

Interviewee **Donna Baker, NPG Cable**

Date of Interview **Tuesday, April 7, 2009, 1:00 PM**

Roads County-wide are narrow and many lack shoulders. This makes it challenging to maintain roadside cables without infringing on traffic flow with work trucks.

However ADOT has been very cooperative in the cable permitting process.

ADOT is planning a roadway widening project on SR 95 in the Buckskin Valley area that includes the installation of sewer and culverts and the provision of a center turn lane.

Tractor-trailer rigs park on California Avenue. Create sight-distance issues for persons exiting driveways of commercial establishments including the cable office.

Truck with high load making turn at the California Avenue/Riverside intersection in downtown Parker struck traffic signal—signal swung and cut cable.

Interviewee **Guy Gorman, Community Economic Director,
Town of Parker**

Date of Interview **Tuesday, April 7, 2009, 2:00 PM**

Greatest concern is the age of streets and the need to renovate several streets. Part of street system needs to be resurfaced. The Town had a pavement improvement program at one time but has not continued the program.

“Parker Central”—the original one-square-mile townsite—is built out. Need to add curb and gutter to Hopi and Geronimo Streets, also sidewalks. The Town has obtained a transportation enhancement grant that will be used to improve California Avenue from 7th Street to the Colorado River Bridge.

The Town does not have a capital improvement program for roadways. No warrant studies have been conducted—two traffic signals currently exist within Parker Central—at California and Arizona, and at California and Riverside. A Streets and Traffic Committee handles roadway improvement issues.

Parker Central specifications:

- All rights-of-way are 100 feet in width with the exception of California Avenue, Riverside, and Arizona Avenue. The rights-of-way of these streets are each 132 feet wide.
- Each Town lot is 150’ long by 50’ wide
- 12 lots per block—six on each side—with 20’ alley in center
- Each block is 300’ X 320’
- No short blocks exist except for a few along railroad—i.e. the additional widths of Arizona, California, and Riverside do not equate to any takings from blocks abutting those roadways.
- There is a new road in “Parker South”—Wayside Drive—which is unpaved.

Regional Issues

- Need 4-lane facility connecting Lake Havasu City, Parker, and Quartzsite
- May need future transit between Parker Central and Parker South when Parker South becomes more built up
- Parker Central—1 square mile—is small enough that everything is within walking distance
- County operates existing regional transit system
- A transload facility exists where low-grade hazardous material brought in by rail is loaded on trucks and taken to Nevada for disposal.
- Railroad also off-loads fertilizer for agriculture—stored in tanks

Interviewee **Chad Hinderliter, Sergeant, DPS**

Date of Interview **Tuesday, April 7, 2009, 3:00 PM**

Roadway Issues

- Intersection of SR 95 and 95 Spur “Parker Dam Road” needs to be reconfigured.

Motorists coming from 95 Spur—left in photo—turn left across both lanes and median of SR 95 to access Mc’s Market by means of the blacktop driveway on right, creating hazard.



- Pavement condition on Riverside is poor
- Need bike lanes, especially for winter visitors
- Need to repave passing lanes
- Need to correct passing zone on blind turn north of Resort Road on SR 95 at MP 155
- Rumble strips on shoulders inhibit bicycle travel
- Only one passing lane exists on SR 95 between Parker and Lake Havasu City—need additional passing lanes
- SR 95 at MP 152 appears to be subsiding—may be due to culvert installation
- Motorists SB on SR 95 at Blue Water Casino entrance cannot see traffic signal at sunset
- Putting in culverts on SR 95 at Holiday Harbor—MP 157—short passing lane needs to be reassessed
- Five fatalities occurred on SR 72 during rainy season due to low-water crossings
- Shea Road has 2’ diameter potholes, creating severe hazard. Some, but not all, are spray-painted with red paint to make them more visible. Shea Road and Osborn Well Road are the same roadway
- A new Colorado River bridge is planned for Spur 95 (California Avenue)
- In Quartzsite, Kuehn Road has a low-water crossing of Tyson Wash. Flowing water degrades shoulders. Need to widen and straighten Kuehn Road to accommodate 18-wheelers and RVs
- I-10 Exit 17 needs to be improved to specifications of Exit 19 to accommodate 18-wheelers and RVs

Interviewee **Tanya L. Cecil, GM, Arizona & California Railroad****Date of Interview** **Wednesday, April 8, 2009, 9:00 AM**

Freight train operations:

- One round trip between Parker and Cadiz, California, 5 days per week
- One round trip between Parker and Castle Hot Springs (between Wickenburg and Phoenix), 5 days per week
- One cement train from Cadiz to Matthic (north of Wickenburg) through Parker each week
- Three repositioning trains through Parker each week

The cement train carries product from California to Phoenix for use in construction. The repositioning trains return empty cars to the West that had carried automobiles, containerized freight, and other commodities to Phoenix.

