

APPENDIX 3 – PUBLIC HEARING COMMENTS AND RESPONSES

Name	No.	Comment	Response
Joe Acosta	1	Opposes Alternative 16 because it cuts his and others' property in half, leaving landowners in the area with limited use of their land.	The proposed design concept has been developed with the goal of minimizing impacts on private land. However, in the area adjacent to your property, a frontage road is needed to provide adequate access to US 93 from properties in that area. The frontage road will be designed to minimize impacts on the area. All affected landowners will be compensated in accordance with Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) policies regarding right-of-way (R/W) acquisition.
	2	The new roadway should be closer to or farther from North Tegner Street so it can be on vacant land, or eliminate the frontage road. ADOT should avoid taking so much R/W in this area.	The frontage road consolidates access onto US 93 from numerous properties. This is necessary to provide adequate access in the area. The frontage road will be located as close to North Tegner Street as feasible. Locating the new road further from North Tegner Street would lengthen the project by nearly ½ mile and result in additional displacements.
	3	The frontage road would impact several businesses, which would be expensive to relocate.	A frontage road is needed to provide adequate access to US 93 from properties in that area. The frontage road will be designed to minimize impacts on businesses to the extent possible. All affected business owners will be compensated and any required business relocations will occur in accordance with ADOT and FHWA policies regarding R/W acquisition.
E. Curtis Arnett	4	Time the signalized intersections to keep traffic moving at 45 miles per hour (mph).	The timing of the signalized intersections will be calculated to keep traffic moving in the most efficient manner possible.
	5	More signals would probably be added in the future at the Bralliar Road connection, and at El Recreo Road and Rincon Road. ADOT should minimize the number of interruptions of the flow of traffic.	A Bralliar Road connector is not included in the selected alternative because this project was developed to serve regional traffic. Additional signalized intersections would delay traffic, thereby decreasing the Level of Service (LOS) provided by the new roadway. The construction of additional signalized intersections would be contingent on ADOT's determination of need resulting from the completion of a signal warrants study.
	6	Does not support the concept presented at the public hearing.	Thank you for your input.

Name	No.	Comment	Response
E. Curtis Arnett (continued)	7	The ultimate bypass should be built.	ADOT is committed to finding a permanent solution to Wickenburg’s traffic congestion. However, due to the current uncertainty regarding the ultimate bypass alignment and funding constraints, it is anticipated that the ultimate bypass would not be constructed for many years. Alternatives for the ultimate bypass are currently being evaluated by ADOT in a Feasibility Study.
Bruce Yenerich	8	Eliminate stop signs and use off ramps at either end of the roadway to maintain free flow of traffic. Submitted design sketch.	No stop signs are included in the selected alternative. It does include signalized intersections at each end of the project for access to and from Wickenburg. Although a ramp configuration, such as the design you submitted, would provide free-flow operations for the turning movements, it would require substantially more R/W and have greater impacts on floodplains, waters of the U.S., and riparian areas than the selected alternative.
	9	The alignment should cross the Hassayampa River just south of Bromm Chevrolet and continue along the west side of the river up to Rincon Road.	The suggested alignment is similar to Alternative 5. This alternative was eliminated from further consideration because it would require more displacements, result in greater impacts to riparian habitat, and be substantially more costly due to the additional length of the roadway than the selected alternative.
Jim Liggett	10	Jacobs has not been forthcoming in details and data about this project that would allow sufficient public evaluation and informed opinion. Requests for data have been denied, e.g., calculations for the hydrology study.	This information is summarized in the Initial Design Concept Report (DCR) and Draft Environmental Assessment (EA). These documents were made available to the public at the Wickenburg Town Hall and Public Library 15 days prior to the public hearing and are still available for review. ADOT also made the complete drainage report available to Mr. Liggett after his request through FHWA.
	11	Discussion of the Interim Improvement Project becoming permanent has been suppressed.	This concern has been addressed at public and Steering Committee meetings. It has been stated repeatedly that ADOT’s ultimate goal is to provide a bypass around Wickenburg and that the Interim Improvement Project is neither intended to nor designed to be the ultimate solution to traffic congestion in Wickenburg.

Name	No.	Comment	Response
Jim Liggett (continued)	12	Public information meetings held in Wickenburg and Morristown have produced different statements about the ultimate bypass (referring to the December 13, 2000, meeting in Morristown in which the No Action Alternative was articulated).	In Morristown, it was explained that several alternatives were being evaluated for the bypass, including the No Action Alternative. This is required for compliance with the National Environmental Policy Act (NEPA) and is true of all ADOT studies.
	13	There has been no representation on the Steering Committee from the neighborhood through which the Interim Improvement Project passes. These residents are probably not aware of the project's impacts on the area.	The Steering Committee's primary purpose has been to serve as a liaison between the community and the ADOT Study Team regarding the ultimate bypass. Residents of the neighborhoods adjoining the Interim Improvement Project have participated in public meetings, and landowners in the area have received notices of public meetings and study newsletters, keeping them apprised of the project throughout the study process.
	14	The air quality assessment in the Draft EA is inadequate and noise has been inadequately treated.	The air quality and noise impact assessments conducted for the study conform to FHWA and ADOT guidelines. The EA summarizes and references these technical reports.
	15	Flood control and water runoff aspects are not treated in the Draft EA and the studies of those items are not made available to the public for evaluation.	These subjects are addressed in EA Chapter IV, Section C – <i>Water Quality</i> . Part 1 describes floodplain analyses and impacts for the project. Parts 2 and 3 describe impacts to water quality and compliance with federal and state regulations regarding runoff. The Draft EA was made available to the public at the Wickenburg Town Hall and Public Library 15 days prior to the public hearing and is still available for review. All ADOT technical studies are available upon request.
	16	The Draft EA's traffic analysis is inadequate and does not address the merging of US 93 from four lanes into two lanes north of Wickenburg.	The traffic analysis performed for this study takes into account the characteristics and capacity of all the segments of US 93 within the study area.
	17	There needs to be an independent assessment of the project; i.e., Jacobs should not be the designer, NEPA compliance consultant, etc.	As the lead agencies for the project, ADOT and FHWA direct, review, and provide guidance to the study and design consultant on all aspects of the project.

Name	No.	Comment	Response
Jim Liggett (continued)	18	The possibility of a two-lane interim alternative has not been considered or analyzed.	A two-lane interim roadway was not considered for the project because analyses showed that two lanes are required in each direction in order to provide the roadway capacity needed to accommodate projected traffic volumes for the next 10 to 15 years. A two-lane roadway could not provide a desirable LOS for future volumes and would not satisfy the project’s purpose and need.
	19	ADOT should prepare an Environmental Impact Statement (EIS) rather than EA for this project because the EA is inadequate and the interim project has a probability of permanency.	The preparation of an EIS is only appropriate when the alternatives analysis identifies potentially “significant” impacts. No “significant” impacts have been identified for this project. The adequacy of the EA was confirmed by its approval by FHWA.
	20	The air quality assessment does not mention the monitoring station for particulate matter that operated in Wickenburg in 1998.	The referenced monitoring station was not used in the air quality assessment because it is not currently operating, and therefore would not provide data applicable to current conditions. In addition, this monitoring station did not record carbon monoxide (CO) data, which is the pollutant evaluated for roadway projects.
	21	The Draft EA (pg. 43) states: “The nearest multi-pollutant monitoring site is located in Glendale, approximately 42 miles southeast of the proposed project area.” This station is in a different situation and should not be applied to Wickenburg.	The referenced site is the closest to the project area with CO monitoring and was used to estimate background CO concentrations. Practically speaking, the Glendale site’s CO concentration levels are likely higher than Wickenburg’s, due to the urban character of the site, and therefore present a worst-case scenario for the air quality modeling in Wickenburg. The CO concentrations identified in the analysis were determined using predicted traffic volumes in the project area and Wickenburg’s meteorological characteristics.
	22	The topography of Wickenburg – a narrow valley with frequent temperature inversions that make it especially susceptible to air pollution – is not analyzed in the Draft EA.	The air quality assessment for this study was performed using the Environmental Protection Agency’s CAL3QHC line source dispersion model, which accounts for regional and local climate and meteorological conditions. Thus, the analysis accurately addresses Wickenburg’s situation.

