



Appendix A: State of Arizona – Lake Havasu City Intergovernmental Agreement

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ADOT CAR No.: IGA 23-0009385-I
AG Contract No.: P0012023001417
Project Location/Name: Construct an
Emergency Evacuation Bridge in Lake
Havasu City
Type of Work: Bridge Construction
TIP/STIP No.: NA
Budget Source: 2024 Legislative Appropriation
Transportation Projects: General Fund (Laws 2023,
1st Regular Session, Chapter 135 Senate Bill 1722)
Appropriation No.: 2024 DT55390

INTERGOVERNMENTAL AGREEMENT

BETWEEN
THE STATE OF ARIZONA
AND
LAKE HAVASU CITY

THIS AGREEMENT ("Agreement") is entered into this date _____, pursuant to the Arizona Revised Statutes ("A.R.S.") §§ 11-951 through 11-954, as amended, between the STATE OF ARIZONA, acting by and through its DEPARTMENT OF TRANSPORTATION (the "State" or "ADOT") and LAKE HAVASU CITY, acting by and through its MAYOR and CITY COUNCIL (the "City" or "Local Agency"). The State and the Local Agency are each individually referred to as a "Party" and are collectively referred to as the "Parties."

I. RECITALS

1. The State is empowered by A.R.S. § 28-401 to enter into this Agreement and has delegated to the undersigned the authority to execute this Agreement on behalf of the State.
2. The Local Agency is empowered by A.R.S. § 48-572 to enter into this Agreement and has by resolution, if required, a copy of which is attached and made a part of, resolved to enter into this Agreement and has authorized the undersigned to execute this Agreement on behalf of the Local Agency.
3. Laws 2023, 1st Regular Session, Chapter 135 (Senate Bill 1722), Section 10 appropriated funding from the State general fund for highway projects. ADOT will issue a warrant in the amount of \$35,500,000.00 appropriated to the Local Agency to construct an emergency evacuation bridge in Lake Havasu City, (the "Project").
4. The foregoing Recitals shall be incorporated into this Agreement.

In consideration of the mutual terms expressed herein, the Parties agree as follows:

II. SCOPE OF WORK

1. The Parties agree:
 - a. After this Agreement is executed, the State will issue a warrant to the Local Agency in the amount of \$35,500,000.00 for the Project.
 - b. The Local Agency will complete the Project in accordance with Laws 2023, 1st Regular Session, Chapter 135 (Senate Bill 1722), Section 10.
 - c. After Project completion, submit written certification to localpublicagencysection@azdot.gov that the Project was completed in accordance with Laws 2023, 1st Regular Session, Chapter 135 (Senate Bill 1722), Section 10.

III. MISCELLANEOUS PROVISIONS

1. Effective Date. This Agreement shall become effective upon signing and dating of all Parties.
2. Duration. The terms, conditions and provisions of this Agreement shall remain in full force and effect until completion of the Project and all related deposits and/or reimbursements are made.
3. Cancellation. This Agreement may be cancelled at any time up to 30 days before the appropriated funds are issued, so long as the cancelling Party provides at least 30 days' prior written notice to the other Party. It is understood and agreed that, in the event the Local Agency terminates this Agreement, the State shall in no way be obligated to complete or maintain the Project.
4. Indemnification. The Local Agency shall indemnify, defend, and hold harmless the State, any of its departments, agencies, boards, commissions, officers or employees (collectively referred to in this paragraph as the "State") from any and all claims, demands, suits, actions, proceedings, loss, cost and damages of every kind and description, including reasonable attorneys' fees and/or litigation expenses (collectively referred to in this paragraph as the "Claims"), which may be brought or made against or incurred by the State on account of loss of or damage to any property or for injuries to or death of any person, to the extent caused by, arising out of, or contributed to, by reasons of any alleged act, omission, professional error, fault, mistake, or negligence of the Local Agency, its employees, officers, directors, agents, representatives, or contractors, their employees, agents, or representatives in connection with or incident to the performance of this Agreement. The Local Agency's obligations under this paragraph shall not extend to any Claims to the extent caused by the negligence of the State, except the obligation does apply to any negligence of the Local Agency which may be legally imputed to the State by virtue of the State's ownership or possession of land. The Local Agency's obligations under this paragraph shall survive the termination of this Agreement.
5. Governing Law. This Agreement shall be governed by and construed in accordance with Arizona laws.
6. Conflicts of Interest. This Agreement may be cancelled in accordance with A.R.S. § 38-511.

7. Inspection and Audit. The Local Agency shall retain all books, accounts, reports, files and other records relating to the Agreement which shall be subject at all reasonable times to inspection and audit by the State for five years after completion of the Project. Such records shall be produced by the Local Agency, electronically or at the State office as set forth in this Agreement, at the request of ADOT.
8. Title VI. The Local Agency acknowledges and will comply with Title VI of the Civil Rights Act Of 1964.
9. Non-Discrimination. This Agreement is subject to all applicable provisions of the Americans with Disabilities Act (Public Law 101-336, 42 U.S.C. 12101-12213) and all applicable federal regulations under the Act, including 28 CFR Parts 35 and 36. The Parties to this Agreement shall comply with Executive Order Number 2009-09, as amended by Executive Order 2023-01, issued by the Governor of the State of Arizona and incorporated in this Agreement by reference regarding "Non-Discrimination."
10. Non-Availability of Funds. Every obligation of the State under this Agreement is conditioned upon the availability of funds appropriated or allocated for the fulfillment of such obligations. If funds are not allocated and available for the continuance of this Agreement, this Agreement may be terminated by the State at the end of the period for which the funds are available. No liability shall accrue to the State in the event this provision is exercised, and the State shall not be obligated or liable for any future payments as a result of termination under this paragraph.
11. Arbitration. In the event of any controversy, which may arise out of this Agreement, the Parties agree to abide by arbitration as is set forth for public works contracts if required by A.R.S. § 12-1518.
12. E-Verify. The Parties shall comply with the applicable requirements of A.R.S. § 41-4401.
13. Contractor Certifications. The Local Agency shall certify that all contractors comply with the applicable requirements of A.R.S. §§35-393.01 and 35-394.
14. Other Applicable Laws. The Parties shall comply with all applicable laws, rules, regulations and ordinances, as may be amended.
15. Notices. All notices or demands upon any Party to this Agreement shall be in writing and shall be delivered electronically, in person, or sent by mail, addressed as follows:

For Agreement Administration:

Arizona Department of Transportation
 Joint Project Agreement Section
 205 S. 17th Avenue, Mail Drop 637E
 Phoenix, AZ 85007
JPABranch@azdot.gov

Lake Havasu City
 Attn: Greg Froslieg
 900 London Bridge Rd.
 Lake Havasu City, AZ 86404
 928.855.3377
froslieg@lhcaz.gov

For Project Completion:

Arizona Department of Transportation
Local Public Agency Group
205 S. 17th Avenue, Mail Drop 614E
Phoenix, AZ 85007
localpublicagencysection@azdot.gov

Lake Havasu City
Attn: Greg Froslied
900 London Bridge Rd.
Lake Havasu City, AZ 86404
928.855.3377
froslied@lhcaz.gov

For Financial Administration:

Arizona Department of Transportation
Financial Management Services
206 S. 17th Avenue
Phoenix, AZ 85007
fmscontroller@azdot.gov

Lake Havasu City
Attn: Greg Froslied
900 London Bridge Rd.
Lake Havasu City, AZ 86404
928.855.3377
froslied@lhcaz.gov

16. Revisions to Contacts. Any revisions to the names and addresses above may be updated administratively by either Party and shall be in writing.
17. Legal Counsel Approval. In accordance with A.R.S. § 11-952 (D), the written determination of each Party's legal counsel providing that the Parties are authorized under the laws of this State to enter into this Agreement and that the Agreement is in proper form is set forth below.
18. Electronic Signatures. This Agreement may be signed in an electronic format using DocuSign.

