US 93, Joshua Forest Scenic Road
CORRIDOR MANAGEMENT PLAN

Contract # TO849U00001 | Federal Aid Number: SB-AZ96-(003) | TRACS Number: H5673 03X

Draft Corridor Management Plan

JUNE 2009

PREPARED FOR:
Arizona Department
of Transportation

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Prepared by:

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Prepared for:
ARIZONA DEPARTMENT OF TRANSPORTATION

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1. INTRODUCTION

The Joshua Forest Scenic Road (US 93) traverses the Mojave and Sonoran Deserts, offering an array of landscapes and scenery. The southern end of the corridor is characterized by a dense forest of Joshua Trees. This forest is one of the last remaining in Arizona and in the United States. As the road continues north, visitors can experience a wide range of scenic vistas. There are lush washes that support desert wildlife, unique boulder formations, pre-historic archaeological sites, and unimpaired views of Arizona mountain ranges. The north end of the corridor winds through a more mountainous region that offers breathtaking views of the valley. Along with being a scenic corridor, the Joshua Forest Scenic Road is a major travel corridor between the City of Phoenix and the City of Las Vegas, and is part of the Canamex Trade Corridor which extends from Mexico to Canada. Historically, the area has a rich history of trade and interaction between Native Americans, white settlers, and the Spanish.

View of Joshua Trees from the Corridor
Source: Kimley-Horn

The Joshua Forest Scenic Road was designated as a scenic road on January 15, 1993, by the Arizona Department of Transportation (ADOT). The State Scenic Road designation on US-93 extends from MP 126.5 (at Wikieup) to MP 180 (approximately 20 miles north of Wickenburg) along US-93, approximately 50.5 miles. The corridor is located in the west-central part of the state, as shown in Exhibit 1-1.

The Joshua Forest Scenic Road may merit recognition for designation as a National scenic byway. Part of the National designation process is to prepare a Corridor Management Plan (CMP). However, the main purpose of a CMP is to identify administrative responsibilities and strategies to manage and protect the resources of the designated road. Without National designation, a CMP can still be used by local communities, public agencies, and governments to support regulations and seek funding to protect the existing state scenic road. The planning area is the portion of US-93 that was designated a Scenic Road in 1993. A planning area map is shown in Exhibit 1-2.

CMPs are planning documents designed to fit the needs of the local communities and agencies (stakeholders) along the corridor and address the unique issues facing the local corridor. CMPs are a “grass roots” level participation project in which local desires and issues are documented to serve as a planning guide for the scenic route. Involving the public at a “grass root” level results in a CMP that reflects the community’s plans and strategies to preserve, enhance,

promote, and sustain the corridor. The CMP for Joshua Forest is tailored to meet the needs and wishes the community identified during the planning process.

To create the CMP, a volunteer Citizen Participation Work Group was formed from interested citizens and public and state agencies. The Work Group has identified intrinsic qualities along the corridor, and developed goals, objectives, and a vision to protect those qualities. The collaborative effort resulted in the formation of five goals for this CMP:

1. Pursue extension of the scenic road designation further north, to I-40. Pursue National Designation for existing and new segments.
2. Improve Visitor Safety
3. Enhance the Visitor Experience
4. Provide Improved Signage and Interpretation
5. Improve Marketing of the Corridor
6. Provide for Intrinsic Qualities Management and Enhancement

Exhibit 1-1 – State Map

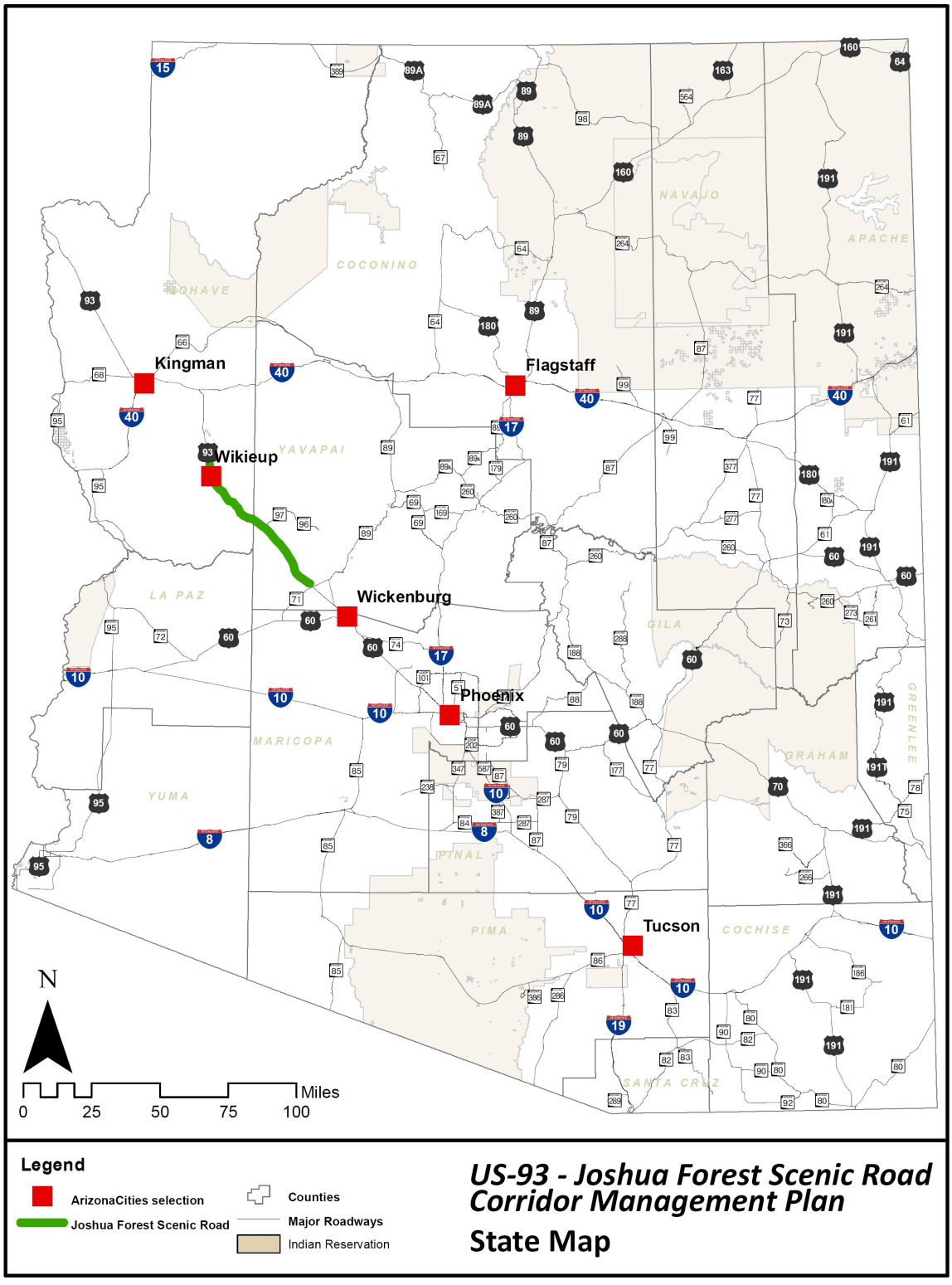
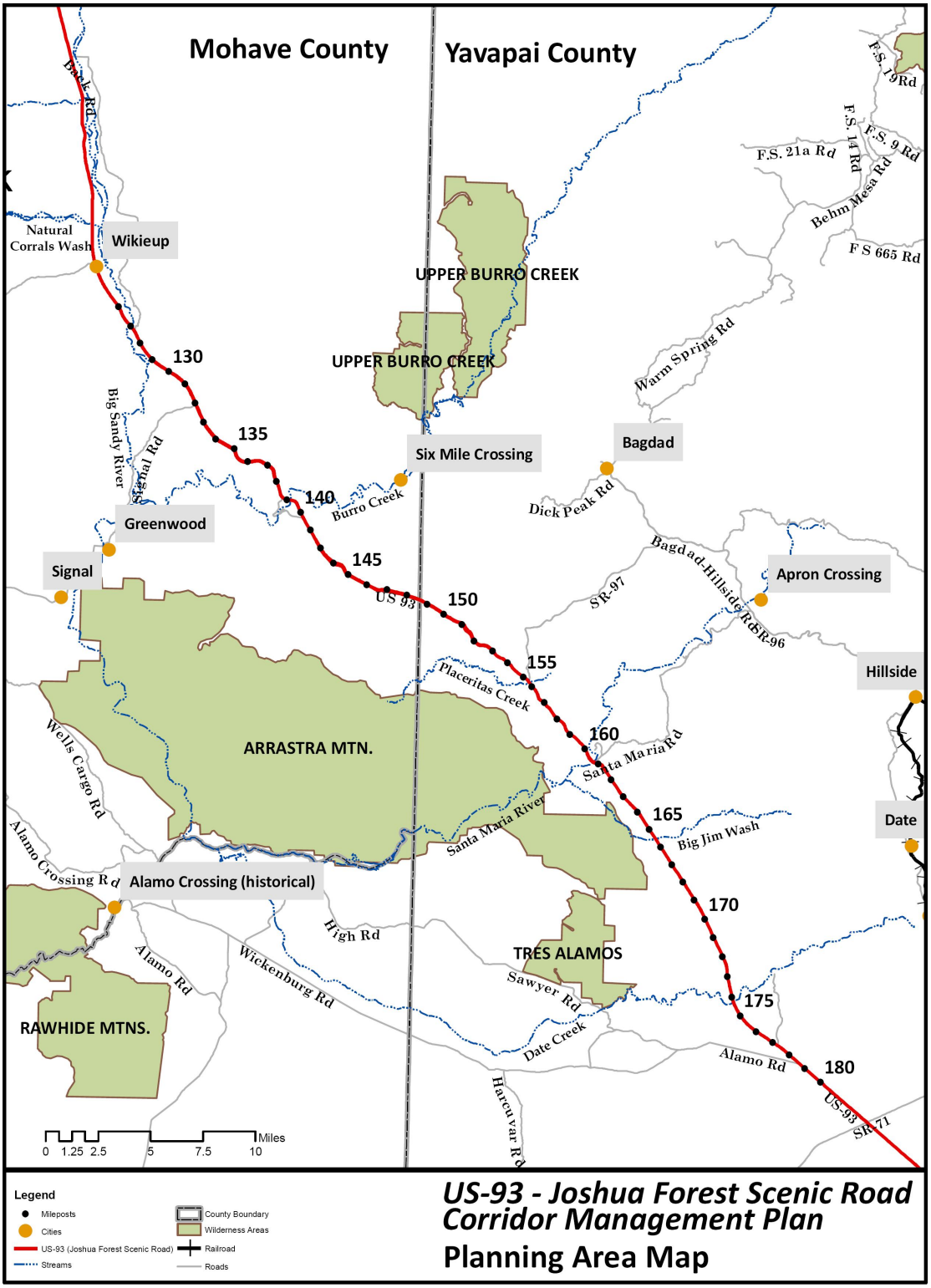


Exhibit 1-2 – Planning Area



The following sections provide general information on the ADOT Scenic Roads Program, the National Byways Program, and information on what is required for all CMPs to be designated as a scenic road under the National Byways Program.

1.1 Arizona Department of Transportation (ADOT) Scenic Roads

Designation of scenic roads in Arizona began in 1982 with Arizona Revised Statutes (ARS) 41-512 through ARS 41-518. The purpose of the scenic road statutes is to protect the visual and environmental quality of roads in Arizona for the enjoyment of drivers. There are currently 24 Arizona State designated Parkways, Historic, and Scenic Roads. The process to establish a scenic road at the state level in Arizona can be started by any interested party or individual. The request for designation is reviewed by the Parkways, Historic, and Scenic Roads Advisory Committee (PHSRAC). The PHSRAC reviews and prioritizes the requests. The requests for scenic roads are based on 1) visual quality, which is the memorable impression of the visual aspects of the landscape seen from the road; 2) intactness, which is the extent to which the landscape is free from visual encroachment; and 3) unity, which is the degree to which the visual aspects of the landscape elements join together to form a harmonious composite of visual patterns.

Designation as a state scenic road protects the road, and identifying landscape, from impairment. There is a set of standards that must be adhered to in order to maintain the scenic road designation, and they are as follows:

- Vegetation: all vegetation within the designation should be protected against destruction and unauthorized removal
- Access Permits: applications for access permits are reviewed by ADOT Roadside Development Section to determine possible negative impacts on the environment and visual aspects.
- Development: Development along scenic roads should be compatible with the environment. To ensure that development is compatible, ADOT recommends that local jurisdictions implement protective zoning or overlay districts along the designated roadways.
- Utilities: applications for utility crossings are reviewed by ADOT Roadside Development Section to determine possible negative impacts on the environment and visual aspects.
- Scenic Pullouts: ADOT Roadside Development Section identifies and evaluates potential sites for scenic or historic pullouts.
- Roadway Construction and Maintenance: construction along scenic routes will be done so that it causes the least disturbance to the surrounding environment so as not to affect the visual and historic qualities.

1.2 National Byways Program

The National Byways Program is under the jurisdiction of the Federal Highway Administration (FHWA), and was started in 1991. The first designations under the Program began in 1996. Currently there are 126 National Scenic Byways designated by the Federal government in 44 states. There are two types of National Byways: Scenic Byways and All-American Roads. National Scenic Byways are more common than All-American Roads. Arizona has five national designations: one All-American Road (Red Rock Scenic Byway) and four National Scenic Byways

(Coronado Trail, Sky Island, AZ Route 66, and Kaibab Plateau North Rim). National and State Scenic Roads are shown in Exhibit 1-3.

There are six categories of Intrinsic Qualities that must be explored in all CMP's for National designation. A Scenic Byway will exhibit one or two of the six Intrinsic Qualities. An All-American Road will exhibit two or three of the six Intrinsic Qualities, displaying one-of-a-kind features, as well as being a destination unto itself.

