

3. DESCRIPTION OF ACCESS CONTROL

For purposes of discussing areas along the study corridor, the project route has been divided into the same design sections used by ADOT for construction projects for the four-lane roadway. See Appendix A, Access Control Plans.

3.1 Section 1: Santa Maria River (MP161.5 to MP 159.7)

Construction of the four-lane roadway is complete through the Santa Maria River Section. The plan sheets included in this report are based on the final design plans.

Most of the property in this Section is in private ownership with one owner. ADOT owns a parcel just south of the Santa Maria River on the west side of US 93. Property with approximately one-half mile frontage on the west side of US 93 north of the Santa Maria River is State land.

3.1.1 Partial Access Control

Two access points exist along the new 4-lane roadway within this section. The first is located at MP 160.9 and consists of a median crossing and a grade intersection to the east side of the highway that provides access to the Santa Maria Road, which serves the Barnes property and a large area to the east of US 93. Access to the Barnes property and the ADOT property located on the west side of the highway is provided via a gated and locked access road under the south end of the Santa Maria River Bridge.

The second access point is located just north of the Santa Maria River at MP 160.4 and consists of a median crossing and grade intersections on both the east and west sides of the highway. The intersection on the west side provides access to the Barnes property and to State Land. The intersection on the east side provides access to the Barnes property at the location of a dirt airstrip that is on the Barnes property.

The two existing access points will be retained for implementation of partial access control. No other access points will be provided under initial implementation.

3.1.2 Full Access Control

Implementation of full access control through this Section will require constructing a traffic interchange and access roads to provide access to adjacent properties. A traffic interchange will have to be located away from the Santa Maria River to minimize impact on riparian habitat and aquatic areas. A large hill rises above US 93 on the west side from MP 161.5 to MP 160.7 which would require a very large cut to construct a traffic interchange close to the existing access point. The terrain becomes more moderate to the south and an interchange could reasonably be constructed. A traffic interchange with a US 93 underpass is proposed near MP 162.7 to provide access to areas south of the Santa Maria River. A 2-way access road would be constructed on the east side of US 93 between the traffic interchange and the existing access road south of the river. A wash parallels US 93 on the east side from approximately MP 161.8, where it crosses from the west side of US 93, to the Santa Maria River. If a frontage road was to be located parallel and adjacent to US 93 it would require constructing a new channel. Because of the potential impact on riparian habitat and aquatic areas it is proposed that the access road from the interchange at MP 162.7 stay to the east of the wash until it gets near the existing access point at MP 160.9, where it will cross the wash and connect to the Santa Maria Road serving the Barnes property and a large area to the east. (Note: This proposed traffic interchange is included in the Design Concept Study currently underway for US 93, SR 89 to Santa Maria River. It is also included in this study because it provides access to properties located within the limits of this study.)

The extremely rugged terrain north of the Santa Maria River will preclude construction of either access roads or a traffic interchange north of the Santa Maria River to serve the Barnes property, State Land and BLM land on both the east and west sides of US 93. It may be possible to provide access to the area north of the Santa Maria River by providing a crossing of the Santa Maria River on the east side of US 93 and connecting to the proposed access road serving properties on the south side of the river. That option would require extensive development of adjacent areas to warrant the expenditure of funds. It is noted that the Barnes property holdings in the vicinity of the Santa Maria River are extensive. Large grazing leases are held in addition to ownership of property. Acquisition of access rights that

would preclude access to US 93 along the Barnes property north of the Santa Maria River will be costly.

For planning purposes it is proposed that under full access control, no access to US 93 would be provided between the proposed traffic interchanges at MP 162.7 and MP 154.8 and all median crossovers will be removed from public use.

Interior road systems would have to be provided as a part of future development to provide access to one of the proposed interchanges. **Access rights to US 93 from private property along US 93 from the Santa Maria River northerly to MP 156.5 should be acquired by ADOT** before the area begins to develop to assure that the safety and capacity of US 93 is not adversely affected by development that requires direct access to the highway (see the following discussion under Section 3.2.2).