To recap, the Riverside highway-rail crossing—which is located west of the Parker terminal, is traversed by a westbound and an eastbound Cadiz turn, 5 days per week, one cement train each week, and three repositioning trains each week, or an average of 14 trains per week, or two trains per day.

Carloads and Capital Improvement Plan

From an annual high of 19,000 carloads, business has declined to 13,000 carloads for 2008 and a forecasted 12,000 carloads for 2009.

The low-grade hazardous material mentioned by the Town of Parker results in two carloads per month

Other Parker-area freight customers are Superior Bulk Logistics, in Parker Central, and Titan Energy, in Parker South.

Stearlite plastic pellets are off-loaded at Parker and trucked to Lake Havasu City. Plastic pellet consignees in Phoenix and Las Vegas are served from sidings in Maricopa County and California, respectively.

The railroad stores liquefied petroleum gas in rail tank cars in Parker for Exxon Petroleum. Exxon leases tracks from the railroad for this purpose.

The railroad replaces 9,000 crossties annually, together with between 1 and 2 track miles of rail.

29 Employees work for the railroad. Many live in Lake Havasu City and commute.

Interviewee **Dennis Shrewsbury, Administrative Sergeant
Town of Parker PD**
Date of Interview **Wednesday, April 8, 2009, 10:00 AM**

The Town of Parker has made modifications to three intersections in the past year. In each case, the modification consisted of upgrading a 2-way stop to a 4-way stop. The intersections are:

- Kofa and Third Street
- Arizona and Navajo
- 16th Street and Quartz

The upgrades at Kofa and Third and at Arizona and Navajo appear to be working well. Navajo, in particular, is a regular pedestrian route to school, and the stop sign has aided pedestrian safety.

The principal issue with respect to Kofa and Third is that increased traffic has been directed through this intersection as a result of construction on California Avenue. Speed bumps were also installed on Kofa between Third and Fourth Streets to calm traffic.

The City plans to install sidewalks on California Avenue between 6th Street and the Colorado River Bridge.

[NOTE: The Colorado River Bridge appears to be a narrow, obsolescent facility, with one 12-foot (or narrower) travel land in each direction and either very narrow or non-existent sidewalks. Pedestrian or bicycle travel over this bridge would be extremely dangerous.

California Avenue narrows to one-lane NW (California) bound between 7th Street and the bridge. SE (Phoenix) bound, California Avenue widens to two lanes at 2nd Street
–RB]

The Town has enacted a new ordinance prohibiting parking on California Avenue within 100 feet of an intersection. Tractor-trailer rigs park on sides of street blocking views for motorists existing from downstream driveways. The Town has not discussed implementing a similar ordinance on Riverside.

Tractor-trailer rig drivers also park within striped median on California Avenue to visit the convenience stores.

Interviewee **Rich Ench, Tribal Planner, Colorado River Indian Tribes**
rickench@msn.com

Date of Interview **Wednesday, April 8, 2009, 11:00 AM**

ADOT's area MVD office is opposite the T-intersection of Mohave Road with SR 95. Motorists from Mohave Road are crossing SR 95 to reach MVD, creating hazard. CRIT would like to see a warrant study for a traffic signal at this location.

The engineering for a re-design of the intersection of Burns Road and SR 95 has been completed. This is an expensive project and the Tribes hope that it will qualify for stimulus funding. Requests have been submitted to the BIA.

Within the BIA and/or the IRR program, the methodology for distributing available funds for transportation projects has been restructured to acknowledge the needs of non-land based Tribes. Hence the available funds for land-based Tribes such as CRIT have been cut in half, from \$2 million to \$1 million annually.

However, many Tribes do not have "shovel ready" projects, and some CRIT projects may receive (additional) Stimulus funds during the Second Phase after October 2009.

Agnes Wilson Road has heavy truck use.