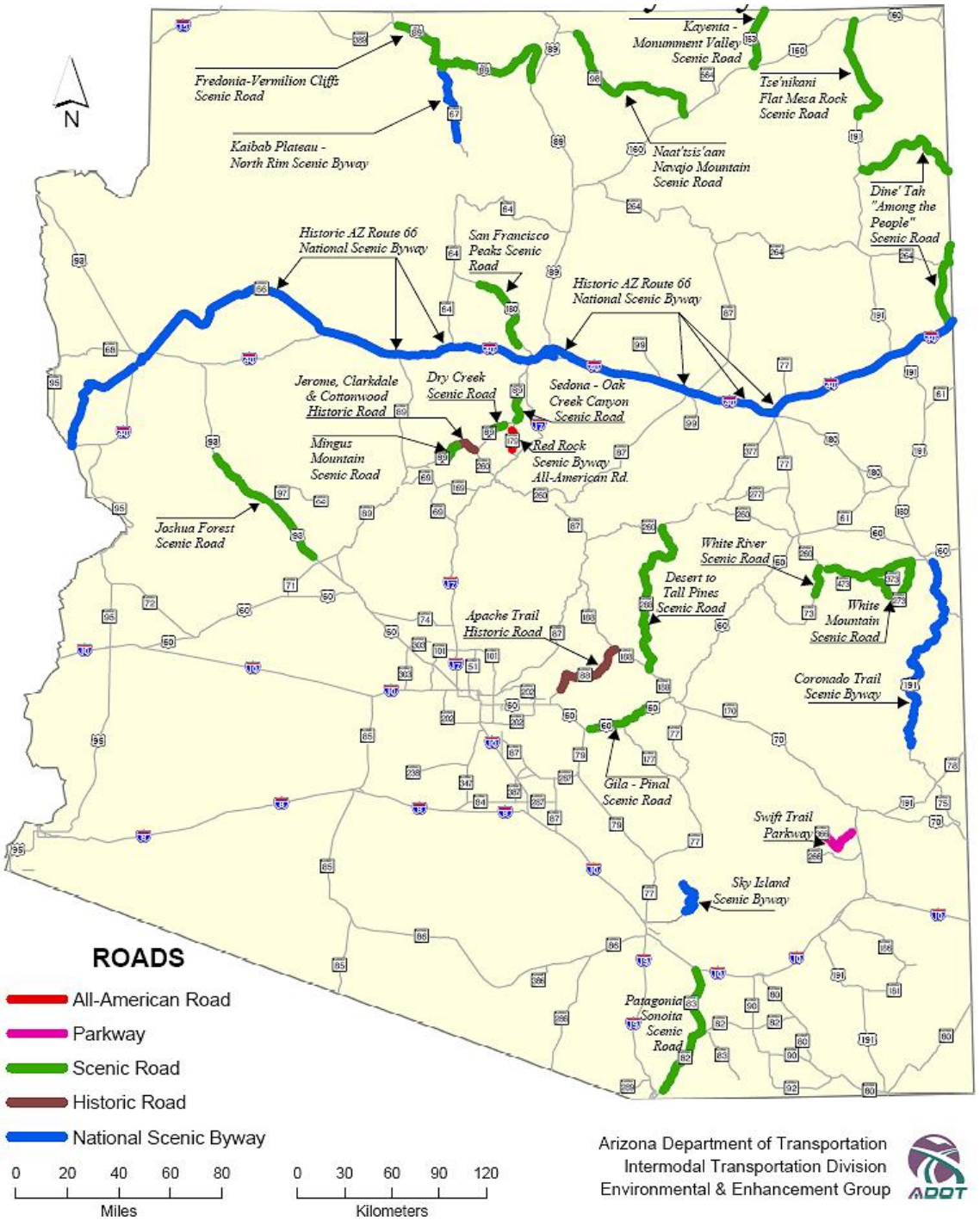
To be designated as a National Scenic Byway the following must be completed for the corridor:

- State designation by the Department of Transportation
- Corridor Management Plan
- Completed nomination application

There are many benefits that result from having National designation as a Scenic Byway. The following is a summary of those benefits:

- Nationally-designated routes have priority in Scenic Byway Grant Funds
- Economic Diversity
  - Facilitate movement of people and goods
  - More diverse business and commerce opportunities
  - Increased tourism
- Resource Stewardship
  - Identify valued public resources
  - Develop a community-based plan for conservation & interpretation
  - Preserve the defining features of the region
- Partnerships
  - Jurisdictions can work together & with ADOT to identify and prioritize improvements
  - Establish local goals & priorities for the highway right-of-way
  - Establish long-term investment strategies

Exhibit 1-3 – National and State Scenic Roads in Arizona



1.3 What is a Corridor Management Plan?

A Corridor Management Plan (CMP) must be prepared for the scenic byway corridor proposed for national designation. It should provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users enjoyment of the byway. The corridor management plan is very important to the designation process as it provides an understanding of how a road or highway possesses characteristics vital for designation as a National Scenic Byway or an All-American Road.

As it is very important to understand what a CMP is, it is also equally important to understand what a CMP is not. CMPs are not regulation plans; they have no legal authority. The CMP will not supersede local authority, restrict private property rights, mandate regulations for viewsheds, or mandate new taxes. A CMP regulates only the land already within the ADOT right-of-way. It will be used to open up new funding sources to be used for making improvements to the road, both for roadway improvements but also for marketing or attracting businesses to the area if desired by the local jurisdictions. The CMP is a plan that identifies the features that make the corridor unique and offers suggestions on how to enhance or maintain the natural views and scenery. However, since the CMP has no legal authority it is up to the local jurisdictions to incorporate the suggestions into local planning documents that have legal authority.

There are 14 requirements that all CMPs must meet to be considered for National designation, which are:

1. Corridor Maps
2. Intrinsic Qualities Assessment
3. Intrinsic Qualities Management Strategy
4. Public Involvement Plan
5. Development Management Strategy
6. Responsibility Schedule
7. General review of the road's safety
8. Visitor Safety Plan
9. Visitor Experience Plan
10. Outdoor Advertising Compliance Plan
11. Signage Plan
12. Marketing Plan
13. Review of Roadway Construction Proposals and Effects
14. Interpretation Plan

1.4 Intrinsic Qualities

As mentioned previously, each CMP must include an evaluation of the corridor's Intrinsic Qualities. Intrinsic Qualities are those features on a corridor that make the corridor unique. To designate a corridor as a National Byway, the corridor must have one or more of the following Intrinsic Qualities.

Scenic – Memorable, distinctive, uninterrupted & unified features, either natural or human-made

Natural – Natural ecological features that are associated with the region.

Historic – Landscapes, buildings, structures, or other visual evidence of the past. It has to be something that can still be seen - not just the site of something that used to be there.

Cultural – Visual evidence of the unique customs, traditions, folklore, or rituals of a currently existing human group.

Archaeological – Visual evidence of the unique customs, traditions, folklore, or rituals of a no-longer existing human group.

Recreational – Jogging, biking, roadside picnics, or direct access to recreational sites like campgrounds, lakes, ski lodges, sightseeing, etc.

2. CORRIDOR OVERVIEW

The Joshua Forest Scenic Road (US-93) is a 50 mile corridor between Wikieup and Wickenburg, Arizona. This route is part of the Canamex Trade Corridor which runs from Nogales, Arizona to the Canadian Border. In Arizona, the Canamex Corridor follows I-19 from Nogales to Tucson; I-10 from Tucson to Phoenix; and United States Route 93 in the vicinity of Phoenix to the Nevada Border.

View of Kaiser Springs Bridge
Source: Kimley-Horn

The corridor crosses through different topographies that are unique to Arizona, bringing together an almost untouched landscape with modern travelers.

Background

US-93 was constructed in two parts. The northern portion of US-93 (City of Kingman to the Hoover Dam) was constructed in the late 1930's. After the construction of the northern portion of the corridor, there was talk of a new, more direct route to connect Phoenix to Kingman. Many routes were proposed, one of them being an extension of US-93 from Kingman to Wickenburg. The Town of Wickenburg, as well as other small communities, wanted US-93 to run through their towns because it would bring tourists, boosting the local economy. However, there was little discussion of extending US-93 to Phoenix after the construction of the northern portion. The southern terminus of US-93 remained at Kingman, Arizona until 1958 when the corridor was extended to Wickenburg, Arizona. In 1959 the route was designated US-93, and became part of a US network of roads that connected Eureka, Montana to Nogales, Arizona, which would become the future CANAMEX corridor.

A number of recent projects by ADOT have taken place in the last ten years to improve the capacity of the corridor. The improvements mostly consisted of constructing a new lane in each direction to make it a four-lane corridor. During construction special attention was given to maintaining the scenic quality of the corridor. This meant that disturbed vegetation was replanted, and that new lane construction emphasized minimizing disruption of the surrounding wilderness habitats. Exhibit 2-1 summarizes the safety and capacity improvement projects within the corridor over the past ten years.

Exhibit 2-1 – US-93 ADOT Improvement Projects from the Santa Maria River to Wikieup

Project Number	Name	Mileposts	Date (Start-End)	Description
1	Lava Rocks	142.6 – 145.5	03/98 – 08/99	Three miles of four-lane divided highway, eliminating back-to-back curves.
2	Santa Maria	159.5 – 161.7	10/98 – 05/00	Two new bridges across the Santa Maria River and a new four-lane divided highway.
3	Kaiser Springs	132.9 – 137.9	11/99 – 12/01	Four-lane highway and two new bridges over Kaiser Springs.
4	Boulders	145.5 – 153.1	10/00 – 04/02	New two-lane roadway parallel to existing roadway, creating a four-lane divided highway.
5	Signal Road	129.0 – 132.9	09/01 – 09/02	New southbound roadway built parallel to existing roadway; northbound bridge and roadway.
6	No Name and Placerita	152.7 – 156.7	10/02 – 12/03	Reconstruct to four lanes of divided highway.
7	Pliocene Cliffs and Big Sandy River	124.6 – 129.0	07/03 – 07/04	New two-lane roadway built parallel to existing roadway, creating a four-lane divided highway. New bridge over Big Sandy River.
8	Burro Creek	137.9 – 142.6	01/04 – 05/06	New bridge upstream and reconstruction of all four lanes.
9	Cottonwood Canyon and Bridle Creek	155.5 – 160.0	10/05 – 12/07	Four lanes with median barrier constructed, plus two new bridges over Bridle Creek and Cottonwood Canyon.

Other ADOT improvement projects have been planned for the portion of US-93 south of the Santa Maria River to milepost 180, completing the improvements on the Joshua Forest Scenic Road. The ADOT improvements begin at the Santa Maria River and conclude in Wickenburg. There are eight projects total, but only five of those eight are within the Joshua Forest Scenic Road boundary. Implementation of these projects was not scheduled in the 2009-2012 Arizona State Transportation Improvement Program. Exhibit 2-2 summarizes the planned projects for the remainder of Joshua Forest Scenic Road.

Exhibit 2-2 – Planned US-93 ADOT Improvement Projects from the Santa Maria River to Milepost 180

Project Number*	Name	Mileposts	Description
1	Big Jim Wash	161.5 – 166.0	Construct new two-lane northbound roadway
3	Ranchland	166.0 – 170.4	New 2-lane northbound roadway
4	Tres Alamos	170.4 – 173.5	New 2-lane northbound roadway
5	Date Creek	172.8 – 177.8	New 2-lane north and southbound roadways
6	Alamo	177.8 – 181.3	New 2-lane southbound roadway

* The project numbers correspond to those in the *US 93, Wickenburg to Santa Maria River-Final Location/Design Concept Report, 2006*.

2.1 Corridor Travel Experience

The Joshua Forest Scenic Road starts at MP 180, approximately 20 miles north of Wickenburg, Arizona. At this location the topography is characterized by a dense Joshua forest. The Joshua Tree is the largest of the yuccas. It grows only in the Mojave Desert, which covers parts of California, Nevada, Utah and Arizona, at elevations from 2,000 to 6,000 feet. Mormon pioneers are said to have named this species "Joshua" because it mimicked the Old Testament prophet Joshua waving them, with upraised arms, on toward the Promised Land. Natural stands of this picturesque, spike-leafed evergreen grow nowhere else in the world.

View of Joshua Trees from the Corridor
Source: Kimley-Horn

Joshua Trees (and most other yuccas) rely on the female Pronuba Moth for pollination. No other animal visiting the blooms transfers the pollen from one flower to another. Without the moth's pollination, the Joshua Tree could not reproduce, nor could the moth, whose larvae would have no seeds to eat. Although an old Joshua Tree can sprout new plants from its roots, only the seeds produced in pollinated flowers can scatter far enough to establish a new stand.

"Snoopy Rock"
Source: Kimley-Horn

The next portion of the corridor, traveling north, is characterized by large boulders that are stacked on top of each other and spread over the landscape. At this point the Joshua Trees start to thin and the vegetation turns from the Mojave Desert to the Sonoran Desert. One of the boulder formations resembles Snoopy and has earned the name "Snoopy Rock" by the local residents and frequent travelers of the corridor. There are a number of small washes the cross the corridor in the boulders area, adding lush vegetation to the boulder outcrops.

Just north of the boulders is where the topography becomes more mountainous and the views more spectacular. The northern portion of the corridor offers views of the surrounding mountain ranges, views of beautiful landscapes (plateaus, Pleistocene hills, the Burro Creek, Big Sandy River, and Kaiser Springs). This portion of the corridor features recreational opportunities such as hiking, camping at the Burro Creek Campground, and hot springs. This topography continues to the end of the corridor in Wikieup, Arizona.

2.2 Traffic and Safety Considerations

2.2.1 Traffic

The Joshua Forest Scenic Road, as part of US-93, connects Phoenix to Las Vegas, resulting in a significant amount of through traffic on the corridor. The corridor traverses many washes and in the northern portion, over and around hilly terrain. The new construction, discussed in the previous section, added new lanes in each direction and guardrails whenever the corridor passes over a wash or ravine. The posted speed limit is generally 65 mph. Signs are also posted along the corridor to indicate bridges, wash names, mileposts, and one for a turnout that has facilities.

2.2.1.1 Volume and Patterns

In 2007 the Annual Average Daily Traffic (AADT) volume for Joshua Forest Scenic Road ranged from 6,600 vehicles per day at the Mohave-Yavapai County border to 11,600 vehicles per day just north of Wickenburg. US-93 is also designated as a truck route. Exhibit 2-3 displays the AADT data for the Joshua Forest Scenic Road.

Exhibit 2-3 – Annual Average Daily Traffic

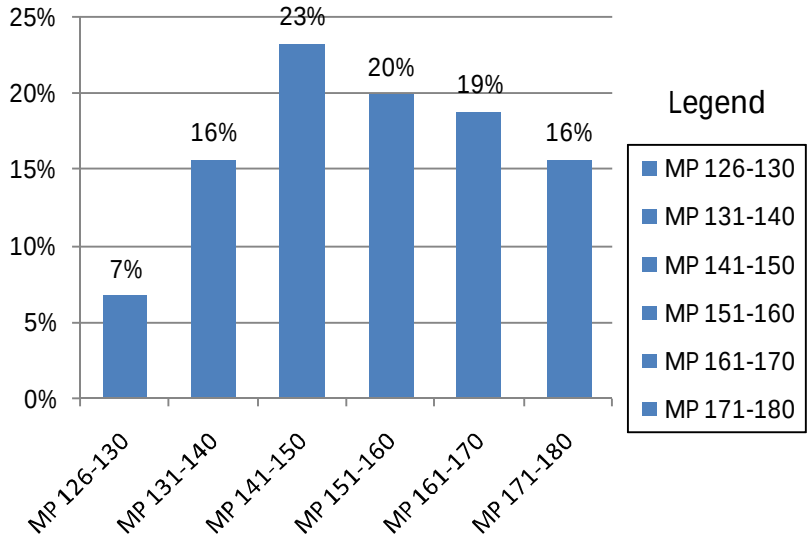
Agency	From	To	AADT	Year	Percent Trucks
US-93					
ADOT	MP 123.67	MP 155.23	6700	2007	N/A*
ADOT	MP 155.23	MP 182.91	6700	2007	N/A*

* For other sectors of US-93 the percent of truck traffic is 6%.
Source: Arizona Department of Transportation, Multimodal Planning Division, 2006-2007 AADTs

2.2.1.2 Crashes

A review of the ADOT traffic data showed that there were 447 crashes along US-93 from January 1, 2003 to October 28, 2007. Of those crashes, there were 46 fatalities, and 241 with no injuries. Exhibit 2-4 displays the percentage of crashes for each ten mile section between MP 126.5 and MP 180. From the chart it can be seen that the section between mileposts 141-150 had the greatest number of crashes between 2003 and 2007.

Exhibit 2-4 – Percentage of Crashes Between MP 126 and MP 180



Source: Arizona Department of Transportation, 2008

The crash characteristics between MP 141-150 vary. At MP 141 the corridor enters hilly terrain, making safety a greater concern. The crash data also revealed that 77% of the crashes had no injuries, non-capacitating injuries, a possible injury, or were unknown. Of the reported crashes between 2003 and 2007, 23% were fatal or incapacitating. Most of the fatal and incapacitating crashes involved two passenger cars. Many of these crashes occurred prior to the road reconstruction.

2.2.2 Roadway Geometry

As stated previously, the milepost limits of this scenic road are from MP 126.5 to MP 180 along US-93. The road segment from Wikieup to the Santa Maria River, (MP 124.6 to MP 161.5) was reconstructed to a four-lane section (completed in November, 2007). Right shoulder widths are typically 10 feet wide in this section and left shoulder widths are typically 4 to 6 feet wide. Between MP 161.5 and MP 180, the road has two lanes, with four-lane passing sections. Shoulder widths are typically 5 feet in this section. Passing lane sections are located in the following areas, based on the most current information in the Arizona Department of Transportation Photolog, dated May 22, 2008.