3.2 Section 2: Cottonwood Canyon & Bridle Creek (MP 159.7 to MP 155.8)

Final design is currently underway for the Cottonwood Canyon & Bridle Creek Section. The plan sheets included in this report are based on Stage II (30%) final design plans.

Property adjacent to US 93 through this Section is in public ownership. Property on the east side of US 93 through the entire Section is State land. Along the west side of US 93, property from the beginning of the Section to MP 158.8 is State land, and the property from MP 158.8 to the end of the Section at MP 155.8 is BLM land.

3.2.1 Partial Access Control

There are currently two primitive roads that intersect US 93 within this Section. One on the west side of US 93 at MP 157.9 provides access to BLM land. The second access point, on the east side of US 93 at MP 157.9, provides access to Bridle Creek. It is offset from the access point on the west side.

Partial access control will be implemented when the new 4-lane roadway is constructed for this Section. Under partial access control the following access points will be provided:

- A median crossover and turnouts on both the east and west sides of US 93 at MP 157.9 will be constructed to connect to the existing primitive roads
- Median crossovers will also be constructed at approximate MP 159.1 and MP 156.5.

No other access points will be provided for initial implementation of access control.

3.2.2 Full Access Control

No access points are proposed to implement Full Access Control within the limits of this Section. The terrain adjacent to the highway is such that access roads that follow the highway alignment are not considered feasible. If future access to US 93 is required due to development, it will have to be provided by internal road systems constructed by the owner or developer that will access proposed traffic interchanges at the junction of US 93/SR 97 or at MP 162.7, south of the Santa Maria River. Access to the Western Area Power Administration (WAPA) transmission line will be through gated and locked right in/right out turnouts. Access rights to US 93 should be acquired by ADOT through this entire Section from MP 159.7 to MP 155.8 as discussed in Section 3.1.2.

All median crossovers will be removed from public use.

3.3 Section 3: No Name & Placeritas (MP 155.8 to MP 153.0)

Construction is underway for the No Name & Placeritas Section. The plan sheets included in this report are based on the final design plans.

All property adjacent to the west side of the highway throughout this Section is BLM land except for a small frontage of State land at approximate MP 154.5. Property adjacent to the east side of the highway is State land from the beginning of the Section at MP 155.8 northerly to approximate MP 154.5. From MP 154.5 northerly to the end of the section at MP 153 property on the east side of the highway is BLM land.

SR 97 intersects the east side of US 93 within this Section at MP 155.21. The Final Design plans show the intersection being moved approximately 0.4 mile north along US 93 and a new connection to SR 97 will be constructed.

3.3.1 Partial Access Control

The intersection of US 93 and SR 97 will be maintained at its new location (MP 154.8) when partial access control is implemented. A grade intersection with a median crossover will provide access to SR 97 to the east of US 93.

There are two access points within this section in addition to the connection to SR 97. The first is located on the west side of US 93 at MP 155.1 and serves a primitive road that accesses BLM property including the Arrastra Mountain Wilderness Recreation Area. The Final Design plans show a right-in/right-out turnout to the west of US 93 to provide access at this point. Consideration was given to moving this access point northerly approximately 1,200 feet, opposite the new intersection of SR 97 and connecting to the existing primitive road with an access road. However, this would require constructing the access road over a wash. With the small amount of traffic likely to use this access, it is unlikely to cause any problems on US 93. Therefore, the access point being provided as shown in the Final Design plans will be retained during partial access control. If substantial development occurs that would increase traffic at this access point, an access road should be constructed to consolidate the access points and the existing access should be closed.

The Final Design plans also show a right-in/right-out turnout on the east side of US 93 at the location of the old intersection of SR 97 (MP 155.21) that provides access to the WAPA transmission line. Access from SR 97 will not be feasible because a substantial cut will preclude access to the WAPA line from SR 97. This access should be retained as a gated and locked access for use by WAPA during partial access control.

A median crossover will be constructed at MP 154.2 as shown on the final design plans. The median crossover will be retained during partial access control.

