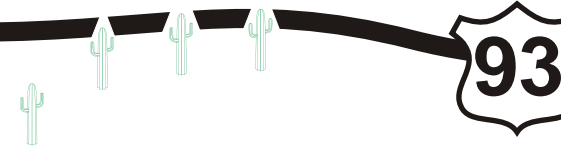




Arizona Department  
of Transportation



***Access Management Study  
Final Report  
May 2004***

**US Route 93: Santa Maria River - Wikieup  
Kingman - Wickenburg Highway**

**TRACS No. 093 MO 127 H4871 02L  
Kingman District - Mohave / Yavapai Counties**



**JE** JACOBS  
CIVIL INC.

Engineers and Constructors

ARIZONA DEPARTMENT OF TRANSPORTATION

OFFICE MEMO

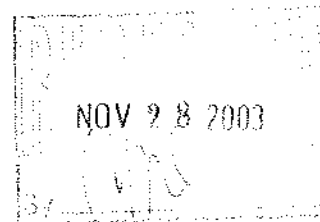
INTERMODAL TRANSPORTATION DIVISION

November 24, 2003

TO: SAM ELTERS, KINGMAN DISTRICT, K600  
LARRY DOESCHER, PROJECT MANAGER, 614E  
DAVE ALLOCCO, ACTING ASSISTANT STATE ENGINEER, 611E

FROM: VINCENT LI, ROADWAY PREDESIGN, 050P

SUBJECT: DESIGN MEMORANDUM  
93 MO 127.00 H487101L  
US 93; SANTA MARIA RIVER-WICKIEUP  
KINGMAN-WICKENBURG HWY  
US 93



This memorandum is prepared pursuant to Section 3.3 of the ADOT Action Plan for Federal-Aid Highway projects. The proposed major design features for this project are described in the attached Final Design Concept Report.

Your concurrence/approval on the proposed major design features is requested.

*Mary Viparina*  
\_\_\_\_\_  
MARY VIPARINA, ROADWAY PREDESIGN MANAGER, 050P

Concurrence: *Sam Elters*  
SAM ELTERS, KINGMAN DISTRICT, K600

DEC 04, 2003  
Date

Concurrence: *Larry Doescher*  
LARRY DOESCHER, PROJECT MANAGER, 614E

3/22/2004  
Date

Approved: *Mary Viparina*  
~~DAVE ALLOCCO, ACTING ASSISTANT STATE ENGINEER-ROADWAY, 611E~~  
*Mary Viparina*

5/18/04  
Date

# EXECUTIVE SUMMARY

## Introduction

Jacobs Civil Inc. was contracted by the Arizona Department of Transportation (ADOT) to prepare an Access Management Study addressing access management requirements along US 93 between the Santa Maria River (Mile Post [MP] 161.5) and Wikieup (MP 127), within Mohave and Yavapai Counties. The entire project is within ADOT's Kingman District.

The purpose of the Access Management Plan is to document the need for access management and provide a plan that identifies access management features needed to protect the safety and function of US 93 while providing access between US 93 and adjacent properties that will accommodate anticipated uses of the properties. **The Final Access Management Plan will provide the basis for designation of this section of US 93 as an access controlled highway by the Arizona Transportation Board.**

US 93 is within the designated NAFTA/CANAMEX corridor and is planned for ultimate construction to Interstate standards. Improvements will be accomplished over an extended period of time, perhaps 20 or more years, and will involve several reconstruction segments.

Major transportation corridors such as US 93 are intended to allow commerce to take place and the public to travel safely and efficiently over large distances. As travel congestion increases, the level of service provided by the major transportation facility decreases. Management of access by restricting the number and location of access points to minimize conflicts with through traffic is a successful strategy for maintaining a high level of service.

Partial and full access control features are presented to accomplish needed management features. Partial access control is being implemented as an interim measure through the ADOT District permit process as the four-laning of US 93 is completed. Full access control will be implemented as traffic volumes increase and development along the corridor progresses to the extent that full control is necessary to preserve safety and function.

Meetings were held with representatives of the following public agencies that own substantial amounts of property within the study area, or that have jurisdictional interests in property or activities along the study corridor:

- Bureau of Land Management (BLM).
- Arizona State Land Department (ASLD)
- Arizona Game and Fish Department (AG&FD).
- Mohave County.
- Yavapai County.