Name	No.	Comment	Response
Jim Liggett (continued)	23	The mix of traffic, especially since Wickenburg will probably be on a Canamex route, is not considered with respect to air quality.	The air quality assessment model used for this study addresses projected traffic within the project limits, irrespective of the potential impact of the currently undesignated Canamex route. The alternatives for the Canamex route, once identified, will be subject to a separate NEPA process, including air quality impact evaluation.
	24	The air quality impact on the two health institutes in Wickenburg (Remuda Ranch and The Meadows) is not mentioned.	Receptor locations for the air quality assessment were chosen to represent the areas where the highest pollutant levels would be experienced; i.e., sites adjacent to the R/W. Remuda Ranch and The Meadows are not located in the immediate project vicinity, and therefore would not be representative of the worst-case project impacts.
	25	Several articles and a report by Valley Forward have been written on air quality in Wickenburg but are not referenced in the Draft EA or used in the analysis.	The air quality portion of the EA is summarized from the air quality technical report prepared specifically for this project.
	26	The Draft EA's noise assessment does not mention impacts on the Community Center, which frequently holds noise-sensitive events such as indoor concerts.	The Community Center is adjacent to receptor R-1. As indicated in Table 11 of the EA, the predicted exterior noise level for this location is 61 decibels (dBA), which is below the mitigation threshold of 64 dBA for noise-sensitive facilities per ADOT's noise policy. This information has been clarified further in the Final EA.
	27	Noise and pollution in Coffinger Park will considerably degrade its ambiance.	Coffinger Park is represented by receptor R-4 and has a predicted noise level of 58 dBA, a 6-dBA increase from the existing ambient noise level at the nearest monitoring location (M-1). In order to consider noise mitigation for a park, the noise level must increase by 15 dBA or exceed 64 dBA. Neither of these criteria is met in this instance. The air quality analysis shows predicted CO concentrations well below National Ambient Air Quality Standards (NAAQS) at S5, the closest modeled air quality receptor to the park.
	28	The noise effects on the community through which the interim passes is treated too lightly in the Draft EA. The Draft EA considers noise walls but dismisses them as too expensive. There is no provision for noise mitigation.	The noise analysis was conducted in compliance with FHWA and ADOT procedures and included consideration of noise mitigation. The noise barriers were determined not to meet ADOT's noise policy requirements regarding cost per benefited residence. Thus, noise mitigation is not warranted for this project.

Name	No.	Comment	Response
Jim Liggett (continued)	29	Aesthetic, recreation, and community issues are treated too lightly in the Draft EA. The Hassayampa River and its surroundings are a valuable asset for aesthetics, recreation, and open space. There have been proposals in the past such as creating a linear park along the riverbanks. The interim separates the town from its primary asset.	These issues are addressed in EA Chapter IV, Part J – <i>Socioeconomic Impacts</i> . Access to property east of the new roadway along the Hassayampa River will be provided. Because the roadway will be located as far west of the riverbank as feasible, the selected alternative will not preclude the creation of a park along the river; however, no such plan has been identified during the development of this project.
Richard Wertz	30	Does not support the concept presented at the public hearing.	Thank you for your input.
	31	The interim project will delay the ultimate bypass.	The EA adequately describes the need for the Interim Improvement Project and demonstrates its independent utility from the ultimate bypass. Construction of the selected alternative will not eliminate the need for the ultimate bypass. Whether the Interim Improvement Project is constructed or not, the ultimate bypass would not be constructed for many years due to funding constraints and uncertainty regarding the location of the bypass alignment.
	32	Bypass Out Of Town (BOOT) is opposed to the interim alternative proposed at the public hearing. It does not meet the long-term needs of the community. It would not be completed until 2008 and would not be functional by 2015. The monies would better be spent on the ultimate bypass.	The selected alternative is intended to accommodate traffic volumes for the next 10 to 15 years. Construction is programmed for Fiscal Year (FY) 2006. Due to the current uncertainty regarding the ultimate bypass alignment and funding constraints, it is anticipated that the ultimate bypass would not be constructed for many years.
	33	Concerned that the interim will result in the permanent bypass going up the river to a widened US 93 north of Wickenburg, constructed in small increments as demand warrants. All totaled, this would be as expensive as constructing the ultimate bypass.	ADOT is currently studying the widening of US 93 from the intersection with State Route (SR) 89 to the Santa Maria River. Any plans to widen US 93 between the Interim Improvement Project and SR 89 would require a separate evaluation pursuant to the NEPA process. Questions or suggestions about improvements in this area should be directed to the ADOT Prescott District Office.

Name	No.	Comment	Response
Richard Wertz (continued)	34	The NEPA process was not followed. At the public hearing, there was no court reporter present to take statements. Instead, people had to talk into a microphone. This was not acceptable to a lot of people and therefore, they did not make statements opposing the project.	NEPA regulations do not stipulate a requirement for the presence of a court reporter at public hearings. Council on Environmental Quality guidelines on implementing NEPA call for “diligent efforts” to include the public in the decision-making process, which ADOT has maintained throughout this study. At the hearing, people were given the option of voicing their comments into a hand-held tape recorder for transcription, or in writing on the comment forms provided. At the end of the hearing presentation, the hearing moderator specifically described these opportunities for providing comments, thereby fulfilling ADOT’s responsibility for encouraging public input.
	35	There is no mention of the BOOT petition/opposition to the interim project in the Initial DCR.	Chapter V of the EA is the appropriate venue for documenting the public involvement program in detail. The Final EA includes a discussion of the referenced petition.
	36	BOOT urges that the DCR and EA be rejected as inadequate and prepared in violation of NEPA.	FHWA and ADOT have determined that this study has been performed in compliance with NEPA regulations.
	37	The Initial DCR mentions that several things were done per the recommendation of the Steering Committee. However, the Steering Committee did not vote on any issues.	The Initial DCR states that the Steering Committee reviewed alternatives, and that their input was considered during the selection of alternatives to be continued for further study. These discussions are documented in the Steering Committee meeting minutes, which are available on the project website. The purpose of the committee is to facilitate communication and coordination, not to vote on issues.
	38	The 16 alternatives are all variations of an interim project up the river. Alternative 12 was the only viable alternative, and it was dismissed without full evaluation.	The results of the evaluation of Alternative 12 are fully documented in the EA, Chapter III, Part A, Section 1 – <i>Alternatives Considered but Eliminated from Further Study</i> .
	39	The Initial DCR’s air quality section lacks detail. The general statement that Alternative 16 would improve air quality is inadequate.	The DCR is not the appropriate document in which to include detailed environmental analyses. The DCR only includes conclusions from the summary of the air quality analysis in the EA, Chapter IV, Part F – <i>Air Quality Analysis</i> .
	40	All the environmental issues in the Initial DCR and Draft EA are generalized statements with no backup facts or documentation.	The EA references the technical reports upon which the conclusions are based.