Exhibit 2-5 – Roadway Geometry

Milepost	Description	Length (miles)
173.6 – 172.7	Northbound passing lane	0.9
169.1 – 168.0	Northbound passing lane	1.1
167.8 – 168.9	Southbound passing lane	1.1
174.4 – 175.9	Southbound passing lane	1.5
179.6 – 180.6	Southbound passing lane	1.0

2.3 Roadway Characteristics

Due to the fact that there is no commercial development and minimal side streets on the corridor, there are few signs along the corridor, and no outdoor advertising. There are no ADOT owned or privately owned rest stops on US-93, only those provided in Wikieup. There are, however, periodic pull-outs along the corridor.

There are also four callbox locations along the US-93 corridor at milepost 132 (Signal Road), milepost 148 (Nothing, Arizona), milepost 161 (Santa Maria River), and milepost 172 (near a roadside table). The majority of the right-of-way is 400-feet, from milepost 174 north to Wikieup. South of milepost 174 the right-of-way decreases to 200-feet.

2.4 Land Ownership

Most of the property parcels along the corridor is owned by the Bureau of Land Management (BLM) and the Arizona State Land Department, based on visual inspection of land ownership mapping. All other land along the corridor is privately owned. A map of land ownership is shown in Exhibit 2-6.

2.4.1 Bureau of Land Management

The Bureau of Land Management (BLM) owns most of the land along the Joshua Forest Scenic Road, based on visual inspection and discussions with the BLM. The BLM Kingman District Office is responsible for the BLM land along the corridor. It is the mission of the BLM to sustain the health, diversity and productivity of the public lands for the use and enjoyment of present and future generation.

2.4.2 Arizona State Land Department

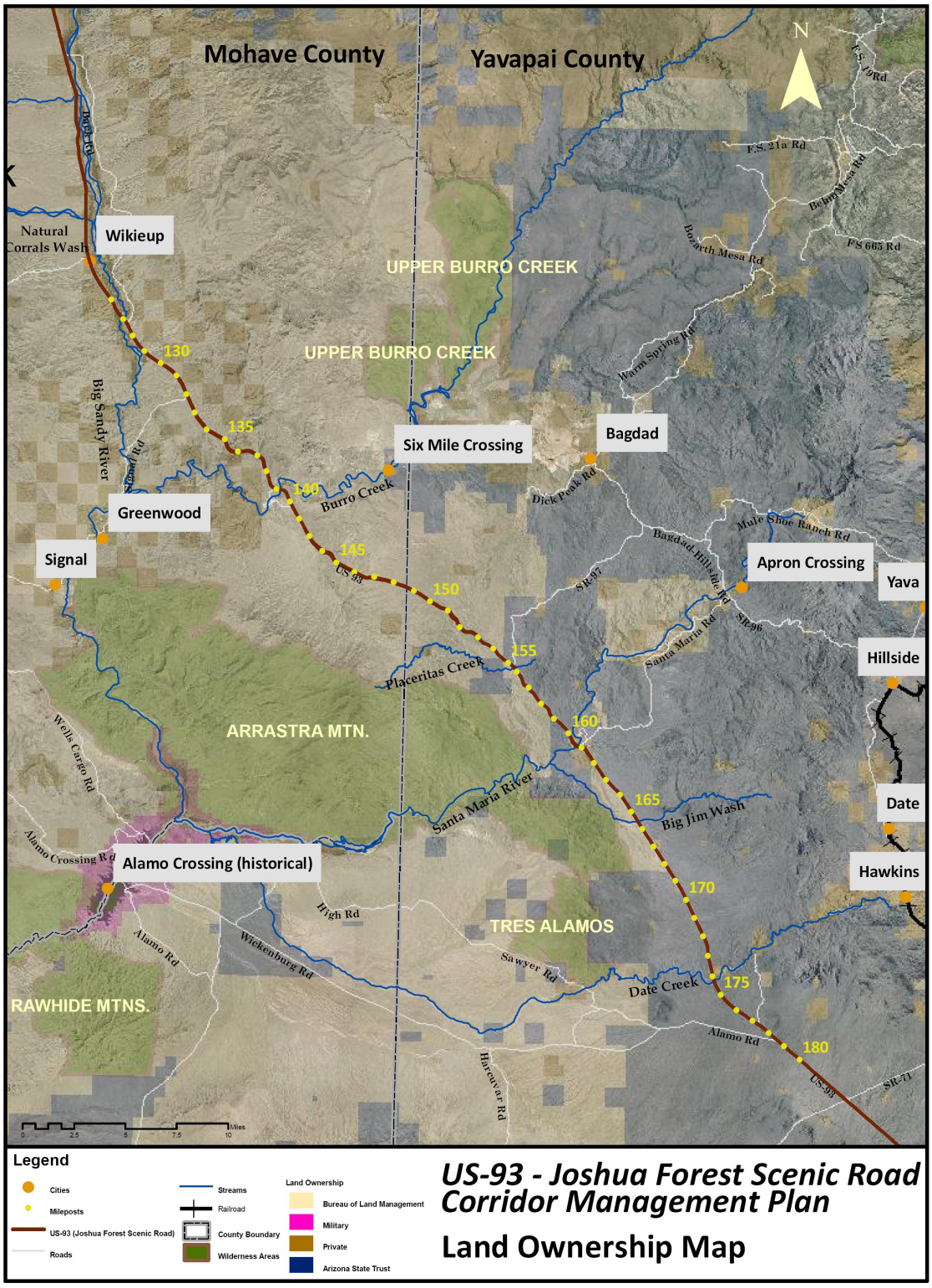
The Arizona State Land Department (ASLD) is the second largest property owner along the Joshua Forest Scenic Road Corridor. The ASLD is responsible for the ASLD land along the corridor. Arizona State Trust lands are not "public lands", as are Federal lands under the management of the U.S. Forest Service or the Bureau of Land Management. State Trust lands are managed for the benefit of 14 Trust beneficiaries, which include the public schools and prisons. The Land Department's trust management responsibilities include requiring a permit or lease and charging a fee for use of Trust land. Exceptions to this requirement are licensed hunters and fishers, actively pursuing game or fish, in-season, and certain archaeological activities permitted by the Arizona State Museum.

2.4.3 Private Land

The land that is not owned by the BLM or ASLD is private property. The private property parcels vary in size and use. There are not many locations along the corridor where the privately owned parcels are clustered together. They are scattered along the corridor, disconnected from other privately owned parcels. The privately owned parcels along the corridor consist of ranches, homes, commercial and industrial uses.

The privately owned land along the corridor is in unincorporated areas of Mohave and Yavapai Counties. As with any private land, there is a possibility that development of the sites will impact views along the corridor. However, Mohave and Yavapai Counties have recognized that the Joshua Forest Scenic Road is unique and is located in rural parts of both counties. Therefore, the general plans for both counties have regulated the land along the corridor in a way that is appropriate for rural use. Land use regulations for the counties are discussed in Section 2.6. One of the purposes of the CMP is to identify unique resources along the corridor and recommend ways of protecting those resources. Even though this CMP has no regulation power, it can still be used by local jurisdictions and agencies to protect the valued land along the corridor.

Exhibit 2-6 – Land Ownership



2.5 Land Uses

2.5.1 Existing

The land along the corridor is primarily vacant. The BLM and ASLD own most of the land along the corridor. In the Mohave County General Plan the land use along the corridor is designated as Public Lands. Public Lands, according to the General Plan, include public facilities and institutions (public and quasi-public institutional uses as schools, colleges, fire stations, libraries, government buildings and hospitals), public parks (local, state and national parks), and publicly owned land (land in rural areas that is owned by a public agency, but is not primarily devoted to parks and recreational use, such as land managed by the BLM, Bureau of Reclamation (BOR) and ASLD). Public Lands are appropriate in rural, suburban, and urban development areas.

The majority of the land uses along the northern portion of the Joshua Forest Scenic Road, according to the Mohave County General Plan, is designated as public lands. Public lands in Mohave County are owned by the Bureau of Land Management and the Arizona State Land Department. These lands include wilderness areas, recreational opportunities, and a large amount of natural resources.

Historically land uses in Yavapai County were largely ranching, agriculture and mining. However, during the past thirty years of rapid population growth, much of the ranching and agricultural uses have developed into expansions of municipalities. Residential development has also happened in many unincorporated portions of the County near established urbanizing areas where major infrastructure, such as County highways, enhance development.

2.5.2 Planned

The Town of Wickenburg is growing, and a portion of that growth is planned to extend to the north along US-93, but not within the Joshua Forest Scenic Road Corridor. Most of this growth will be low-density residential, ranches, and master planned communities.

There are currently plans for the ASLD land around Wickenburg to be developed as master planned communities, where nearly half the land is left as open space and the other half is residential with some commercial (Wickenburg General Plan, 2003).

There is very little new development along the corridor. However, at the location commonly referred to as Nothing, Arizona, a new owner has begun selling pizzas from a wood-fired oven, sodas, and water. The owner will eventually have campgrounds, a rebuilt mini-mart, and RV parking. He is planning to advertise Nothing as the first all-green town in the United States, since it will be wind and solar-powered.
A master planned community is also being developed at the southern end of US-93 on the outskirts of Wickenburg, approximately 15 miles south of the start of the Joshua Forest Scenic Road. Although this development is 15 miles south of the Joshua Forest Scenic Road it is indicative of how Wickenburg is growing.

Although there are no current plans for development along the Joshua Forest Scenic road Corridor, Mohave County acknowledges the possibility of developing the areas considered Public Lands in their General Plan. As land becomes available for development, Mohave County will coordinate planning and development efforts with the BLM and ASLD.

2.6 Regional Patterns

Picture of Apache Wickiup
Source: National Park Service

There is only one town along the Joshua Forest Scenic Road and that is Wikieup, Arizona. Wikieup is located at the northern end of the corridor, about one mile north of MP 126.5 where the Joshua Forest Scenic Road designation terminates. Throughout the history of the area many small mines and towns have come and gone. Wikieup is the only settlement along the Joshua Forest Scenic Road, and it is believed that it was settled after many of the mines and towns had closed. The post office in Wikieup dates to 1922. The community received its name from the brush-covered, dome-shaped dwellings called wickiups used by nomadic tribes in the area (Hualapai, Yavapai, and Apache).

The community also serves as a stop for travelers along the corridor. Wikieup has a population of approximately 300 people and is in unincorporated Mohave County. The community is experiencing more growth and business as the Cities of Kingman and Phoenix grow in population, and as more people travel between Las Vegas and Phoenix. The main industries in Wikieup include ranching and tourism. Facilities include a grocery store, two service stations and several restaurants. Because of its in-between location, Wikieup is able to take advantage of passing tourists and business persons as a stopping point.

The other jurisdictions that the corridor passes through are Mohave and Yavapai Counties. The northern portion of the corridor passes through Mohave County, from MP 126.5 to MP 148.5. Mohave County had a population of 204,122 in 2007 and is expected to increase. Between 1990 and 2000, Mohave County experienced a population growth rate of 65.8%. Although the County is expected to experience continued population growth, the rate at which it grows will likely level off. By 2020 the Department of Economic Security (DES) is projecting the population of Mohave County to be 347,750. This means that the County should expect an increase in new development, utility expansions, and increased traffic demands. The major industries for Mohave County are retail trade, services, public administration, transportation, public utilities, finance, insurance, and real estate.

The southern portion of the corridor, MP 148.5 to MP 180 is located in Yavapai County. Yavapai County had a population of 223,934 in 2007 and is also expected to increase. Between 1980 and 2000 Yavapai County experienced a more moderate growth rate than Mohave County at 5.5%.

By 2020 the DES expects the County to have a population of 240,849. Although this growth is not as large as Mohave County, Yavapai County should expect an increase in demand for expanding major services, utilities, and transportation systems.

2.6.1 CANAMEX Smart Tourist Corridor (2004)

US-93 is part of the CANAMEX Corridor, which is an international route connecting Canada, the United States, and Mexico. The purpose of the CANAMEX Corridor is to facilitate trade between the three countries. The route starts in Eureka, Montana, and ends in Nogales, Arizona. US-93 is part of the CANAMEX Corridor from the Arizona-Nevada border at Hoover Dam, to Wickenburg, Arizona, where The CANAMEX corridor then follows I-60 to I-10 and eventually to I-19 and Nogales. Since the Joshua Forest Scenic Road is part of the CANAMEX corridor, it is able to benefit from the CANAMEX tourism promotions. Besides facilitating trade between Canada, the United States, and Mexico, the CANAMEX Corridor also strives to appeal to tourists. Tourism is a major factor of local economic stability. There are two goals for promoting tourism along the CANAMEX Corridor:

- To enhance the tourist experience in order to increase tourist spending and length of stays, and,
- To make the corridor safe, secure, and efficient for travelers within and throughout the region (CANAMEX Corridor Coalition, 2004).

2.7 Environmental Analysis

The Joshua Forest Scenic Road traverses the Sonoran and Mojave Deserts. The Mojave Desert is approximately 25,000 square miles and crosses the boundaries of Nevada, Arizona, California, and Utah. It is characterized largely by its winter rainy season. The biotic community in the Mojave Desert is known as the Mojave Desert Scrub. Hard freezes are common but not as severe as in the Great Basin Desert. The perennial vegetation is composed mostly of low shrubs; annuals carpet the ground in wet years. There are many species of these two life forms, but few succulents and trees grow there. The only common tree species is the characteristic Joshua Tree. The Joshua Forest Scenic Road crosses the Mojave Desert between MP 185 and 172.

The Sonoran Desert covers approximately 100,000 square miles (260,000 sq. km.) and includes most of the southern half of Arizona, southeastern California, most of the Baja California peninsula, the islands of the Gulf of California, and much of the state of Sonora, Mexico. The biotic community in the Sonoran Desert is known as Arizona Upland Sonoran Desert Scrub. It is lush in comparison to most other deserts. Two visually dominant life forms of plants distinguish the Sonoran Desert from the other North American deserts: legume trees and columnar cacti. It also supports many other life forms encompassing a rich spectrum of some 2,000 species of plants.

The amount and seasonality of rainfall are defining characteristics of the Sonoran Desert. Much of the area has a bi-seasonal rainfall pattern, though even during the rainy seasons most days are sunny. From December to March frontal storms from North Pacific Ocean occasionally bring

widespread, gentle rain to the northwestern areas. From July to mid-September, the summer monsoon brings surges of wet tropical air and frequent but localized violent thunderstorms.

The Sonoran Desert prominently differs from the other three North American Deserts in having mild winters; most of the area rarely experiences frost. About half of the biota is tropical in origin, with life cycles attuned to the brief summer rainy season. The winter rains, when ample, produce huge populations of annuals (which comprise half of the species in our flora). The Joshua Forest Scenic Road crosses the Sonoran Desert between MP 172 and 150 and again between MP 152 to the northern end of the corridor. Between MP 150 and 152 is a combination of interior chaparral, semi-desert grasslands, and Great Basin conifer woodland.

2.6.1 Wildlife

There are various types of wildlife and vegetation present along the corridor. Because the corridor traverses two different deserts there are species found along the corridor from both biotic communities. The following is a non-inclusive list of some of the flora and fauna that is found along the corridor.

Wildlife:

- Javelina
- Hawks
- Various snake species
- Ravens
- Burros
- Mule deer
- Quail
- Coyote
- Roadrunners
- Jack rabbits
- Inca and mourning doves
- White-throated wood rat

View of Cottonwood Canyon-Bridle Creek Bridge, designed to allow wildlife crossings
Source: ADOT

Vegetation:

- Tobosa and galleta grass
- Shrub-grass-scrub disclimax communities
- Joshua Tree communities
- Creosote bush –bursage (lower Colorado River Valley) communities
- Mixed Palo Verde- cacti communities
- Pinyon-Juniper communities
- Juniperus Associations
- Acacia Greggi Associations
- Saguaros
- Chollas

- Ocotillos
- Cottonwoods
- Wildflowers

2.6.2 Endangered, Threatened, and Special Status Species

The Arizona Game and Fish Department's (AGFD) Online Environmental Review Tool was accessed to determine the presence of Special Status Species Occurrences/Critical Habitat/Tribal lands within 2 miles of the corridor. Endangered, threatened and special status species found within the corridor are summarized in Exhibit 2-7.

