

Appendix M – Public Comments and ADOT Responses

Citizen—Comment	ADOT Response
Richard Wertz—Can the roadway be built with rubberized material for noise abatement.	Although not proposed as a form of noise mitigation, ADOT will use a rubberized asphalt pavement overlay for this project.
Dana Burden—Hurry up improvements between 89 and new interim bypass - it is dangerous for turns off and on the highway. Rincon Rd becoming more of a problem as more homes are developed in the area - and they are coming fast.	The portion of US 93 you mention is out of the proposed project area for the US 93, Wickenburg to Santa Maria River study. ADOT is initiating a study of possible improvements to US 93 between Wickenburg and the SR 89 intersection and will conduct a public involvement program during that study to gather input from area residents on accommodating anticipated development in the area.
No name given—Build it.	ADOT has programmed design of the first segment to begin in Fiscal Year 2005. Construction is not yet programmed.
Lise Cole—A left turn lane needs to be put in for those of us living in Matthie Ranch and using Matthie Ranch Rd just north of the 89 turn off. It is extremely dangerous to make a left hand turn as it now exists.	ADOT is initiating a study of possible improvements to US 93 between Wickenburg and the SR 89 intersection. Improvements to the Matthie Ranch/US 93 intersection are among the items under consideration as a part of that study.
Stephen Cole—Our access is at the junction of 93 and 89, Matthie Ranch Road. This “exit” is dangerous when turning left off of 93 coming from Wickenburg. There is ample land to install a left turn lane. This is the area where 93 changes to divided highway and branches off to 89. Vehicles tend to line up waiting to pass where 93 branches to 4-lane divided. Residents of our neighborhood are in harm’s way every time we turn left going home from Wickenburg. This is our only entrance. Fridays are exceptionally dangerous due to the crazies anxious to throw their money away in Laughlin and Las Vegas.	ADOT is initiating a study of possible improvements to US 93 between Wickenburg and the SR 89 intersection. Improvements to the Matthie Ranch Road/US 93 intersection are among the items under consideration as a part of that study.
Roger Collinson—Not one elected official from Congress, from the State, or from Wickenburg were in attendance at the hearing.	National, state, and local elected officials were invited to the hearing with notification letters, but it is to their discretion whether or not to attend.
John R Burden—Do it as fast as possible	ADOT has programmed design of the first segment to begin in Fiscal Year 2005. Construction is not yet programmed.
Eileen Collinson—As a resident of Vista Royale, I am concerned about having a 4 lane highway going through this very residential area. I also am concerned about how far north the “bypass” will be built from all of the residences.	In the Vista Royale area, an access road will be constructed to consolidate individual driveways. The intersections of US 93 with residential entrance roads will be improved to minimize conflicts between local traffic and through-traffic on US 93. The ultimate bypass, which is under analysis in a separate study of possible Wickenburg bypass corridors, is still in the early stage of