Name	No.	Comment	Response
Richard Wertz (continued)	41	ADOT should prepare an EIS due to the project’s impacts on water, air quality, noise, riparian areas, environment, and habitat. There is significant degradation of the human and the natural element caused by the project.	Based on the analysis and mitigation measures, the impacts are not determined to be significant. Therefore, an EA remains the appropriate documentation for this project.
	42	Start the ultimate bypass now with two lanes, like SR 303L and SR 87.	The comment is outside the scope of this analysis. It recommends initiating construction of the ultimate bypass, which is the output of a different analysis. The purpose of the Interim Improvement Project is to accommodate anticipated traffic volumes until the ultimate bypass can be constructed. ADOT is committed to finding a permanent solution to Wickenburg’s traffic congestion. Construction of the selected alternative will not eliminate the need for the ultimate bypass. Whether the Interim Improvement Project is constructed or not, the ultimate bypass would not be constructed for many years due to funding constraints and uncertainty regarding the location of the bypass alignment.
	43	The Town of Wickenburg and Chamber of Commerce will never be happy with the interim as proposed and will continue to ask for modifications. They do not reflect public opinion.	Input from the Town, Chamber of Commerce, and other agencies, as well as the public, has been and will continue to be considered for the duration of the study and during final design.
	44	This project will slow down traffic and cause delays due to the stoplights the Town and Chamber of Commerce wants included in the project area.	The selected alternative includes signalized intersections at each end of the project for access to and from Wickenburg. The construction of additional signalized intersections would be contingent on ADOT’s determination of need resulting from the completion of a signal warrants study.
	45	The ultimate bypass needs to be considered part of the program and included in the timetable or the study is unacceptable.	ADOT is conducting a feasibility study for the ultimate bypass. In the future, a DCR and environmental document will be prepared for the feasible alternatives identified.
	46	Does not support the project, but if it is built, there needs to be a connector to the hospital with a signalized intersection.	The selected alternative will have no impact on the existing hospital access because North Tegner Street will remain in place. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg.
Rome Glover	47	Supports the concept presented at the public hearing.	Thank you for your input.

Name	No.	Comment	Response
Rome Glover (continued)	48	Concerned about adequate noise control.	A noise analysis was conducted for the selected alternative in compliance with FHWA and ADOT procedures. The analysis determined that noise barriers would not meet ADOT’s noise policy requirements regarding cost per benefited residence. Thus, noise mitigation is not warranted for this project.
	49	Suggests ADOT-maintained landscaping.	The selected alternative includes reseeding disturbed areas with species native to the project vicinity, as well as replacing cottonwood and willow trees removed as a result of construction. ADOT maintains any landscaping within its R/W.
Monica Lambert	50	Does not support the concept presented at the public hearing.	Thank you for your input.
	51	The new elevated roadway would be the view from her back yard.	We agree. Views from the east side of the river, such as your property, will continue to have natural areas along the Hassayampa River in the foreground, with the roadway embankment in the middle ground.
	52	Concerned about exhaust fumes in the surrounding neighborhood.	Routing regional traffic to the selected alternative will improve traffic flow and reduce idling time for vehicles at the existing US 60/US 93 intersection, thereby improving air quality in downtown Wickenburg. After construction, air quality will continue to meet national standards in the areas adjacent to the new R/W.
	53	Traffic will still be congested. This is not the solution.	Traffic analyses indicate that the selected alternative will improve traffic operations to LOS B or better for the next 10 to 15 years, as compared to the existing LOS E at the Wickenburg Way/North Tegner Street intersection.
	54	The ultimate bypass is never going to materialize. We have been pacified and deceived.	ADOT is committed to finding a permanent solution to Wickenburg’s traffic congestion. However, due to the current uncertainty regarding the ultimate bypass alignment and funding constraints, it is anticipated that the ultimate bypass would not be constructed for many years. Alternatives for the ultimate bypass are currently being evaluated by ADOT in a Feasibility Study. Construction of the selected alternative will not eliminate the need for the ultimate bypass.

Name	No.	Comment	Response
No Name Given	55	Does not support the entire concept presented at the public hearing.	Thank you for your input.
	56	Having two stop signs and left turns will not allow traffic to flow smoothly and will cause accidents, pollution, and backups.	The selected alternative does not contain stop signs, but does include two signalized intersections. The timing of the signalized intersections will be calculated to keep traffic moving in an efficient and safe manner. In addition, a free-flow right-turn lane will be provided for northbound US 93 traffic at the intersection of the interim roadway with Wickenburg Way and two left-turn lanes will be provided to accommodate turning vehicles. The intersection of North Tegner Street with the selected alternative will include dedicated turn lanes for vehicles exiting and entering the new roadway. These measures will reduce the potential for accidents, congestion, and pollution.
	57	Provide five lanes/turning lane on US 60 from downtown to the ADOT lot.	The suggested improvements are outside the scope of this project. Any questions or suggestions about this area should be directed to the ADOT Prescott District Office.
	58	Provide five lanes/turning lane from Rincon Road to SR 89 intersection.	The suggested improvements are outside the scope of this project. Any plans to widen US 93 between the Interim Improvement Project and SR 89 would require a separate evaluation pursuant to the NEPA process. Questions or suggestions about this area should be directed to the ADOT Prescott District Office.
	59	Try working out a design with no left turns or stop signs; i.e., a freeway. This would be a permanent solution and would avoid the need for and cost of the bypass south of town.	No stop signs are included in the selected alternative. It does include signalized intersections at each end of the project for access to and from Wickenburg. Although a freeway would provide free-flow operations for turning movements, it would have far greater environmental impacts than the selected alternative because it would require more new R/W for the mainline and exit/entrance ramps. Traffic projections indicate that both the Interim Improvement Project and the ultimate bypass are necessary to serve future traffic volumes.
No Name Given	60	Supports the concept presented at the public hearing.	Thank you for your input.

