cultural, old roads that were used for mining or ranching are historic and should be protected. What are the plans for these considerations? Also, vehicular access needs to be preserved for these historic routes.	Once alternatives are identified, cultural resources including roads will be further evaluated. FHWA has requirements for addressing avoidance for these resources. If avoidance is not an option, then measures will be put in place to minimize impacts.
Engineering - Design	Elevate the roadway wherever possible.	Thank you for your comment.
Engineering - Design	Have you taken into account an increase in air traffic? Will the existing airport be lengthened if needed?	The airport is far enough away from the proposed roadway that FAA clearance requirements are not necessary. In terms of access to the airport as it continues to grow, coordination for access will be discussed with Mohave County and Bullhead City, and ADOT will continue to ask FAA to participate in the process.
Engineering - Traffic	Where do you get your traffic number projections from for the future? No one can predict the future, especially given today's economy. You must be projecting from studies done years ago. When were these studies done?	The first traffic projections were from 2005. There has been a marked change in our economy in 2006 and 2007. Since 2005, ADOT has recreated the model by working with Mohave County, Bullhead City traffic and other regional planners as to how growth will occur. Projections are using very conservative numbers. Historically, growth ratios are usually under-projected for projects like this, and several models are in place which would increase projections from the conservative levels.
Environmental - Cultural	What discussions have you had with FMIT?	ADOT held scoping meetings with the FMIT and will meet tomorrow with the tribal council. In addition FMIT are part of our interdisciplinary team. ADOT will continue to work with FMIT and ensure their opinions are part of the study process. Previous meetings have helped identify cultural resources throughout the corridor.

Table 3. May 25, 2010, FMIT Tribal meeting questions/comments and responses.

Issue	Question/Comment	Response
Environmental - Economic/ Drainage	How much development do we really need? FMIT knows that development is coming down from Bullhead City and that BLM has two projects as well, and the project of this magnitude. The area continues to develop and the tribe always has to adapt to development that comes into this area. Drainage and runoff is a continuing concern. Would like to open discussion up to the community regarding this project.	BLM projects displayed are under consideration and have not been finalized at this time. Because growth is inevitable in the area, providing for this growth will ensure FMIT concerns are best met. Roadway drainage improvements will be designed to mitigate historic drainage problems in this area.

Table 3. May 25, 2010, FMIT Tribal meeting questions/comments and responses.

Issue	Question/Comment	Response
<p>Environmental - Cultural, Drainage, Wildlife</p>	<p>This was originally a valley for retirement people. Growth keeps coming; roads are scaring the wildlife away. Route 66 to Oatman is historic; ADOT needs to preserve the history of this roadway. When it rains here it floods some people out; drainage is a concern.</p>	<p>Changes to areas along the proposed corridor will not change in the next 5 to 10 years because funding will not be in place. This project is examining providing for 2040 and beyond. Due to current corridor restrictions on the existing SR 95, we cannot provide for anticipated future growth. Tribal cultural and environmental concerns are similar to those expressed by BLM. ADOT will work with both agencies to preserve the corridor. Placing the corridor at the edge of development will provide a protective barrier to help preserve cultural sites, wildlife, and sensitive lands and minimize impacts. Providing for long-term growth is the objective of this project; allowing for efficient regional travel. Access will be limited which will result in limited development along the corridor. Roadway drainage improvements will be designed to mitigate historic drainage problems in this area. Because growth is inevitable in the area, providing for this growth will ensure FMIT concerns are best met.</p>
<p>Engineering - No Build Alternative</p>	<p>What say does FMIT have other than picking access points? What if FMIT prefers the No-Build Alternative?</p>	<p>ADOT needs to know FMIT desires and points of importance so that mitigation measures can be effectively developed to minimize impacts. There is a perception that building the road will bring development but projected development is already occurring. Accommodating for this growth in advance will best mitigate against potential impacts.</p>
<p>Environmental - Cultural Impacts</p>	<p>We are looking for benefits to the tribe. Promises are never kept; it has never happened. To you it's just a desert. To FMIT it's a place of medicine, a place of peace, a place of meat, a place of history and recreation. To us you are doing something against our beliefs. Other projects have backfired; you can't screw with Mother Nature; she will take care of you. She treats us right, and that's where we are coming from.</p>	<p>Thank you for your comments.</p>

Table 3. May 25, 2010, FMIT Tribal meeting questions/comments and responses.