No other access points will be allowed during initial implementation of partial access control.

3.3.2 Full Access Control

When this Section of US 93 transitions to full access control, access between US 93 and SR 97 will have to be maintained. A diamond traffic interchange with a US 93 underpass is proposed at the junction of US 93 and SR 97 (MP 154.8). An access road on the west side of US 93 will be required to connect from the traffic interchange to the primitive road providing access to BLM property, including the wilderness recreation area.

All median crossovers will be removed from public use and at-grade access points will be removed except as provided for below.

- Access to the WAPA transmission line on the east side of US 93 will continue to be allowed through a gated and locked access point on the east side of US 93 at MP 155.2. Public use of the turnout will not be allowed.

3.4 Section 4: Boulders (MP 153.0 to MP 146.5)

Construction of the four-lane roadway is complete. The plan sheets included in this report are based on the final design plans.

The Yavapai/Mohave County Line is located within this Section at MP 148.60. Property adjacent to both sides of US 93 is BLM land through the entire Section except for a small parcel of private land fronting US 93 on the east side from MP 148.3 to MP 148.4 at Nothing. A private mining claim that is located within BLM land abuts US 93 from approx. MP 151.3 to MP 151.6.

3.4.1 Partial Access Control

There are currently six access points to US 93 on the new four-lane roadway within the Boulders Section.

- Grade intersections to both the east and west with a median crossover are located at MP 151.8. The intersection to the west connects to a primitive road that provides access to BLM land. The intersection to the east provides access to BLM land, a mining claim, and the WAPA transmission line.
- Turnouts to both the east and west and a median crossover are located at MP 150.1. The turnout on the east side of US 93 provides access to the WAPA transmission line. The turnout on the west side of US 93 provides access to the Arrastra Mountain Wilderness.
- A grade intersection to the east with a median crossover is located at MP 148.5 and provides access to a commercial wrecker service named Nothing. It also connects to primitive roads serving a large area to the east of US 93 including the WAPA access road.
- A right in/right out intersection to the west at MP 148.1 connects to Rogers Ranch Road which is a primitive road serving a large area to the west of US 93.
- A right in/right out turnout to the east at MP 147.0 provides access to BLM land including the WAPA transmission line. This turnout should be gated and locked.

All access points currently in place should remain during partial access control. No other access points will be provided for initial implementation of access control.

3.4.2 Full Access Control

The intersections at Nothing and at Rogers Ranch Road are the most significant connections to adjacent areas within this Section. Location of a traffic interchange in this vicinity will serve the majority of local traffic with minimal need for access roads. Therefore a traffic interchange with a US 93 underpass will be constructed at approximate Rogers Ranch Road (MP 148.1) with connections to the primitive roads serving the BLM lands on both sides of US 93, and an access road on the east side of US 93 to connect to the commercial development at Nothing. The access road will be located to the east of the developed area at Nothing.

Future development of properties should include internal road systems that will connect to the proposed traffic interchange at MP 148.1 or to the proposed traffic interchange at MP 154.8.

All median crossovers will be removed from public use, and at-grade access points will be removed except as provided for below.

- The grade intersection at MP 151.8 is located approximately midway between the proposed traffic interchanges at MP 154.8 and MP 148.1. The use of the local roads appears to be very limited and would not warrant construction of another traffic interchange. The distance to adjacent interchanges coupled with rugged terrain make it unlikely that access roads could be justified. Therefore, gated and locked access roads will remain to provide intermittent access to the WAPA transmission line to the east and BLM land on both sides of US 93. Public use of the turnout will not be allowed. A determination will have to be made at the time full access control is implemented, whether it is feasible to provide an access road from the mining claim near MP 151.6 to a traffic interchange, or acquire access rights to the mining claim.
- The turnout to the east at MP 150.1 will be modified to a gated and locked turnout to provide access to the WAPA transmission line and intermittent access to BLM land. Public use of the turnout will not be allowed.
- The turnout to the west at MP 150.1 will be closed. An unobtrusive two-track road will be constructed, on BLM land, from Rogers Ranch Road (MP 148.1) to tie into the existing primitive road serving the Arrastra Mountain Wilderness. The alignment of the two-track road will be identified by BLM.