Name	No.	Comment	Response
No Name Given (continued)	61	Provide Bralliar Road connection to US 93.	A Bralliar Road connector is not included in the selected alternative because this project was developed to serve regional traffic. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg.
	62	The project cannot be completed too soon. It should be in place now.	Contingent upon FHWA's approval of the EA and completion of final design, ADOT anticipates that construction will occur in FY 2006.
John Main	63	Supports the concept presented at the public hearing.	Thank you for your input.
	64	Suggests two-way traffic lane separation.	The selected alternative includes a continuous center turn lane, which will separate the opposing directions of traffic.
	65	The left-turn lanes at the intersections are going to be a source of collisions.	The signalized intersections will be designed to keep traffic moving in an efficient and safe manner. Dedicated lanes will be provided to accommodate vehicles making left turns.
	66	Please do not forget about the ultimate bypass.	ADOT is committed to finding a permanent solution to Wickenburg's traffic congestion. However, due to the current uncertainty regarding the ultimate bypass alignment and funding constraints, it is anticipated that the ultimate bypass would not be constructed for many years. Alternatives for the ultimate bypass are currently being evaluated by ADOT in a Feasibility Study.
Doris Surian	67	Supports the concept presented at the public hearing.	Thank you for your input.
	68	We are told there will be a loss of revenue to our business (Los Viajeros Inn) and town.	Businesses along the existing route will experience some reduction in drive-by traffic due to the diversion of through-traffic onto the new roadway. However, this effect will be minimal because Wickenburg is, and will continue to be, a destination stop on US 93. Appropriate business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg businesses.
	69	We hope there will be no property tax increase.	Property tax is determined by county and local jurisdictions, not ADOT.
Luca Vardanega	70	Supports the concept presented at the public hearing.	Thank you for your input.
Jim Girard	71	Supports the concept presented at the public hearing.	Thank you for your input.

Name	No.	Comment	Response
John Burden	72	Prefers for the money to be spent on the ultimate bypass, but since that is not going to happen, supports the Interim Improvement project.	Thank you for your input.
	73	Where the interim merges down to two lanes near Rincon Road will be a problem with increased traffic. ADOT should widen US 93 to four lanes from the Santa Maria River all the way to where the interim project ends.	ADOT is currently studying the widening of US 93 from the intersection with SR 89 to the Santa Maria River. Any plans to widen US 93 between the Interim Improvement Project and SR 89 would require a separate evaluation pursuant to the NEPA process. Questions or suggestions about improvements in this area should be directed to the ADOT Prescott District Office.
Paul Horn	74	Supports the concept presented at the public hearing.	Thank you for your input.
	75	Roadway must be above the 100-year storm event per Federal Emergency Management Agency (FEMA) elevations.	FEMA does not require the roadway to be above the 100-year storm event, but does stipulate limitations on the effect of new construction on the water surface elevation. The selected alternative will be constructed within FEMA criteria.
	76	The Hassayampa River and major washes must be channelized with stabilized banks.	Riprap or other appropriate materials will be used to protect the roadway fill. Channelizing the Hassayampa River is outside the scope of this project.
	77	The Water Quality Assurance Revolving Fund (WQARF) soils should be stabilized and buried in the bypass fills.	The Arizona Department of Environmental Quality's (ADEQ) mitigation plan for this site involves removing, stockpiling, and encapsulating the contaminated soil. Approximately 15 feet of the western embankment slope for the new roadway embankment will be constructed above the eastern edge of the encapsulated material.
	78	All disturbed areas, fill slopes, etc., must be revegetated with cottonwood trees.	The selected alternative includes reseeding disturbed areas with species native to the project vicinity, as well as replacing cottonwood and willow trees removed as a result of construction.
Edna Girard	79	Supports the concept presented at the public hearing.	Thank you for your input.
Earl Temerowski	80	Supports the concept presented at the public hearing.	Thank you for your input.

Name	No.	Comment	Response
Earl Temerowski (continued)	81	Split the bridge to eliminate the signal light.	Constructing two bridges, which was evaluated with Alternative 13, would require an additional signalized intersection rather than eliminating one. This alternative was eliminated because it would require three signalized intersections at the southern terminus, which would impede the free flow of traffic. In addition, it would substantially increase construction costs and have greater environmental impacts than the selected alternative, as described in the EA, Chapter III, Part A, Section 3 – <i>Alternatives Considered for Further Study</i> .
	82	Build the Interim Improvement Project as soon as possible.	Contingent upon FHWA’s approval of the EA and completion of final design, ADOT anticipates that construction will occur in FY 2006.
Jim Corbet	83	Supports the concept presented at the public hearing.	Thank you for your input.
	84	The decision has been delayed too long. Adopt the recommended route soon.	Contingent upon FHWA’s approval of the EA and completion of final design, ADOT anticipates that construction will occur in FY 2006.
Steve Roberts	85	Supports the concept presented at the public hearing.	Thank you for your input.
	86	Continue the frontage road to the planned traffic signal at Rincon Road.	The suggested improvements are outside the scope of this project. Questions or suggestions about improvements in this area should be directed to the ADOT Prescott District Office.
	87	Build the project as soon as possible.	Contingent upon FHWA’s approval of the EA and completion of final design, ADOT anticipates that construction will occur in FY 2006.
Michael Chilingerian	88	Does not support the concept presented at the public hearing.	Thank you for your input.
	89	Concerned about pollution.	Routing regional traffic to the selected alternative will improve traffic flow and reduce idling time for vehicles at the existing US 60/US 93 intersection, thereby improving air quality in downtown Wickenburg. After construction, air quality will continue to meet national standards in the areas adjacent to the new R/W.

Name	No.	Comment	Response
Michael Chilingirian (continued)	90	Concerned that no real bypass will be put in.	ADOT is committed to finding a permanent solution to Wickenburg’s traffic congestion. However, due to the current uncertainty regarding the ultimate bypass alignment and funding constraints, it is anticipated that the ultimate bypass would not be constructed for many years. Alternatives for the ultimate bypass are currently being evaluated by ADOT in a Feasibility Study. Construction of the selected alternative will not eliminate the need for the ultimate bypass.
	91	Concerned about ruining the quality of life.	The selected alternative will help preserve the quality of life in Wickenburg by removing regional through-traffic from the existing US 60/US 93 intersection. This will result in improved air quality, decreased traffic noise, and reduced pedestrian/vehicle conflicts in the downtown area.
	92	Do not build the interim project.	Thank you for your input.
	93	It is a shame we have had three years of meetings.	The public involvement program for this project complies with ADOT/FHWA procedures and NEPA requirements and has been vital in shaping the selected alternative.
	94	I have never seen a resident support this plan.	A summary of public support and opposition throughout the study is included in the EA, Chapter V – <i>Public Involvement/Coordination</i> .
Sandra Schlegel	95	Does not support the concept presented at the public hearing.	Thank you for your input.
	96	The project does not take the noise and pollution out of the downtown area. This was a major concern for businesses.	The selected alternative will remove regional through-traffic from the existing US 60/US 93 intersection. This will result in improved air quality and decreased traffic noise in the downtown area.
	97	It is a shame to have wasted so much money on this project when it could have been used to build the ultimate bypass.	ADOT is committed to finding a permanent solution to Wickenburg’s traffic congestion. However, due to the current uncertainty regarding the ultimate bypass alignment and funding constraints, it is anticipated that the ultimate bypass would not be constructed for many years. Alternatives for the ultimate bypass are currently being evaluated by ADOT in a Feasibility Study.