The agency representatives provided input as to their needs for access and their role in managing property along US 93.

## Access Management Plan

Direct access to US 93 is currently allowed through permit application to the ADOT Kingman District. The number and spacing of access points are approved by the District, subject to providing adequate stopping sight distance for entering or leaving the highway.

Access control can be categorized as either *partial access control* or *full access control*.

**Partial access control** permits some crossings at-grade and some private driveway connections. Frontage roads or access roads may be required to serve as collector roads in areas where parcels with small frontage along the highway would result in multiple access points that are too close together to provide a safe roadway for both through and local traffic.

Under partial access control, properties fronting on US 93 will continue to have reasonable access to the improved highway. Access features provided at the time of the construction of the 4-lane roadway provide necessary access and meet the requirements for partial access control.

**Full access control** means that properties abutting a highway do not have direct access to the highway and access is provided only at grade-separated interchanges. However, gated and locked access may be allowed by permit to provide access for utility companies or public agencies for intermittent use only.

New grade-separated interchanges will be located near major intersections that have at-grade intersections under the partial access control provisions. Frontage roads or access roads may be extended or added to ensure that all properties fronting on US 93 at the time of conversion have access to the nearest traffic interchange (terrain permitting). An economic analysis and/or a feasibility study may be required to determine if an access road can be provided or if access rights to US 93 should be acquired by ADOT.

Six future traffic interchanges are recommended for implementation of full access control (see Figure A). Implementation of the access management plan is contingent upon the following:

- Review of the plan by Mohave and Yavapai Counties, the ASLD and the BLM.
- Designation of US 93, as described herein, as an access controlled highway by the Arizona Transportation Board.
- Acquisition of rights-of-way for interchanges, frontage roads, and access roads, and acquisition of access rights, where required, from properties abutting US 93.
- Construction of interchanges, frontage roads and access roads to provide access to US 93.

Much of the property adjacent to US 93 within the project limits is public land managed by ASLD or BLM. Where the public land abuts US 93, access within the public land, and to properties owned or managed by private parties or another agency that must pass through the public land, is currently on primitive roads. Construction of access roads that replace current legal access roads will require acquisition of a permit or temporary easement from the agency having jurisdiction. Access roads will be constructed to match existing access roads. For example, an access road tying into an existing primitive road will be constructed as a grader road without surfacing, paving or drainage facilities. After construction is complete the permit or easement will terminate and ADOT's responsibility for the access road will end.

Where access is needed to properties that must cross private land or public land where the owner or manager of the land being crossed will not allow access across their land, ADOT will attempt to acquire right-of-way for a frontage road adjacent to US 93 or an access road on independent alignment, and construct a road to provide access. If

right-of-way for access cannot be acquired, ADOT may acquire access rights to the affected property.

Following construction, the process to transfer frontage road and/or improved access road right-of-way and maintenance responsibilities to Mohave or Yavapai County may be initiated in accordance with the Arizona Transportation Board Policy 16. Transfer of State Routes Policy. ADOT Right-of-Way plans should identify the right-of-way required for US 93 and the right-of-way required for the frontage roads and access roads separately to facilitate turnback to the County. Since the frontage roads and access roads are being constructed as part of improvements to a State Route, the Transfer of State Routes Policy will apply. The Policy contains wording that “The transfer of state highways will be carried out in cooperation with local jurisdictions and in full recognition of their financial capabilities.” ADOT and the Counties should enter into Intergovernmental Agreements prior to acquisition of right-of-way and construction to facilitate the turnback process.

## Right of Way Requirements

Implementation of partial access control will not require additional right-of-way. Implementation of full access control will require additional right-of-way from BLM, ASLD, and two privately owned parcels. . Parcels from which only access rights may be required will be determined on a parcel-by-parcel basis when right-of-way is being acquired.