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<p>Mary H. Duell—It would behoove you to meet with the residences that will be affected by the road work. We live off of Nine Irons Ranch Rd and were astounded that such a major project is being planned and not being visited about. There is a resident who is currently spending a lot of money on horse facilities, fencing, and an expensive home after purchasing land at \$25,000 an acre on Quail Run. It looks like you are going to allow him to proceed, then go right through his property. Shame! Others have been doing improvements without a clue that what they are doing is fruitless. Your website does no show what is really happening to our residential area, but you did have a colored picture in your slide show that was astounding!! Provide all of us with that plan.</p> <p>Albert C. Duell—Please, please do what the BLM Rep from Kingman did. “Recognize.” Now, all of you hear this. That you work for the TAXPAYER! CUT your overhead. We don’t need 2-dozen engineer goons and in the arrogant nature seeking to be “song and dance” routine entertainers looking for applause while spending millions and millions of our tax dollars - just get on with your crap and don’t study it to death and collect \$200.00 with you “pass go” instead of millions for what - studies!! CUT THE ABUSE OF THE TAXPAYER. What kind of “overtime” did you collect for that show and tell?? Do Not start a “Taxpayer Revolt” - should one start, you won’t be able to put out the fire!!</p> <p>Tom & Lynette Brown—We own the Tres Alamos Ranch that lies on both side of Highway 93 starting about milepost 172 through 167 or so. Our main concern is the portion from MP 170 to 169. The highway is about 800 ft or so apart in that mile and will take up quite a lot of grazing land. We would ask to be allowed to graze the median in that mile or so portion. There already exists a box culvert the cattle use to cross under the highway to water at the headquarters. This box culvert could be used to access the median for grazing. Also we would ask that another box culvert be installed on the new section of highway that</p>	<p>development. An exact location for the bypass alignment has not been determined. ADOT anticipates that, pending positive outcome of NEPA analysis, the corridor would eventually connect to US 93 approximately three miles north of your area.</p> <p>For the design segment including the SR 89 junction and Vista Royale area, ADOT will administer a public involvement program in order to give area residents the opportunity to provide input on specific design issues. The program will include, but not be limited to, a meeting with area residents during the design kickoff phase, and a follow-up meeting or newsletter, as appropriate, at the 60 percent design stage addressing the concerns identified during the early coordination.</p> <p>Property owners should not postpone planned improvements to their properties at this time. Any improvements made will be considered in property appraisals during the acquisition process, if required.</p> <p>The US 93 environmental study and public hearing were conducted by ADOT and FHWA to meet the requirements of NEPA.</p>
<p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the early coordination.</p>	

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<p>would continue to allow our cattle to cross under both highway sections. (The existing highway and the proposed new lanes.)</p> <p>Our headquarters is accessed through a gate on the west side of Hwy 93 between MP 170 and 169. You have a crossover planned for about ½ mile north of our turn in. It would be very helpful if this crossover could be placed at our turn-in instead. It would decrease our odds of an accident if we could avoid having to go past our gate to make a U-turn and go back a half mile</p>	<p>New CBCs installed for cattle movement purposes will be sized to be at least as large as the corresponding existing cattle pass on the existing roadway and to meet drainage requirements at that location.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p>
<p>John Pingitore—We own the DG Ranch. This consists of 49,270 acres as 40,095 acres state land on the east side of Hwy 93, 8,300 acres of land on the west side of Hwy 93, and 875 acres of land interspersed on both sides of Hwy 93. We need the ability to get to both sides of Hwy 93. If this is done as a tunnel box under Hwy 93 it needs to be as big as possible. Hopefully both horses and/or a small pickup or jeep could pass through the tunnel box.</p> <p>We were told that the existing scenic corridor setbacks would not be changed when road improvements are performed.</p> <p>There needs to be a rest stop on both the east side and west side of Hwy 93. Because there is no rest stop on the east side of Hwy 93 people pull in to the DG Ranch entrance. Trash is left throughout the entrance. An east side rest stop along Hwy 93 would prevent the need to use the DG entrance as a rest stop.</p>	<p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the early coordination.</p> <p>New CBCs installed for cattle movement purposes will be sized to be at least as large as the corresponding existing cattle pass on the existing roadway and to meet drainage requirements at that location. Due to the roadway characteristics, it is anticipated that the CBCs will be sized as small as possible to optimize the roadway profile.</p> <p>Correct, the scenic corridor setbacks will not be affected by the roadway improvements.</p> <p>ADOT will provide a roadside table facility for both directions of traffic in the vicinity of the existing roadside table. Each facility will include a trash receptacle, parking area, and emergency phone call box. The final locations of the facilities will be determined during design.</p>
<p>Phillip and Karin Knight—After reviewing the Draft Environmental Assessment and our notes from your presentation on November 17, 2004, we have the following concerns regarding the design of Section C of the Highway 93 improvement project:</p>	<p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but</p>