Exhibit 2-7 – Endangered, Threatened, and Special Status Species

Wildlife	
Common Name	Scientific Name
Gila Longfin Dace	Agosia chrysogaster chrysogaster
Bat Colony	
Arizona Toad	Bufo microscaphus
Designated Critical Habitat for the southwestern willow flycatcher	CH for Empidonax traillii extimus
Desert Rosy Boa	Charina trivirgata gracia
Maricopa Tiger Beetle	Cicindela oregona Maricopa
Southwestern Willow Flycatcher	Empidonax traillii extimus
Sonoran Desert Tortoise	Gopherus agassizii (Sonoran Population)
Banded Gila Monster	Heloderma suspectum cinctum
Cave Myotis	Myotis velifer
Lowland Leopard Frog	Rana yavapaiensis
Common Black-Hawk	Buteogallus anthracinus
Desert Sucker	Catostomus clarki
Pale Townsend's Big-eared Bat	Corynorhinus townsendii pallescens
Greater Western Bonneted Bat	Eumops perotis californicus
Roundtail Chub	Gila robusta
California Leaf-nosed Bat	Macrotus californicus
Pocketed Free-tailed Bat	Nyctinomops femorosaccus
Yuma Clapper Rail	Rallus longirostris yumanensis
Speckled Dace	Rhinichthys osculus
Golden Eagle	Aquila chrysaetos
Desert Pupfish	Cyprinodon macularius
American Peregrine Falcon	Falco peregrinus anatum
Gila Topminnow	Poeciliopsis occidentalis occidentalis
Plants	
Common Name	Scientific Name
Aravaipa Wood Fern	Thelypteris puberula var.sonorensis
Varied Fishhook Cactus	Mammillaria viridiflora

Source: AGFD Online Review Tool (http://www.azgfd.gov/hgis/) accessed 8/20/2008.

Exhibit 3-2, in Chapter 3, is a map displaying the environmental features along the corridor. The map highlights the critical habitats, as well as the Desert Tortoise habitat. From the map it is clear that the Joshua Forest Scenic Road travels through important environmental habitats which is a consideration in future projects and plans.

Desert Tortoise
Source: ADOT

The Southwest Willow Flycatcher critical habitat area follows the Big Sandy River down to the Town of Signal. The critical habitat hugs US-93 between mileposts 125 and 130 (on the east side of US-93 between milepost 125 and 127; on the west side of US-93 between milepost 127 and 130). In addition to these data, a stakeholder has observed seeing the Southwest Willow Flycatcher nesting in the vicinity of Milepost 121.5.

Southwest Willow Flycatcher
Source: Photo by United States Geological Survey

2.8 Utility Services

2.8.1 Utility Corridor

A large utility corridor, comprised of overhead power lines, crosses over the corridor four times, which causes some disruption of the scenic views. However, the utility corridors were established before the 1993 designation of the Joshua Forest Scenic Corridor. Now that the corridor is designated as Scenic, future utility line crossings will be reviewed and approved by the ADOT Roadside Development Section to determine possible negative impacts on the environment and visual aspects of the corridor. Where the utility corridor crosses into BLM land, the BLM also has the authority to review and approve the utility corridor to determine possible negative impacts on their land. Fortunately, after crossing the corridor, the utility lines are out of the viewshed from the road in most areas, and where they are in view they appear to blend in with the scenery.

The management framework plans establish nine utility corridors with widths varying from one to two miles. These will be retained as designated corridors in this Resource Management Plan. According to the BLM Resource Management Plan, all major utility systems are required to route their systems through the designated corridors under the approved Resource Management Plan. This requirement will prevent the proliferation of major utility systems across public lands and will reduce adverse environmental impacts to sensitive resources.

Applications will be analyzed and mitigation measures developed to avoid or protect cultural or natural resources. When a right-of-way is needed across public lands to access private lands, every attempt will be made to use existing rights-of-way. Large utility transmission lines will be limited to the nine existing corridors designated in the management framework plans. Utility corridors have been identified along existing routes to limit major utilities to previously disturbed lands and to allow for future expansion needs (BLM, 1993).

Nine right-of-way utility corridors were designated. The powerline corridors are to be used for aerial rights-of-way. All others are for buried facilities with the exception of US-93 and I-40, which may be used for both. The nine utility corridors are as follows:

1. Four Corners/El Dorado – one mile wide; 500-kV powerline
2. Mead to Phoenix – one mile wide; 345-kV powerline
3. Davis to Prescott – two miles wide; 230-kV powerline
4. San Juan Crossover – one mile wide; El Paso pipelines
5. Davis to Parker – one mile wide; 230-kV powerline
6. Bagdad Lateral – two miles west and one mile east of Mead to Phoenix; El Paso pipeline
7. Highway – one mile wide; US-93/S.R. 66/I-40
8. El Paso – two miles wide; El Paso pipelines

The following corridors have existing or proposed facilities:

9. AT&T – one mile wide; communication cables
10. Kingman Water – one mile wide; water pipeline
11. Transwestern /Four Corners – one mile wide; pipelines

Of the above 11 utility corridors within the Kingman BLM area, only utility corridor #2 runs along the Joshua Forest Scenic Road.

3 INTRINSIC QUALITIES

The National Scenic Byways Program defines intrinsic qualities as "features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area." All CMPs are required to discuss, analyze, and evaluate the six intrinsic quality categories:

Scenic – The visual beauty seen by the traveler along the corridor. The views can be natural (i.e. a mountain range) or man-made (i.e. a view of buildings or bridges). The scenic quality of a corridor is most significant when the scenery is uninterrupted, memorable, distinct, and unified.

Natural – Applies to the features along the corridor that are in a relatively untouched state. Mostly this refers to the natural ecological features that are significant along the corridor. Natural qualities can also be geologic formations, water bodies, and landforms.

Historic – Buildings, landscapes, and structures that is a link to the regions past. These features can tell the story of the corridor over time, and can encourage curiosity about the corridor, the region, and the state's past.

Cultural – Visual evidence of unique customs, traditions, folklore, and/or rituals of a distinct group of people. This can include types of food, music, dance, dress, language, special events.

Archaeological – Visual evidence of historic or prehistoric human life. This can include artifacts, structure remains, ruins, or other physical evidence that has scientific significance.

Recreational – Applies to any recreational activity that occurs on the corridor (i.e. biking, jogging, walking) or activities where the corridor provides direct access (i.e. camping grounds, hiking, sightseeing).

A corridor should significantly feature one or more of the six categories to be considered a Scenic Byway under the National Byways Program. Many of the intrinsic qualities along the corridor can be discussed in interpretive material to educate travelers on the significant features in the area.

3.1 Scenic

The Joshua Forest Scenic Road travels through two desert landscapes, various geologic formations, and different topographic reliefs. The southern portion of the corridor (MP 180-160) provides travelers with views of a dense Joshua Forest with the Date Creek, Harcuvar, Black, and Weaver Mountains in the backdrop. The corridor follows the rolling hills, providing travelers with a peaceful and scenic southern drive. The majority of the southern section is characterized by the Mojave Desert Scrub.

The middle portion of the corridor (MP 160-145) is characterized by larger hills that abut the corridor, and uninterrupted natural vegetation for miles in all directions. At this point the vegetation shifts from Mojave Desert Scrub to Arizona Upland Sonoran Desert Scrub, which is

known for the distinctive Saguaro cactus. This portion of the roadway offers views of untouched desert vegetation that contrasts with rich riparian vegetation along Bridle Creek and the Santa Maria River. The combination of desert scrub and riparian vegetation makes the area surrounding the corridor attractive to many wildlife species. This middle portion is also where the panoramic views of the area become blocked by hills abutting the road, but the hills allow for more spectacular views where the corridor opens.

At MP 145 the geology changes again from the boulder formations to lava rock formations. The dark lava rocks with the saguaros and palo verdes common to the Sonoran Desert create a striking visual contrast. The northern most portion of the corridor (MP 145-126.5) is the most mountainous, offering views of various mountain ranges and valleys.

As the corridor winds through the different topographies and geographies, the vegetation and landscape remains the dominant visual feature for the entire 53.5 miles. The few disruptions to the scenic quality of the corridor are caused by canyon walls, rock cuts where the road was widened, and the occasional powerline crossing. Although these are visual disturbances, they do not completely disrupt the scenic quality of the corridor.

The scenic quality of an area is determined using three criteria:

- Connectivity – The extent to which the landscape, both natural and human made, is free from visual encroachment. Determining factors include the level of naturalness and the degree of conformity among the various landscape features.

- Vividness – The distinctiveness of the scenery and the memorability of the visual impression from the combined landscape elements to form a striking scenic pattern. The determining factors for vividness include spatial definition, topographic relief, landmarks, skyline character, water form/riparian, vegetation, presence of human made features, and adjacent landform features.

- Unity – The degree to which the visual features create a single, coherent, harmonious visual pattern. The determining factors for unity included the degree of contrast between human made features and their setting in the landscape, and the overall compatibility of the landscape.

The three criteria described above were ranked on a seven digit scale with seven being the highest to determine the overall scenic quality of the corridor. The highest overall scenic quality rating is 21 (a ranking of 7 in each of the three criteria). 19-21 is considered very high quality, 16-18 is considered high, 13-15 is moderately high, 10-12 is moderate, 7-9 is moderately low, 4-6 is low, and 1-3 is very low.

Exhibit 3-1 displays and summarizes the scenic rankings for the three sections of roadway based on the corridors scenic connectivity, vividness, and unity. The 1992 *Joshua Forest Scenic Road Application Report* was used to rank the scenic quality. A detailed scenic analysis was a requirement for State designation as a scenic road. Even though this analysis was conducted 16

years ago, the scenery and scenic quality along the corridor has remained intact. The 1992 Report divided the sections into one to five mile long units. For the purpose of this CMP the corridor was divided into three sections based on the landform changes. The Southern Section is from MP 180-160, the Middle Section is from MP 159-145, and the Northern Section is from MP 144-126.5. The rankings from the 1992 Report were averaged for each corridor section for an overall section rank, as displayed in Exhibit 3-1. The overall section rank was then multiplied by the length of roadway in each section to obtain the section score. The three section scores were then added to get the corridor's total score. That total score was then divided by the entire length of the corridor to obtain the corridor's overall scenic quality. The overall score was a 17, indicating high visual quality.

Exhibit 3-1 – Scenic Quality Ratings

Section	Scenic Features	Vividness	Intactness	Unity	Section Rank	Corridor Section Length (mi)	Section Score
Southern Section (MP 180- MP 160)	• Semidessert Grasslands (MP 180-177) • Joshua Forest (MP 177-160) • Mojave Desertscrub in the foreground and Sonoran Desertscrub in the background makes a scenic contrast (MP 179-160) • Date Creek Mountains to east (MP 179-176) • Harcuvar and Black Mountains to west (MP 179-176) • Black Mountain (MP 176-172.5) • Tres Alamos to the west (MP 176-166) • Malpais Mesa (MP 169-166) • Weaver Mountain to the east (MP 166-163) • Shiprock (glimpse going north) (MP 165.7) • Black Mountains, Ives Peak, and Violas Peak to the west (MP 161-160) • Santa Maria River – riparian vegetation seldom seen in the state (MP 161)	5	5	6	17	21	365.5
Middle	• Malpais Mesa formation to the south (MP 160-158) • Bridle Creek (MP 160-158) • Date Creek Mountains to the south (MP 158-152) • Black Mountains to the southwest (MP156.5-152) • Boulders formations (MP 152.2-146.5) • Arrastra Mountain (MP 152-146.5) • Negro Ed, and Grayback Mountains to the east, and Arrastra Mountains to the west (MP 146.5-144.6)	5	5	5	15	16	246
Northern	• Poachie Range to the south and west (MP 143.5-137.5) • Aquarious Mountains to the east (MP 140-129.5) • Greenwood Peak to the west (MP140-139) • Burro Creek Canyon and bridge (MP 139) • Canyons with undisturbed Sonoran Desert vegetation (MP 139-135) • Hualapai Mountains and Burro Peak to the west (MP 135.5-131.5) • Kaiser Spring Bridge (MP 137) • Burro Cliffs to the southeast (MP 131.5-129.5) • Big Sandy River – Riparian vegetation seldom seen in the state (MP129.5-128) • Sandstone Cliff forms (MP 128.5) • Mesa formations (MP 128-126.5)	5	5	5.5	15.5	19	305.5
						Total Corridor Score	917

Scenic Quality = Total Corridor Score/Total Length of Corridor = 17

17 = High Visual Quality*

Source: Logan and Simpson, 1992.*The visual quality score in the 1992 Report was 15. There is a difference in the numbers because the 1992 Report evaluated US-93 all the way to Wickenburg, whereas the CMP evaluated the scenic quality of only the Joshua Forest Scenic Road.

3.2 Natural

The Joshua Forest Scenic Road is abundant with natural features that make this corridor unique from other roads in the United States. The most significant and memorable natural feature is the presence of Joshua trees. The Joshua trees start at MP 177 and continue for another 10 miles north. These trees are seldom seen in Arizona and in the United States since they only grow in the Mojave Desert. The Joshua trees along the corridor are dense, blanketing the landscape in all directions with their thorny branches.

Other noteworthy natural qualities are the many rivers that intersect the corridor, the most notable being the Big Sandy River, Burro Creek, the Santa Maria River, and Date Creek. These four major rivers have riparian vegetation that is not common in Arizona, and they provide a contrast to the Sonoran and Mojave Desert landscapes along the corridor.

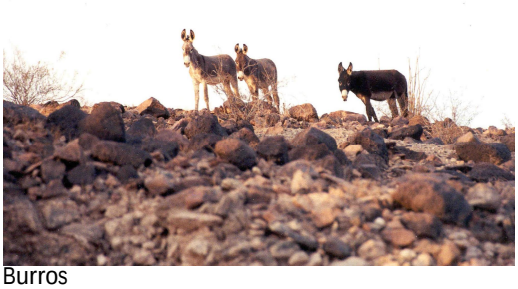
The large rivers support many diverse and critical habitats, creating corridors for wildlife across the harsh desert landscape. The critical habitat areas, based on information from the United States Fish and Wildlife Service and the Bureau of Land Management (BLM Arizona State Office, GIS Data, 2006) include:

- Cliffrose habitat
- Desert tortoise habitat (categories 1, 2, and 3)
- Critical riparian and cultural habitat
- Bald eagle habitat
- Desert willow flycatcher habitat

The corridor also has views and turns offs that lead to three Wilderness Areas, all owned and maintained by the BLM. The United States Congress established the National Wilderness Preservation System in 1964 in order to provide Americans, both present and future generations, with undisturbed wilderness resources. The wilderness areas are composed of federally owned areas designated by Congress as "wilderness areas." These lands are able to be enjoyed by the public, but in such a way so that the public does not impair the land for future use as wilderness. Therefore, wilderness areas are provided protection for preservation of the wilderness character, and for the gathering and dissemination of information regarding their use and enjoyment as wilderness. The three wilderness areas are Arrastra Mountain (126,760 acres), Upper Burro Creek (27,900 acres), and Tres Alamos (8,700 acres) (BLM, 2000; BLM, 2005; BLM, 2008).

3.2.1 Big Sandy and Alamo Herd Management Areas

Wild horses and burros are protected under the Wild Horse and Burro Protection Act of 1971.