Several bridges on Mohave Road are only rated for 22 tons, although routinely used by heavier trucks. In effect, Mohave Road is a de-facto part of the State system. CRIT does not have the funding to re-do the road. Road is deteriorating, and the Tribal allocation is insufficient to maintain it. Heavy truck traffic is wearing out road. Mohave Road is the main arterial for the Reservation and is used by local farmers, etc. In particular, the Southern end of the road is in poor condition.

Engineering with BIA bridge had to replace Tyson Wash bridge

Ed Hooper, BIA Colorado River Agency, has road condition data.

Top priority is to improve First Avenue. Last summer First Avenue was paved from the Arizona Avenue curve to Booth Road.

CRIT is seeking funding to purchase traffic counters with which to conduct additional traffic counts.

Tribal Complex is located on the Southeast Corner of Mohave and Second Avenue which is a major traffic generator.

Interviewee **Scott Bernhart, Community Development Manager,
La Paz County**
Joan-Marie King, Planner, La Paz County

Date of Interview **Wednesday, April 8, 2009, 1:00 PM to 3:00 PM**

Corrections and Suggestions for Maps

- River Road in Cibola is paved
- Add months to traffic count figures on map to depict seasonality
- Extend Northern edge of Map to show Bill Williams Bridge and access road to Bill Williams Refuge

Roadway issues

- Odd-angle intersections in Salome
- Need to accommodate flooding
- County created “town center” in Salome to facilitate mixed-use development. Identified 4-5 DU/acre for comprehensive planning use. Sun West is the largest master planned community in County—half-way between Avenue 75E and Salome on Salome Road
- Rural communities of Salome, Wenden, and Utting, together with Vicksburg Road area, have been added to comprehensive plan (or need to be)
- Ehrenberg POE needs to be upgraded--#1 POE in state in traffic volume
- Need travel/tourism center
- Plans for 3 traffic circles in Ehrenberg—one on each side of I-10 TI, also one where Parker-Ehrenberg (Mohave) Road meets access road
- Roundabout at intersection of Vicksburg Road and US 60
- Industries along Vicksburg Road include food processing and packaging, and metal recycling. Three dairies exist—fourth being developed. The bio-fuels refinery has not materialized—now looking at algae farm.
- 9 to 10 potential lease sites for solar—mostly on SR 95 between 12-Mile Junction and Quartzsite—West side of roadway.
- 12-Mile Junction still perceived as dangerous—4 to 5 fatalities per year
- Cibola bridge may be a candidate for Stimulus funds
- How about crossing Alamo Road into Mohave County? Link up with road into Kingman. Alternate route between I-10 and I-40
- Centennial Wash is the site of fatality on SR 72

[Note: Pavement condition of US 60 between Brenda and Vicksburg Road is poor. ADOT is in process of scour-retrofitting the segment. Bridge guard rails are also being replaced as a part of this project. –RB]

Interviewee **Jerry Rather, Park Manager,
Buckskin Mountain State Park
Lee Eseman, Western Regional Manager, AZ State Parks**

Date of Interview **Wednesday, April 8, 2009, 4:00 PM**

Lee Eseman was unable to attend the interview, and issues more directly related to Buckskin Mountain State Park were discussed.

The Park has approximately 400,000 visitors annually. During January, February, and March, the campsites are full every night. During summer, the Park is $\frac{3}{4}$ full or less during the week, fuller on weekends.

Buckskin Mountain SP has 68 RV sites with water and electrical. River Island SP—a few miles north on SR 95—has 37 sites.

Historically, 90 percent of the visitation has been from California. Now, more visit from Arizona and from Southern Nevada during summer. Winter visitors come from everywhere.

SR 95 Park Entrance Issues

- When “old road” was closed and barricaded, an ad hoc parking site was created (See Figure XX)
- Park visitors wishing to hike old road walk up access road, which has blind corners and no shoulders and is not safe for pedestrians
- Plans exist to convert old road to multi-use path and a TE grant for this has been applied for
- Additional “ad hoc” parking exists in triangle median formed by access roadways at Park entrance (See Figure XX)
- SB on 95, a passing lane begins right at Park entrance. Motorists confused as to whether this is a passing lane, an acceleration lane for motorists exiting the Park SB, or both, creating conflicts. (See Figure XX)
- Motorists park illegally at Park entrance in ad hoc areas, try to access trails while avoiding Park fees by climbing up roadway embankments to pedestrian bridge north of entrance, creating hazard
- Geometry of entrance to Park from North has caused motorists to lose control of vehicles and overturn

[Site review with interviewee. See photos]