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<p>1. It is a critical safety issue that there are deceleration and acceleration lanes in and out of Date Creek Ranch. Also, there needs to be an acceleration lane out of the corrals to facilitate loaded cattle trucks. The current average speed on the existing road is approximately 75 mph. There is no reason to think that speed will be reduced by the new design.</p> <p>2. Currently, at least 19 people (including 7 school aged children) reside full time along Date Creek Ranch Rd. Stock (including valuable horses) owned by the ranch and other residents is routinely hauled in and out of the ranch. When this concern was mentioned to the engineer, he stated that there will be a 10' paved shoulder on the east side of the road that can be used for right turns. It is our understanding from the Dept. of Motor Vehicles that it is not legal to use the shoulder of a roadway to make a right turn.</p> <p>3. Provisions have been made in the design for the horse properties toward Wickenburg so that stock can be safely hauled on and off the highway. The same consideration should be given to the ranchers and horse owners in the Date Creek Ranch area. An illegal turn from a 10' paved shoulder is not adequate for a full sized stock trailer. If semi trucks and passenger vehicles are traveling at 75-85 mph in both northbound lanes, there will be no place to make the turn off the highway.</p> <p>4. The removal of the rest stop will increase trash dumping greatly. A rest stop must be established to include trash cans and restroom facilities.</p> <p>5. The gate on the east side of the existing roadway close to the roadside rest provides the only access to one of the dwellings on out deeded property and to stock tanks for out cattle operation. The gate must be maintained.</p> <p>6. Date Creek Ranch is located in Section C on both sides of the Joshua Tree Forest Scenic Road. While we appreciate the sensitivity of the design and the width of the median through the Joshua trees, out corrals located at Black Hill will be adversely affected by the proposed plan.</p>	<p>not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the early coordination.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p> <p>ADOT will provide a roadside table facility for both directions of traffic in the vicinity of the existing roadside table. Each facility will include a trash receptacle, parking area, and emergency phone call box. The final locations of the facilities will be determined during design.</p>

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<p>The DEA drawing shows the right of way fencing crossing directly through the cattle chute. Another major concern is that the existing holding pens and holding paddocks are within the proposed right of way. There is also a well head in the area. This is a major impact on our ranch operations and the corrals will be useless. Cattle trucks need to be able to back straight into the chute on a regular basis. The typical turning radius of a cattle truck is 75’ or more and this distance must be included in the design.</p> <p>7. Additionally, we were told by the presenting Jacobs Civil engineer that the existing gate on Highway 93 at the corrals is to be removed and the unimproved road across from Date Creek Ranch Road is to be paved and used for access to the corrals. This is unacceptable because there is no route around the dirt tank to the corrals. The corrals are confined by Black Hill to the west and the dirt tank to the north. The only possible entrance is by the existing gate. The proposed design will necessitate relocating the corrals in close proximity to the dirt tank. However, there is very little overburden in the area and installing wood or pipe corral posts would be very difficult.</p> <p>8. We believe it is a critical safety issue to include a deceleration lane in the northbound roadway. In addition to our cattle operation, we have a commercial apple and peach orchard. During the summer and fall months we average approximately 100 vehicles per day on weekends exiting the highway primarily from the northbound lane at Date Creek Ranch Road. According to your report, Section C has the highest accident rate in the project and the second highest rear end accident rate. These statistics should be considered during the final design of the project.</p> <p>9. Highway 93 bisects Date Creek Ranch and the existing cattle crossings and access to pastures must be maintained. Because of the lack of maintenance, the cattle crossings have filled with sand and equestrian and dog crossings have had to be made over the roadway. The preliminary design indicates that the median at Date Creek Ranch Road is 178’ and varies throughout the ranch. This creates a very hazardous circumstance for horse crossings on the roadway. A horse</p>	