Name	No.	Comment	Response
Steven L. Spangle, U.S. Fish and Wildlife Service (USFWS)	98	The current USFWS species list can be obtained on their web site.	The current species list is included in the EA, Chapter IV, Section D – <i>Biological Resources</i> .
	99	USFWS recommends protecting riparian habitat. Riparian areas are critical to biological community diversity and provide corridors important to migratory species.	The selected alternative will result in impacts to 4.0 acres of riparian habitat. These impacts are unavoidable due to the proximity of the existing bridges to the riparian vegetation. Mitigation for these impacts will include replacing cottonwood and willow trees removed as a result of construction.
	100	If the project will result in the deposition of dredged or fill materials into waterways, we recommend you contact the U.S. Army Corps of Engineers (COE), which regulates Section 404 activities.	The COE has approved the jurisdictional delineation for the project area and is aware of the project. During final design, ADOT will verify the extent of impacts to waters of the U.S. and acquire the appropriate Section 404 permits. Please refer to the July 29, 2002, COE letter in Appendix 1.
	101	The State of Arizona protects some plant and animal species not protected by federal law. We recommend contacting the Arizona Game and Fish Department (AGFD) and Arizona Department of Agriculture for state-listed or sensitive species in your project area.	AGFD has provided a list of species of concern for the project area. Because construction will result in impacts to protected native plants, the Arizona Department of Agriculture will be notified at least 60 days prior to the start of construction to afford commercial salvagers the opportunity to remove and salvage these plants.
Pete Peterson	102	Does not support the concept presented at the public hearing.	Thank you for your input.
	103	The project does not improve the two most dangerous segments of highway – the divided highway west of the bridge, and from the Arizona Public Service substation north through Rincon Road.	Improvements to these areas are outside the scope of this project. Questions or suggestions about improvements in this area should be directed to the ADOT Prescott District Office.
	104	The project requires construction of extra bridges and destruction of river habitat while encouraging extra traffic. It will be an environmental and aesthetic disaster.	The selected alternative provides the minimum number of bridges necessary for construction of this project. New bridges will be constructed across Sols Wash and the Hassayampa River. The existing parallel bridges across the river must be removed, as they are functionally obsolete and impede the flow of floodwaters. The selected alternative will result in impacts to 4.0 acres of riparian habitat. These impacts are unavoidable due to the proximity of the existing bridges to the riparian vegetation. Mitigation for these impacts will include replacing cottonwood and willow trees removed as a result of construction.

Name	No.	Comment	Response
Pete Peterson (continued)	105	Yarnell hill has “elephant” curve. Wickenburg will now have “White Elephant” curve.	Thank you for your input.
	106	The Canamex highway should be completed by the federal government conceivably before the interim can be completed, making it null and void, as trucks will be routed there. The study was based on Canamex not being constructed for 15 years. It could be started next year. The study was faulty.	A final decision regarding the location of the Canamex route from I-10 to US 93 will not be made until a NEPA analysis is conducted and documented. Construction of a possible Canamex route would be performed by ADOT and would not be an independent federal government project. Thus, the Interim Improvement Project, a distinct project with independent utility, will be advanced to design and construction.
	107	The comment was made at the public hearing that 80 percent of the people were in favor of Alternative 16 from the information gathered at a public meeting. That statement might be correct, but if you were to take the pulse of the community, it would be more likely to be 80 percent against the interim project. The sentiment in the community is that the Interim Improvement Project is unnecessary.	A summary of public support and opposition throughout the study is included in the EA, Chapter V – <i>Public Involvement/Coordination</i> .
Jan Martin	108	Does not support the concept presented at the public hearing.	Thank you for your input.
Jeanne Tirpak	109	Does not support the concept presented at the public hearing.	Thank you for your input.
	110	The project is too close to town. Concerned about air, noise, pollution, and safety.	Routing regional traffic to the selected alternative will improve traffic flow and reduce idling time for vehicles at the existing US 60/US 93 intersection, thereby improving air quality, decreasing traffic noise, and reducing pedestrian/vehicle conflicts in the downtown area.
	111	Concerned about protection of habitat.	The selected alternative will result in impacts to 4.0 acres of riparian habitat. These impacts are unavoidable due to the proximity of the existing bridges to the riparian vegetation. Mitigation for these impacts will include replacing cottonwood and willow trees removed as a result of construction.
	112	It was said that this project would be financed through federal funds, but the federal government has been bankrupt since 1933.	Thank you for your input.
Daniel Hess	113	Does not support the concept presented at the public hearing.	Thank you for your input.

Name	No.	Comment	Response
Daniel Hess (continued)	114	The Interim Improvement Project will destroy Wickenburg as we know it.	Businesses along the existing route will experience some reduction in drive-by traffic due to the diversion of through-traffic onto the new roadway. However, this effect will be minimal because Wickenburg is, and will continue to be, a destination stop on US 93. Appropriate business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg businesses. The selected alternative will help preserve the quality of life in Wickenburg by removing regional through-traffic from the existing US 60/US 93 intersection. This will result in improved air quality, decreased traffic noise, and reduced pedestrian/vehicle conflicts in the downtown area.
	115	Build the ultimate bypass.	ADOT is committed to finding a permanent solution to Wickenburg’s traffic congestion. However, due to the current uncertainty regarding the ultimate bypass alignment and funding constraints, it is anticipated that the ultimate bypass would not be constructed for many years. Alternatives for the ultimate bypass are currently being evaluated by ADOT in a Feasibility Study.
Gorden D. Schlegl	116	Does not support the concept presented at the public hearing.	Thank you for your input.
	117	Build the ultimate bypass.	ADOT is committed to finding a permanent solution to Wickenburg’s traffic congestion. However, due to the current uncertainty regarding the ultimate bypass alignment and funding constraints, it is anticipated that the ultimate bypass would not be constructed for many years. Alternatives for the ultimate bypass are currently being evaluated by ADOT in a Feasibility Study.
Myron Deibel	118	Does not support the concept presented at the public hearing.	Thank you for your input.
	119	The Interim Improvement Project needs to provide access to the hospital.	The selected alternative will have no impact on the existing hospital access because North Tegner Street will remain in place. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg.

Name	No.	Comment	Response
Myron Deibel (continued)	120	The proposed project bypasses highway-oriented businesses on North Tegner Street.	Businesses along the existing route will experience some reduction in drive-by traffic due to the diversion of through-traffic onto the new roadway. Appropriate business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg businesses.
	121	The proposed project impacts the Vulture Mill site.	ADEQ's mitigation plan for this site involves removing, stockpiling, and encapsulating the contaminated soil associated with the Vulture Mill WQARF site. Approximately 15 feet of the western embankment slope for the new roadway embankment will be constructed above the eastern edge of the encapsulated material. All necessary measures will be taken to ensure that no contaminated material is excavated and that the encapsulation of the contaminated materials is not compromised by construction of the selected alternative.
	122	Alternative 16 is much more expensive than other alternatives. Alternatives 7, 14, and 15 are more acceptable and less expensive.	ADOT has determined that the higher construction cost of Alternative 16 is offset by its benefits, as described in the EA, Chapter III, Section B – <i>Selected Alternative</i> .
Dana Burden	123	Does not support the concept presented at the public hearing.	Thank you for your input.
	124	The interim project delays the needed ultimate bypass.	The ultimate bypass would not be constructed for many years due to funding constraints and uncertainty regarding the location of the bypass alignment. Construction of the selected alternative will not eliminate the need for the ultimate bypass.
P. Glinski	125	Does not support the concept presented at the public hearing.	Thank you for your input.
	126	We do not need the Interim Improvement Project, only two more lights. Your facts are wrong on the traffic.	Adding two more traffic signals would not address the problem of inadequate capacity in the project area. The EA describes the need for the Interim Improvement Project and summarizes the traffic analysis in Chapter II – <i>Project Purpose and Need</i> .
	127	No record was a trick too in my opinion.	The comment does not provide enough information to offer an appropriate response.