Issue	Question/Comment	Response
<p>Environmental - Cultural Impacts</p>	<p>I prefer the No-Build option; that is my concern. Other than cultural impact studies, whom did you contact? Did you do studies with the tribe's cultural committees? Were the Elders involved in the cultural study? Also you said impacts from building – there is going to be a lot of impacts from disturbing that dirt - there will be a lot of air quality impacted from that. Also what if there is a cultural site found within that area: what are the plans to get that taken care of? Also I am concerned about a “ghost town” affect due to lost tourism and revenues. There have been similar impacts from projects like this in the past. There is particular concern with increased access to historical sites from the new alignments and potential impacts resulting from that access.</p>	<p>To undertake a detailed investigation, we need a starting spot on the ground to begin considering alignments. Two alternatives have to be initiated to at least begin that detailed investigation. That is where the cultural investigation begins and we will work with the tribes and other land managing agencies. With respect to ground disturbances and how we maintain businesses – the goal is to provide efficient links to communities as efficiently as we can. The existing SR 95 is a reflection of this approach with communities flourishing along that corridor, however now to the extent that regional traffic cannot travel efficiently through that area. The intent is to provide for regional traffic, not to conflict with the local traffic requirements. The travel and tourism industry will still be in place on the existing route and that will be the continuing route for those wishing to access them. With respect to cultural impacts, ADOT has worked closely with the tribe, and will continue with required Section 106 process in which our archeologists will coordinate with the Tribes and accompany them on site visits. Our archeologists have conducted background research and preliminary documentation for known sites in the corridor, but we are aware of additional sites that the Tribe may want to protect. For new sites we will coordinate with the Tribe, agencies and the State Historic Preservation Office (SHPO) with a focus on avoidance. If alignment avoidance is unavoidable, data recovery and documentation will occur according to a Memorandum of Agreement signed by all consulting parties. Regarding proposed actions on the part of BLM, those are independent of this study and BLM is responsible for environmental impacts associated with those projects.</p>
<p>Environmental - Cultural Impacts</p>	<p>Will the archeologist be from this area or will he be coming from back east? Because if they come from back east they never find anything.</p>	<p>The BLM archeologist, Tim Watkins, is based in Kingman and is from this area.</p>
<p>Engineering - Access</p>	<p>Turn-offs at Boundary Cone Road – will this be linked up with the new proposed bridge to access California?</p>	<p>During the study process, access will be considered. As development occurs there can be other access points available for consideration. Interchanges are preferred to be placed 4 to 6 miles apart to maintain access control. Where those interchanges take place will occur in the next step of the study process. The bridge referenced is also in a study phase so there are alternatives as to its final location as well. The final determination on the bridge will affect how the access will be phased.</p>

Table 3. May 25, 2010, FMIT Tribal meeting questions/comments and responses.

Issue	Question/Comment	Response
<p>Environmental - Review Process</p> <p>Engineering - Traffic</p>	<p>At what point do you have consensus and how is this determined? Also is the traffic model public information?</p>	<p>The environmental review process combines input from the scoping process and feedback from agencies, stakeholders and the public, along with the technical evaluation of environmental resources and issues. The results are compiled and submitted for review and comment in a Draft EIS. An agency and public comment period follows the Draft EIS. Input received during the comment period is addressed and incorporated in the Final EIS; additional evaluations and reviews may result from such feedback. Consensus is reached (1) if the lead agencies approve the Final EIS and issue a Record of Decision (ROD), the decision-making document for an EIS, and (2) if no legal challenges are filed against the decision. Regarding the traffic model, ADOT has produced a separate traffic report that is available for review, along with the models generated the report data. The state has also produced a framework study. Our numbers are lower than those projected by this study, reflecting a conservative approach. Traffic can be anticipated to be at higher numbers and manifest at an earlier timeframe than those we have projected. We are addressing primarily traffic within the lakeside communities.</p>
<p>Engineering - Traffic</p>	<p>When the Hoover Dam opens up will those numbers be reduced? How do you account for non-residents and retirees in these forecasts?</p>	<p>Traffic resulting from the Hoover Dam is anticipated to travel on US 93 and I-40. Seasonal fluctuations have been accounted for in the models based on historic projections, as well as destination and origination studies combined with the population growth. Studies have included counts when the dam was closed. Projections taken in this study for 2040 will overwhelm the existing SR 95 corridor. Available developable land will be utilized and if we do not provide for the increase in traffic there will be increased limitations as to where an accommodating alternative can be placed. At this point we can establish what is needed in advance of this occurrence while options are still available.</p>
<p>Environmental - Review Process</p>	<p>That is how it is going to move forward; we will bring you our concerns. We will have to adapt once again to these projects that continue on which we have done up to this point. We will have more of these meetings, and public meetings. We can look at how far this will go. The answer is already there, it will be about adapting. Talk to your community and place your opinion in numbers, come out.</p>	<p>Thank you very much for your participation.</p>

Table 4. May 25, 2010, Lake Havasu City public meeting questions/comments and responses.