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<p>spooked in the median by a snake, rabbit, loud traffic, etc. could create a very hazardous circumstance that could end in fatalities. Our cattle crossings need to include equestrian crossings.</p> <p>10. It appears that the nearest crossing over the median to the south of Date Creek Ranch is approximately 4 miles south of Date Creek Ranch Road. This is unacceptable. Date Creek Ranch needs an additional crossing at Alamo Road. We use this crossing routinely for our ranch operations. Hunters and others use Alamo Road also. Additionally, there is access to private property across Date Creek Ranch on Alamo Road east of Hwy 93.</p> <p>11. Another intersection of concern is at approximately MP 175.8. This gate on the east side of the highway is used regularly by bob tail trucks, loaded cattle trucks, stock trailers, etc. There are loading chutes on this road. The line of sight in the existing Hwy 93 southbound lanes is limited by vertical and horizontal curves to the north. It is critical that we have acceleration and deceleration lanes at this gate.</p> <p>12. The U.S. Waterways that cross the highway must be maintained and must not be contaminated. The dirt stock tank at Black Hill is an integral part of our ranch operation and it must have an uninterrupted supply of water. Also, there are two water lines with permits at approximately MP 177.5 and MP 176.0 that must be maintained.</p> <p>13. It appears that the median at Date Creek is approximately 800' wide. We request the use of the median for grazing.</p> <p>Thank you for your immediate attention. Please notify us as soon as possible of the changes made to the proposed plan.</p> <p>Eric and Claudia Knight—Please see attached sheet. In addition, we would like to add that we are currently in the planning stages to build a house on the other side of Date Creek on the Knight property. During floods, our only access is by a roundabout route reached via a gate on the east side of Highway 93 near the existing rest area. We need to have access to this gate from the proposed highway.</p> <p>Attached: After reviewing the Draft Environmental Assessment and our</p>	<p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the</p>

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<p>notes from your presentation on November 17, 2004, we have the following concerns regarding the design of Section C of the Highway 93 improvement project:</p> <ol style="list-style-type: none"> 1. It is a critical safety issue that there are deceleration and acceleration lanes in and out of Date Creek Ranch. The current average speed on the existing road is approximately 75 mph. There is no reason to think that speed will be reduced by the new design. 2. Currently, at least 19 people (including 7 school aged children) reside full time along Date Creek Ranch Road. Stock (including valuable horses) owned by the ranch and other residents is routinely hauled in and out of the ranch. When this concern was mentioned to the engineer, he stated that there will be a 10' paved shoulder on the east side of the road that can be used for right turns. It is our understanding from the Department of Motor Vehicles that it is not legal to use the shoulder of a roadway to make a right turn. 3. Provisions have been made in the design for the horse properties toward Wickenburg so that stock can be safely hauled on and off the highway. The same consideration should be given to the ranchers and horse owners in the Date Creek Ranch area. An illegal turn from a 10' paved shoulder is not adequate for a full sized stock trailer. If semi trucks and passenger vehicles are traveling at 75-85 mph in both northbound lanes, there will be no place to make the turn off the highway. 4. The removal of the rest stop will increase trash dumping greatly. A rest stop must be established to include trash cans and restroom facilities. <p>Thank you for your immediate attention. Please notify us as soon as possible of the changes made to the proposed plan.</p> <p>Daniel and Frances Fisher—After reviewing the Draft Environmental Assessment and our notes from your presentation on November 17, 2004, we have the following concerns regarding the design of Section C of the Highway 93 improvement project:</p>	<p>early coordination.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p> <p>ADOT will provide a roadside table facility for both directions of traffic in the vicinity of the existing roadside table. Each facility will include a trash receptacle, parking area, and emergency phone call box. The final locations of the facilities will be determined during design.</p>
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<p>1. It is a critical safety issue that there are deceleration and acceleration lanes in and out of Date Creek Ranch. The current average speed on the existing road is approximately 75 mph. There is no reason to think that speed will be reduced by the new design.</p> <p>2. Currently, at least 19 people (including 7 school aged children) reside full time along Date Creek Ranch Road. Stock (including valuable horses) owned by the ranch and other residents is routinely hauled in and out of the ranch. When this concern was mentioned to the engineer, he stated that there will be a 10' paved shoulder on the east side of the road that can be used for right turns. It is our understanding from the Department of Motor Vehicles that it is not legal to use the shoulder of a roadway to make a right turn.</p> <p>3. Provisions have been made in the design for the horse properties toward Wickenburg so that stock can be safely hauled on and off the highway. The same consideration should be given to the ranchers and horse owners in the Date Creek Ranch area. An illegal turn from a 10' paved shoulder is not adequate for a full sized stock trailer. If semi trucks and passenger vehicles are traveling at 75-85 mph in both northbound lanes, there will be no place to make the turn off the highway.</p> <p>4. The removal of the rest stop will increase trash dumping greatly. A rest stop must be established to include trash cans and restroom facilities.</p> <p>Thank you for your immediate attention. Please notify us as soon as possible of the changes made to the proposed plan.</p> <p>Robert G. Sutton—Thank you for your meeting of November 17, 2004. I live in the Vista Royale Development and are concerned about your plans for the New Highway construction on Highway 93 in the Vista Royale Area.</p> <p>1. One main concerns I have is the noise when the highway is developed. You say it is not a serious concern as the noise level is acceptable. We don't think so as we purchased this property with the intention of having a secure quiet environment. We don't have it now</p>	<p>holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the early coordination.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p> <p>ADOT will provide a roadside table facility for both directions of traffic in the vicinity of the existing roadside table. Each facility will include a trash receptacle, parking area, and emergency phone call box. The final locations of the facilities will be determined during design.</p>
	<p>Noise impacts at sensitive receivers and the need for abatement measures will be evaluated during design according to ADOT's current Noise Abatement Policy. Although not proposed as a form of noise mitigation, ADOT will use a rubberized asphalt pavement overlay for this project.</p> <p>In the Vista Royale area, an access road will be constructed to consolidate individual driveways, and the intersections of US 93 with residential entrance roads will be improved. This will minimize</p>