Name	No.	Comment	Response
P. Glinski (continued)	128	You scammed us. You said no to interim, now you are shoving it down our throats.	The public involvement program for this project has provided many opportunities for comment and input. The need for an interim improvement was identified early in the public involvement program. Alternative 16 was developed, evaluated, and identified as the selected alternative based upon consideration of the public input gathered throughout the study process.
Ted Wilson	129	Does not support the concept presented at the public hearing.	Thank you for your input.
	130	The proposed project will choke the Town with noise and air pollution.	Routing regional traffic to the selected alternative will improve traffic flow and reduce idling time for vehicles at the existing US 60/US 93 intersection, thereby improving air quality and decreasing traffic noise in downtown Wickenburg.
	131	The interim improvement will be over-utilized before the ultimate bypass can be built.	It is anticipated that construction of the selected alternative will be completed in FY 2006. The facility will be designed to handle the projected traffic volumes for 10 to 15 years. By that time, funding may become available to advance the ultimate bypass.
Jean Wilson	132	Does not support the concept presented at the public hearing.	Thank you for your input.
	133	By the time the roadway is completed, traffic will have increased to the extent the Interim Improvement Project will not be adequate.	It is anticipated that construction of the selected alternative will be completed in FY 2006. The facility will be designed to handle the projected traffic volumes for 10 to 15 years.
J.J. Fletcher	134	The Interim Improvement Project must include easy ingress/egress to the hospital for emergency vehicles from any direction and signage for the general public.	The selected alternative will have no impact on the existing hospital access because North Tegner Street will remain in place. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg. Appropriate signage will be installed along US 60 and US 93 to inform motorists of the location of the hospital.
Lon McDermott, Mayor	135	The Town of Wickenburg supports Alternative 16.	Thank you for your input.
	136	The Town has an interest in being involved with the project's final design to provide the best solution for citizens and businesses.	ADOT will coordinate with the Town of Wickenburg during final design in developing appropriate business signage and designing the new Hassayampa River bridge as a "gateway" to Wickenburg allowing direct traffic flow to Wickenburg Way.

Name	No.	Comment	Response
Lon McDermott (continued)	137	The Town has a continuing interest in the ultimate bypass and the Canamex route.	ADOT will ensure that the Town continues to be closely involved with the ultimate bypass study. The development of the Canamex route is under the jurisdiction of FHWA, Maricopa Association of Governments, and ADOT, but is not directly tied to the ultimate bypass study.
	138	The entire alignment from Sols Wash to the WQARF site should be gradually moved to the east, by approximately 50 feet just north of Sols Wash to 200 or more feet where it passes through the Del Rio Ranch property, and 100 feet just east of the WQARF site, then return to the approximate alignment of Alternative 16. This would move the alignment further away from residential areas and reduce impacts on the Community Center.	Moving the alignment east, as suggested, would reduce impacts on residential areas and the Community Center, but would substantially increase the project’s impacts on floodplains, waters of the U.S., and riparian habitat.
	139	The elevation of the roadway should be constructed to withstand a 100-year flood event with “topping over.”	FEMA does not require the roadway to be above the 100-year storm event, but does stipulate limitations on the effect of new construction on the water surface elevation. The selected alternative will be constructed within FEMA criteria.
	140	A connector road from the new alignment to Bralliar Road should be included for long-range use by the Town to implement its circulation plan and provide a direct route for emergency access to the hospital.	The selected alternative will have no impact on the existing hospital access because North Tegner Street will remain. A Bralliar Road connector is not included in the selected alternative because this project was developed to serve regional traffic. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg.
	141	The existing portion of US 93 between US 60 and the new intersection with the interim route at its north end should be designated and signed as a business loop.	ADOT has determined that a business loop designation is not appropriate for the existing roadway. However, business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg.
	142	At the south end of the project, two bridges are preferable with US 60 traffic being handled on the southernmost structure and US 93 on the northern structure.	Constructing two bridges, as evaluated with Alternative 13, would require three signalized intersections at the southern terminus, which would impede the free flow of traffic. In addition, it would substantially increase construction costs and have greater environmental impacts than the selected alternative.

Name	No.	Comment	Response
Lon McDermott (continued)	143	It is important to the downtown area that the existing parking places on Wickenburg Way between Kerkes and Tegner Streets be retained.	The connection of Wickenburg Way to the selected alternative will necessitate the removal of a few parking spaces on the north side of Wickenburg Way immediately west of Kerkes Street. The rest of the parking spaces will be retained.
	144	The project should include parks/open space/recreational and parking areas near the bridges and the Community Center.	The Town of Wickenburg could potentially use the proposed drainage area along the west side of the roadway embankment as a greenbelt extension of Coffinger Park. Parking areas could also be planned as a Town project associated with the design features associated with the proposed downtown Wickenburg gateway.
	145	The drainage area between Sols Wash and northerly to the St. Clair (Deibel/Ringwood) property should be landscaped with native growth and, to the extent possible, grass areas.	The selected alternative includes reseeding disturbed areas with species native to the project vicinity, as well as replacing cottonwood and willow trees removed as a result of construction.
Myron Deibel and Royce Kardinal, Wickenburg Chamber of Commerce	146	The Chamber of Commerce supports Alternative 16.	Thank you for your input.
	147	US 93, from its conjunction with US 60 at North Tegner Street and Wickenburg Way, and to its junction with the interim alignment north on US 93, should be designated as an Historic US 93 alternate business loop.	ADOT has determined that a historic/business loop designation is not appropriate for the existing roadway. However, business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg.
	148	A crossroad from the new alignment to US 93 at Bralliar Road must be addressed in the final plans. Emergency vehicles, law, fire, and ambulance access to and from east Wickenburg and the hospital and adjacent neighborhoods is considered vital to a responsible traffic circulation plan within the town. Such a crossroad would also improve traffic circulation from west Wickenburg to east Wickenburg and to the interim route.	A Bralliar Road connector is not included in the selected alternative because this project was developed to serve regional traffic. The selected alternative will have no impact on the existing hospital access because North Tegner Street will remain in place. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg.
	149	It is hoped that the Bralliar Road connector will be completed in time to coincide with the completion of the Interim project, thus providing an east-west and north-south traffic loop.	A Bralliar Road connector is not included in the selected alternative because this project was developed to serve regional traffic. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg.

