

2. ACCESS MANAGEMENT PLAN

2.1 Existing Access Management

Direct access to US 93 is currently allowed through permit application to the ADOT Kingman District under the authority of ADOT Administrative Rule R-17-3-702, Encroachment in Highway Rights-of-Way. 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.

Permit applications and granting of direct access to US 93 will continue as currently administered. However, it is recommended that the minimum allowable distance between driveways be set at ¼ mile. Exceptions would be granted where existing, contiguous properties could not meet these criteria due to narrow frontages along US 93. The exception would not be granted to accommodate the future subdividing of existing large properties into smaller parcels fronting the highway. All permits issued by the District contain language that they are subject to revocation.

2.2 Access Control

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

Partial access control permits some intersections 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.

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. Full access control is implemented subsequent to the designation of a controlled access highway by the State Transportation Board.

2.2.1 Partial Access Control

Partial access control will be established as an interim control that will allow needed access to adjacent properties while protecting the

function of US 93 as a major transportation corridor. Access points to comply with partial access control are being constructed as part of the reconstruction of US 93 to provide a 4-lane divided highway. Permits for access points will be issued by the ADOT District.

Properties fronting on US 93 will continue to have reasonable access to the new highway. Direct access turnouts will be right-in/right-out only, spaced no closer than ¼ mile. At this time properties fronting on US 93 are large enough that the ¼ mile spacing provides reasonable access. At-grade median crossovers will be provided at major intersections. Additional median crossovers will be provided as requested by the Arizona Department of Public Safety and to provide reasonable access from all directions to right-in/right-out turnouts, subject to a minimum one mile spacing. The partial access control features are called out in the Access Control Plans in Appendix A.

Permit applications for direct access onto US 93 that are received by the District after the partial access control has been implemented will be subject to the above criteria and are subject to revocation when access provisions are converted to full access control. If future subdivision of adjacent properties results in frontages along US 93 that cannot meet the minimum ¼ mile spacing, they may be interconnected by access roads to a common entrance onto US 93. In these instances, the access roads will be constructed outside the US 93 right-of-way. It will be necessary for ADOT and the public agency having jurisdiction over developments and subdivisions to cooperate to see that properties are subdivided in such a way that access to US 93 will meet the ¼ mile spacing, sight distance requirements, and safety requirements.

2.2.2 Full Access Control

When full access control is implemented along any portion of the reconstructed US 93, ADOT will acquire rights to direct access to US 93 from adjacent properties. All turnout permits in effect when full access control is implemented will be revoked and access to the highway will be permitted only at traffic interchanges, except that permits may be granted for gated and locked access as stated in Section 2.2. Frontage roads or access roads will be provided to ensure that properties fronting on US 93 will have reasonable access to the highway (see Section 2.4). However, an economic analysis and/or a feasibility study may be required to determine if access can

reasonably be provided or if access rights should be acquired, in which case no access to US 93 would be provided. It may be more economical to purchase some parcels rather than maintain access.

The funding of traffic interchanges and access roads required to implement full access control will be determined based on factors that trigger the need for full access control. As an example, if full access control is required by a combination of increased traffic on US 93 and new development along US 93, ADOT and the Developers may share funding of required improvements.

Generally, 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 will be extended or added to ensure that properties fronting on US 93 at the time of conversion have access to the nearest traffic interchange (terrain permitting). If multiple access points are desired by property owners, or if properties are later subdivided and require new access, the cost for the additional access roads will be borne by the property owner(s).

Six future traffic interchanges are recommended for implementation of full access control for the entire length of this study project. They are illustrated schematically on Figure 2.1. The future traffic interchanges and access roads required for conversion of partial access control to full access control are shown as dashed lines on the access control plans in Appendix A.

2.3 Implementation of Access Control

Design and construction of the 4-lane roadway from the Santa Maria River to Wikieup is providing access points that meet the requirements for partial access control. Permits issued by the ADOT Kingman District under the authority of ADOT Administrative Rule R17-3-702, Encroachments in Highway Right-of-Way, will be the vehicles for implementation of partial access control. All access points that are incorporated into the access management plan when the 4-lane construction is accomplished, and all future access points, should be covered by a permit issued to the property owner or the agency administering public lands.

Implementation of full access control as described herein is contingent upon the following:

- Designation of US 93, as described herein, as an access controlled highway by the Arizona Transportation Board;
- Acquisition of rights-of-way for interchanges and access roads, and acquisition of access rights, where required, from properties abutting US 93.

Full access control, including design, acquisition of right-of-way and access rights, and construction, will be implemented along US 93 on a project-by-project basis as required to preserve the safety, capacity, and operational efficiency of the highway as traffic volumes increase and development occurs along the corridor.

2.4 Frontage Roads/Access Roads

Frontage roads needed to implement full access control will typically be constructed parallel to US 93 within public right-of-way (either ADOT or the County).

Access roads other than frontage roads needed to provide access when full access control is implemented will typically be constructed on independent alignment. They may be public roads with dedicated right-of-way, or may be unimproved roads on privately or publicly owned property to replace current access roads.

It is not intended that existing public or private roads be upgraded or enhanced by ADOT as access control is implemented.