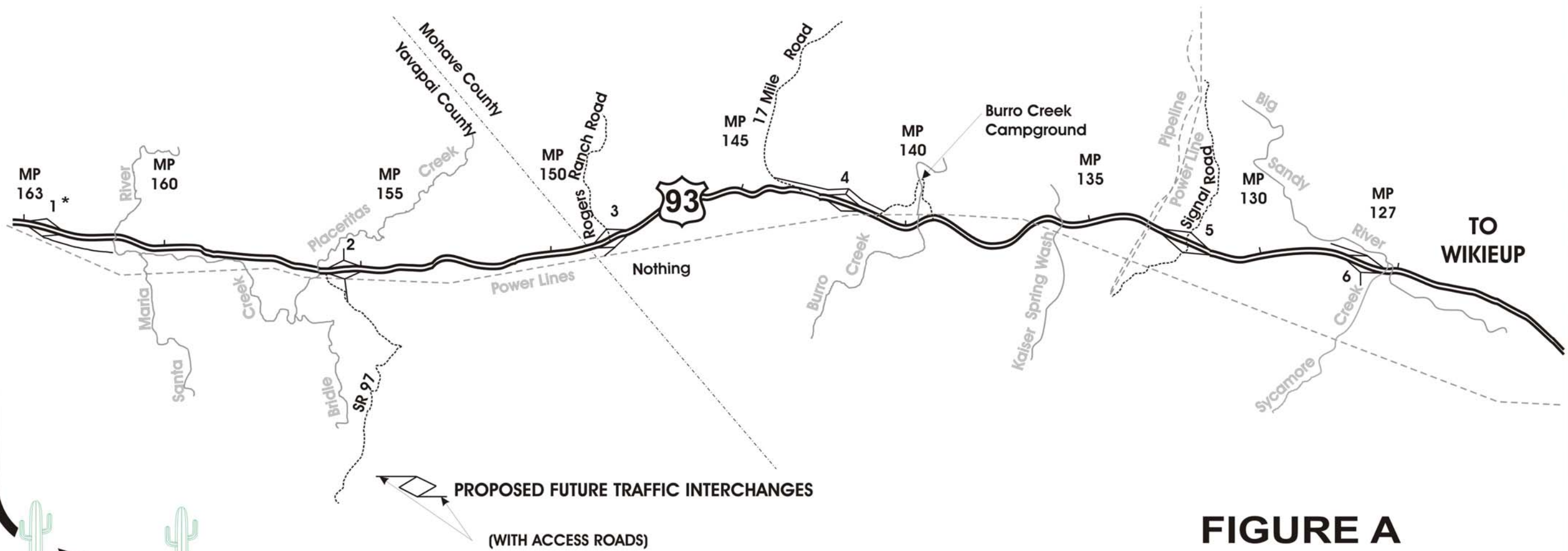
Right-of-Way and access rights for full access control should be acquired as soon as possible to preclude access points along US 93 being established before access control is implemented. Factors to be addressed before right-of-way and access rights can be acquired include the following:

- The locations of traffic interchanges shown in this study are subject to change depending on the location and extent of future development. If right-of-way is acquired many years in advance of development occurring, it is likely the interchange location will not meet the needs of the development.
- ASLD is unwilling to sell property in rural, undeveloped areas when future development upon which to base property value is undefined. They have indicated that they do not want to give up access rights until compensation can be determined and the highway improvement is imminent.
- Environmental clearance will have to be obtained before the right-of-way can be obtained.

- Funding responsibility may involve developers at the time full access control is needed. However, finalizing plans and obtaining right-of-way and access control 15-25 years in advance of implementing access control would appear to preclude participation from developers.
- If access rights can be acquired in advance of the need for full access control, direct access from US 93 can be permitted during the interim period when partial access control is adequate. The permit would make it clear that the permit will be revoked and access closed when ADOT determines that full access control is necessary. The permit should also identify the access that will be provided when full access control is implemented, and state that the ultimate access to the parcel will be available before the direct access to US 93 is removed. Access rights that are acquired will be recorded with the County Assessor.
- The ADOT District can be instrumental in getting projects programmed, including design, environmental clearance, and right-of-way acquisition.

### PROPOSED FUTURE INTERCHANGE LOCATIONS

TI	MP	INTERCHANGE NAME
1	162.7*	SANTA MARIA TI
2	154.8	SR 97 TI
3	148.1	ROGERS RANCH ROAD TI
4	142.0	BURRO CREEK TI
5	132.2	SIGNAL ROAD TI
6	127.9	BIG SANDY RIVER TI



\* TI 1 is located outside the limits of this study. It is included in the DCR for US 93, SR 89 to Santa Maria River.

**FIGURE A**  
 US 93 Santa Maria River to Wikieup  
 Full Access Control  
 Interchange Location Plan