- The grade intersection to the east at MP 147.0 connects to primitive roads including the WAPA transmission line. These primitive roads will also connect back to the traffic interchange proposed at MP 148.1. This intersection will be closed and access to the area will be from the traffic interchange at MP 148.1 via existing primitive roads.

3.5 Section 5: Lava Rock (MP146.5 to MP 142.5)

Construction of the four-lane roadway is complete. The plan sheets included in this report are based on the final design plans.

Property adjacent to both sides of US 93 is BLM land through the entire section.

3.5.1 Partial Access Control

There are currently four access points to US 93 within the Lava Rock Section.

- A gated turnout on the west side of US 93 with a median crossover is located at MP 145.6 and provides access to BLM land.
- A right-in/right-out grade intersection on the east side of US 93 at MP 144.8 provides access to a localized area of BLM land.
- A gated right-in/right-out turnout on the east side of US 93 at MP 143.8 provides access to a localized area of BLM land.
- A grade intersection with a median crossover on the west side of US 93 at MP 143.0 connects 17 Mile Road to US 93, and serves a large area including recreational areas and ranches.

These access points will remain in service to provide needed access and provide partial access control. No other access points will be provided under initial implementation.

3.5.2 Full Access Control

17 Mile Road (MP 143.0) is the primary access to a large area to the west of US 93 and access will be necessary when Full Access Control is implemented. Access will also be required to the Burro Creek Campground at MP 140.2 (See Section 6, following). With a MP equation falling at MP 141.56, the actual distance between 17 Mile Road and the Burro Creek Campground entrance is approximately two miles. It is proposed that a traffic interchange be constructed at MP 142.0 to serve both 17 Mile Road to the south and the Burro Creek Campground to the north. A 2-way frontage/access road on the west side of US 93 will provide access from the interchange crossroad to 17 Mile Road and the entrance to the Burro Creek

Campground. The terrain is moderate in this area and a single traffic interchange with frontage/access roads will provide access at less cost than constructing two traffic interchanges.

All median crossings will be removed from public use and at-grade access points will be removed except as provided for below.

- A gated and locked right-in/right-out turnout at MP 145.6 that provides intermittent access to BLM land on the west side of US 93 will remain. Public use of the turnout will not be allowed.
- A gated and locked right-in/right-out turnout on the east side of US 93 at MP 144.8 that provides intermittent access to a localized area of BLM land will remain. Public use of the turnout will not be allowed.
- A gated and locked right-in/right-out turnout on the east side of US 93 at MP 143.8 that provides intermittent access to a localized area of BLM land will remain. Public use of the turnout will not be allowed.

3.6 Section 6: Burro Creek (MP 142.5 to MP 138.0)

Final design of the Burro Creek Section is underway. The plan sheets included in this report are based on the final design plans. A Milepost Equation within this section is: MP 140.47 Bk. = MP 141.56 Ahd. This equation results in the actual length of the section being 1.09 miles less than the Mile Posts indicate.

A WAPA power transmission line crosses US 93 at approximately MP 141.7.

Property adjacent to both sides of US 93 is BLM land through the entire Section.

3.6.1 Partial Access Control

There are currently five access points to US 93 within the Burro Creek Section.

- A gated access on the west side of US 93 at MP 142.4 provides intermittent access to BLM property.
- Gated access on both the east side and west side of US 93 at MP 141.7 provides access to the WAPA transmission line.
- A grade intersection on the west side of US 93 at MP 140.2 serves as the main entrance to the Burro Creek Campground.
- A grade intersection on the west side of US 93 just south of the Burro Creek Bridge at MP 139.3 provides access to a viewpoint overlooking the Burro Creek Campground. The viewpoint is

planned for closure when US 93 is expanded to 4-lanes. Therefore the access point will be closed also.