Remainder of this page is intentionally left blank.

(Signatures begin on the next page)

IN WITNESS WHEREOF, the Parties have executed this Agreement to be effective upon the full completion of signing and dating by all Parties to this Agreement.

LAKE HAVASU CITY

By _____ Date _____
CAL SHEEHY
Mayor

ATTEST:

By _____ Date _____
KELLY WILLIAMS
City Clerk

I have reviewed the above referenced Intergovernmental Agreement between the State of Arizona, acting by and through its Department of Transportation, and Lake Havasu City, an agreement among public agencies which, has been reviewed pursuant to A.R.S. §§ 11-951 through 11-954 and A.R.S. § 48-572 and declare this Agreement to be in proper form and within the powers and authority granted to the City under the laws of the State of Arizona.

No opinion is expressed as to the authority of the State to enter into this Agreement.
Approved as to Form:

By _____ Date _____
City Attorney

ARIZONA DEPARTMENT OF TRANSPORTATION

By _____ Date _____
STEVE BOSCHEN, PE
Infrastructure Delivery and Operations Division
Division Director

A.G. Contract No. P0012023001417 (ADOT IGA 23-0009385-I), an Agreement between public agencies, the State of Arizona and Lake Havasu City, has been reviewed pursuant to A.R.S. §§ 11-951 through 11-954 and A.R.S. § 28-401, by the undersigned Assistant Attorney General who has determined that it is in the proper form and is within the powers and authority granted to the State of Arizona. No opinion is expressed as to the authority of the remaining Parties, other than the State or its agencies, to enter into said Agreement.

By _____ Date _____
Assistant Attorney General



Appendix B: Arizona State Parks MOU

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RECEIVED

OCT 01 2019

CITY CLERK

MEMORANDUM OF UNDERSTANDING (MOU)

Between
Arizona State Parks Board ("ASPB")
And
Lake Havasu City
Second Bridge ROW

ASPB No. PR20-001

Re: Lake Havasu City

LAHA Second Bridge Right of Way

Issued:

Page 1 of 10

This MEMORANDUM OF UNDERSTANDING ("MOU") is entered into between Lake Havasu City, Arizona ("CITY"), and the Arizona State Parks Board, on behalf of, hereafter referred to as the "BOARD" or "PARKS", an agency of the State of Arizona, collectively the "Parties." The Parties agree as follows:

Recitals:

Whereas, the Parties entered into a Memorandum of Understanding agreeing to exchange certain properties to improve the Windsor Beach Unit of Lake Havasu State Park and London Bridge, and reserving a right-of-way for the City across Parks property for a future second bridge.

Whereas, in the MOU of 1997 the City satisfied the transfer to Parks of a parcel of property formerly known as the Police Facility Site and Parks satisfied the dedication to City of a parcel of property constituting a portion of right-of-way for London Bridge Road.

Whereas, the parties desire by this MOU to renew the reservation of right-of-way across the Windsor Beach Unit of Lake Havasu State Park originally contained in the 1997 MOU.

Whereas, Parks is authorized to enter this MOU pursuant to A.R.S. § 41-511.05(2);

Now, THEREFORE, it is the understanding of the Parties that:

1. The PARKS agrees:

- A. To dedicate to CITY a parcel of property constituting a portion of right-of-way for London Bridge Road, located in the northeast quarter of Section 9, T13N, R20W, more precisely described in Exhibit "B" attached hereto.
- B. To reserve an approximate two hundred (200) foot right-of-way across the Windsor Beach Unit of Lake Havasu State Park ("Windsor Beach") for City to facilitate the construction of a future second bridge from Pittsburg Point.
 - a. The right-of-way would extend from the easterly boundary of Windsor Beach to the shore of the London Bridge Channel.

2. The CITY agrees:

- A. To minimize the impact to Windsor Beach as much as possible.
 - a. The preliminary bridge alignment is shown on the attached Exhibit "A" and is subject to modification.
 - b. At the time the right-of-way is dedicated to City, a detailed legal description of the right-of-right will be agreed to by the Parties and Parks will be provided an access from the second bridge road way into Windsor Beach



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Page 2 of 10

- B. To provide PARKS with conceptual Plans of the Bridge in details prior to starting any design. As Design will impact the parking availability to State Parks.
- C. The CITY shall, to the full extent provided for under any environmental laws, rules and regulations, be responsible for and pay the costs of any repair, cleanup, remediation, mitigation, or detoxification arising out of any hazardous materials (including any underground contaminants of concern (COC)) brought onto or introduced into the Park Property or surrounding areas by the CITY, its agents, or guests. Moreover, the CITY shall remediate and restore any affected area to at least the minimum standards as required under any environmental laws, rules, or regulations as enforced by BOARD and other applicable regulatory agencies, such as ADWR & the Arizona Department of Environmental Quality ("ADEQ").
- a. "Hazardous Materials" as the term is used herein shall mean any substance: (i) the presence of which requires investigation or remediation under any federal, state or local statute, regulation, ordinance, order, action, or policy; or (ii) which is or becomes defined as a "hazardous waste" or "hazardous substance" under any federal, state, or local statute, regulation, ordinance, or amendments thereto, including without limitation, the Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. §9601 et seq.), the Resource Conservation and Recovery Act (42 U.S.C. §6901, et seq.), or the Clean Water Act 33 U.S.C. §1251 et seq. (1972); or (iii) which is toxic, explosive, corrosive, flammable, infectious, radioactive, carcinogenic, mutagenic, or otherwise hazardous and is or becomes regulated by any governmental authority, agency, department, commission, board, agency, or instrumentality of the United States, the State of Arizona, or any political subdivision thereof; or (iv) the presence of which on lands within the project area causes or threatens to cause a nuisance upon the project area or surrounding area or poses or threatens to pose a hazard to the project area or surrounding areas or to the health or safety of persons on or about the project area; or (v) which contains gasoline, diesel fuel, COCs, or other petroleum hydrocarbons; or (vi) which contains polychlorinated biphenyls (PCBs), asbestos, or urea formaldehyde foam insulation above regulatory limits.
- b. "Environmental Regulations" means all applicable past, present, and future statutes, regulations, rules, ordinances, codes, licenses, permits, orders, approvals, plans, authorizations, concessions, franchises, and similar items of all governmental agencies, departments, commissions, boards, bureaus, or instrumentalities of the United States, the State of Arizona, and political subdivisions thereof and all applicable judicial and administrative and regulatory decrees, judgments, and final orders related to the protection of human health or the environment, including, without limitation: (i) all requirements, including, but not limited to, those pertaining



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Issued:

Page 3 of 10

to reporting, licensing, permitting, investigation, and remediation of emissions, discharges, releases or threatened releases of Hazardous Materials, chemicals, substances, pollutants, contaminants, or hazardous or toxic substances, materials, or wastes, whether solid, liquid, or gaseous in nature, and (ii) all requirements pertaining to the protection of the health and safety of employees or the public, and those preventing harm to natural resources (land, surface, and groundwater).