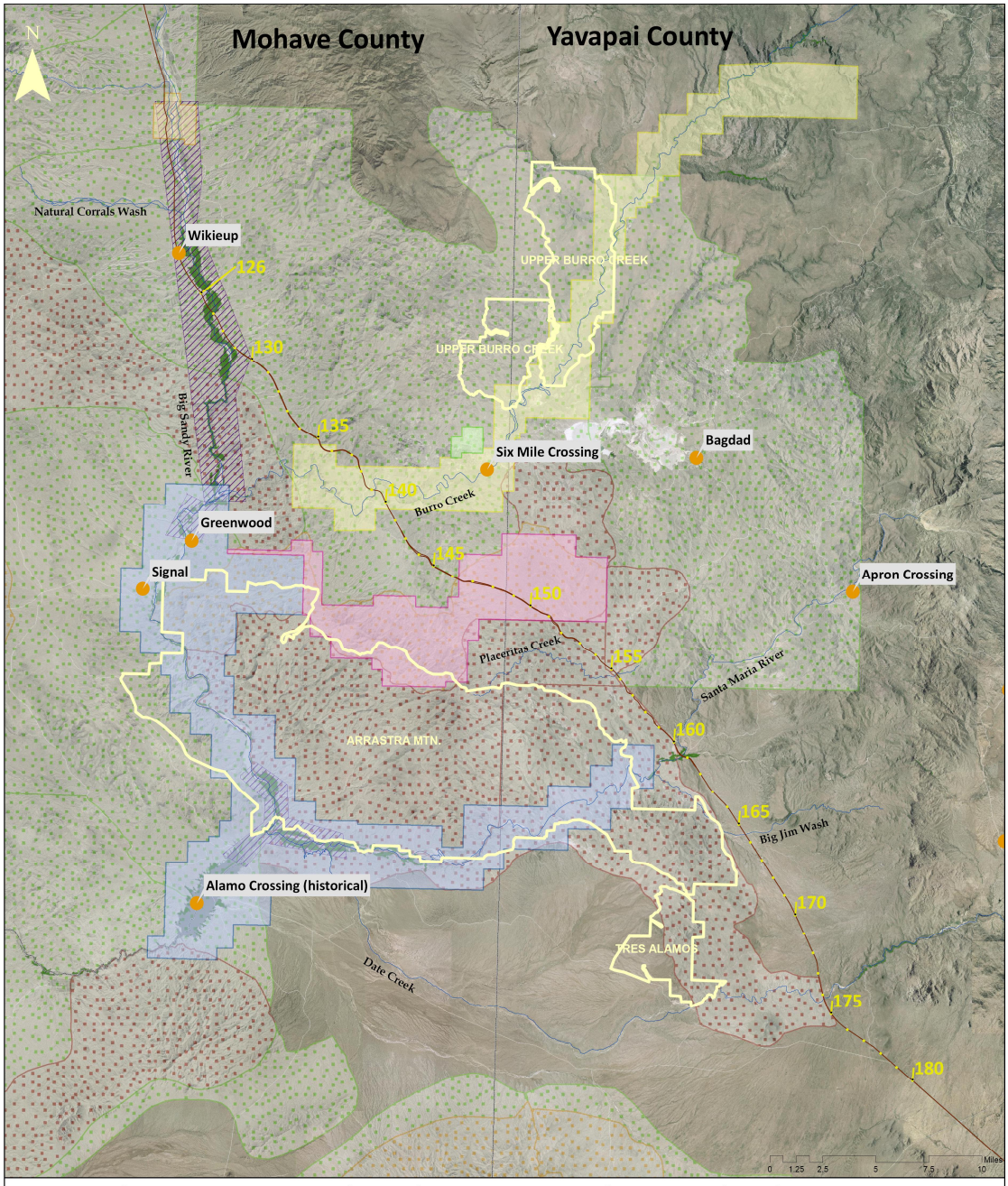
Burros
Source: BLM/Arizona

The Big Sandy Herd Management Area (BSHMA) is 244,000 acres and is 55 miles southeast of Kingman. Burros were first introduced to the area in the 1860's with the increase of mining popularity. Burros were used by minors to carry ore and rubble from the mines. The burros were also bred by farmers to be used as work animals. Over time, some burros escaped, or they were released, and herds of wild burros were formed. The burros today can be found mostly near the river bottom, close to the water supply. The population is approximately 140.

The Alamo Herd Management Area (AHMA) is 341,000 acres and includes Alamo Lake, and parts of the Bill Williams, Santa Maria, and Big Sandy Rivers. Historically, the burro population in the AHMA was so great that it threatened the other species living in the area in times of drought. The government allowed ranchers to shoot the burros to control the burro population. When the Alamo Dam was built on the Bill Williams River in 1968, a permanent water source was created to alleviate the conflict between the burros and other wildlife populations. In the 1970's the burro population was as high as 1,000. Today, the burro population is maintained at 200 to keep a balance between the natural environment and needs of the burro.

The natural qualities are displayed in Exhibit 3-2.

Exhibit 3-2 – Natural Qualities Map



US-93 - Joshua Forest Scenic Road Corridor Management Plan: Natural Qualities Map

Legend

- Cities
- Mileposts
- US-93 (Joshua Forest Scenic Road)
- Roads
- Streams
- County Boundary
- Wilderness Areas
- Riparian
- Flycatcher Habitat

Desert Tortoise Critical Habitat

- Category 1
- Category 2
- Category 3

Areas of Critical Environmental Concern

- AZ Cliffrose Habitat
- Desert Tortoise Habitat, Scenic
- Historic, Paleontological
- Riparian, Cultural, T&E, Bald Eagle Habitat
- Riparian, T&IE, Bald Eagle Habitat

3.3 Historic

The area around the Joshua Forest Scenic Road has been traveled by many Native American groups, and Anglo and Mexican settlers. Prehistoric people probably occupied the area from the late archaic period (500 A.D.) to the Spanish contact period (1500 A.D.). During prehistoric times upper Burro Creek formed the border between the Cerbat and Prescott cultures, two Patayan sub-groups. Little is known about these cultures and their relationship to each other.

The known history of the area goes back to the expeditions of Juan de Onate in 1604, who was known for exploring New Mexico and Arizona and for his cruelty to Native Americans and Anglo settlers. Just as in present times, the area around the Joshua Forest Scenic Road was mostly used by Native, Anglo, and Mexican travelers passing through area. The major rivers, especially the Santa Maria and Date Creek, were used by the travelers for sustenance. In 1866 the California Volunteers established an outpost named Camp McPherson (later named Camp Date Creek), which is a few miles from the present day highway. This camp became crucial to protecting the road between Prescott and Ehrenburg.

3.3.1 Native American History

The two main tribes that lived near US-93 are the Yavapais (also called Yavapai Apaches) and Tonto Apaches (also called Yavapai Apaches and Mohave Apaches). Yavapai and Apache history in the Verde Valley spans several hundred years, as two distinct indigenous groups that co-existed in surrounding areas, and as one Indian tribal nation since 1934 (Yavapai-Apache Nation website http://www.yavapai-apache.org/history.html).

Historically the Yavapais moved throughout the western, mountainous portion of Arizona, west of Tonto Basin along the Rio Verde to the Bill Williams River fork of the Colorado River. Centered in the Verde Valley, they ranged from the Pinal and Mazatzal Mountains almost to the Colorado River and from the Bill Williams and Santa Maria Rivers south to the northern drainage of the Gila River (Yavapai-Apache Nation website http://www.yavapai-apache.org/history.html).

Settlers started moving onto Yavapai lands in the 1820s, and before long had greatly diminished the Yavapai's game and agricultural lands. The Yavapai openly resisted and many were slaughtered. They were forced onto reservations when gold was discovered in their territory just after the Civil War. They first went to Camp Verde and then to the San Carlos Apache Reservation. Finally, they were split between the Fort McDowell, Camp Verde, and Yavapai-Prescott Reservations (Yavapai-Apache Nation website http://www.yavapai-apache.org/history.html).

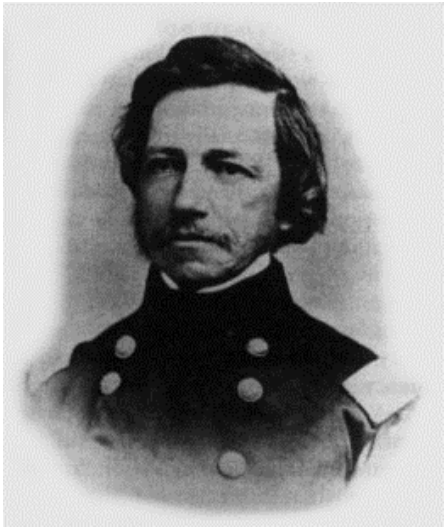
Later, cattle ranching became the primary economic activity occurring along upper Burro Creek. Historic family ranches and line camps dot the Burro Creek watershed, conveying the region's

rich ranching history. Upper Burro Creek's long and diverse culture history make it an important area for scientific study. The area also has high social value for Native American tribes and local

ranching families (Four Directions Institute website http://www.fourdir.com/yavapai.htm; Yavapai-Apache Nation website http://www.yavapai-apache.org/history.html).

In historic times the Apache territory covered the greater part of the continent. Its various tribes extended as far south as northern New Mexico and as far east as the Rio Grande. The Tonto Apache (a sub-tribe of the greater Apaches) transferred to San Carlos in 1875. In 1908 the Tonto Apaches were divided among the San Carlos, Camp Verde, and Fort McDowell. At these camps the Tontos mixed with Yavapais, who were also relocated to these camps, and today the Yavapai and Tonto Apaches are often referred to as the same tribal group (Four Directions Institute website http://www.fourdir.com/yavapai.htm; Yavapai-Apache Nation website http://www.yavapai-apache.org/history.html).

3.3.2 American Settlement History



Col. Amiel Whipple
Photo used with the permission of www.whipple.org

In 1854 Lieutenant Amiel Whipple and his troops surveyed the area, noting the potential for mining gold. He named many of the geographic features along the corridor including Aquarius Mountains, Santa Maria River, Big Sandy River, and Ives Peak. Soon after Whipples' survey the area became a cornerstone for the mining industry. The most productive mine in the area was the Congress Mine, which produced nearly $8 million between 1889 and 1910. The area was known as the Martinez Mining District, which was located in Yavapai County. The combined mines in the district, including the successful Congress Mine, the District was briefly one of the richest in the nation. For more information on some of the mines, refer to the recreation section of this CMP, which discusses some of the mines that turned into ghost towns which are now tourist attractions. After the fall of the mining industry, the area surrounding the corridor became known for ranching and agriculture. Many of the ranches along the corridor might be eligible for National Historic designation (Logan and Simpson, 1992; Hinckley and James, 2006).

As more Anglo settlers moved into the area, conflicts between them and the Native Americans increased. The most well known conflict was between the Anglos and the Apaches throughout the State of Arizona, which was then a territory. There were many attacks and raids from both parties, and often the raids were mistakenly (or intentionally) blamed on the Apaches. There

was one attack that received a lot of press in its time and that was the Date Creek Massacre (Aleshire, 2003).

3.3.3 Date Creek Massacre

The Yavapai and Tonto Apache tribes inhabited the area around Date Creek probably since the 1400's. By the 1800's, however, the area was increasingly becoming settled by American, Spanish, and Mexican prospectors. The settlers seized control of the water and farmable land and began driving out the game that the tribes hunted for sustenance. The two tribes were traditionally peaceful and resisted conflict at first, until they were forced to steal cattle and horses for survival. The conflicts between the settlers and the natives often turned violent as each group retaliated on the other over the years. There were many attempts at peace, which normally involved placing the native people on reservations. Most of the native people went into the reservations without conflict, but some refused and continued to attack settlers. In 1871, most of the Tonto Apaches were relocated to Verde Valley reservation and near Date Creek. On November 5, 1871, 8 miles outside of Wickenburg a stagecoach was attacked and its passengers murdered (Aleshire, 2003). The Apaches were blamed because of the use of arrows, but in retrospect, it is commonly believed that it might have been Mexican bandits or white robbers who attacked the stagecoach (Aleshire, 2003).

3.4 Cultural

The culture of the area reflects the traditions of the west. Wickenburg, approximately 20 miles south of the study area, cherishes its western ambience, through its historic down town, western-themed annual events such as Gold Rush Days, the Desert Caballeros Horse Ride and the Cowboy Poetry Gathering. Guest ranches in Wickenburg also offer a unique western experience to tourists (Wickenburg Chamber of Commerce, 2008).

Wikieup, a small, rural community, at the north end of the scenic corridor, is a gateway to points north and south of the corridor, and because of its small size, does not have established annual events.

Kingman also attracts tourists who are travelling on the Joshua Forest scenic road. Kingman, the County seat of Mohave County, reflects its early heritage of railroading, mining and ranching (Kingman Chamber of Commerce, 2008).

Annual events in the Wickenburg and Kingman areas are summarized in Exhibit 3-3.

Exhibit 3-3 – Annual Events in the Wickenburg and Kingman Areas

Month	Location	Event	Description
February	Wickenburg	Annual Gold Rush Days	An annual event for over 60 years. Highlights of the 3-day event include a parade, shoot-out, carnival, contests, rodeo, and activities relating to gold-mining.
April	Wickenburg	Desert Caballeros Horse Ride	This week long ride has been a Wickenburg tradition for over 60 years.
May	Kingman	Arts and Crafts Festival	2-day event held in Metcalfe Park, Downtown Kingman
	Kingman	Hualapai Downs Horse Races	2-day event held at the Mohave County Fairgrounds
	Kingman	Kingman Area Books Are Magic	1-day event held in Metcalfe Park, Downtown Kingman. This event features authors, vendors and activities for kids
	Kingman	Route 66 Fun Run	3-day event
July	Wickenburg	4th of July celebration	
September	Wickenburg	Fiesta Septiembre	On the first Saturday in September, this event includes Mariachi and Folklorico performances, salsa and margarita contests, outdoor mercado, food and beverage cantina and historic photo exhibits.
	Kingman	Andy Devine Days - PRCA Rodeo and Parade	This event features a 2-day rodeo and a parade
	Kingman	5th Annual Kingman Street Drags	This 2-day event includes races for a variety of skill levels, from professional race cars to junior dragsters.
	Kingman	Mohave County Fair	This 4-day fair is located at the Mohave County Fairgrounds and features livestock & crafts exhibits, shows, carnival rides and games.
October	Wickenburg	Wickenburg Fly-In and Classic Car Show	This event features airplanes from all over the southwest and an aerobatics display.
November	Wickenburg	Blue Grass Festival	Held the second weekend in November, this 3-day event inludes the Four Corners campionship contest for fiddle, flat pick guitar, banjo and mandolin
		Kingman Cancer Care Arts And Crafts Fair	This 2-day event is located at the Mohave County Fairgrounds
December	Wickenburg	Cowboy Poetry Gathering	Held the first weekend in December, this event features performances of songs and poetry with a western theme.
	Wickenburg	Christmas Lights Parade	This Cristmas parade includes a variety of categories from stagecoaches to floats
	Kingman	Very Merry Parade Of Lights	Held in Downtown Kingman on Beale St. Holiday parade featuring lighted floats and vehicles.

Source: Wickenburg Chamber of Commerce, Kingman Chamber of Commerce

3.5 Archaeological

The Joshua Forest Scenic Road and surrounding area were frequently used by many Native American tribes as they traveled. This is evident by the type and number of archaeological sites found along and surrounding the corridor. Although there are no major settlement sites along the corridor, the evidence of human remains that exists today indicates that the area was used as a travel route by many Arizona tribes, Spanish settlers, and American settlers. There are a total of 104 archaeological sites along the corridor, many of which consist of roasting pits, possible wickiup remains (shelters), and other evidence of human settlements. Most of these artifacts are clustered along water sources near the corridor (Logan and Simpson, 1992).

There are also many scattered archaeological sites along the corridor that indicate prehistoric animal remains and human settlements. In 1938, Guy Haven excavated a Paleozoic fossil find a few miles from the corridor and found remains of small horses, camels, giant sloths, and a prehistoric bird (Logan and Simpson, 1992).

View of Pliocene Cliffs
Source: Kimley-Horn and Associates

The most prominent archaeological features along the corridor are the Pliocene Cliffs. The Pliocene period extends approximately 5 million to 2 million years before present time. During this time mastodons, saber-toothed cats, and early species of modern animals roamed the earth. The green cliffs near the Big Sandy River are an important source of prehistoric materials. Some of these sites may be eligible for the National Register of Historic Places (Logan and Simpson, 1992).