- A grade intersection on the west side of US 93 at MP 138.8 connects to Shipp Ranch Road, which provides access to a ranch and is a northerly access to Burro Creek Campground.

Partial access control will be implemented when the new 4-lane roadway is constructed for this Section. Under partial access control the following access points will be provided:

- A gated access on the west side of US 93 at MP 142.4 will provide intermittent access to BLM property.
- Gated access on both the east and west side of US 93 at MP 141.7 will provide access to the WAPA transmission line.
- A grade intersection on the west side of US 93 with a median crossover will be located at the same location as the existing intersection (MP 140.2) to provide access to the Burro Creek Campground.
- The intersection with the Shipp Ranch Road currently located on the west side of US 93 at MP 138.8 will be a right-in/right-out intersection only.

3.6.2 Full Access Control

Access to the Burro Creek Campground must be maintained when full access control is implemented. The relatively short distance between 17 Mile Road and the entrance to Burro Creek Campground permits consolidation of access to these two areas with a single traffic interchange. As stated in the previous section, a traffic interchange is proposed at MP 142.0 with a 2-way frontage/access road along the west side of US 93 to provide access to both 17 Mile Road and the entrance to the Burro Creek Campground. Since this interchange serves a BLM recreational area it is unlikely that further development will occur or that traffic volumes on the frontage road will increase significantly. The placement of the access road approximately 600' from the ramp terminals will provide satisfactory service with the low traffic volumes anticipated, and will minimize impact on BLM land.

On the north side of Burro Creek, access between US 93 and the Shipp Ranch Road will be closed. Traffic will be routed through the traffic interchange that will be constructed at MP 142 and connected to the Burro Creek Campground and Shipp Ranch Road by a frontage/access road. The BLM has informally indicated that access to the Shipp Ranch will be allowed through the Burro Creek campground.

All at-grade access points will be removed, and median crossovers will be removed from public use.

3.7 Section 7: Kaiser Spring & South Window (MP 138.0 to MP 133.0)

Construction of the Kaiser Spring & South Window Section is complete and the new 4-lane roadway is open. Plan sheets included in this report are based on final design.

Property adjacent to both sides of US 93 from the beginning of the section at MP 138.0 to MP 136.2 and from MP 135.5 to MP 135.0 is BLM land. Property adjacent to both sides of US 93 from MP 136.2 to MP 135.5 and from MP 135.0 to MP 133.6 is privately owned. From MP 133.6 to the end of the section at MP 133.0 property on both sides of US 93 is BLM land.

A WAPA power transmission line crosses US 93 at approximately MP 136. A Southwest Transmission Co. power line and a Southern Union gas line cross US 93 at MP 133.1.

3.7.1 Partial Access Control

There are currently four access points to US 93 on the new four-lane roadway within the Kaiser Spring & South Window Section.

- A right-in/right-out intersection on the west side of US 93 at MP 137.6 provides access to the WAPA transmission line, BLM land and private property.
- An emergency median crossover at MP 136.3
- A grade intersection on the east side of US 93 with a median crossover at MP 135.7 provides access to private property and to an isolated section of the WAPA transmission line. Only two towers are accessed at this point but the location is such that access from other locations is undesirable.
- A grade intersection on the east side of US 93 with a median crossover at MP 134.9 provides access to private property and to the WAPA transmission line north of Kaiser Springs Wash and east of US 93.
- A right-in/right-out intersection on the west side of US 93 at MP 133.9 provides access to primitive roads and private property. Wikieup Springs Drive, which is a platted County Road that has not been constructed, would access US 93 at this location.
- Section 3, Township 14 N., Range 12 W. has been subdivided and road right-of-way is now owned by Mohave County. The roads have not been constructed. When the recent 4-lane construction of US 93 was done, ADOT acquired platted frontage roads on both sides of US 93 from the County for US 93 right-of-way. There are two platted County roads that intersect the ADOT

right-of-way within the subdivision in addition to the road mentioned above at MP 133.9: Cholla Road at approximate MP 134.9 on the west side of US 93 and Little Canyon Road at approximate MP 134.7 on the east side of US 93. These platted roads have not been constructed.