3. Authorities:

A. Arizona State Parks Board authorities:

1. A.R.S. Section 41-511.04 (A) (7), (A) (8). Authorizes ASPB to administer a state historic preservation program established pursuant to the National Historic Preservation Act of 1966, 16 U.S.C.A. section 470 et seq. A.R.S section 41-511.05 (2). Authorizes ASPB to enter into such contracts as are reasonably necessary or desirable to perform its duties.
2. A.R.S Section 41-511.02 (B); A.R.S. sections 41-511.04 (C) (4). Authorizes the SHPO to administer the state historic preservation program and advise, assist, and monitor state and federal agencies in carrying out their historic preservation duties.
3. Natural Historic Preservation Act of 1966, 16 U.S.C section 470 et. seq.

4. Discovery:

In the event that previously unreported cultural resources are encountered during ground disturbing activities, all work must immediately cease within 30 meters (100 feet) until a qualified archaeologist has documented the discovery and evaluated its eligibility for the Arizona or National Register of Historic Places in consultation with the lead agency, the SHPO, and Tribes, as appropriate. Work must not resume in this area without approval of the lead agency.

If potential cultural resources or human remains are encountered during any project disturbing activities, all work must immediately cease within 30 meters (100 feet) of the discovery and the area must be secured. The Arizona State Museum, lead agency, and the State Historic Preservation Office (SHPO), and the appropriate Tribes must be notified of the discovery. All discoveries will be treated in accordance with NAGPRA (Public Law 101-601; 25 U.S.C. 3001-3013) or Arizona Revised Statutes (A.R.S. § 41-844 and A.R.S. § 41-865), as appropriate, and work must not resume in this area without authorization from ASM and the lead agency.



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Issued:

Page 4 of 10

5. Cultural Survey:

Cultural Survey will need to be completed by the city and reported to SHPO. The city will then need to have Tribal consultation performed in conjunction with State Parks as part of the agreement.

6. Duration, Term:

This MOU will automatically terminate at the time Parks formally dedicates to City the right-of-way for a second bridge. If construction of a second bridge has not commenced by October 1, 2039, Parks' obligation to grant the right-of-way will cease, unless otherwise agreed by the Parties. The term is a fifteen (15) year with a five (5) year extension.

7. Non-Discrimination:

In carrying out the terms of this MOU, the Parties agree to comply with Executive Order 99-4 prohibiting discrimination in employment, the provisions of which are incorporated herein by reference.

8. Amendment:

This MOU may be amended in writing by the Parties only. Amendments must be approved with the same formality as was this MOU.

9. Audits and Records:

Pursuant to A.R.S. § 35-214, and § 35-215, all Parties shall retain all books, accounts, reports, files, electronic data, and other records relating to this MOU for a period of five (5) years after completion of this MOU and any litigation, claim, negotiation, audit, cost recovery, or action involving the records has been completed. All records shall be subject to inspection and audit by either Party at reasonable times. Upon request, either Party shall produce a legible copy of any or all such records.

10. Arbitration:

To the extent required pursuant to A.R.S. § 12-518, the Parties agree to use arbitration to resolve any dispute arising under this MOU, with each Party to bear its own attorneys' fees and costs.

11. Term for Conflict of Interest:

This MOU is subject to termination under pursuant to A.R.S. § 38-511.



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Page 5 of 10

12. Obligation of Funds:

Nothing contained in this MOU requires either Party to expend money in excess of appropriations authorized by law.

13. Compliance with Applicable Law:

All work performed pursuant to this MOU shall be in compliance with all applicable state and federal laws and regulations.

14. Integration:

Nothing in this MOU shall be construed to create a partnership or joint venture between the Parties, and neither party shall be responsible in any way for the activities, debts, contracts, obligations, or acts, negligent or otherwise, of the other, it being expressly agreed that this MOU is an agreement between two independent parties in which the identity of each is maintained as it was prior to this MOU.

15. Severability:

In the event that any provision of this MOU or portion thereof is held invalid, illegal, or unenforceable, such provision or portion thereof shall be severed from this MOU and shall have no effect on the remaining provisions of this MOU, which shall remain in full force and effect.

16. Illegal Immigration:

The Parties agree to comply with Executive Order 2005-30, "Ensuring Compliance with the Federal Immigration Laws by State Employers and Contractors," the provisions of which are hereby incorporated by reference.

**MEMORANDUM OF UNDERSTANDING (MOU)**

Between
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Second Bridge ROW

ASPB No. PR20-001

Re: Lake Havasu City

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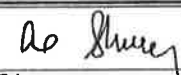
Page 6 of 10

In Witness Whereof the parties hereto have executed this Memorandum of Understanding as set forth below.

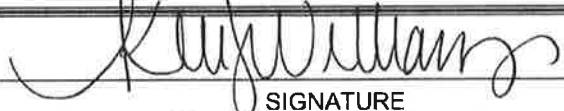
**RESERVED FOR THE
ARIZONA STATE PARKS BOARD: ("PARKS")**


SIGNATURE
Bob Broscheid, Executive Director
NAME & TITLE
10/11/19
DATE

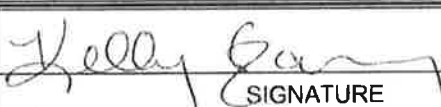
**RESERVED FOR THE
LAKE HAVASU CITY: ("CITY")**