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<p>we the trucks that are traveling the highway now so with the increased traffic it will by no double the noise level will increase. Resolving this problem we feel either a sound wall be installed and the blacktop that is used to absorb this additional sound.</p> <p>2. Now when trucks come by our area we find increase sound when shifting gears or changing their speed level.</p> <p>3. Making it easier for us at Vista Royale to get out on highway 93. There is a incline now so we can't see when anything is coming from the west so if we are driving a motor-home or even standard vehicle we are taking our life in our hand in trying to enter highway 93 when the normal traffic speed is 70-90 miles a hour and that includes truck traffic. We have in the past asked for speed bumps to allow us to enter highway 93 safely. It is much more concern than you can imagine.</p> <p>4. On the weekends we are faced with a lot of extra traffic and the speed is normally 70-90 miles a hour and drivers keep on passing even over the double yellow line. This starts sometimes from Thursday to Monday morning. We sometimes have to wait 5-10 minutes to be able to enter highway 93 going east and if going west it is almost impossible to enter without going east and turn around to go west.</p> <p>I know I am only one person but talking to other people in Vista Royale they all have same concern.</p>	<p>conflicts between local traffic and through-traffic on US 93.</p> <p>For the design segment including the SR 89 junction and Vista Royale area, ADOT will administer a public involvement program in order to give area residents the opportunity to provide input on specific design issues. The program will include, but not be limited to, a meeting with area residents during the design kickoff phase, and a follow-up meeting or newsletter, as appropriate, at the 60 percent design stage addressing the concerns identified during the early coordination.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p>
<p>Bob Way—I learned at the meeting that ADOT is doing away with the roadside rest. Please keep it and move it. We who have driveways off of SR 93 often find garbage, paper, cans, bottles and the likes or other things. Keep the roadside rest.</p> <p>Dorothy Allen—I know its past 12-1-04. Nice presentation on 11-17-04. I would really like to be notified when you get to the 89/93 intersection. Before you get all planned!</p>	<p>ADOT will provide a roadside table facility for both directions of traffic in the vicinity of the existing roadside table. Each facility will include a trash receptacle, parking area, and emergency phone call box. The final locations of the facilities will be determined during design.</p> <p>ADOT anticipates studying the SR 89/US 93 intersection as a separate project in the near future and will conduct an associated public involvement program at that time.</p>
<p>Stephen C. Goodhough, Jr.—I am out of town and otherwise would have attended your Wickenburg meeting today.</p> <p>I have read your Draft EA and have the following comments.</p> <p>As a Vista Royale full time resident I chose that area for its</p>	<p>Noise impacts at sensitive receivers and the need for abatement measures will be evaluated during design according to ADOT's current Noise Abatement Policy. Although not proposed as a form of noise mitigation, ADOT will use a rubberized asphalt pavement overlay for this project.</p>