Other archaeological sites with historical significance exist off of US-93 in the surrounding mountain ranges and wilderness areas. These sites are similar to those found on the Joshua Forest Scenic Road, consisting mostly of human settlement remains. Some of the more intact areas may be eligible for the National Register of Historic Places, but the majority of the sites are not eligible. In previous reports the BLM met with local tribes that historically traversed this area to identify additional traditional and/or sacred places along the corridor and surrounding area (on BLM land), but none were identified (Logan and Simpson, 1992).

3.6 Recreational

This intrinsic quality exists where the roadway corridor is used for recreational pursuits such as bicycling, roadside picnics, or provides direct access to campgrounds or trails. This section summarizes the recreational opportunities within and near the corridor. Information on recreational areas was obtained from the Bureau of Land Management website, at http://www.blm.gov/az/st/en.html. Other sources for this section were Arizona Highways, 2008; Massey, 2006; and BLM, 2008.

There are many recreational opportunities that are located directly on US-93 or that can be accessed from US-93, such as hiking, backpacking, camping, bird-watching, hunting, off-road vehicle-riding, exploring ghost towns and old mines, and enjoying hot springs. Sites near the corridor to enjoy these activities are summarized in the following sections.

3.6.1 Hiking/Backpacking/Camping/Hunting/Mountain Biking

Upper Burro Creek Wilderness Area

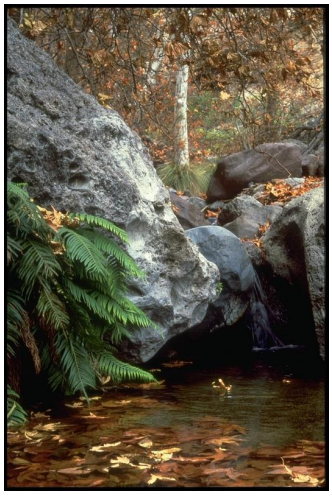
- Access is limited due to the lack of trails and roadways, and river cobble along drainages
- The roads are mostly used for hiking trails, but they are privately owned and access can be denied or restricted at the owner's discretion
- Burro Creek Campground- Managed by the Bureau of Land Management *(BLM)*; located south of Wikieup, along US-93, and is open all year with 30 sites
- Hunting is allowed for quail, mule deer, and antelope

Tres Alamos Wilderness Area

- No designated hiking trails, but hiking is allowed on closed jeep roads
- Highest point – Sawyer Peak at 4,293 feet above mean sea level (MSL)
- Attractive because of the intermingling of the Sonoran and Mojave Desert biotic communities
- Access is limited due to the lack of trails and roadways
- Hunting is allowed for quail, mule deer, and antelope

Arrastra Mountain Wilderness Area

- No designated hiking trails, but hiking is allowed
- Old roadways provide hiking trails, but sand washes are most commonly used by hikers
- Burro trails are also used as hiking trails
- Extremely rugged terrain



People's Canyon in Arrastra Mountain Wilderness Area
Source: BLM/Arizona

Hualapai Mountain Park Trail

- Elevation – 8,000 foot level
- The forest biotic community can be observed on this trail

3.6.2 Jeep Trails

Seventeen Mile Road

- Crosses through the Poachie Range between Signal Road and US-93, near Greenwood City
- Trail travels along ridge tops providing excellent views of the Arrastra Mountains and the Big Sandy River Valley
- Trail is a dirt road, but has many rocks, water crossings, and grades which make high-clearance vehicle almost a necessity for driving this road
- Trail is wide enough to allow for passing vehicles

Signal Road

- Trail is a graded dirt road that connects to US-93 and continues to Alamo Lake Road
- Follows the course of the Big Sandy River and crosses the northern end of the Poachie Mountains
- Special attractions along the trail include the ghost town of Signal, and views of the Big Sandy River
- Shallow water crossings and gentle grades
- Trail is wide enough to allow for passing vehicles

McCracken Peak Trail

- Unmaintained old mining roads – requires a high-clearance 2-wheel drive vehicle to the base of the peak and a 4-wheel drive vehicle is required beyond that to the peak
- Trail is steep to the peak
- Narrow road with steep drop offs, tight switchbacks, and deep river crossings
- Road surface is loose with low traction
- Special attractions include access to McCracken Silver Mine and other small mines, view from McCracken Peak, and rock hunting for quartz crystals

3.6.3 Other Recreational Activities

Other recreational activities in the area include exploring ghost towns and mines, and tourist attractions described as follows:

Ghost Towns/Mines

- Vulture City – once one of the richest gold mines in the west. It was discovered in 1863 by Henry Wickenburg, the founder of the Town of Wickenburg, which is near the mine. Vulture Mine was one of the Arizona Territory's richest mines and it was still producing, at decreased levels, until World War II. Today, this ghost town provides visitors with the opportunity to see a genuine vision of what life was like in an old west mining town. Many buildings remain intact and some of the mining equipment is available for viewing.

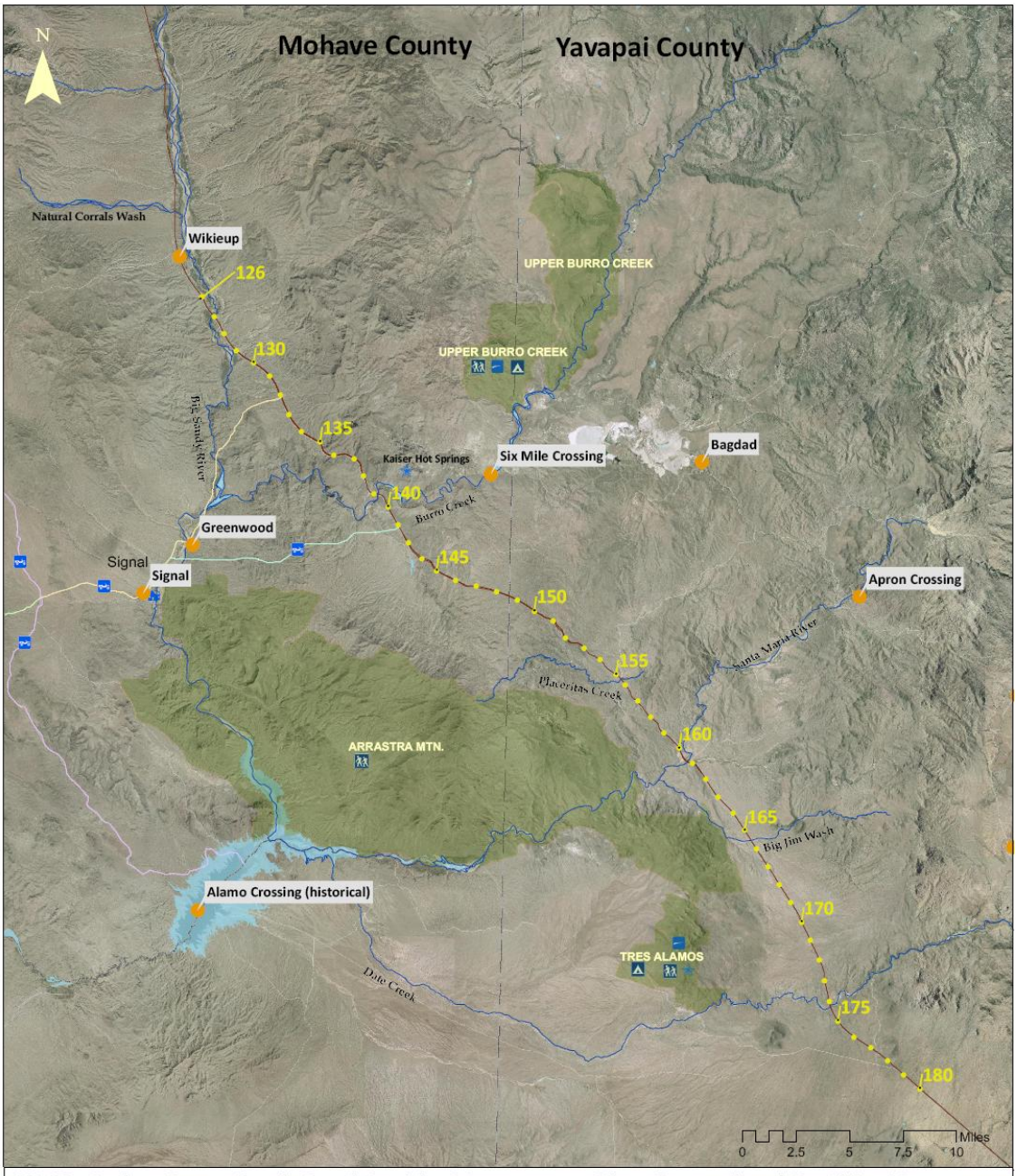
- Stanton – located about 20 miles north of Wickenburg. It was once a stage stop, until gold was discovered, and then it grew to be a notorious mining town. After gold was struck in the vicinity in 1863, people flocked to the town to make their fortunes. One of these men was Charles Stanton who eventually took over the town, along with his posse, and wielded his authority until he was finally shot. Like most towns, Stanton lost its population when the gold veins went dry. Today, Stanton is part of an RV park and many of its old buildings have been converted into campground facilities. The town still retains its ghostly allure for travelers in search of an authentic Arizona ghost town experience.

- Signal – small, isolated mine that was established in 1877. During its height, the town's population was approximately 800 people. Because Signal was very isolated, getting freight became a major problem. As a result, mining as a way of living was unstable for years and finally died out in 1932. Today there is almost no sign of the once busy town, except for a few buildings, some major mining equipment, and an occasional visit by a caretaker.

Tourist Attractions

- Kaiser Hot Springs – a small concrete-and-rock tub built in an isolated, dry desert wash, fed by a small hot spring. There is no vehicle access to the springs, visitors must park elsewhere and hike to the location along a canyon. In places the canyon is quite narrow but spectacular. At the spring, the canyon opens to reveal views of Burro Creek
- Nature Study allowed at the Tres Alamos Wilderness Area
- Hassayampa River Preserve (south of Wickenburg) - access from US-93 to US-60

Exhibit 3-4 – Recreational Qualities Map



US-93 - Joshua Forest Scenic Road Corridor Management Plan: Recreational Qualities Map

Legend

- Cities
- Mileposts
- US-93 (Joshua Forest Scenic Road)
- Roads
- Streams
- Lakes
- County Boundary

Jeep Roads

- Alamo Crossing Road
- McCracken Peak Trail
- Seventeen Mile Road
- Signal Road
- Hunting
- Hiking

- Off Roading
- Camping
- Mountain Biking
- Ghost Town/Mines
- Tourist Attraction

4 VISION, GOALS AND OBJECTIVES

4.1 Vision

A vision statement captures the character of the corridor in a few words. The following vision statement was created from the ideas and values expressed by the Work Group. It was reviewed at a meeting of the Work Group in January 2008.

Joshua Forest Scenic Road links travelers to natural and scenic qualities that are unique. The corridor starts with a dense forest of Joshua Trees, which only grow in the Mojave Desert at certain elevations. The corridor then takes travelers through valleys and over hills, exposing breathtaking views and natural treasures. The corridor passes various geologic formations, such as boulders, Pleistocene hills containing fossils, volcanic soils, plateaus, and many more features.

This plan envisions maintaining and enhancing these features that make the corridor unique. Visitors will be able to learn about these features, the importance of their protection, and experience their wonder up-close as they travel the corridor. The Joshua Forest Scenic Road will have clean, well-designed pullouts, viewing areas, and interpretive information to create an enjoyable and educational travel experience.

It is the desire of the Working Group that the Joshua Forest Scenic Road should be nationally designated and extended to I-40 (MP 91).

4.2 Goals and Objectives

After a vision has been stated, goals are needed to attain the identified vision. The following goals and the associated objectives were based on the concerns, wants, and ideas of the stakeholders involved in the planning process. These goals reflect how the community wishes to manage the corridor to obtain the above stated vision.

Making these goals a reality requires the continued participation from the Work Group. The Work Group will be the entity that takes stewardship of the CMP and sees that the corridor evolves according to the goals established herein. Of course the Work Group is not alone in this effort to see that the Joshua Forest Scenic Road is maintained. Most of the goals will require collaboration with ADOT, the BLM, ASLD, local jurisdictions, and private property owners. To assist with the implementation process of the goals an implementation matrix was created to illustrate which entities are responsible for which tasks (Chapter 5, Section 5.3).

Goal 1: Pursue extension of the scenic road designation further north, to I-40. Pursue National Designation for existing and new segments

- Pursue state scenic route designation for northern segment (MP 126.5-MP 91) through Parkways, Historic & Scenic Roads Advisory Committee (PHSRAC).
- Identify additional stakeholders.
- Develop a Corridor Management Plan for a new segment, if applicable.

- Pursue National Designation for both segments through completing a national designation application, if National Designation criteria is met.

Goal 2: Improve Visitor Safety

- Implement improvements to the pullouts.
- Reduce the number of pullouts along the roadway to reduce trash and unsafe stopping. Pullouts should not be located on public lands, but located within the ADOT right-of-way.
- Provide improved advance signage for pullouts.

Goal 3: Enhance the Visitor Experience

- Promote existing recreational opportunities, in coordination with the BLM.
- Improve the quality of the pullout areas, with upgraded amenities. Any lighting should be in keeping with the Dark Skies Policies.
- Conduct a scenic view analysis to identify specific locations from which users of the byway obtain scenic views. Coordinate this effort with the BLM and the BLM's visual resource management strategies.
- Keep the right-of-way clean through the Adopt-a-Highway Program on the corridor.

Goal 4: Provide Improved Signage and Interpretation

- Design and install gateway signs for the project.
- Signs should be placed strategically on the corridor so that they are readable to travelers, but do not have a negative impact on the scenic quality from the road.
- When scenic pullouts are designed, include permanent interpretive signage.
- Identify appropriate locations for interpretive and way-finding signage.

Goal 5: Continue Marketing of the Corridor

- Continue current marketing efforts through Internet sources.
- Review and update information for the Joshua Forest scenic road on the Arizona Scenic Roads website, http://www.arizonascenicroads.com/main.aspx. Examples of updates include reviewing and editing the map and intrinsic quality checkboxes on the website to include recreational features (e.g. campgrounds) and generalized "cultural" or "archaeological" features.
- Review and update information for the scenic road on the National Scenic Byways Program website, http://www.byways.org/. Information for the website sections on "Getting to the Byway", "Photos", and "Explore this Byway" can be added to the website. The Joshua Forest scenic road is discussed at http://www.byways.org/explore/byways/11293/index.html.

Goal 6: Provide for Intrinsic Qualities Management and Enhancement

- Promote community support and participation on the corridor.
- Promote education on the need for resource protection and preservation.

Scenic Quality

- Maintain visual quality of the road within the right-of-way and improve litter control.
- Consider adopting a sensitive lands or slope preservation ordinance to keep construction off highly visible ridges and hillsides, local controls.
- Encourage further rehabilitation of the site at Nothing, AZ.
- Encourage the use of compatible color, form, and scale on both public and private land.

Natural Quality

- Explore ways to promote information about native ecosystems, habitats, wildlife corridors, riparian and wetland habitat along the Burro Creek, Big Sandy, Santa Maria, Date Creek Rivers as well as other washes and creeks that cross the corridor.
- Maintain the current use of trails on the public lands. Create interpretive material that stresses outdoor ethics.

Historic and Archaeological Qualities

- Create interpretive material to discuss archaeological information along the corridor – link to signage and marketing strategies.

Cultural Quality

- Create interpretive materials identifying and explaining the cultural influences in the area.

Recreational Quality

- Support government agency efforts to identify, develop, and improve trails.
- BLM planning efforts to identify existing and planned access points to wildlife areas for bird watching, camping, hiking, and off-road vehicles.

5 CMP IMPLEMENTATION

The Corridor Management Plan has a long-term horizon, although many of the projects listed in the implementation plan are efforts that can be implemented over the short term. Many of the smaller projects included in the plan are appropriate for grass-roots, community based implementation. Because corridor agencies and jurisdictions already have significant responsibilities for maintaining and improving the corridor, as well as limited budgets and time, many of the projects probably will not be completed without grassroots initiative and advocacy. However, this plan can open the door for creating partnerships between corridor stakeholders to develop projects. Listed below are the jurisdictions and agencies contacted during the preparation of this CMP. Communication and coordination with these jurisdictions and agencies is needed to implement corridor improvement projects.