Name	No.	Comment	Response
Myron Deibel and Royce Kardinal (continued)	150	The Chamber of Commerce would like to contribute design improvements throughout the design process, including pedestrian and equestrian passages, landscaping and vegetation along the route, and placement of critical business signage.	ADOT will coordinate with the Town of Wickenburg throughout the final design process. The Sols Wash bridge will provide pedestrian and equestrian access to the Hassayampa River. Additional passages are not planned for the selected alternative, as they would increase the potential for flooding on properties west of the new roadway. The selected alternative includes reseeding disturbed areas with species native to the project vicinity, as well as replacing cottonwood and willow trees removed as a result of construction. Appropriate business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg businesses.
Julia Macias Brooks	151	Supports Alternative 16 with modifications listed below.	Thank you for your input.
	152	US 93, from its junction with US 60 at North Tegner Street and Wickenburg Way, and to its junction with the interim alignment north on US 93, should be designated as an Historic US 93 alternate business loop.	ADOT has determined that a historic/business loop designation is not appropriate for the existing roadway. However, business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg.
	153	Road designers and engineers emphasize increased traffic speed at the expense of everything else, including the qualities that make a place visually appealing and pleasant to discover.	The new roadway will have a posted speed limit of 45 mph. Appropriate business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg businesses.
	154	A crossroad from the interim alignment to US 93 at Bralliar Road must be addressed in final plans. Emergency vehicles, law, fire, and ambulance access to and from east Wickenburg and the hospital and adjacent neighborhoods are vital to a responsible traffic circulation plan within the town.	The selected alternative will have no impact on the existing hospital access because North Tegner Street will remain in place. A Bralliar Road connector is not included in the selected alternative because this project was developed to serve regional traffic. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg.

Name	No.	Comment	Response
Julia Macias Brooks (continued)	155	The safe and efficient movement of goods and people should not come at the expense of community livability and quality of life. The side effects of road building on the character and values of a town should be accounted for before the transportation project should be final.	The selected alternative will help preserve the quality of life in Wickenburg by removing regional through-traffic from the existing US 60/US 93 intersection. This will result in improved air quality, decreased traffic noise, and reduced pedestrian/vehicle conflicts in the downtown area. The impacts of the selected alternative are assessed in the EA, Chapter IV – <i>Affected Environment and Environmental Impacts</i> .
	156	Wickenburg has depended on highway tourism traffic since 1863. We expect that design concepts vital to the Town’s economy will be taken into consideration.	Businesses along the existing route will experience some reduction in drive-by traffic due to the diversion of through-traffic onto the new roadway. However, this effect will be minimal because Wickenburg is, and will continue to be, a destination stop on US 93. Appropriate business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg businesses.
	157	Pedestrian and equestrian passages and critical placement of business signage are needed.	Appropriate business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg businesses. The Sols Wash bridge will provide pedestrian and equestrian access to the Hassayampa River. Additional passages are not planned for the selected alternative, as they would increase the potential for flooding on properties west of the new roadway.
Mario Maglio	158	Supports Alternative 16.	Thank you for your input.

Name	No.	Comment	Response
Mario Maglio (continued)	159	Concerned about spawning sprawl that would lure business away from downtown area. Transportation changes can have a great impact on economic vitality.	Businesses along the existing route will experience some reduction in drive-by traffic due to the diversion of through-traffic onto the new roadway. However, this effect will be minimal because Wickenburg is, and will continue to be, a destination stop on US 93. Appropriate business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg businesses. The land on the east side of the selected alternative is located within the Hassayampa River floodplain and is therefore precluded from development by agency regulations. Thus, the selected alternative will not encourage development beyond what is already approved by the Town of Wickenburg.
	160	Designate US 93 from its conjunction with US 60 at Tegner Street and Wickenburg Way, and to its junction with the interim route north on US 93, as an Historical US 93 business loop.	ADOT has determined that a historic/business loop designation is not appropriate for the existing roadway. However, business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg.
	161	A crossroad to Bralliar Road must be considered. This would provide an east-west, north-south traffic loop that would improve circulation from west Wickenburg to east Wickenburg and to the interim route.	A Bralliar Road connector is not included in the selected alternative because this project was developed to serve regional traffic. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg.
Ralph Marx	162	The majority of residents prefer that the ultimate bypass be started as soon as possible.	ADOT is committed to finding a permanent solution to Wickenburg’s traffic congestion. However, due to the current uncertainty regarding the ultimate bypass alignment and funding constraints, it is anticipated that the ultimate bypass would not be constructed for many years. Alternatives for the ultimate bypass are currently being evaluated by ADOT in a Feasibility Study.
	163	A temporary bypass in the downtown area would do little to alleviate the current traffic problem.	Regional US 93 traffic now using North Tegner Street will be routed to the new roadway, alleviating the current traffic congestion in downtown Wickenburg.

Name	No.	Comment	Response
William Knowles, AGFD	164	The description of the preferred alternative in the Draft EA (pg. 31) does not include basic information on width of road, length of road in floodplain, road embankment build up, locations of embankment build up, embankment protection and number and type of support structures for the bridges. Although some of this information is located in other sections of the Draft EA, this lack of information makes it difficult to analyze the potential impacts to wildlife and their habitats from this project. This information is especially important for analyzing potential changes in flood flows and impacts to upstream and downstream habitats.	Floodplain impacts are articulated in the EA, Chapter IV, Section C, Part 1 – <i>Floodplain</i> . The number and type of support structures for the bridges will be determined during final design. The remaining information has been incorporated into the Final EA, Chapter III, Section C – <i>Design Features</i> .
	165	Pg. 47 (Figure 26) of the Draft EA shows noise barriers, but the matrix (Appendix D, pg. 5) indicates that no barriers are necessary for the preferred alternative.	Noise barriers, shown on Figure 26, were evaluated in the noise impact assessment. However, the barriers were determined not to meet ADOT’s NAC regarding cost per benefited residence. Therefore, the selected alternative will not include noise mitigation.
	166	Pg. 36 of the Draft EA states the road will be in the floodplain and the 100-year flood will overtop the road, but the matrix (Appendix D, pg. 4) states that the road profile will be above flood flows.	The statement in Appendix D is referring to the 50-year storm event. The matrix has been amended to clarify this detail.
	167	Pg. 37 of the Draft EA states that it will be necessary to fill a wash, but the matrix (Appendix D, pg. 3) states that existing drainage patterns will not be altered.	Appendix D, pg. 3, states, “the existing drainage basins and drainage patterns would not be negatively affected.” The referenced wash is conveyed under North Tegner Street in a culvert. This culvert will be extended under the roadway embankment, which will not result in a substantial change or negative effect to the existing drainage basin or pattern.
	168	On pg. 37 of the Draft EA, it states that a 404 permit may be required to fill a wash that crosses US 93 at MP 197.8. A field visit by AGFD personnel did not locate the wash; however, one was located at MP 198.2. Filling this wash could result in significant changes to water flow in the area.	The referenced wash passes under US 93 in a culvert near MP 197.8 and has been determined by the COE not to constitute jurisdictional waters of the U.S. No fill will be placed in the wash at MP 198.2, as this area is outside the project limits.