SIGNATURE
Cal Sheehy
Mayor, Lake Havasu City
NAME & TITLE
9/24/19
DATE

**RESERVED FOR THE
CITY OF LAKE HAVASU CITY CLERK**


SIGNATURE
Kelly Williams, City Clerk
NAME & TITLE
9/24/19
DATE

**RESERVED FOR THE
CITY OF LAKE HAVASU CITY ATTORNEY'S**


SIGNATURE
Kelly Garry, City Attorney
NAME & TITLE
9/11/19
DATE



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Page 7 of 10

AZ.STATE PARKS-REG.1 TEL:602-855-7423

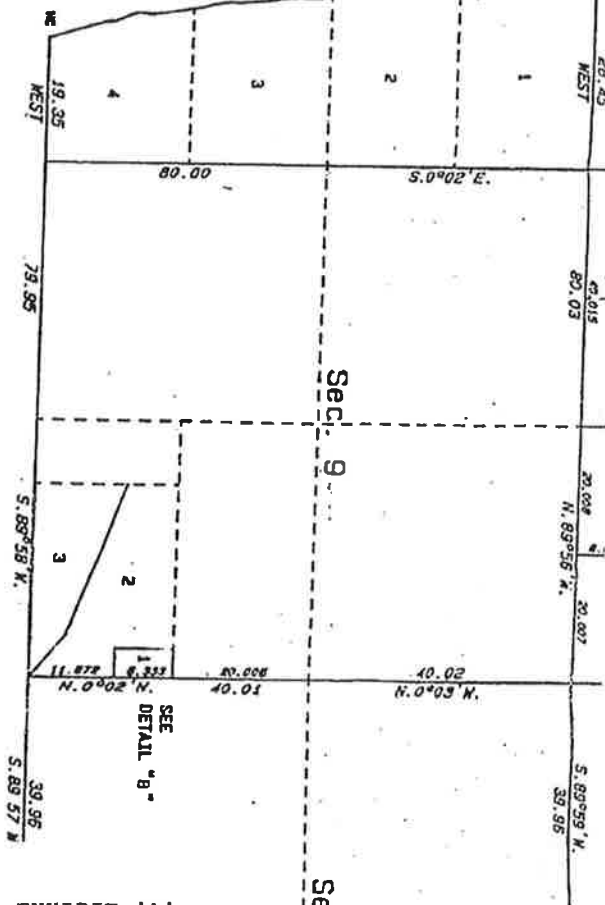
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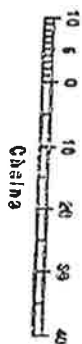
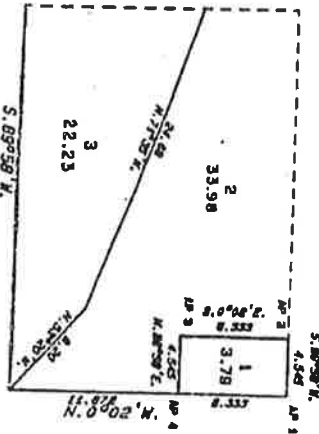


Sec. 9

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EXHIBIT 'A'

DETAIL "B"
NO SCALE



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MEMORANDUM OF UNDERSTANDING (MOU)

Between
Arizona State Parks Board ("ASPB")
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Second Bridge ROW

ASPB No. PR20-001

Re: Lake Havasu City

LAHA Second Bridge Right of Way

Issued:

Page 8 of 10

ARIZONA STATE PARKS-REG.I TEL:602-855-7423
JUL 09 '96 01:04F JHC PUBLIC WORKS

Dec 20,96 15:09 No.002 P.06
P.1

LEGAL DESCRIPTION

Annexation portion of
London Bridge Road

That portion of the Northeast Quarter Section 9 of Township 13 North, Range 19 West, of the Gila and Salt River Base and Meridian, in the City of Lake Havasu, County of Mohave, State of Arizona, described as follows:

Beginning at the Southeast corner of Lot 20 of Block 1 of Tract 2241, in the City of Lake Havasu, filed as Reception NO. 36525, and recorded in the Office of the County Recorder of said County; thence Easterly along the boundary of said Tract 2241, South 89°32'40" East 116.98 Feet to the Northwest corner of Lot 1, of Block 5 of said Tract 2241; thence, Southerly along the Westerly Boundary of said Lot 1, and the Westerly Boundary of Tract 2194 in said City and recorded in the office of said County Recorder, South 00°18'04" West 248.28 Feet to intersect the Southwesterly Right-of-Way of Crystal Avenue 70.00 Feet wide as shown on the Plat of said Tract 2194; thence North 24°53'56" West 274.74 Feet to the Point of beginning.

lbrannex.lgl
07/07/96 jcr



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To
Cc
Ph
Fai

EXHIBIT 'B'

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MEMORANDUM OF UNDERSTANDING (MOU)

Between
Arizona State Parks Board ("ASPB")
And
Lake Havasu City
Second Bridge ROW

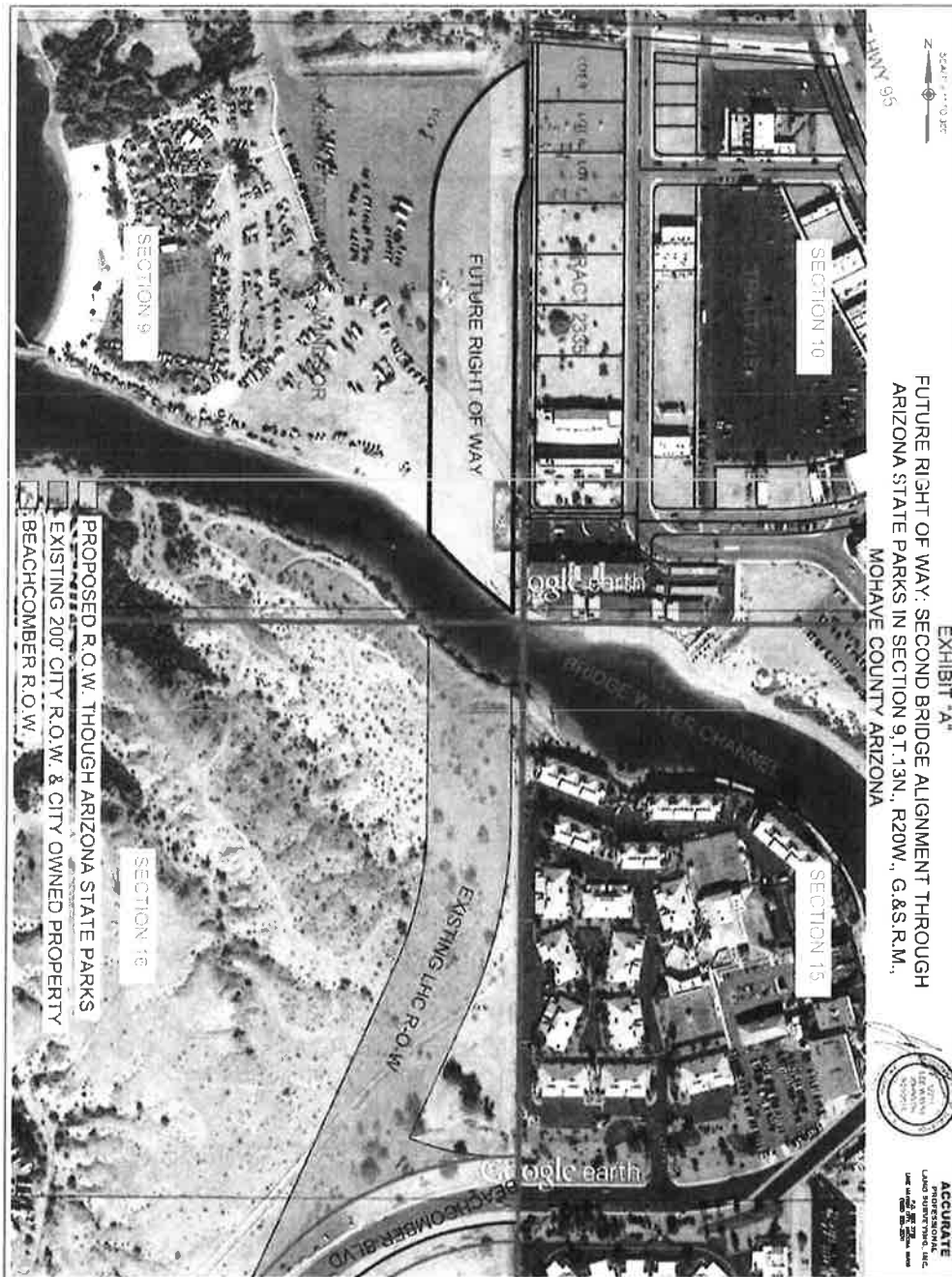
ASPB No. PR20-001

Re: Lake Havasu City

LAHA Second Bridge Right of Way

Issued:

Page 10 of 10



RESOLUTION NO. 19-3346

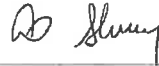
**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF LAKE HAVASU CITY,
MOHAVE COUNTY, ARIZONA, APPROVING THE MEMORANDUM OF
UNDERSTANDING WITH THE ARIZONA STATE PARKS BOARD FOR THE
SECOND BRIDGE RIGHT-OF-WAY**

RECITALS: Lake Havasu City ("City") is authorized under Arizona Revised Statutes § 11-952 to enter into intergovernmental agreements. City desires to enter into a Memorandum of Understanding ("MOU") with the Arizona State Parks Board securing the right-of-way for a potential second bridge on State Parks property.

IT IS RESOLVED that the Mayor and City Council of Lake Havasu City, Arizona, approve the Memorandum of Understanding with the Arizona State Parks Board.

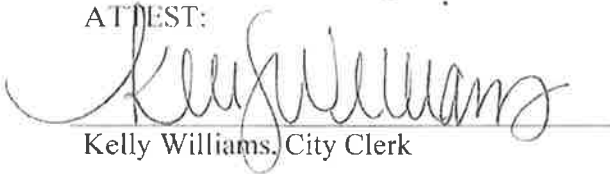
PASSED AND ADOPTED by the City Council of Lake Havasu City, Arizona, on
September 24, 2019.

APPROVED:



Cal Sheehy, Mayor

ATTEST:



Kelly Williams, City Clerk

APPROVED AS TO FORM:



Kelly Garry, City Attorney

REVIEWED BY:



Jess Knudson, City Manager



Appendix C: ASLD ROW Documentation

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STATE LAND DEPARTMENT STATE OF ARIZONA

Right of Way

R/W No. 16-110362

THIS RIGHT OF WAY ("Right of Way") is entered into by and between the State of Arizona (as "Grantor") by and through the Arizona State Land Department and

CITY OF LAKE HAVASU CITY

("Grantee"). In consideration of payment and performance by the parties of each of the provisions set forth herein, the parties agree as follows:

EXTENT OF DOCUMENT

"Additional Conditions", "Exhibits", and "Appendixes" are an integral part of this document. In case of a conflict between the printed boiler document and the additional conditions, exhibits, or appendixes, the applicable additional condition, exhibit, or appendix shall be considered the governing document and supersede the printed boiler, but only to the extent necessary to implement the additional condition, exhibit, or appendix, and only if the additional condition, exhibit, or appendix does not conflict with governing state or federal law.

ARTICLE 1 SUBJECT LAND

1.1 Grantor grants to Grantee a Right of Way on, over, through, and across the State lands described in Appendix A attached hereto ("Subject Land").

1.2 Grantee makes use of the Subject Land "as is", and Grantor makes no express or implied warranties as to the physical condition of the Subject Land.

ARTICLE 2 TERM

2.1 The term of this Right of Way commences on September 14, 2007 ("Commencement Date"), and runs for a perpetual term ("Expiration Date"), unless sooner canceled or terminated as provided herein or as provided by law.

ARTICLE 3
RENT

3.1 Rental is due in advance for the term of this Right of Way document.

3.2 If the Grantee should fail to pay rental when due, or fail to keep the covenants and agreements herein set forth, the Commissioner, at his option, may cancel said Right of Way or declare the same forfeited in the manner provided by law.

ARTICLE 4
PURPOSE AND USE OF SUBJECT LAND

4.1 The purpose of this Right of Way is the location, construction, operation, and maintenance of:

a public road and underground utilities.

4.2 No material may be removed by Grantee or its contractors without the written approval of the Commissioner.

4.3 Grantee shall not exclude from use the State of Arizona, its lessees or grantees, or the general public the right of ingress and egress over this Right of Way.

4.4 Grantee shall acquire required permits prior to construction, and adhere to all applicable rules, regulations, ordinances, and building codes as promulgated by the local jurisdiction and any applicable State or Federal agencies.

4.5 All use of State land outside the Right of Way must be applied for and authorized in accordance with applicable law.

4.6 Grantee shall not sublet or assign this Right of Way or any portion thereof without the written consent of the Grantor.

4.7 The Grantor retains ownership of the Subject Land. The use of this Right of Way is to be non-exclusive. This Right of Way is sold subject to existing reservations, easements, or rights of way heretofore legally obtained and now in full force and effect.

4.8 When necessary for Grantee's reasonable use of this Right of Way for the purposes for which the grant is made, it shall be deemed to include the rights in, upon, over, and across the described Subject Land to erect, construct, reconstruct, replace, repair, and maintain the facilities authorized by this Right of Way.

4.9 Grantee shall have the right to erect, maintain, and use gates in all fences under the control of the Grantor which now cross or shall hereafter cross said Right of

Way, and to trim, cut, and clear away trees or brush whenever in its judgment the same shall be necessary for the convenient and safe exercise of the right herein provided.

4.10 Grantee shall not fence any portion of this Right of Way unless specifically authorized in the attached additional conditions without prior written consent of Grantor, nor shall Grantee exclude from the use of the surface thereof the State of Arizona or its lessees or grantees as reserved in Paragraph 10.1.

ARTICLE 5

CONFORMITY TO LAW

5.1 This Right of Way is subject to applicable laws and covenants relating to State lands.

ARTICLE 6

CANCELLATION, TERMINATION AND ABANDONMENT

6.1 This Right of Way is subject to cancellation pursuant to A.R.S. § 38-511.

6.2 If at any time the Right of Way ceases to be used for the purpose for which it was granted, it shall become void, and the right to use the Subject Land and all the rights of Grantee hereunder shall revert to the Grantor.

6.3 Upon revocation or termination of the Right of Way, the Grantee shall remove all equipment or facilities and, so far as is reasonably possible, restore and/or rehabilitate the Subject Land to its original condition, and to the satisfaction of the Commissioner.

ARTICLE 7

INDEMNITY

7.1 This provision is pursuant to the July 12, 2000 memorandum issued by the Risk Management Section of the Arizona Department of Administration applicable to all political subdivisions of the State.