- An emergency median crossover at MP 133.8

Partial access control will include all of the existing access points listed above. However, the two platted County Roads at MP 134.9 and at MP 134.7 will not be connected to US 93. No other access points will be allowed for the initial implementation of access control for this section.

3.7.2 Full Access Control

Terrain adjacent to US 93 within this section is very rugged with deep cuts and high fills. It is not feasible to provide either traffic interchanges or access roads. Access being provided in the Final Design Plans is primarily to provide access to the WAPA transmission line and undeveloped property.

Implementation of full access control will require that all development of properties include internal road networks that will route traffic to either the Burro Creek Campground entrance road or the future Signal Road TI at MP 132.2. **Access rights to US 93 from adjacent private property located between MP 136.2 and MP 133.6, including Wikieup Springs Ranches and other private property, should be acquired by ADOT** before the area begins to develop to assure that the safety and capacity of US 93 is not adversely affected by development that requires direct access to the highway.

All median crossovers will be removed from public use, and at-grade access points will be removed except as provided for below.

- Access to the WAPA transmission line will be provided by gated and locked access roads located at MP 137.6 (west side of US 93), MP 135.7 (east side of US 93) and MP 134.9 (east side of US 93). Public use of the turnouts will not be allowed.

3.8 Section 8: Signal Road (MP 133.0 to MP 129.0)

Construction of the Signal Road Section is essentially complete and the new 4-lane road is open. Roadside construction is continuing. The plan sheets included in the report are based on Final Design.

Property adjacent to both sides of US 93 within this section is BLM land except for three small frontages that are privately owned. A private mining claim that is located within BLM land abuts US 93 on both the east and west side from approx. MP 130.7 to MP 128.8

3.8.1 Partial Access Control

The Final Design plans show four access points to US 93 within this section.

- A median crossover at MP 132.4 provides U-turn capability for traffic including the access to the right in-right out intersections located to the north.
- The Signal Road intersection is located at MP 132.2 and provides access to a power transmission line, a gas line and large areas of public and private lands on the west side of US 93. Burro Creek Crossing Road is offset from Signal Road by approximately 0.1 miles and provides access to a large area to the east of US 93 including power transmission lines and a gas line. The final design plans realign the Burro Creek Crossing Road to the south to line up with Signal Road. A grade intersection with median crossover is being constructed.
- A right in/right out intersection on the east side of US 93 at MP 130.9 provides access to Old Wikieup Road which serves public and private land and provides access to the WAPA transmission line.
- A right in/right out intersection on the west side of US 93 at MP 130.7 serves public and private land.
- A grade intersection on the east side of US 93 at MP 130.1 serves a gated entrance. A sign at the gate indicates "Enviroverde L. L. C." A check with the ADOT District indicated that a clay mine operated there in the past but it is no longer in operation.
- A median crossover at MP 129.9 provides U-turn capability for traffic including the access to the right in/right out intersections located to the south.

The four access points plus the median crossover at MP 129.9 described above will provide necessary access under partial access control.

3.8.2 Full Access Control

Access between US 93 and Signal Road/Burro Creek Crossing Road will be required when full access control is implemented to provide access to the large areas served on both sides of US 93. A traffic interchange with a US 93 underpass will be constructed at the Signal Road intersection with US 93 (MP 132.2). All median crossovers will be removed from public use and at-grade access points within

the section will be removed except the access at MP 130.9 as described below.

Construction of frontage/access roads from Signal Road to the north to provide access to properties being served by intersections at MP 130.9 on the east, MP 130.7 on the west and MP 130.1 on the east side of US 93, would require crossing a sizable wash and construction of more than a mile of frontage/access road on each side of US 93. Construction of frontage/access roads from the proposed TI near Big Sandy at MP 127.9 would require construction of more than 2-miles of frontage road on each side of US 93. Because of the cost and the limited traffic that will occur prior to extensive development of the properties, the right in/right out intersections at MP 130.7 and 130.1 will be closed when full access control is implemented. The right-in/right-out intersection on the east side of US 93 at MP 130.9 will remain as a gated and locked access to the WAPA power line. Public use of the turnout will not be allowed.