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<p>uncongested, country feeling. However, in the over three years I have lived there the Highway 93 traffic noise has increased dramatically. Particularly the truck noise at night when the truck traffic seems to increase. The use of jake brakes and wheels hitting the “alert” strips increases the din.</p> <p>I know that your study concluded that noise suppression was not recommended but those living there beg to disagree. For the health and well being of residents living on both sides of the Highway 93 in Vista Royale area please employ rubberized asphalt in this area.</p> <p>Kimberly Knight & Stefan Wolf—After reviewing the Draft Environmental Assessment and our notes from your presentation on November 17, 2004, we have the following concerns regarding the design of Section C of the Highway 93 improvement project:</p> <ol style="list-style-type: none"> 1. It is a critical safety issue that there are deceleration and acceleration lanes in and out of Date Creek Ranch. Also, there needs to be an acceleration lane out of the corrals to facilitate loaded cattle trucks. The current average speed on the existing road is approximately 75 mph. There is no reason to think that speed will be reduced by the new design. 2. Currently, at least 19 people (including 7 school aged children) reside full time along Date Creek Ranch Rd. Stock (including valuable horses) owned by the ranch and other residents is routinely hauled in and out of the ranch. When this concern was mentioned to the engineer, he stated that there will be a 10’ paved shoulder on the east side of the road that can be used for right turns. It is our understanding from the Department of Motor Vehicles that it is not legal to use the shoulder of a roadway to make a right turn. 3. Provisions have been made in the design for the horse properties toward Wickenburg so that stock can be safely hauled on and off the highway. The same consideration should be given to the ranchers and horse owners in the Date Creek Ranch area. An illegal turn from a 10’ paved shoulder is not adequate for a full sized stock trailer. If semi trucks and passenger vehicles are traveling at 75-85 mph in both 	<p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the early coordination.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p> <p>ADOT will provide a roadside table facility for both directions of traffic in the vicinity of the existing roadside table. Each facility will include a trash receptacle, parking area, and emergency phone call box. The final locations of the facilities will be determined during design.</p>

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<p>commercial apple and peach orchard. During the summer and fall months we average approximately 100 vehicles per day on weekends exiting the highway primarily from the northbound lane at Date Creek Ranch Road. According to your report, Section C has the highest accident rate in the project and the second highest rear end accident rate. These statistics should be considered during the final design of the project.</p> <p>9. Highway 93 bisects Date Creek Ranch and the existing cattle crossings and access to pastures must be maintained. Because of the lack of maintenance, the cattle crossings have filled with sand and equestrian and dog crossings have had to be made over the roadway. The preliminary design indicates that the median at Date Creek Ranch Road is 178' and varies throughout the ranch. This creates a very hazardous circumstance for horse crossings on the roadway. A horse spooked in the median by a snake, rabbit, loud traffic, etc. could create a very hazardous circumstance that could end in fatalities. Our cattle crossings need to include equestrian crossings.</p> <p>10. It appears that the nearest crossing over the median to the south of Date Creek Ranch is approximately 4 miles south of Date Creek Ranch Road. This is unacceptable. Date Creek Ranch needs an additional crossing at Alamo Road. We use this crossing routinely for our ranch operations. Hunters and others use Alamo Road also. Additionally, there is access to private property across Date Creek Ranch on Alamo Road east of Hwy 93.</p> <p>11. Another intersection of concern is at approximately MP 175.8. This gate on the east side of the highway is used regularly by bob tail trucks, loaded cattle trucks, stock trailers, etc. There are loading chutes on this road. The line of sight in the existing Hwy 93 southbound lanes is limited by vertical and horizontal curves to the north. It is critical that we have acceleration and deceleration lanes at this gate.</p> <p>12. The U.S. Waterways that cross the highway must be maintained and must not be contaminated. The dirt stock tank at Black Hill is an integral part of our ranch operation and it must have an uninterrupted</p>	