- Arizona Department of Transportation
- Yavapai County
- Mohave County
- Bureau of Land Management
- Arizona State Land Department
- Wickenburg Chamber of Commerce
- Arizona Office of Tourism
- State Historic Preservation Office
- US Fish and Wildlife Service
- CANAMEX
- Indian Tribes with Tribal Claims areas – these include the Yavapai – Apache Nation, Yavapai – Prescott Tribe, San Carlos Apache Tribe, Salt River Pima-Maricopa Indian Community, Gila River Indian Community, Ak-Chin Indian Community, Tohono O'odham Nation, Mohave Colorado River Indian Tribes, Hopi Tribe, Hualapai Tribe, Fort Mohave Indian Tribe, and Chemehuevi Colorado River Indian Tribe.

5.1 Work Group

Community members and a number of public agencies agreed to be a part of the Work Group for the CMP. Members include:

- Private Citizens
- Yavapai County
- Mohave County
- Bureau of Land Management
- Arizona State Land Department
- Canamex Corridor

It is anticipated that the Work Group will continue to work together, and coordinate either by email or in-person to work on priorities, including applications for grant funding to extend the scenic road designation on the Joshua Forest Scenic Road, and eventual national designation as a scenic byway.

5.2 Implementation and Responsibility Recommendations

The following section provides recommendations for implementing the goals and objectives stated in Chapter 4. The implementation and responsibility recommendations were identified to:

- Provide an overview of the implementation process for state and national scenic route designation.
- Provide implementation steps for developing corridor scenic route projects.
- Provide information on possible funding sources.

5.3 An Overview of the Implementation Process for State and National Scenic Route Designation

The first goal for the Work Group is to pursue extension of the state scenic road designation further north, to I-40 (MP 91) to create a state scenic road from MP 180 to MP 91. Once the entire segment of US 93 from MP 180-91 is designated as a scenic road in the State, then the Work Group can pursue National Designation for the entire corridor, which is the desire of the Work Group. This goal is really comprised of various processes described below:

Pursue Extension of the State Scenic Road Designation Further North (MP 126.5 –MP 91)
A separate process is required to begin the state scenic road process for the road segment from Wikieup to I-40. A road must be designated as a state scenic road before it can be considered for the National designation. In addition, a Corridor Management Plan must be prepared for the new segment. This process is described as follows:

State Designation Process - Request for designation is easy; anyone can do it with a letter. It should be a written request by an agency, group or individual requesting designation as a Parkway, Historic and Scenic Road (definitions are in Evaluation Criteria). This letter needs to provide the proposed project name, route number, mileposts, preparer's name, date, and the jurisdictional agencies involved along the route. Letters of support, a map and pictures are very helpful. This letter is to be sent to:

Parkways, Historic & Scenic Roads Advisory Committee (PHSRAC)
205 S. 17th Ave., MD 617E
Phoenix, AZ 85007
Attention: LeRoy Brady, Chairman

Once this information is received by the PHSRAC, the members meet to review requests, prioritize and initiate processing. The process can be summarized as follows:

- A Visual Assessment (VA) will be conducted by ADOT.
- The ADOT Roadside Development Section will request endorsement of the proposed designation from the agency with jurisdiction.
- The PHSRAC reviews the report and evaluates the quality of natural, cultural & visual resources.

- During a field review of the proposed route, the PHSRAC scores the various elements required for designation and compare their scores with the scores in the VA.
- At the end of the field review, a public meeting on site will be held. All parties interested in the designation are invited to attend and address the PHSRAC. At the end of the meeting, the PHSRAC votes on the request for designation.
- If the PHSRAC votes for approval, their recommendation for designation is forwarded to the ADOT Director for concurrence, and then the Arizona Transportation Board.
- If the PHSRAC votes negative on the recommendation, the applicant is given notice of a 60-day resubmittal period and deficiencies. They can resubmit to PHSRAC with additional substantive information.

More information on this process is provided with the following links:

http://www.azdot.gov/highways/SWProjMgmt/enhancement/scenic_roads/application_components.asp

http://www.azdot.gov/highways/SWProjMgmt/enhancement/scenic_roads/PDF/application_guidelines.PDF

http://www.azdot.gov/highways/SWProjMgmt/enhancement/scenic_roads/PDF/evaluation_criteria.PDF

http://www.azdot.gov/highways/SWProjMgmt/enhancement/scenic_roads/PDF/visual_summary_sheet.PDF

Pursue National Designation

To be considered for national designation three things are needed:

- ADOT must designate the route as a state scenic road. (This has been done for MP 126.5 to MP 180), and would need to be done for a new segment of US 93 from Wikieup to I-40 (MP 126.5 to MP 91). This process is described above.
- A completed Corridor Management Plan must be in place. This document, when complete, will fulfill this requirement on US 93 from MP 126.5 to MP 180. A new Corridor Management Plan would need to be prepared for the new road segment from Wikieup to I-40, assuming it receives state scenic road designation.
- A completed national designation application must be submitted to the Federal Highway Administration (FHWA). This can be done for each road segment separately, or, if the Working Group chooses to wait, both can be combined into one application, after the northern segment receives state scenic road designation, and a CMP is completed for that segment. National designations are made every two to three years. ADOT policy is to only forward applications that have consensus in applying for national designation; both FHWA and ADOT want the scenic designation process to be a “grass roots level” program.

5.4 Implementation Steps for Developing Other Corridor Enhancement Projects

This section describes basic implementation steps that are common to the proposed projects.

Step 1- Define the Project

Developing more detailed project descriptions is the first step in preparing grant applications and can help to identify project partners. The *National Scenic Byways Program FY 2009 Grant Information* provides guidance that is pertinent to defining the project:

- Clearly, concisely, and completely summarize what will be accomplished;
- Identify the relationship of the proposed project to the byway;
- Identify how the project relates to the intrinsic qualities supporting the byway's designation and to other projects currently planned or underway along the byway (especially those identified in the byway's corridor management plan); and
- Identify the benefits to byway travelers.

Step 2- Finding Partners, Contacts, and Information Sources

Project partners are necessary to provide matching funds, allow use of property, or provide long-term support. Project partners can also help to develop support for the project. Potential project partners can be identified through:

- Jurisdictions and agencies with permitting requirements
- Ownership or jurisdiction over the area
- Shared interest in the project
- Neighbors and long-term residents
- Private property owners

Step 3-Building Support

As the scenic roadway projects are community-based projects, it is important that there is demonstrated community support for the project. Support could be expressed in the form of letters, emails, news articles, local jurisdiction support, and agency expressions of support.

Step 4- Funding

Scenic Byway projects are commonly funded through Federal Scenic Byway grants and other funding sources. Typically grant sources require a local match, in the case of National Scenic Byways Grants, these fund 80% of the project, with a 20% local match. Applying for grants under the National Scenic Byway Program is discussed in Section 5.5.1.

Implementation partners, as well as responsibility suggestions for implementing recommendations from the CMP are summarized in Exhibit 5-1.

Exhibit 5-1 – Recommended Implementation and Responsibility Matrix

Short-Term = 0-5 years	● = Coordinator
Mid-Term = 6-10 years	■ = Primary Responsible Party
Long-Term = 10-20 years	√= General/Participation Involvement/Assistance

Task	Responsible Agency or Group						Term
	Citizen Participation Work Group	Arizona Department of Transportation	Bureau of Land Management	Mohave County	Yavapai County	Property Owners or Other Public or Private Stakeholders	
Goal 1: Pursue extension of the scenic road designation further north, to I-40. Pursue National Designation for existing and new segments							
• Pursue state scenic route designation for northern segment (MP 126.5-MP 99) through PHSRAC	■	●	√	√	√	√	Short
• Identify Additional Stakeholders	■	●	√	√	√	√	Short
• Develop a CMP for a new segment, if applicable	■	●	√	√	√	√	Short
• Pursue National Designation for new and existing segments through completing a National Designation application	■	●	√	√	√	√	Short
Goal 2: Improve Visitor Safety							
• Implement improvements to the pullouts	√	■	√	√	√	√	Short
• Reduce the number of pullouts along the roadway	√	■	√	√	√	√	Long
• Provide improved advance signage for pullouts	√	■	√	√	√	√	Medium
Goal 3: Enhance the Visitor Experience							
• Promote existing recreational opportunities, in coordination with the BLM	●	√	■	√	√	√	Short-Long
• Improve the quality of the pullout areas	√	■	√	√	√	√	Long

Task	Responsible Agency or Group						Term
	Citizen Participation Work Group	Arizona Department of Transportation	Bureau of Land Management	Mohave County	Yavapai County	Property Owners or Other Public or Private Stakeholders	
• Conduct a scenic view analysis	●	■	√	√	√	√	Medium
• Keep the right-of-way clean through the Adopt-a-Highway Program on the corridor.	●	■	√	√	√	√	Short
Goal 4: Provide Improved Signage and Interpretation							
• Design and install gateway signs for the project.	√	■	√	√	√	√	Medium
• Signs should be placed strategically on the corridor	√	■	√	√	√	√	Short
• When scenic pullouts are designed, include permanent interpretive signage.	√	■	√	√	√	√	Long
• Identify locations for interpretive and way-finding signage.	√	■	√	√	√	√	Short
Goal 5: Improve Marketing of the Corridor							
• Continue current marketing efforts, update State and National scenic road websites	■	● / √	√	√	√	√	On-going
Goal 6: Provide for Intrinsic Qualities Management and Enhancement							
• Promote community support and participation on the corridor.	●	√	√	√	√	√	Short
• Promote education on the need for resource protection and preservation.	●	√	√	√	√	√	Short
Scenic Quality • Maintain visual quality of the road within the ROW.	√	■	√	√	√	√	Short
• Consider adopting a sensitive lands or slope preservation ordinance, local controls	√	√	√	■	■	√	
• Encourage continued rehabilitation of the site at Nothing, AZ.	√	√/■ (within ROW)	√	■	√	■	
• Encourage the use of compatible color, form, and scale on both public and private land.	√	√	√	■	■	■	

	Responsible Agency or Group						
Task	Citizen Participation Work Group	Arizona Department of Transportation	Bureau of Land Management	Mohave County	Yavapai County	Property Owners or Other Public or Private Stakeholders	Term
Natural Quality • Explore ways to promote information about native ecosystems, habitats, wildlife corridors, riparian and wetland habitats that cross the corridor.	●	√	√	√	√	√	Short
• Maintain the current use of trails on the public lands. Create interpretive material that stresses outdoor ethics.	√	√	■	■	■	√	
Historic and Archaeological Qualities • Create interpretive material to discuss archaeological information along the corridor – link to signage and marketing strategies	●/■	√	●/■	√	√	√	Short
Cultural Quality • Create interpretive materials identifying and explaining the cultural influences in the area.	●/■	√	●/■	√	√	√	Short
Recreational Quality • Support government agency efforts to identify, develop, and improve trails • BLM planning efforts to identify existing and planned access points to wildlife areas for bird watching, camping, and hiking.	√	√	■	√	√	√	Short

5.5 Possible Funding Sources for Implementation

Funding opportunities for future scenic byways projects are available through a number of sources. The most common source is through national scenic byways grants, which are discussed as follows. Other funding sources are briefly described at the end this chapter.

5.5.1 The Process for Applying for Grants under the National Scenic Byways Program

The information for this section was based on the website information contained in the National Scenic Byways website, which is:

http://www.byways.org/

The National Scenic Byways Discretionary Grants program provides funding for byway-related projects each year, as part of the Federal Highway Administrations Discretionary Grants Program. Projects to support and enhance National Scenic Byways, All-American Roads and State-designated byways are eligible. Applications are prepared online but submitted through the State's byway program agency. Information about grants is provided on

http://www.bywaysonline.org/grants/

There are eight categories of eligible project activities. After reviewing the FY 2009 Grant Information, select the category that most completely reflects what will be accomplished by the proposed project. Respond to the Principles, Practices and "Complete Applications Include" sections of these instructions for the selected category as you prepare your application. The electronic application form will include additional statements to help applicants focus their proposals.

There are eight grant categories, which are:

1. State and Tribal Programs
2. Corridor Management Plan
3. Safety Improvements
4. Byway Facilities
5. Access to Recreation
6. Resource Protection
7. Interpretive Information
8. Marketing Program

According to the Nation Scenic Byways website, it can take months to prepare a byway and its organization for this process. Organizations that have successfully negotiated the program requirements can be assured that their byway will offer the traveler a unique travel experience.

Citizens and byway supporters considering submitting their byway for national recognition should explore the documents available on the online nomination system. Questions such as "What is designation all about?", "Why become one of America's Byways?" and "How do I nominate my byway?" are answered there.

5.5.2 Other Federal Grant Opportunities

The website www.Grants.gov allows organizations to electronically find and apply for more than $400 billion in Federal grants. Www.Grants.gov is the single access point for over 1,000 grant programs offered by all Federal grant-making agencies.

5.5.3 Funding Sources to Obtain Local Match Funds

Scenic Byways grants require a 20% local match. This matching requirement can be satisfied in whole or in part with State, local government, private sector, Federal land management agency or Indian tribe funds. Additionally, third party in-kind donations can be credited toward the State‘s share of the project cost.

6 PUBLIC INVOLVEMENT

6.1 Project Scoping

The scoping process included identifying potential stakeholders, creating a Citizen Participation Work Group, and holding two scoping meetings, one for agencies and one for the public. The purpose of the scoping process was to gather relevant information on the corridor and to identify areas of particular importance and/or concern for the public and agencies.

The scoping process started in July 2008 and ended in October 2008. The following is a list of meetings had during that time where information was gathered as part of the scoping process.

- July 29, 2008 – Field Review and informal scoping meeting with Mohave County Planner and Bureau of Land Management (BLM) representatives, the major land owners and jurisdiction along the corridor
- August 2008 – September 2008 – collecting data based on the field review and informal scoping meeting
- September 22, 2008 – Scoping letters sent to 12 agencies that have an influence in the area (a copy of the letter can be found in Appendix A)
- October 2, 2008 – Public scoping meeting 1 and Secondary Field Review
- October 16, 2008 –Public scoping meeting 2
- October 20, 2008 – BLM scoping meeting (call-in to their NEPA meeting)

Public and agency stakeholders were identified through the information gathering stage of the CMP. Agency stakeholders were initially identified using Geographic Information Systems (GIS) land ownership data. The main agencies identified were the BLM, Arizona State Land Department (ASLD), and private land owners. The two jurisdictions that the corridor falls in are Mohave and Yavapai Counties. These four agencies were the first to be contacted to gain information. Additional agencies were identified through additional information gathering and as a result of conversations with the above agencies. The other agencies included local governments, state government departments, chamber of commerce, and tribal nations.

The corridor is sparsely populated with most of the land along the corridor being owned by the BLM and ASLD. In addition, there are no towns within the planning area (refer to Figure 1). The closest town is the unincorporated Town of Wikieup, which is about a mile north of Milepost 126.5, the north end of the corridor Planning Area. The Town of Wickenburg is approximately 20 miles south of Milepost 180, the south end of the corridor Planning Area. Most of the identified agencies are located in Kingman and Prescott, Arizona. As a result of the sparse population along the corridor and the location of the agencies, the project team decided to have one public scoping meeting which included both public participants and agency stakeholders.

6.1.1 Public Scoping Meeting 1 – ADOT Wikieup Field Office on 10/2/08

Attendees:

- Public: One member of the Town of Wikieup
- Agencies: Kevin Davidson of Mohave County
- Project Team: Thomas Jensen, ADOT; Mary Rodin and Adria Henderson, Kimley-Horn and Associates

The purpose of the meeting was to present information on the National Byways Program, corridor management plan elements, and to have the public identify wishes, worries, and special places along the corridor. Copies of the slide show presentation and the posters can be found in Appendix B and Appendix C respectively. Wishes pertain to things that people would like to see changed, enhanced, or preserved along the corridor. Worries are things that people would like to not happen along the corridor. Special places are areas along the corridor that are important to the community.