A determination will have to be made at the time full access control is implemented, whether it is feasible to provide an access road from the mining claim near MP 130 to a traffic interchange, or acquire access rights to the mining claim.

Development of properties will have to include internal roads to provide access to the Signal Road TI or the TI at MP 127.9. ADOT and Mohave County can coordinate access to developments during the review and approval stages for development permits from the County. Access from developments to either Signal Road or Burro Creek Road will eliminate the need for access directly onto US 93 by routing traffic through the Signal Road TI.

3.9 Section 9: Pliocene Cliffs & Big Sandy (MP 129 to MP 127)

The Pliocene Cliffs & Big Sandy Section extends northerly to the end of this study at MP 127. Final design is complete and construction is underway. The plan sheets included in this report are based on final design plans.

Property adjacent to US 93 within this Section is either BLM land or is privately owned.

3.9.1 Partial Access Control

There are four access points along this Section of US 93:

- A graded County road to the west at MP 128.7 crosses Big Sandy River with a dip crossing and provides access to a large area on the west side of the river.
- A primitive road to the east of US 93 at MP 128.3 provides access to a large area and ties into other primitive roads.
- A primitive road to the west of US 93 at MP 128.1 provides access to several cultivated fields between Big Sandy and US 93. This road crosses a primitive road that parallels US 93 and extends from approximately MP 128.5 to 127.4.
- Cholla Canyon Road to the east at approximately MP 127.4 serves a large area along the east side of Big Sandy River. It ties back into US 93 in Wikieup and connects to several local roads.

Partial access control will provide access to all areas now being served.

- A right-in/right-out grade intersection to the west will be provided at MP 128.7 to serve the area west of Big Sandy River. The median crossovers at MP 129.9 and MP 127.9 will provide U-turn capability.
- The existing turnout to the east of US 93 at MP128.3 will remain as a right-in/right-out intersection.
- The existing turnout to the west of US 93 at M 128.1 will be removed and access will be provided at the intersection to be constructed at MP 127.9. ADOT has negotiated a Cost to Cure to allow private owners to connect to the new access point.
- A grade intersection to the west side of US 93 with a median crossover at MP 127.9 will be provided to serve properties to the west between Big Sandy River and US 93.
- A future County Road (Caithness Road) is planned by Mohave County, that will be located on the east side of US 93 at MP 127.9 to serve properties to be developed.
- A grade intersection on the east side of US 93 with a median crossover will be provided at Cholla Canyon Road (MP 127.4) to provide access to the large area east of Big Sandy River.

3.9.2 Full Access Control

A traffic interchange with a US 93 underpass is required to provide access to both sides of US 93 within this section. The interchange has to be located to minimize impact to the riparian areas adjoining Big Sandy River. A preliminary location of the interchange would place the crossroad structure at approximately MP 127.9. This is the planned location of Caithness Road discussed in Section 3.9.1 above.

The future access road on the west side of US 93 will be a grader road that will tie into existing primitive roads. Extending the crossroad, and placing the intersection with the access road further

away from the ramp terminals would further impact the riparian habitat along the Big Sandy River. The placement of the access road approximately 600' from the ramp terminals will provide satisfactory service with the low traffic volumes anticipated in this environmentally sensitive area.

All median crossovers will be removed from public use, and at-grade access points will be removed.

Access to properties on the west side of US 93 will be provided by a 2-way access road extending from the local road at MP 128.7 to the traffic interchange. The alignment of the existing primitive road that parallels US 93 should be considered for the access road alignment.

On the east side of US 93 an access road will be constructed to connect Cholla Canyon Road to proposed Caithness Road. The existing intersection of Cholla Canyon Road and US 93 will be removed.