Issue	Question/Comment	Response
Engineering - Access	How will the new highway affect first responders since currently they use California highways?	The first responders will get tied up in future congestion like all other motorists. By building the new alignment, we can account for some of the projected growth in the traffic volumes. Some of the additional traffic on SR 95 will go on the new alignment; some will stay on the current route
Environmental - Wildlife Impacts Engineering - Funding	What is included in the EIS? What plants/animals were addressed? How much did it cost? How many man-hours did it take?	Preliminary studies include habitat assessment. BLM has designated tortoise habitat in their Resource Management Plans. AGFD has identified more extensive tortoise habitat. Habitat does exist outside public lands managed by BLM lands but ADOT is developing alternative alignments in areas where development is likely to occur, thereby minimizing impacts. AGFD is requesting additional tortoise assessments. All environmental considerations will be studied in detail. All documents will be reviewed by cooperating and participating agencies (BIA, BLM, EPA). EPA has already commented extensively on ADOT's engineering work. EISs can take anywhere from 3-7 years. The environmental process for this project began 2.5 years ago and could take 2-3 more years. Environmental assessment is a discovery process. Cultural resources, for example, will trigger surveys and we expect to find a lot of resources and input from the agencies. The discovery process could trigger additional assessment. The Study Team also depends on the public to tell us what resources they want addressed; local residents have knowledge of what's in their "back yard." Regarding cost, ADOT has not reached the half-way point of the process yet, so a dollar figure is not yet available for this project. The cost depends on factors such as complexity, models, impacts, and engineering challenges. It's an expensive process; other EISs have cost \$5 million. A similar 42-mile project on I-10 required \$3 million for an EA (one step below an EIS).
Engineering - Funding	Where will the monetary resources come from to pay the highway patrolmen to cover this new road?	Additional resources will be required. When the new alignment is complete, Arizona Department of Public Services (DPS) will no longer patrol that section. As far as emergency responders the new alignment will add miles, equipment, and people. But a benefit should be that the first responders get where they are going more quickly.
Engineering - Traffic	A lot of traffic will be alleviated from the Needles route.	According to current traffic volumes, traffic will be alleviated along the Needles route. However by the time this is built, the California highway will have higher traffic volumes, too.
Engineering - Traffic	How long to get from Bullhead City to Lake Havasu City?	Approximately 1 hour for 62 miles (42 miles of new alignment + 20 miles into Lake Havasu City) at 65 mph.

Table 4. May 25, 2010, Lake Havasu City public meeting questions/comments and responses.

Issue	Question/Comment	Response
Engineering - Design	Could we have a better description of the topography or what the road will look like?	As we move further into the design process, ADOT can prepare simulations and fly-overs to show what the roadway will look like. This will be part of the visual analysis and will be available once the visual analysis gets underway.
Engineering - Speed Limit	What will the speed limit be?	Posted speed limit for a rural facility is 65 mph. ADOT will design the roadway for 75 mph so they have flexibility in the speed limit should conditions warrant it.
Engineering - Access and Funding Environmental - Wildlife Impacts	Why is the junction with SR 68 so far away from Bullhead City? Why didn't you come closer to Bullhead City and then motorists don't have to drive an extra 10 miles west? There's no development east of the new alignment. Wildlife can't cross the highway and they're at risk in their natural habitat. You're spending about \$100 million too much and building too long a road. No exit to Sterling. Is it really going to benefit Bullhead City?	One of ADOT's goals is to establish the corridor for the long-term future traffic. Access points have been discussed; ADOT is trying to avoid the multiple access points that characterize the current SR 95 and impede regional traffic. The corridor is on the fringe of developable land. To tie into the existing SR 95 closer to Bullhead City would extensively affect businesses and residences. During the Feasibility Study, people told ADOT to stay out of currently developed areas. The new alignment will not significantly reduce traffic in Bullhead City, because existing SR 95 will continue to operate as an arterial road bordered by schools, houses, businesses, etc. Bullhead City will continue to experience urban-style traffic, but the goal of the new alignment is to remove the regional traffic from the local streets. Access points will only be located where existing roads cross the alignment to tie into existing community networks. The new alignment is not intended to create new points of access.