The meeting was publicized in the following newspapers with a press release:

- Wickenburg Sun on Wednesday, September 24, 2008
- Kingman's Daily Miner on Sunday, September 14, 2008 and Wednesday, September 17, 2008
- Kingman's The Standard on Sunday, September 14, 2008

The meeting was also mentioned in a Mohave County online press release by Kevin Davidson in an interview. KGMN radio also made an announcement on the meeting, based on the press release. The press release was also posted on the South 93 ADOT website (www.us93corridor.com) and the Yavapai County Development Services webpage (http://www.co.yavapai.az.us/).

6.1.2 Public Scoping Meeting 2 – ADOT Wikieup Field Office on 10/16/08

Attendees:

- Public: 5 members of the public
- Agencies: Mohave County
- Project Team: Adria Henderson from Kimley-Horn and Associates

The meeting on October 16, 2008 was a follow-up meeting for the one held on October 2, 2008. There was a small turnout at the first meeting on the 2nd, therefore the project team decided to give a short presentation at one of Mohave County's public meetings for their area plan. The meeting was held in the Wikieup ADOT Field Office from 5-7pm on October 16, 2008.

Mohave County has been conducting public meetings for the Highway 93 Area Plan for a year, with about one meeting every other month in the Wikieup Field Office. The scope of the Area

Plan overlaps the Joshua Forest planning area within the Mohave County boundaries. Because the two plans overlapped, it made sense to have a combined meeting to discuss the Joshua Forest CMP and the Area Plan. The lead planner for the Area Plan, Kevin Davidson, allowed us to give a presentation and get some feedback from the public that attends his regular meetings.

The meeting began with a short presentation by Kevin Davidson who introduced the agenda for the evening and a summary of the Area Plan progress to date. Kevin then turned it over to Adria Henderson, from Kimley-Horn, who gave a short presentation explaining the corridor management plan (CMP) and the importance of public involvement for a CMP. After the short presentation, the public was allowed to ask questions or make comments on things they would like to see along Joshua Forest Scenic Road. Their comments and questions were recorded on a large flip chart.

The following list details the wishes, worries, and special places identified in the two meetings by the public and agency stakeholders.

Wishes

- Rest area needed by "Snoopy Rock"
- Wider pull-off areas
- Pull-offs on both sides of the road so that people making a left onto a driveway will not stop traffic moving at 65-70 mph. The pull-off should be big enough to accommodate trailers, since many of the people who use the roads off of US-93 have trailers.
- Put in vegetation with a detailed maintenance commitment – previously, they had someone put in vegetation and it all died because it wasn't maintained to maturation.
- Safer pullouts for people to stop and take pictures
    - Isn't safe when they pull back onto the road either
- Build on the pullouts we have
- Need signs to indicate pullouts are coming up
- Have less pullouts, but nicer ones with amenities
    - Issue of how to maintain or who maintains the pullouts – locals already care for them with Adopt-a-highway program, but the trash is too much and there are too many pullouts where trash accumulates.
    - There should only be two pullouts on Joshua Forest – to reduce clean up
- Rest areas near Burro Creek will encourage recreation
    - Maybe have one rest area where there are recreation opportunities and one where recreation would be discouraged
- Would like to see brochures, information kiosks to tell about the areas geography, interesting features, maps, etc.

Worries

- Safety along the corridor
    - controlled pull-offs
    - need control on unpatrolled stretches of roadway
    - work with the BLM to negotiate with access management

    - Signal Road is private
- NAFTA
- Enhancement shoulders and pull-offs
- Access areas – candidates for improvements at TI's
- Intergovernmental agreements
- BLM formal pull-off
- CANAMEX – safety and efficiency
- Send list of funding opportunities
- Check the Congress Chamber of Commerce
- Pullouts encourage people to stop but there are other problems that come with people stopping, such as needs for
    - Lighting
    - Restrooms
    - Trash barrels
    - Wandering into the wilderness
- Need fewer rest stops, but higher quality rest stops
- Make rest stops visible – well lit so crime or other behaviors are discouraged
- Rest areas near scenic areas – has its benefits, but are you then creating trailheads for those who will park and hike around the wilderness?
    - Possible solution is to fence in the rest area to discourage people from creating unwanted trails
- Litter problem – no responsibility, therefore it is not cleaned up

Special Places
- Kaiser Springs – warm springs
- Red knob – hunting
- Scenic view at Kaiser Springs should be protected
- Protect the "two trees" and the naturals springs near it

Questions Needing Further Research
- When can the plan go into effect?
- Who will maintain the rest stops and will there be a sense of responsibility?

Since the time was limited for further discussion, a comment form with contact information and background information on the CMP was given to the participants for them to fill out and mail in at their convenience. At that point the meeting was turned back over to Kevin Davidson for continuation of his presentation. The participants asked that they receive updates of the CMP, mailed announcements for the next meeting since many do not have internet, and the meeting summary to review their comments and add anything else of importance.

6.1.3 Secondary Field Review Summary

On the way up to the meeting the project team did a secondary, minor field review, stopping to take notes and pictures for the northbound side of the corridor (southbound was the main focus of the last field review). A summary of the notes taken during the review is below.

The biggest concern that was noticed while driving and pulling over on the corridor was safe access to the pullouts. The pullouts along Joshua Forest Scenic Road are small and are not signed. Signage for a roadside table was also small and hard to see, which would make it ineffective for fast traveling visitors to the corridor. In addition, many of the pullout areas are not at grade with the main road, making for a rough transition from the road to a pullout area.

There are many breathtaking views heading northbound on the corridor, which would make good sites for scenic pullouts with possible information markers. Some of the areas identified are as follows:

- MP 177 pullout on west
- MP 176 east pullout
- MP 175.5 – good location for pullout (views to the north)
- MP 171
- 168 good views especially of the table top mountain
- Santa Maria River pullout
- Markers explaining the boulder formations
- South of MP 146 – change in land forms – marker to explain the change at MP 145/146 great views to the north (pictures)
- MP 130 Pliocene Cliffs

The observations from the secondary field review were similar to the wishes, worries, and special places discussed at the meeting.

6.1.4 Presentation for the BLM – Teleconference on 10/20/08

Attendees:

- BLM: Various departments
- Project Team: Mary Rodin and Adria Henderson, Kimley-Horn and Associates

The BLM invited the Project Team to give a short presentation on the CMP at their bi-weekly NEPA meeting. The Project Team described the CMP and summarized what was needed from the BLM and the public comments to date that the BLM could help on (i.e. concerns about rest stops).

The meeting time was limited, so there were only a few minutes for questions or comments. Comment forms were emailed to the BLM for them to fill out and mail or email back to the Project Team. Following is a list of the comments received from the BLM during the meeting.

- When the highway was first being updated by ADOT there was talk of a strategic location for a rest stop about half way between Wikieup and Wickenburg but it didn't go through because of the maintenance issue.
- The Resource Management Plan identifies a one mile utility right-of-way around the powerlines running along the corridor. Should be something to research further.

6.2 Public Meeting

Attendees:

- Public: 5 members
- Agencies: Representatives from the BLM (2), ADOT Kingman District (2), and Mohave County (3)
- Project Team: Adria Henderson, Kimley-Horn and Associates

The purpose of the meeting was to inform the group of the status of the CMP, to form a Work Group, discuss the vision for the corridor, and discuss the obligations of the Work Group. This meeting was also in conjunction with the meeting for Mohave County's Highway 93 Area Plan. Participants were given copies of the newsletter with the suggested goals and objectives. Since time was limited to discuss all of the goals and objectives, they were instructed to take the goals and objectives home and send in their comments by January 29th. Copies of the slide show presentation and newsletter can be found in Appendix B.

The meeting was publicized in the following newspapers with a press release:

- Kingman's Daily Miner on Wednesday, January 14, 2009 and Sunday, January 18, 2009
- Kingman's The Standard on Wednesday, January 14, 2009

A newsletter was also sent to members, agencies, and governments who signed up to receive more information during the scoping process. The newsletter summarized the scoping process, the purpose of the CMP, summarized what was heard at the scoping meetings, and presented suggested goals and objectives. The newsletter encouraged participants to make comments and suggestions on the goals and objectives and return them to the Project Team by January 29th.

The following is what was heard at the meeting for the vision.

Presented vision in the newsletter:
Joshua Forest Scenic Road links travelers to natural and scenic qualities that are unique. The corridor starts with a dense forest of Joshua Trees, which only grow in the Mojave Desert at certain elevations. The corridor then takes travelers through valleys and over hills, exposing breathtaking views and natural treasures. The corridor passes various geologic formations, such as boulders, Pleistocene hills containing fossils, volcanic soils, plateaus, and many more features.

This plan envisions maintaining these features that make the corridor unique. Visitors will be able to learn about these features, the importance of their protection, and experience their wonder up-close as they travel the corridor. The Joshua Forest Scenic Road will have clean, well-designed pullouts, viewing areas, and interpretive information to create an enjoyable and educational travel experience.

The group agreed that the corridor should be improved to reduce litter, invasive weeds, and uncontrolled use. They also wanted to see the scenic designation extended north to I-40. Once

that was designated in the State, then they wanted to submit the whole corridor for National designation. The group was very interested in this idea and requested we send them State and Federal application materials, and hopefully start the State process. The group was informed that the two processes are separate and that it will require an organized Work Group to first go after extending the designation and then go after National designation. The entire group signed on to be a part of the Work Group. The group requested regular email updates with information on the minutes of this meeting, the CMP for review, the application process, and information needed to organize the Work Group for successful CMP implementation.

Other notes taken during Mohave County's presentation that might be applicable to our CMP:

- State signs and bus signs indicating bus stops are ok, but not billboards that obscure vision
- Mohave Co.'s Area Plan discusses scenic quality – make sure we connect our efforts with them to share resource information
- Identified a 'west' culture that they would like to maintain
- Define terms in the CMP
    - 'viewshed'
    - 'necessary'
    - 'responsible'
    - 'limited'
    - 'recreation'
- Maintain ATV trails (don't restrict riders to trails) and promote responsible riding
- Some issues with 'encouraging' commercial development in Wikieup, especially with the Bypass – don't want to dry up the businesses currently in Wikieup
- Identify ways to better inform the community of what is happening in and around their land in terms of development, corridor improvements, etc. – they don't get a newspaper and agencies don't go above and beyond to inform citizens because of cost and time issues. Can there be a happy medium?
- Include return postage and instructions on how to respond when mailing/emailing information
- Number/letter the goals and objectives for easy reference when making comments
- Connect with ADOT Kingman District about what is allowed in the ROWs

6.2.1 Comments on CMP Goals and Objectives

The following comments were received on the goals and objectives for the project:

- *BLM is fully supportive of changing US 93 from a State Scenic Road to a National Scenic Road, however, there is one issue we want to address.*

  We are currently disinclined to welcome any activities outside of the ROW on public lands. If you desire "turn-outs", "scenic overlooks" or "interpretive sites" these should be located on

private or state land, or within the ROW (which I think ADOT has already clearly expressed some concern over).

- *I'd just like to make it clear what I was trying to say, that any time something special is to be preserved, there has to be two things: accountability and enforcement. Otherwise people will trash it – sad. Businesses will be key (especially those involved with camping/hiking) to educate people/tourists to obey the rules. We must remember tourists may not know much about Arizona. This Forest and BLM land that surrounds the area is the magnate bringing people in, and so is important to remain in prime condition. I keep thinking something like this needs to be up graded to some kind of national level say National Monument, but I guess that's dreaming. Anyway, I know I'm preaching to the choir, so let's hope we can do this right.*

- *I like the way the goals sound, but when something is as big as this is, there's bound to be many people who will do the wrong thing. This is a long stretch of road with perhaps opportunities for people to make unauthorized stops and do who knows what. Maybe, there should be some kind of notice or notices before entering the Scenic Route that stopping (unless an emergency) is permitted only at designated places. Tourism is good, but we want them to behave. The desert is not indestructible, and people have to be reminded to have respect.*

- *The other thing has to do with goal number 4. It's just kind of funny, because the only business in the area I can think of is the one being developed at Nothing. So, unless the BLM is going to open up and allow for other businesses, what private partnerships are you talking about? I think the people at Nothing have no competition.*

- *After having read through the newsletter I'd like to add the following. Lighting at rest stops should be in keeping with the dark skies policy. Any lights should be turned downward and not up into the sky.*
  Brochures will be blown by the wind, and create a litter problem. Perhaps an information board like the ones used at the Grand Canyon could be designed with maps and historical information. If people want that information they could photograph it.
  Also, can the scenic highway be extended north to mile marker 99? If so, what do we need to do to make this happen? Who determines where these scenic highways exist? What are the criteria for a scenic highway designation?

  I've also emailed this information to a couple of residents here at the Windmill Ranch since we were just informed about the CMP at the last meeting in Wikieup. Most of the people living out here do not get the newspaper so it's a word of mouth information system.

6.2.2 Comments on the Draft Corridor Management Plan

The Draft Corridor Management Plan, dated March 2009, was distributed to the Citizen Work Group, and other interested parties for review. Two review comments were received, which are provided in Appendix A. The draft report was revised to address the comments contained in Appendix A.

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APPENDIX A

DRAFT CORRIDOR MANAGEMENT PLAN REVIEW COMMENTS

Comments from Larry Van Bynen via fax on April 28, 2009:
Sorry this reaching you late. I do hope it can still be input for you.

- Page 4-paragraph 2- The milepost designations are the opposite of what they should be (larer milepost is near Wickenburg and the smaller milepost is near Wickieup area).

- Page 26, re: Willow Flycatcher. Their habitat covers more miles than said.We live at MP 121.5 (west side) and have a nest at this time, under the eave of our back porch. A neat experience watchingthe babies. She's very attentive and a busy little bird!

Your draft is impressive and informative. Thanks you for sending it to me.

Comments on Draft Joshua Forest Scenic Road Corridor Management Plan from Mike Kondelis, ADOT District Engineer, via email on 4/28/2009:

Attached are my comments. Thanks for the opportunity to review this. There is a lot of interesting history presented!

- Page 4, second paragraph, second sentence - Need to switch the information in the parenthesis - MP 126.5 is (at Wikieup), MP 180 (approximately 20 miles north of Wickenburg)
- Page 13, picture - View is of Kaiser Springs Bridge, not Burro Creek Bridge
- Page 14, first paragraph, fourth sentence - The 2009 – 2013 Five Year Transportation Plan is the most current version and should be referenced
- Page 16, last paragraph, fourth sentence - The posted speed limit is between 55 mph and 65 mph, 55 mph where it is only a two-lane road and 65 mph where it is four lanes. This statement is incorrect. Much of the two-lane section, including that from Santa Maria to MP 180, is posted at 65 mph
- Page 18, first paragraph - Add a note to end of paragraph that many of these crashes occurred prior to the reconstruction.
- Page 18, Exhibit 2-5 – Roadway Geometry Table - Needs to be updated as there are more passing lanes than just the two listed.
- Page 21, paragraph 6, sentences 4 and 6 - Needs to be updated with new owner's information
- Page 27, first paragraph, first sentence - Clarify wording
- Page 35 & Page 44 - Legends are hard to read
- Page 39, Exhibit 3-3 - Add- (Month) May, (Location) Kingman, (Event) Route 66 Fun Run, (Description) 3-day event
- Page 45, fourth paragraph - Should read - (MP 91), not (MP 99). US93 intersects with I-40 at MP 91.2
- Page 45, last paragraph, first bullet - Should read - (MP 126.5 - MP 91), not (MP 126.5 – MP 99)

- Page 49, second and third paragraphs - Three spots in paragraph two that read MP 99, all should be MP 91
- One spot in paragraph three in the underlined section that reads MP 99, should be MP 91
- Page 50, under section Pursue National Designation, first bullet, second sentence -
- Should be MP 91, not 99. Also forgot the parenthesis at the end.
- Page 61, last paragraph, second bullet - Spelled the word mile incorrectly, have it misspelled as mine.