Each party (as "indemnitor") agrees to indemnify, defend, and hold harmless the other party (as "indemnitee") from and against any and all claims, losses, liability, costs, or expenses (including reasonable attorneys' fees) (hereinafter collectively referred to as "claims") arising out of bodily injury of any person (including death) or property damage, but only to the extent that such claims which result in vicarious/derivative liability to the indemnitee, are caused by the act, omission, negligence, misconduct, or fault of the indemnitor, its officers, officials, agents, employees, or volunteers.

ARTICLE 8
RESERVATIONS; RELINQUISHMENTS

8.1 Grantor reserves the right to grant other rights in, upon, over, and across the described Subject Land for any purpose whatsoever not inconsistent or incompatible with the use allowed by this indenture, and the Grantee agrees not to exclude the Grantor or its lessees or grantees from the use of the Subject Land herein described.

8.2 Grantor reserves all natural resources, timber, and minerals (including oil or gas) in or upon the described Subject Land, and the right to grant leases, permits, easements, and/or rights of way to extract such resources as provided by law and in a manner not inconsistent or incompatible with Grantee rights hereunder. Where inconsistent or incompatible uses exist, the Grantor will require the applicant therefor to indemnify Grantee for loss it might suffer by reason of such use.

8.3 Grantor reserves the right to relinquish to the United States pursuant to the U.S. Act of August 30, 1890, land needed for irrigation works in connection with a government reclamation project.

ARTICLE 9
LOCATION, CONSTRUCTION AND MAINTENANCE

9.1 Grantee shall ensure full compliance with the terms and conditions of this Right of Way by its agents, employees, and contractors (including sub-contractors of any tier), and the employees of each of them and shall include the terms and conditions in all contracts and sub-contracts which are entered into by any of them.

9.2 Failure or refusal of Grantee's agents, employees, contractors, sub-contractors, or their employees to comply with these terms and conditions shall be deemed to be the failure or refusal of Grantee.

ARTICLE 10
NATIVE PLANTS AND ARCHAEOLOGICAL RESOURCES

10.1 If the removal of plants protected under the Arizona Native Plant Law is necessary to enjoy the privilege of this Right of Way, the Grantee hereunder must obtain the written permission of the Grantor and the Arizona Department of Agriculture prior to removal of those plants.

10.2 Grantee shall promptly notify the Commissioner of the amount of flora, if any, which will be cut, removed, or destroyed in the construction and maintenance of said Right of Way and shall pay the Grantor such sum of money as the Commissioner may determine to be the full value of the flora to be so cut, removed, or destroyed. Grantee shall notify the Grantor and the Arizona Department of Agriculture 30 days prior to any destruction or removal of native plants to allow salvage of those plants where possible.

10.3 Prior to surface disturbance, the Grantee hereof shall provide evidence of archaeological clearance to the Grantor. Archaeological surveys and site mitigation must be conducted in accordance with rules and regulations promulgated by the Director, Arizona State Museum. In the event additional archaeological resources are detected by Grantee after receipt of archaeological clearance, all work shall cease and notification shall be given to the Director, Arizona State Museum, and Grantor.

ARTICLE 11

GRANTEE SHALL PROTECT AND RESTORE THE SUBJECT LAND

11.1 Grantee shall be required, upon completion of Right of Way construction, to make such rehabilitation measures on the State lands, including but not limited to restoration of the surface, revegetation, and fencing as determined necessary by the Grantor.

11.2 Grantee shall conduct all construction and maintenance activities in a manner that will minimize disturbance to all land values including, but not limited to vegetation, drainage channels, and streambanks. Construction methods shall be designed to prevent degradation of soil conditions in areas where such degradation would result in detrimental erosion or subsidence. Grantee shall take such other soil and resource conservation and protection measures on the Subject Land under grant as determined necessary by the Grantor.

11.3 Costs incurred by the Grantee in complying with restoration and rehabilitation requirements, as determined by the Department, on State lands shall be borne by the Grantee.

11.4 Grantee shall conduct its operations on the Subject Land in such a manner as is consistent with good environmental practices. Grantee shall exert reasonable efforts to avoid damage of protected flora, and restore the surface to its condition prior to the occupancy thereof by Grantee.

ARTICLE 12

MISCELLANEOUS

12.1 The described Subject Land shall be used only for the purpose stated in Paragraph 4.1, and as may be further detailed elsewhere in this document.

12.2 This Document is submitted for examination and shall have no binding effect on the parties unless and until executed by the Grantor (after execution by the Grantee), and until a fully executed copy is delivered to the Grantee.

12.3 In the event of a dispute between the parties to this Right of Way, it is agreed to use arbitration to resolve the dispute, but only to the extent required by A.R.S. § 12-

1518. In no event shall arbitration be employed to resolve a dispute which is otherwise subject to administrative review by the Department.

12.4 Insurance provisions are intentionally omitted from this Permit pursuant to the July 12, 2000 memorandum issued by the Risk Management Section of the Arizona Department of Administration to all political subdivisions of the State.

12.5 The Grantor does not represent or warrant that access exists over other State lands which intervene respectively between the above Right of Way and the nearest public roadway.

12.6 If for any reason the State of Arizona does not have title to any of the Subject Land described herein, this Right of Way shall be null and void insofar as it relates to the land to which the State has failed to receive title.

12.7 Every obligation of the State under this Right of Way is conditioned upon the availability of funds appropriated or allocated for the payment of such obligation. If funds are not allocated and available for the continuance of this Right of Way, this Right of Way may be terminated by the State at the end of the period for which funds are available. No liability shall accrue to the State in the event this provision is exercised, and the State shall not be obligated or liable for any future payments or any damages as a result of termination under this paragraph.

12.8 The parties agree to be bound by applicable State and Federal rules governing Equal Employment Opportunity, Non-discrimination and Disabilities, including Executive Order No. 99-4.

12.9 Within 30 days of project completion, Grantee shall submit a completed certificate of construction (copy attached).

ADDITIONAL CONDITION
16-110362

1. The legal description of this right-of-entry is detailed in Exhibit A. Subject to Grantor's rules and policies then in place and as a result of construction related restrictions, Grantor and Grantee may agree to modify the legal description by Grantee submitting "as built" or "proposed realignment" legals, depending on the situation, to the Grantor for Grantor's review. If approved by Grantor and additional acreage is impacted Grantee agrees to pay an appraised or pro-rated charge as the Grantor determines is appropriate. No refund will be made for a reduction in acreage.
2. Prior to construction, Grantee shall submit to Grantor for Grantors review and approval detailed construction plans including supportive engineering.
3. Submittals to the United State Corp of Engineers, which involve construction or other impacts on Granters lands, shall be submitted to Grantor for approval and review prior to such submittal.

Exhibit A

16-110362

"PARCEL - LEGAL DESCRIPTION

PROPOSED 2nd BRIDGE TRANSPORTATION ROUTE
FROM THE NORTHERLY RIGHT-OF-WAY LINE OF McCULLOCH BLVD.
TO THE SOUTHERLY 450 ELEVATION LINE OF LONDON BRIDGE CHANNEL,
SECTION 16, T. 13 N., R. 20 W., G. & S.R.M.