Name	No.	Comment	Response
William Knowles (continued)	169	COE permits will be required for the new bridges across the Hassayampa River and Sols Wash. Impacts to the river, wash, and supported habitats will be analyzed, and appropriate mitigation will be determined during the permitting process. For that reason, AGFD believes it is inappropriate to finalize the EA until the 404 permits are obtained.	The COE has approved the jurisdictional delineation for the project area and is aware of the project. During final design, ADOT will verify the extent of impacts to waters of the U.S. and acquire the appropriate Section 404 permits. Please refer to the July 29, 2002, COE letter in Appendix 1.
	170	In recent years, there have been vehicle accidents involving mule deer, javelina, and other wildlife on US 93 in the vicinity of the project. The 100-year floodplain of the Hassayampa River is an important corridor for wildlife. For this reason, AGFD anticipates an increase in accidents involving wildlife. This creates a public safety issue and will cause impacts to wildlife. AGFD recommends analyzing available options to minimize wildlife/vehicle accidents.	The selected alternative will have no effect on wildlife movement along the Hassayampa River corridor, as the new bridge is anticipated to have fewer piers in the river than the current crossing. The roadway embankment will be placed at the edge of the 100-year floodplain in an urban setting where the vehicle/wildlife conflicts will be minimal.
	171	The Hassayampa River and floodplain is an important travel corridor for birds, including raptors and migratory birds. The proposed route traverses an area with vegetation attractive to birds. Recent research shows that high-speed roads can result in significant mortality to birds. We recommend that all mitigation, including that for removing cottonwoods, willow, and mesquite, be placed offsite to minimize the project site's attractiveness to birds.	Cottonwood and willow trees removed as a result of construction of the project will be replaced after construction is completed. The details of the tree replacement will be determined during final design.

Name	No.	Comment	Response
William Knowles (continued)	172	Table 4 (pg. 36) of the Draft EA needs clarification. The table shows that the water surface elevation for a 50-year flood is lower for the proposed bridge than for the existing bridge. The stated reason is because current bridge’s low chord impedes flood flows and the higher low chord on the new bridge will not impede flood flows. However, the table shows that the existing bridge has a freeboard of 0.5 feet, thus the bridge’s low chord should not be impeding flow. Therefore, because the road is in the floodplain and would raise the flood elevation, the 50-year flood elevation should be higher for the proposed project. In addition, there is no discussion of the impacts on flood flows from in-stream bridge support structures, which can also impede flood flows.	The Draft EA states that the existing bridges contain “structural elements that currently restrict storm flow during 50-year and 100-year storm events.” The referenced elements include the bridge piers, abutments, and girders, in addition to insufficient freeboard above the 50-year flood elevation. ADOT’s Design Guidelines state that a 3-foot minimum freeboard is required to ensure passage of the 50-year design storm. By raising the elevation of the low chord of the new bridge to provide adequate freeboard, the water surface elevation will be reduced upstream and the existing floodwater constraints will be minimized. In addition, it is anticipated that the new bridge will require fewer piers in the river than the existing bridges, which will further reduce the potential for impeded storm flows. This clarification has been incorporated into the Final EA.
	173	Rises in flood elevations can impact riparian habitats upstream and impeded floodwaters can impact riparian habitats downstream.	The selected alternative will not result in a base flood elevation rise of greater than 1.0 foot. Therefore, no impact on riparian habitats upstream or downstream of the new bridge will occur as a result of construction.
	174	Clarify the information in Table 4 and Chapter IV, Section C, including an analysis of flow impacts from support structures.	These portions of the Final EA have been clarified to address the effect of the bridges on the water surface elevation.
	175	AGFD would appreciate the opportunity to review the hydrology report.	ADOT provided a copy of the report to AGFD on May 1, 2003.
	176	Pg. 40 of the Draft EA states that the closest record of the Hohokam agave is 80 miles east of the project site. The AGFD database has a record within five miles of the project.	The Final EA has been amended to include this information.

Name	No.	Comment	Response
William Knowles (continued)	177	AGFD stated a desire to join the Interdisciplinary (ID) Team at a meeting with Jacobs personnel on November 6, 2000, and is listed as a member on the project website. However, we have not participated in any ID Team meetings and have received no information on the project. This gives the public a false impression of the level of AGFD involvement in the project. We request that AGFD be removed from the web site and any other public documents until they are included as active members of the ID Team.	The ID Team was formed for the development of the ultimate bypass, and has not been involved in the study addressed by this EA. The ID Team has met only once since the date you referenced, and it appears that the AGFD did not receive a notice of this meeting. ADOT will ensure that ID Team meeting notices and project information are sent to the AGFD throughout the duration of the ultimate bypass study.
Tom Gatz, USFWS	178	Concerned about placing a high traffic volume road near a river corridor. The plan separates community areas from the river, places a road in space zoned for parks and open space, creates noise and disturbance to birdwatchers and horse riders that may be enjoying the wildlife in the riparian corridor, and creates hazards for wildlife. The Hassayampa River contributes to the character and quality of life in Wickenburg.	The selected alternative includes access to property east of the new roadway along the river. The impacts to which you are referring are unavoidable due to the proximity of the Hassayampa River to the roadway and are addressed in Chapter IV – <i>Affected Environment and Environmental Impacts</i> .
	179	A considerable area of natural woody vegetation should be planted along both sides of the new roadway in order to lessen noise and the visual intrusion to the park and open space zoned areas adjacent to the new road.	The selected alternative includes reseeding disturbed areas with species native to the project vicinity, as well as replacing cottonwood and willow trees removed as a result of construction.
	180	The road should be designated as a limited access highway to minimize further encroachment along the river corridor.	The land on the east side of the selected alternative is located within the Hassayampa River floodplain and is therefore precluded from development by agency regulations. Thus, the selected alternative will not encourage development beyond what is already approved by the Town of Wickenburg.
	181	Because the proposal is an interim project, with the ultimate plan to build a bypass around Wickenburg, the road along the river should be designated as a parkway with lowered speeds and no trucks after the bypass is built. This would assist in restoring the open space, park-like setting of the existing area. Natural riparian vegetation that was planted along the road will be maturing and beginning to provide habitat for migratory birds, particularly songbirds.	Once the ultimate bypass is constructed, the interim roadway would be turned back to the Town of Wickenburg for maintenance and traffic operation management. It would be the responsibility of the Town to implement any plans for a parkway.

Name	No.	Comment	Response
John Creighton	182	Need to provide access to the hospital from the Interim Improvement Project.	The selected alternative will have no impact on the existing hospital access because North Tegner Street will remain in place. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg.
	183	New/planned development in area north of town is not addressed by this plan.	New development in this area is under the jurisdiction of the Town of Wickenburg, Maricopa County, and Yavapai County zoning and building permit regulations.
James Baker	184	Supports Alternative 16.	Thank you for your input.
	185	Include access to the hospital.	The selected alternative will have no impact on the existing hospital access because North Tegner Street will remain in place. Providing a connector road for local traffic would be the responsibility of the Town of Wickenburg.
	186	Designate the existing roadway as a business loop.	ADOT has determined that a historic/business loop designation is not appropriate for the existing roadway. However, business signage and gateway features will be incorporated into the project during final design to ensure that travelers are aware of the location of downtown Wickenburg.
Dana Owsiany, COE	187	A full description of Alternative 16 should be provided rather than stating it is a hybrid of Alternatives 13 and 14. The current description does not specifically state that the existing bridges would be removed. The text discussion of the Section 404/401 and Appendix D need to indicate and include potential impacts associated with removal of the existing Hassayampa River bridges.	The Final EA has been revised accordingly.
	188	In Appendix D, it is more appropriate to state the project would “require Section 404 permits” rather than individual permits.	The Final EA has been revised accordingly.
	189	The water quality section in Appendix D should be titled “Waters of the U.S.” instead of “Corps Implications”	The Final EA has been revised accordingly.