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<p>supply of water. Also, there are two water lines with permits at approximately MP 177.5 and MP 176.0 that must be maintained.</p> <p>13. It appears that the median at Date Creek is approximately 800' wide. We request the use of the median for grazing.</p> <p>Thank you for your immediate attention. Please notify us as soon as possible of the changes made to the proposed plan.</p> <p>Dana Owsiany, PE, US Army Corps of Engineers—The only comment that we would like to offer and have incorporated into the document regarding 404 permits is regarding Mitigation. There is no mention of impacts or mitigation or even a statement that a Mitigation Plan will be developed for the project. Can you please make sure that this is added into the document? Thanks, we would really appreciate it.</p>	<p>The requested reference will be included in the Final Environmental Assessment.</p>
<p>Erik Barnes (as reported by Larry Lindner)—Just prior to the Public Hearing last night, Mr. & Mrs. Erik Barnes were talking with Tom Foster, who brought me into their discussion (they left just before the presentation began). Mr. Barnes identified a culvert at approximately MP 163, to which Tom Foster added some ball point notes on one of the "boards," which he uses as a cattle pass. Mr. Barnes would like this facility to be at least eight feet in height to allow him to drive cattle through it and also pass through with his horse. After the presentation, I checked the other maps and this area appears to be under management by the BLM on the west and by the AZ Land Board on the east, so Mr. Barnes apparently has grazing permits and leases in this area.</p>	<p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the early coordination.</p> <p>New CBCs installed for cattle movement purposes will be sized to be at least as large as the corresponding existing cattle pass on the existing roadway and to meet drainage requirements at that location. Due to the roadway characteristics, it is anticipated that the CBCs will be sized as small as possible to optimize the roadway profile.</p>
<p>John Teclaw—And I would like to see some kind of noise abatement going through Vista Royale and lighted intersection going into Vista Royale and a separate turn lane going into Vista Royale.</p>	<p>Noise impacts at sensitive receivers and the need for abatement measures will be evaluated during design according to ADOT's current Noise Abatement Policy. Although not proposed as a form of noise mitigation, ADOT will use a rubberized asphalt pavement overlay for this project.</p> <p>For the design segment including the SR 89 junction and Vista Royale area, ADOT will administer a public involvement program in order to give area residents the opportunity to provide input on specific design</p>

Citizen—Comment	ADOT Response
<p>Stefan Wolf—We have, we live on Date Creek Ranch and we have concerns about our cattle operations.</p> <p>We have a set of corrals, and we need shipping and simply access at the Date Creek Ranch turnout. I don't know exactly where. It's between MP 177 and 178. We have various access points to our ranch right now to the highway, and we don't see any of those issues addressed on the current study.</p> <p>We would like to have an opportunity to explain our concerns. Well, the turning radius needs to accommodate cattle trucks especially north and southbound. The current right-of-way change indicates that it touches on our corrals and shipping point shall make shipping cattle extremely difficult.</p> <p>Another concern for us is that Date Creek Ranch is also a public orchard to sell apples and peaches during the summer and fall months. On some weekends, we get more than a hundred cars turning on our road. We would like to see the turnout lane—deceleration lane northbound to Date Creek Ranch Road, yeah, and also back to town.</p> <p>Another concern is that we don't see any crossover between Date Creek Ranch Road and the 93, 71 interchange. We frequently have to cross the road between Alamo Road—well, no. The end of Alamo Road intersects with 93 right now would cross the road frequently, yeah.</p>	<p>issues. The program will include, but not be limited to, a meeting with area residents during the design kickoff phase, and a follow-up meeting or newsletter, as appropriate, at the 60 percent design stage addressing the concerns identified during the early coordination.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p> <p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the early coordination.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p> <p>New CBCs installed for cattle movement purposes will be sized to be at least as large as the corresponding existing cattle pass on the existing roadway and to meet drainage requirements at that location. Due to the roadway characteristics, it is anticipated that the CBCs will be sized as small as possible to optimize the roadway profile.</p>