FIGURE XX. SR 95 PARK ENTRANCE ISSUES

<p>SB on 95, a passing lane begins right at Park entrance. Motorists confused as to whether this is a passing lane, an acceleration lane for motorists exiting the Park SB, or both, creating conflicts.</p>	
	<p>When “old road” was closed and barricaded, an ad hoc parking site was created</p>
<p>Additional “ad hoc” parking exists in triangle median formed by access roadways at Park entrance</p>	

Interviewee **Ted Swendra, Airport Manager**
 Colorado River Indian Tribes

Date of Interview **Wednesday, April 8, 2009, 5:00 PM**

Air-side program is almost complete. The new runway project is in the final phase, with electrical work (Medium Intensity Runway Lights) and striping remaining to complete.

Need to reconstruct entry road and parking lot. The parking lot is higher than the floor of the building containing a hangar and airport office. Consequently, this structure floods whenever it rains with run-off from the parking lot. Plan is to reconstruct and lower parking area, create drainage to wash running north of terminal area.

Need to enhance entrance visually—create “gateway” to airport. This improvement is planned in conjunction with the reconstruction of the SR 95/Airport Road/Wal-Mart intersection.

Interviewee **Aaron Curtis, Yuma Field Office,
Bureau of Land Management
928-317-3238; aaron_curtis@blm.gov**

Date of Interview **Thursday, April 9, 2009, 9:00 AM**

Lands and realty staff are responsible for right-of-way issues. Contact Arturo Lopez, Yuma BLM office, who is Realty Specialist.

Aaron Curtis provided the PARA Team with the following:

- CD of Yuma Field Office Proposed Resource Management Plan and EIS
- Joint BLM-U.S. Fish and Wildlife Service (FWS) Map of Kofa and New Water Mountains Wilderness
- Joint BLM -FWS Map of Eagletail Mountains Wilderness
- BLM La Posa Access Guide Map

The BLM is pushing to get the Sonoran Desert Tortoise placed on the Endangered Species list. Such a designation could have a significant impact on area roadway planning and construction.

The sand dunes north of Quartzsite are stabilized and support endemic species of plants unique to the area.

“Massive route proliferation problems” exist with trails due to unconstrained off-highway vehicle use. A number of trails lead from SR 95 to the Refuge boundary. Suzanne Henry with the FWS in Yuma is the Assistant Refuge Manager and contact.

Approximately 1,900 miles of “routes” exist within La Posa. Routes are defined as roadways, primitive roads, trails, or “drivable washes.”

Abandoned mine shafts continue to be an area hazard, and there has been one recent fatality. No inventory of abandoned mines exists.

Interviewee **Robert K. Holt, P.E., Barbara Martin, The Holt Group**

Date of Interview **Thursday, April 9, 2009, 9:30 AM**

The Holt group functions as engineering advisors to the Town of Quartzsite.

General Motors is looking at Yuma Proving Grounds for potential testing facility.

Need to upgrade I-10 Exit 17 TI to the specifications of the Exit 19 TI. Need to look at dangerous stop sign at Exit 17 exit.

Box culvert project for Plymouth Wash stopped due to lack of matching funds.

Kuehn Road congested during peak season. "KPFF Engineering" in Phoenix did site plan. A 12" water line is located in Kuehn Road right-of-way.

How to connect I-8, I-10, and I-40? SR 95 is logical connector. Environmental restrictions preclude developing or improving roadway in California.

Recommends we obtain copy of CALTRANS TIP for adjacent area

Quartzsite is doubling the capacity of its wastewater treatment plant, from 480,000 to 900,000 gallons daily. The Town is applying for Stimulus funding for this project as well as for the development of a groundwater storage facility.

Interviewee **Robert Flanders, Quartzsite Maintenance, ADOT**

Date of Interview **Thursday, April 9, 2009, 10:00 AM**

ADOT Yuma District has \$4 million budget—smallest in State. Lack of funds makes maintenance difficult. Roads are in fair condition. Stimulus funding is “in the works”.

SR 95 needs improvement from the Mexico Border to I-40.

Need to address low-water crossings on SR 72. SR 72 has a lot of commercial traffic, narrow lanes, and no shoulders. US 60 traffic growing in Brenda area.

I-10 Exit 17 needs updating—congested.

I-10 Exits 1 and 2 “dilapidated”. “Dumpy” looking—need to be reconstructed and enhanced.