Table 5. May 26, 2010, Golden Shores public meeting questions/comments and responses.

Issue	Question/Comment	Response
Engineering -Funding Environmental -Economic	Who is paying for this? What fiscal impact will it have on Golden Shores? Will this create jobs for the area?	Funds primarily come from the federal government, mostly through gasoline taxes. SR 95 is a regional highway paid for with regional highway funds, mostly from FHWA. No direct taxes on Golden Shores residents or businesses in the form of special roadway taxes would result, but ADOT does expect benefits in the form of better access and improved travel north and south. There is an opportunity for local employment during construction because contractors usually hire locals for construction work. The project could possibly result in more tourism via the new road because Golden Shores will be better connected to I-40 and points north. Better access can mean more development opportunities which may mean positive fiscal impacts for the community.

Table 5. May 26, 2010, Golden Shores public meeting questions/comments and responses.

Issue	Question/Comment	Response
Engineering - Schedule	What is the approximate timeframe for the study and construction?	ADOT must complete the study, including the EIS and NEPA process, which is expected to last another 2-3 years. Design and construction will follow, but not until funding becomes available, which could take several years.
Environmental - Schedule	What is the time frame? Why is this being proposed?	ADOT must complete the study, including the EIS and NEPA process, which is expected to last another 2-3 years. Design and construction will follow, but not until funding becomes available, which could take several years. ADOT needs agreement on where to place the road to build it. Planning early allows ADOT to obtain the land before it is developed.
Environmental - Impacts	What is the environmental impact?	All our studies thus far are preliminary. The environmental analysis is a discovery process; additional field investigation at a much higher level of detail should yield more information on impacts. ADOT anticipates habitat impacts, water quality impacts, and visual impacts. But some impacts will be beneficial. The study team recognizes that local residents are the local experts. Please share your concerns and information about resources with us.
Environmental - Wildlife Impacts and Mitigation	How is wildlife access to the proposed freeway to be controlled?	BLM and AGFD have plans for tortoise fencing to keep tortoises out of the R/W. ADOT works closely with BLM and AGFD to fence wildlife out of areas where we don't want them to cross and to funnel wildlife toward areas where conduits can allow wildlife to cross beneath the roadway. Washes are excellent examples of terrain that provides access beneath the roadway. ADOT also works with the land managers, especially BLM, to preserve human and equestrian access for recreation as appropriate.
Engineering - Drainage	The entire corridor runs across a large drainage corridor and flash floods are regular. How is this being addressed?	ADOT maintains existing drainage patterns to minimize impacts. The roadway is not going to be a dam and change the direction of flows to negatively affect the downstream landowners/users. The basic goal of the roadway is to span and not impede the existing drainages.
Engineering - Access	Is this proposed highway in addition to Vanderslice? Will Vanderslice still be completed to SR 68 or will it be abandoned altogether?	Vanderslice Road is a key component of the local street network for access to local businesses. It doesn't replace ADOT's project for a regional facility. Vanderslice Road will continue to serve local traffic and businesses like SR 95 currently does.
Environmental - Schedule	What is the hold-up to construction?	ADOT expects to select alignments for further study by the end of the summer. Then the environmental studies can begin. ADOT will solicit public feedback and also need to coordinate with state and federal agencies to ensure that the process results in the best decision

Table 5. May 26, 2010, Golden Shores public meeting questions/comments and responses.