A Tract of Land situated in the Northeast Quarter of Section 16, T. 13 N., R. 20 W., G. & S.R.M., Lake Havasu City, Mohave County, Arizona; Being more particularly described as follows:

Commencing at a Found Arizona State Land Department Brass Cap set in Concrete marking the East Quarter Corner of Said Section 16, From which an Arizona State Land Department Brass Cap Reference Monument to the Corner common to Sections 9, 10, 15, & 16, T. 13 N., R. 20 W., G. & S.R.M., Bears N 00°18'52" E, 2255.45 Feet (Said Reference Monument being situated S 00°18'52" W, 385.00 Feet along the East Line of Said Section 16 from said Common Corner); Thence, N 32°22'27" W, 1223.39 Feet to a Point lying on the Northerly Right-of-Way Line of McCulloch Boulevard, and THE POINT OF BEGINNING;

Thence, N 24°39'13" E, 876.61 Feet to the Point of Curvature of a Tangent Curve, concave to the West, having a Radius of 837.42 Feet, a Central Angle of 24°20'21", and a Chord of 353.07 Feet which Bears N 12°29'03" E; Thence, Northerly along said curve, a distance of 355.74 Feet, curving to the left; Thence, N 00°18'52" E, 439.84 Feet to a point lying on the Southerly 450 Elevation Line of the London Bridge Channel to Lake Havasu; Thence, the following courses and distances along Said 450 Elevation Line (NGVD29 Datum);

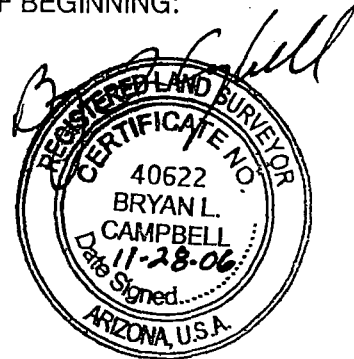
S 64°43'47" E, 11.37 Feet;
S 44°44'04" E, 41.19 Feet;
S 44°31'49" E, 28.38 Feet;
S 53°13'25" E, 58.27 Feet;
S 60°59'09" E, 38.28 Feet;
S 73°46'13" E, 33.22 Feet;
S 76°32'00" E, 24.63 Feet;
S 74°10'55" E, 4.31 Feet;

Thence, leaving said 450 Elevation Line S 00°18'52" W, 316.94 Feet to the Point of Curvature of a Tangent Curve, Concave to the West, having a Radius of 1037.42 Feet, a Central Angle of 24°20'22", and a Chord of 437.39 Feet which Bears S 12°29'03" W; Thence, South along said curve 440.70 Feet, curving to the Right; Thence, S 24°39'13" W, 346.19 Feet to the Point of Curvature of a Non-Tangent Curve, Concave to the North, having a Radius of 596.77 Feet, a Central Angle of 21°23'51", and a Chord of 221.57 Feet which Bears S 78°56'45" E; Thence, East along Said Curve 222.87 Feet; Thence, S 89°38'41" E, 42.19 Feet to a Point Lying on the East Line of Said Section 16; Thence, S 00°18'52" W along Said East Line, 0.04 Feet to the Point of Curvature of a Non-Tangent Curve, Concave to the Southeast, having a Radius of 800.00 Feet, a Central Angle of 56°05'00", and a Chord of 752.18 Feet which Bears S 61°45'51" W; Thence, West along Said Curve a distance of 783.07 Feet to the POINT OF BEGINNING:

Subject to any Easements of Record.

Said Described Tract containing 6.547 Acres, More or Less:

AMEC Infrastructure - Project No. 012006082
94 Acoma Blvd. South, Ste. 100
Lake Havasu City, AZ. 86403
Ph. 928-854-8030
Fax. 928-854-8036



STATE OF ARIZONA LAND DEPARTMENT
1616 W. ADAMS
PHOENIX, AZ 85007

RUN DATE 14-SEP-2007
RUN TIME: 16:19:10
APPENDIX A
PAGE: 001

KE-LEASE#: 016-110362-00-000 APPTYPE: NEW

AMENDMENT#: 0

LAND#	LEGAL DESCRIPTION	AUS	ACREAGE
13.0-N-20.0-W-16-08-513-9029	M&B THRU LOT 2 NENE	0.00	6.547
TOTALS:		0.00	6.547

07 OCT 31 1242 AZ Land Dept.

IN WITNESS HEREOF, the parties hereto have signed this Right of Way effective the day and year set forth previously herein.

STATE OF ARIZONA, GRANTOR
Arizona State Land Commissioner

By: Gail Fraser 10-31-07
Date



CITY OF LAKE HAVASU CITY
GRANTEE

Michael Kappeler 10-26-07
Authorized Signature Date

City Manager
Title

2330 McCulloch Blvd, N.
Address

Lake Havasu City, AZ 86403
City State Zip

GRANTEE'S CERTIFICATE OF CONSTRUCTION

RIGHT OF WAY NUMBER: _____

NAME OF GRANTEE: _____

DATE ISSUED: _____

PERMITTED USE: _____

LAND DEPARTMENT ADMINISTRATOR: _____

DATE CONSTRUCTION STARTED: _____

DATE CONSTRUCTION COMPLETED: _____

I hereby certify that the facilities authorized by the State Land Commissioner, were actually constructed and tested in accordance with the terms of the grant, in compliance with any required plans and specifications, and applicable Federal and State laws and regulations.

Grantee's Signature

Date

Title _____

**Return To: Arizona State Land Department
R/W Section
1616 W. Adams Street
Phoenix, AZ 85007**



MEMORANDUM OF UNDERSTANDING (MOU)

Between
Arizona State Parks Board ("ASPB")
And
Lake Havasu City
Second Bridge ROW