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 the current 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.

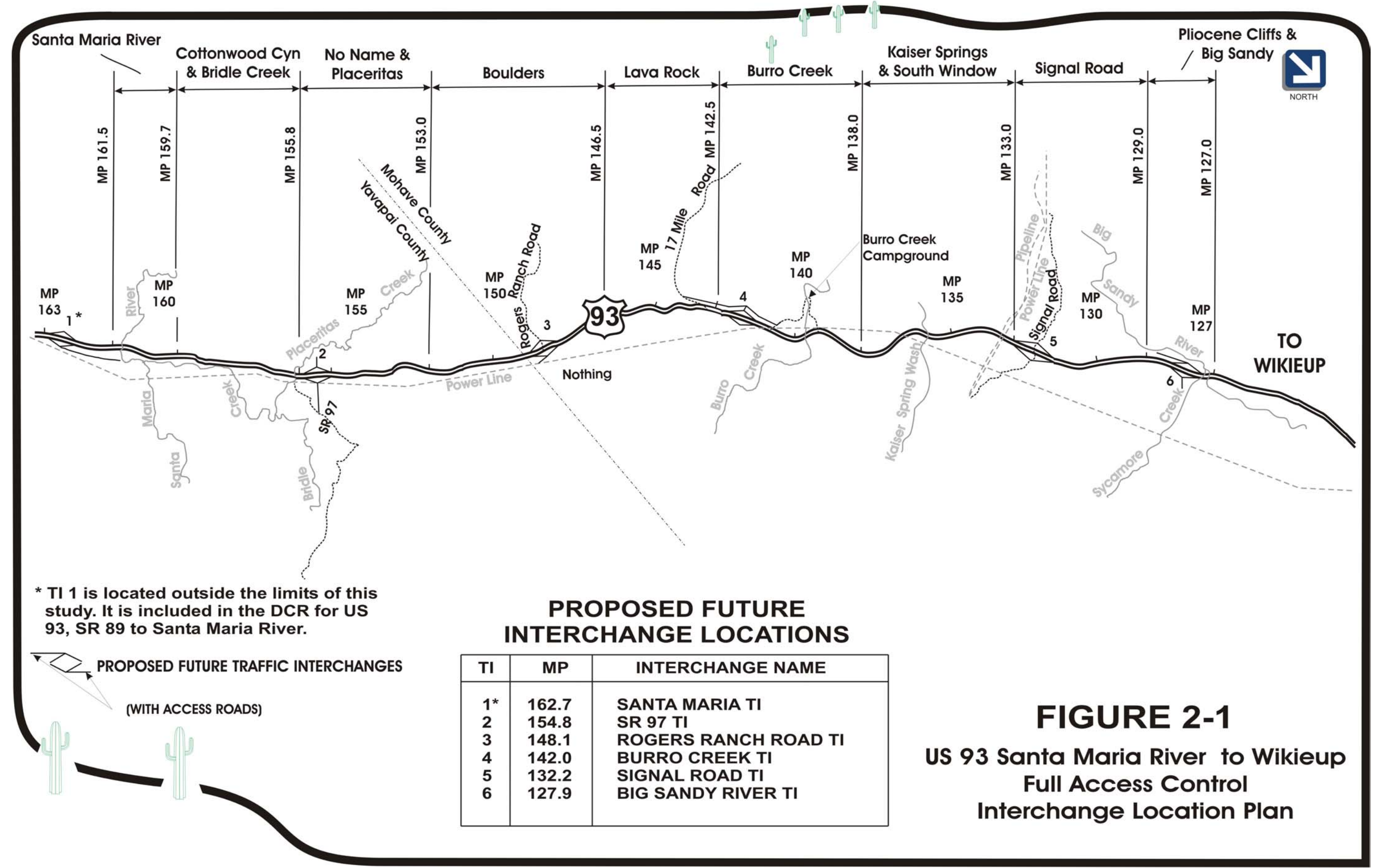
Where access is needed to properties that must cross private land or public land where the owner or manager of the land being crossed will not allow access across their land, ADOT will attempt to acquire right-of-way for a frontage road adjacent to US 93 or an access road on independent alignment, and construct an improved road to provide access. If ADOT cannot negotiate for the right-of-way, they will likely have to acquire the access rights to the affected parcel. This may result in landlocking the parcel and the cost may amount to the total value of the 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. 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 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. ADOT and the Counties should enter into Intergovernmental Agreements prior to acquisition of right-of-way and construction to facilitate the turnback process. If right-of-way is acquired from another public agency, the negotiation for right-of-way should include the ownership and maintenance of the access road when construction is complete.

ADOT will not assume responsibility for providing additional right-of-way and construction of additional access roads to serve property subdivision and development that occurs after access control has been established.

All access roads installed by property owners after access control has been implemented will typically be located outside the US 93 right-of-way. If owners of adjacent properties intend that the County assume maintenance responsibilities, the owners will have to work with the County to achieve the dedication of access roads and associated rights-of-way to the County.



* 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.

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

FIGURE 2-1
US 93 Santa Maria River to Wikieup
Full Access Control
Interchange Location Plan