Issue	Question/Comment	Response
Engineering - Design/Project Terminus	Is there another alternative terminus north of SR 68?	No. ADOT will tie one regional facility to another; FHWA's logical termini guidance requires SR 68 is the east-west regional facility to which the new north-south SR 95 regional facility can connect. At this time, ADOT's study ends at SR 68. No provisions have been made to extend the new alignment north of SR 68 because US 93 is the regional facility for northbound traffic.
Environmental - Wildlife Impacts and Mitigation	Where are the turtles? California uses this as an excuse to shut down desert access. Will the highway move forward without development?	There is a large concentration of tortoises in the Bullhead Bajada area of critical environmental concern (ACEC) and surrounding areas. Once alignments are selected for detailed study, the biology fieldwork will assess the impacts to desert tortoises. In California, the Mohave Desert tortoise population is listed as Threatened and Endangered. The Sonoran Desert tortoise population in Arizona is undergoing a USFS status review to determine if it should be listed. Because ADOT already mitigates impacts to desert tortoises on a project-by-project basis, it has worked with BLM and AGFD to prevent impacts that would result in the listing of the Sonoran Desert tortoise population. Some of the best tortoise habitat in the study area is located in the Bullhead Bajada ACEC and surrounding area. BLM already lists the Sonoran population as a Special Status Species.
Environmental - Alternatives	Why would Arizona build a road in California?	ADOT asked the California Department Of Transportation and the Nevada Department Of Transportation if they would consider improving their roads and they declined. Part of the EIS process is to consider all reasonable alternatives.
Engineering - Design	Will this be an all-weather road so Golden Shores won't be cut off?	Yes. Dip sections that allow periodic flooding of the roadway will not be used. Major box culverts and bridges will allow drainage to pass below the roadway. US 66 has some crossings that experience periodic flooding, however; this road will not be improved as part of this project. Local partners will be responsible for improving intersecting roadways.
Engineering - Access	Will there be ways to cross the proposed route on foot?	ADOT will work with agency partners and land managers to provide pedestrian access at appropriate points.
Engineering - Alternatives	Is there consideration for making this a toll road?	ADOT will consider several funding scenarios to allow construction to accelerate. However, it does not seem likely for this project to become a toll facility, as toll facilities are funded by the users or private financiers. There would probably not be enough users to justify a toll facility. The most likely scenario is that funding will come from FHWA for a typical regional facility.

Table 5. May 26, 2010, Golden Shores public meeting questions/comments and responses.

Issue	Question/Comment	Response
<p>Engineering - Access</p>	<p>How will you provide access to Golden Shores?</p>	<p>ADOT is fairly certain that Boundary Cone Road and Silver Creek Road will have traffic interchanges. Courtwright Road is a possibility, but the decision still requires coordination with FMIT. The goal is to provide access points 4-6 miles apart. Polaris Road currently provides access to some homes. If Mohave County determines that additional development in the Polaris Road area requires an access point, then it could be a reasonable place for a traffic interchange. If area development doesn't happen as anticipated, then a traffic interchange there would not serve enough people to be reasonable. Polaris Road wouldn't be cut off by the new road, but would continue via an over/underpass.</p>
<p>Engineering - Funding</p>	<p>Do we know how much money our gas tax has raised and are we receiving our fair share? Why don't the states keep the money?</p>	<p>Arizona is a donor state: for every dollar of gas tax (18 cents/gallon) we raise, we get 94 cents back. We don't know how much money has been raised. Congress needs to address current funding methods because it has become apparent that the current method is not bringing enough money back to the states. Some states with lower populations don't have enough people to raise enough money, so other states end up donating. It's a federal tax, not a state tax. After World War II, Eisenhower wanted to develop a federal highway system for traveling across the United States; federal taxes funded the construction of the interstate system. We can only encourage you to let your Federal elected officials know how you feel. ADOT needs more money to maintain existing roads and build new projects.</p>

3.3 Written comments.

Comment forms were distributed to meeting attendees at all the public information meetings and were available to download on the project website. Each comment form asked a series of questions about the project and provided room for general comments. Meeting attendees were encouraged to complete and submit these forms to the study team by July 25, 2010. Written comments received to date are summarized in Table 6 through Table 11. Examples of the comment forms provided at each meeting are included in Appendix B and copies of completed forms can be found in Appendix D.

Table 6. Comment sheet responses – question 1.

How would realignment of State Route 95 affect you or your community? Please describe any impacts, concerns, benefits or opportunities.