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<p>In general, US 93 bisects our ranch. We moved cattle across underneath the highway. Right now we move the cattle underneath the highway and then ride across the highway on horseback across the highway. This becomes a four-lane highway. That won't be possible anymore.</p> <p>So we would like to see accommodations, so we can ride underneath the road high enough that we can do that.</p>	
<p>Karin Knight—We are the owners of Date Creek Ranch and as Stefan said, the highway goes straight through the middle of our operation.</p> <p>We also have several families with children living on the east side of the highway. We have to have safe exits and entrances. Basically the best would be if we would have an opportunity to get our family members and the Department of Transportation and planning people together before the planning is finished so one could see provisions for the safety and the operation can be made.</p> <p>It's too much to just write a letter, but we will write a letter just to have it in the file; that we would appreciate more input into that part of the highway.</p>	<p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the early coordination.</p>
<p>Stefan Wolf: I would like to express support for a previous speaker, Bob Way, about the closure of the roadside table past the Date Creek crossing.</p> <p>We already fight a lot of trash that's left on our ranch turnoffs. And if this roadside table is closed, we're afraid we're going to get a lot more of that, yeah. People use it as a bathroom, and we're left with the trash.</p>	<p>ADOT will provide a roadside table facility for both directions of traffic in the vicinity of the existing roadside table. Each facility will include a trash receptacle, parking area, and emergency phone call box. The final locations of the facilities will be determined during design.</p>
<p>Karin Knight—Improving the facilities for travelers along the road would help a lot in keeping it beautiful. Right now we get a lot of the trash in the absence of facilities. I don't want to say baby diapers. It's worse than that.</p>	<p>ADOT will provide a roadside table facility for both directions of traffic in the vicinity of the existing roadside table. Each facility will include a trash receptacle, parking area, and emergency phone call box. The final locations of the facilities will be determined during design.</p>
<p>Phillip Knight—We'd like to have a meeting with the planners because of all of the difficulties there where our road crosses the 93.</p> <p>And we have a big dirt pond there full of water. It looks like the highway is going to run through them. We also need to be able to cross the highway with cattle and horses and people.</p>	<p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the</p>

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<p>We also have a lot of several hundred people that come that drive from Phoenix. They have to be able to drive that highway without getting killed.</p> <p>We've got a lot living there. We've got at least seven children that are having to go to school five days a week. And we have semi-eighteen wheelers come in.</p> <p>We feed our cattle, and they have to be able to make those turns. That's a major intersection is what it amounts to, and we need to talk about this to make it simple for people. But that is a major intersection.</p> <p>So the whole thing there between 71 and what's the name of the Santa Maria? That's the biggest intersection in there.</p> <p>Maybe that ought to do it. I don't know. There's a lot of problems there. We really need to talk about it.</p> <p>Thomas Brown—I own a ranch. I'm concerned about the width of the highway taking the majority of my north end of the ranch. I'm concerned about my—I'm putting in a new water well that could line up pretty much where the highway is coming.</p> <p>I'm concerned about a left and right-turn lane or some access to our headquarters. I'm concerned about the cattle crossing east to west across the highways.</p> <p>And I'm also concerned about the noise levels that are on the edge of the existing highway for our headquarters. That headquarters is lived in year around. We work the ranch. We have employees that live in the headquarters year around.</p>	<p>60 percent design phase addressing the concerns identified during the early coordination.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p> <p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the early coordination.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p> <p>Noise impacts at sensitive receivers and the need for abatement measures will be evaluated during design according to ADOT's current Noise Abatement Policy. Although not proposed as a form of noise mitigation, ADOT will use a rubberized asphalt pavement overlay for</p>

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<p>Kim Knight—We would like to request a crossover that's between 177 and 178 milepost.</p>	<p>this project.</p> <p>For each project design segment, ADOT will coordinate with affected landowners, land management agencies, and lease holders to identify opportunities and specific design measures to minimize impacts to livestock/farming operations. Coordination efforts will consist of, but not be limited to, a meeting with affected landowners and/or lease holders during the design kickoff phase, and a follow-up meeting at the 60 percent design phase addressing the concerns identified during the early coordination.</p> <p>During design, ADOT engineers will consider traffic volumes, vehicle types, access to adjacent properties, turning movements, and other safety issues in detail. At that time, the need for turn lanes and median crossovers will be evaluated according to standard requirements. The standard design measures were established to ensure the safety of vehicles and their contents traveling on, accessing, and exiting the roadway and will be applied as appropriate at turning locations.</p>