Planning a 3” overlay on Vicksburg Road from I-10 to US 60.

Salome Road traverses open range—vehicle-animal crashes occur. Also need right-of-way fence updated on I-10.

Need to reclassify the following roadways within Quartzsite: Moon Mountain, Kofa, Plymouth, and Tyson. These are currently classified as local roads but function as collectors or higher.

Need bridge across Tyson Wash (on Kuehn Road)

Rockslides

- Rock cut area on SR 95 between MP 158 and MP 161.7
- I-10, MP 8 through MP 10, both directions

Working on upgrading POE—is supposed to be improved in 2010—or was before funding downturn. Anita Campbell is the Lieutenant in charge at the POE. WB side of POE not used due to inadequate storage for trucks. EB side needs reconstructing—building structure, communications equipment, etc.

Rest Areas “hurt us bad”. Ehrenberg rest area costs \$14,000 or more to maintain monthly.

Interviewee **Melanie Headstream, Planner III**
 Arizona State Land Department

Date of Interview **Thursday, April 9, 2009, 11:00 AM**

Corrections to Maps

Please show State Land properties on map

ASLD is updating information—will e-mail shape files.

ASLD owns 9.3 million acres Statewide.

Contact in Right-of-Way Department is Ruben Ojeda

ASLD does not want new roadways or roadway improvements bisecting parcels. Willingness to negotiate depends upon location, plans, and character of parcel.

Melanie will check with Sales section and will provide list of properties reserved for future conservation.

The Arizona Preservation Initiative (API) is “at a standstill” due to change in policies.

Melanie will also obtain information of grazing leases in the Study Area.

Interviewee **The Hon. Walt Akin, Mayor, Town of Quartzsite**
The Hon. Wes Huntley, Councilman, Town of Quartzsite
Ms. Alex Taft, Manager, Town of Quartzsite

Date of Interview **Thursday, April 9, 2009, 1:00 PM**

Corrections to Map

All yellow roads on speed limits map are 25 mph except for “part of Plymouth.”

Current issues:

- Drainage from SR 95 “runs back toward Town.”
- Division of Town by I-10 and SR 95 sometimes interferes with first responders
- Other issues more critical than Plymouth Wash project—drainage issues with other washes exist—need to clarify
- La Paz is “oldest” county in US

Vision for Quartzsite

- Need by-pass along Riggles Road alignment—or further east—connecting I-10 to Plomosa Road
- Need by-pass from I-10 MP 11 up to Tyson Road
- Need by-pass on SR 95 south of Town
- Need airport—primarily air cargo facility to serve industrial park in NE quadrant of Town.
- Industrial park would also be served by by-pass loop and by rail spur from vicinity of 12-mile junction south along east side of SR 95
- Need multimodal master plan and multimodal planning study
- Need multiuse paths and equestrian trails
- Long Range—new road connecting SR 95 with SR 72 and Ehrenberg-Parker Highway

McMullen Valley may “grow with green power.” Solar towers are proposed for West side of SR 95 between Quartzsite and 12-Mile Junction.

Town provided street map with additional roadways.

“RVS” zoning used in Town adopted from similar ordinance in Yuma County. Zoning permits choice of RVs, mobile homes, manufactured homes, or site-built homes.

Town was designated a “Tree City” because it has an inventory of trees, a tree ordinance, an Arbor Day program, and a budget for trees.

Interviewee **James D. Downing, P.E., President, Harcuvar Company**

Date of Interview **Thursday, April 9, 2009, 4:30 PM**

Interviewee provided marked-up maps of Salome area showing locations of planned developments.

Constraints on growth in County

- Only 5 percent of County is deeded land
- Development is contingent on available power and water
- Water is plentiful in many of the valleys within the County—distance from surface and quality varies
- Extending power to new areas is more costly than before. Utility is no longer required to provide inexpensive hook-ups to remote areas. Between 4,000 and 5,000 acres along Salome Road cannot be developed due to lack of electricity.

Other Issues

The geometry of the Harquahala Road/Salome Road intersection is poor—needs to be reconstructed as T-intersection.

The County has not perfected the right-of-way (ownership) along Salome Road and possibly along other County roads.

Two private airparks exist in area. Indian Hills Airpark has a ½ mile paved runway that belongs to the 96 lot owners. Western Sky Airpark NW of Salome has a fixed base operator and allows transient aircraft. Western Sky has a 3,500-ft runway. Both runways are well maintained.