Category	Comment	Origination
Engineering - Access	It will bring in further entrance to my land.	Golden Shores
Environmental - Economic Impacts	Yes, greatly economically. Bullhead City will become a ghost town like "Oatman."	Bullhead City
Engineering - Access, Traffic	The current 95 South may actually be pleasant to travel along, giving local businesses slower easier access to their entrances. Let the urgent traffic take the faster proposed route.	Bullhead City
Environmental - Noise Concern Engineering - Design	1. I live in a very quiet place. It's been here since the 1960's. The road will be noisy and within 1/4 mile of my house. I need a sound wall. I live in the B2 corridor. 2. Please do a noise study. 3. I need an on/off ramp on Polaris Road.	Bullhead City
General Support of Project	It would only improve my area.	Bullhead City
Engineering - Design	Do not cross Silver Creek Road.	Bullhead City
Environmental - Noise Concern Engineering - Funding	Alternative B2 comes closest to the private property which we live on. There is no one else living within several miles of us. Therefore, this alternative is NOT the most "reasonable" one unless a sound wall is provided and motorists can't look into the backyard I've had since the 1960s. I don't know of anyone who lives near these routes that wants it. So, let's just adopt the "No-Build" alternative. We don't have the money and won't for years to come.	Bullhead City
Engineering - Speed Limit	I like the idea, but I thought the Bullhead Parkway was to somewhat do the same thing - alleviate congestion but 45/50 mph? Will the next expansion be treated as a freeway/highway? With 60-70 mph speeds?	Bullhead City
Environmental - Recreational Access	As motorized recreationists who spend many hours enjoying the ample opportunities found close to the Hwy 95 realignment project our concerns are many. Not only our club, but a tremendous number of motorized vehicles can be found in the area east of Bullhead City on a daily basis. On weekends, the traffic is twice as heavy. There are many, many old roads, trails and washes providing stunning scenic beauty, and for those vehicles so inclined, challenges. In addition, there are historic routes - wagon roads and ranching and mining roads dating back to the 1800s that need to be considered for historic preservation with continued motorized access. Of specific concern is that there will not be enough vehicular by-passes, drivable culverts or underpasses in order to have continued and through access to our existing roads, trails, washes and ways. We currently have access to the east side of the Black Mountains (Golden Valley) using the Edison Coal Slurry Road; the 69 KV line road; the Fiber Optic line road; and the older wooden pole line - they are all "rights-of-way" therefore continued access is necessary.	Bullhead City
Environmental - Economic	Business/Access Development (Good) I may bring in my machine shop from San Diego.	Golden Shores

Table 7. Comment sheet responses – question 2.

As alternatives are developed and considered, what environmental issues are important to you?

Category	Comment	Origination
Engineering - Traffic Concern	I'm a Bicyclist who rides 66 regularly with nominal traffic. I hope it stays that way.	Golden Shores
Environmental - Wildlife, Noise, Water, Visual Impacts	Flora, fauna, natural resources, noise pollution, aesthetics.	Bullhead City
Environmental - Impacts	None.	Golden Shores
Environmental - Impacts	Yes.	Bullhead City
Engineering - Design	Stay west of river.	Bullhead City
Environmental - Recreational Impacts	Preserving and adding when necessary access to open space; hiking; biking.	Bullhead City
Environmental - Wildlife	1. Sound study also needs to be done for native animals in the area. 2. Many desert tortoises live here. Where will they go? 3. There are burrowing owls here, too. I have seen them at my house.	Bullhead City
Environmental - Noise, Wildlife Impacts	1. Noise, disrupting native coyotes, foxes, hawks, etc. 2. There are many desert tortoises here too. What would happen to them? 3. Traffic VERY close to my residence. 4. Burrowing owls will lose their habitat.	Bullhead City
Environmental - Recreational Impacts Engineering - Design	Off-road Jeep Access/ OHV Access, ramp change - do not do what you did on 68 to Kingman/Vegas (93 interchange); it's going from Bullhead to Vegas via 68 -the turn is almost deadly and too short.	Bullhead City
Environmental - Visual, Air Quality Impacts	Greenbelt and Air Quality.	Bullhead City
Environmental - Recreational, Wildlife Impacts	Since homes and housing tracts have already consumed/destroyed many of the ancient Indian petroglyphs and Indian trails leading toward Secret Pass and demolished much of the desert tortoise habitat, there is nothing much of great environmental concern for us. The big horn sheep tolerate motorized vehicles well, continuing to graze and not even bothering to look at us as we drive by. They are a bit wary when we stop for photo ops. Wilderness Areas have pretty much taken away access for motorized recreation leaving existing routes mostly for hikers, which is fine. However, we don't want to lose any more access due to some "as not yet discovered" endangered species. It is highly unlikely that the realignment will create a great deal of environmental impact.	Bullhead City

Table 8. Comment sheet responses – question 3.

As alternatives are developed and considered, what serious issues or problem areas are you aware of?

Category	Comment	Origination
Environmental - Impacts	Mostly environmental.	Golden Shores
Environmental - Impacts	None.	Golden Shores
Environmental - Economic Engineering - Funding	1. Bullhead City will become a "ghost town." 2. Take away revenues, tax, financial impact retail stores, restaurants and stores and hotels. 3. Take away state funding. 4. Take away state Hwy Patrol, sheriff enforcement and security.	Bullhead City
Environmental - Economic	Land speculation raises property taxes, when nothing has been done yet (five years' worth of meetings).	Bullhead City
Environmental - Economic	These meetings always generate land speculation. People think the state will have to buy their land at premium prices. So a bunch of land gets bought and sold and our property taxes go up. How many more meetings will there be? I might as well buy land to sell to others later. And still, it is just an expanse of sagebrush with no services.	Bullhead City
Environmental - Economic	It's such a massive undertaking at this time the serious issues will come during the right of way clearances are cleared away [sic].	Bullhead City
Engineering - Design	Regarding BLM land - do not cross Silver Creek.	Bullhead City
Environmental - Recreational Access	As stated earlier - loss of access to existing roads, trails, washes and ways are of great concern for the motorized recreation community. Although we are not the largest club in the state, our current active membership is 98 with several more coming on board shortly. Clubs from Lake Havasu City (huge club membership) use the area as well as guest clubs from all over the country and snow birds are a big part of our group during winter months. Complete access is vital for motorized recreation - we can't stress that enough.	Bullhead City

Table 9. Comment sheet responses – question 4.

Of the alternatives presented tonight, which do you prefer and why?

Category	Comment	Origination
General Support, No Preference	Use your normal protocol considering all impacts	Golden Shores
A-2	A-2.	Golden Shores
No-Build	No Build Scenario.	Bullhead City
D	Your "D" preferences seem logical.	Bullhead City

Table 9. Comment sheet responses – question 4.

Of the alternatives presented tonight, which do you prefer and why?

Category	Comment	Origination
General Support, No Preference	I would sell it on time saved in travel/gas. Commercial trucks, etc. Old way vs. new way to and from 68 to 40 both ways.	Bullhead City
Western Alternatives; Needles/Laughlin Highway	Overall the most westerly routes, but not west of the power lines due to the possible highway noise factor for residents. It appears that the effort should be directed toward keeping the realignment easterly, parallel and adjacent to the power line right of way in areas near homes. However, since there was no map present that depicted a detailed and close-up view of the terrain it's impossible to be accurate with our comments. From what we were able to see from the Website's Project Vicinity Map - Zone C, the green line is preferred. At Zone D, switching from the green line to the darker blue line just south of Boundary Cone Road would be our choice. Then stay with the dark blue line through Zone D all the way through Zone E to Hwy 68. Realigning the Needles/Laughlin Highway is the preferred alternative for most of our members.	Bullhead City
No-Build	No-Build: best for current and 10-20 year economic future. AZ 95 was widened years ago so businesses would profit. Now these businesses will dry up once traffic is diverted. Let's get real - the Tri-State area is not a destination resort. People won't stop if they don't have to.	Bullhead City

Table 10. Comment sheet responses – question 5.

Do you have any other comments regarding the proposed project or this public meeting?

Category	Response	Origination
General Support	Thank You.	Golden Shores
General Support	Let's get going.	Golden Shores
General Support	Thank You.	Bullhead City
Engineering - Route Designation	How many SR 95s do we need? From the travelling public's perspective, SR 95 may pose confusion. Perhaps, a state route renumber classification may be helpful. Also, it appears SR 68 is SR 95. Call the dog by its proper name or rename it to eliminate confusion. By the way, that is not a directive, it is a please, or a suggestion.	Bullhead City
Engineering - Truck Bypass Request	Alternative truck bypass thoroughfare with connectors to Bullhead City retail, stores, gasoline stations and hotels	Bullhead City
Engineering - Access	I must have a way to reach my property. If this road is built, it will divide me from access from an existing road. I currently use Polaris Road to get to my house. There must be an exit, as there is no other legal means to get to my house.	Bullhead City
Engineering - Access	We would also need an exit at Polaris Road.	Bullhead City
Engineering - Future Air Traffic	Have you studied the increase of future Airport Traffic along with this development?	Bullhead City

Table 10. Comment sheet responses – question 5.

Do you have any other comments regarding the proposed project or this public meeting?

Category	Response	Origination
Engineering	No-Build (Zone E) No to read road pass Silver Creek "North."	Bullhead City
Request for Detailed Maps	At the next meeting - before a final decision, we suggest you provide USGS 7.5 maps (preferred); a 1:62, 500 scale map or surface management maps showing complete details of the realignment project from I-40 to Hwy 68. This should include any potential plans for future developments surrounding the entire corridor. Perhaps this could be put on your website? Your current website appears to be from 2007 and the maps do not reflect the maps presented at the May meeting (or didn't when last checked). On the maps presented at the meeting, the dots depicting on/off ramps weren't complete enough for our needs - we need more culverts, over/under passes, etc. for continued access to our trails east of, and in some instances, west of the proposed realignment.	Bullhead City

Table 11. Comment sheet responses – question 6.

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

Category	Comment	Origination
General Support	I ride between Topock and Kingman on 66 a lot. I am very familiar with the corridor. If you need any more input - 760.216.7284.	Golden Shores
Engineering - Roadway Maintenance and Funding	The proposed SR 95 will be maintained by ADOT. If the proposed SR 95 is built, who will maintain the existing SR 95 that traverses through Mohave County and Bullhead City? Of the 42 miles of proposed improvements, what is the preliminary cost estimate? What funds will be used? Is the funding available to move this project forward?	Bullhead City
Engineering - Connectors	Make sure you have efforts to plan for coordinated thoroughfares, connectors, arterials and crossways to Bullhead City	Bullhead City
Environmental - Development and Avoidance	If I plan to develop a golf course or shooting range on land that lies within any of these alternatives and I submit paperwork to that effect, will this road realignment then stay as far away from that development as possible? What type of development and what size of development qualifies for this special treatment/consideration? Please let me know, because I'm not asking this flippantly.	Bullhead City
Environmental - Development and Avoidance	"Sterling" no longer exists. The people who owned it are now applying to the county for re-zoning so they can build a huge solar plant there, with a different company name, Needle Mountain Power. They will never build that, either. So run this realignment as close as possible to that chunk of land they own, since that really is a place where no development will ever take place!	Bullhead City
General	Will not help BHC - Wait and see?	Bullhead City
Environmental - Recreational Impacts Engineering - Funding, Design	Since we are all so familiar with the terrain our comments on the areas in question could be of considerable value to you. Overall the presentation was very good with excellent speakers. The Bullhead 4 Wheelers appreciate and thank you for the time and energy you devoted to the project. We look forward to hearing from you on your continued progress - please enter our comments into the record. The Bullhead 4 Wheelers, Inc.	Bullhead City

Table 11. Comment sheet responses – question 6.

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

Category	Comment	Origination
<p>Environmental - Recreational Impacts</p> <p>Engineering - Funding, Design</p>	<p>Ideally, a "ride-along" with members of our club and the project team from Boundary Cone Road north to Hwy 68 closely following the proposed corridor. This would be beneficial for our group in order to make intelligent and knowledgeable comments for your team. We find it difficult to imagine some of the areas you are planning for highway development - difficult terrain, existing mines and mining claims, crumbling cliffs, and, in certain years, horrendous flooding from running washes. We realize your engineers have dealt with more difficult challenges on past projects and are capable of engineering the probable obstacles you'll be facing. Still, many of our members would prefer not to see the realignment through this beautiful area - a very expensive and seemingly unnecessary project, especially when so many state, federal and county highways are in dire need of repair. From where will the state and federal government obtain the money? Should the project proceed, Silver Creek Road will be a major on/off exit ramp, and as mentioned by one of our members at the May meeting, needs to be paved from old Highway 66 to the Bullhead Parkway. This is very important for locals and for the many tourists that visit Oatman and vicinity. As mentioned above, the maps did not include enough detail for accurate comments - this needs to be addressed by the "team" for the benefit of all concerned citizens. Again, please consider a group ride-along with our club members.</p>	<p>Bullhead City</p>

3.4 Phone and e-mail comments.

Comments received via phone and e-mails are included in Appendix E. Most e-mails were general inquiries regarding the study, with two map requests. One commenter was concerned about potential visual and noise impacts and specifically requested that the alignment be placed far from residences. A caller from FMIT voiced concerns regarding potential cultural impacts from the realignment.