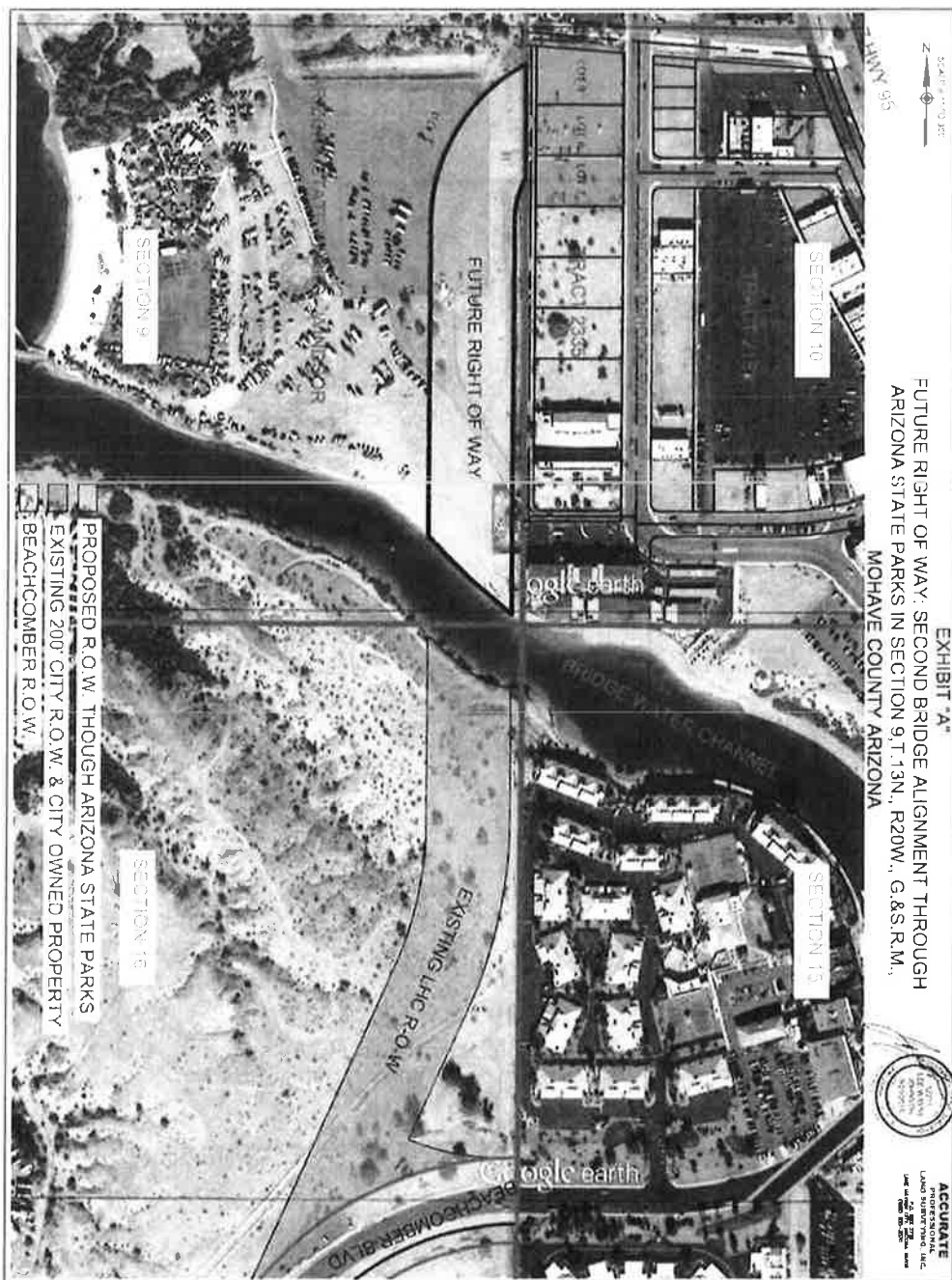
ASPB No. PR20-001

Re: Lake Havasu City

LAHA Second Bridge Right of Way

Issued:

Page 10 of 10





Appendix D: Public and Stakeholder Engagement

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YOU'RE INVITED!

PUBLIC OPEN HOUSE MEETING

Lake Havasu Second Bridge Feasibility Study

Study Area Map

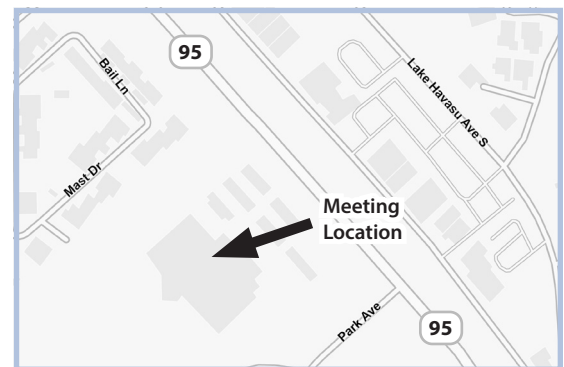


WHAT:

The purpose of the Public Open House Meeting #1 is to introduce the study objectives, tasks and schedule. This meeting will also give participants the opportunity to offer feedback on the information presented.

WHERE:

Lake Havasu Community Center
100 Park Avenue, Lake Havasu City,
AZ 86403



WHEN:

Monday, January 29, 2024
5:30 - 7:00pm

Your Input is Important!

Please plan to join us!



LAKE HAVASU CITY **Second Bridge Feasibility Study**

Public Open House Meeting

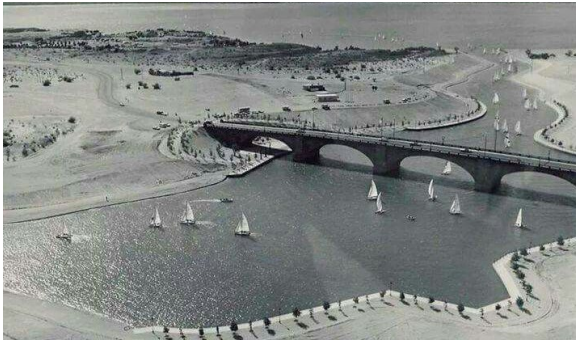
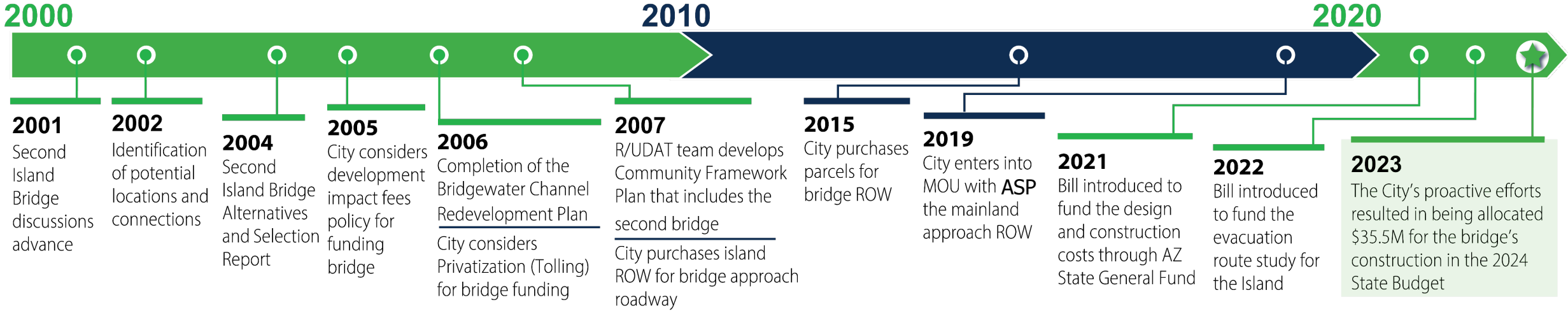
January 29, 2024

Introduction

- Michael Baker International Team – *Top 5 Bridge Consulting Firm*
 - Tony Cabrera, PE – *Project Manager*
 - Russell Moore, PE – *Senior Roadway Design Engineer Lead*
 - Tom Ritz, PE - *Bridge Engineer Lead*
 - Kevin Kugler, AICP – *Transportation Planner/Public Engagement Lead*
 - Zsalina Allen - *Project Planner*
- Supporting Team Members
 - Kevin Murphy, PE, NV5
 - Kittelson & Associates



BACKGROUND/HISTORY – *THIS CONCEPT IS NOT NEW!*



Background/History

- Lake Havasu City has entered into an Intergovernmental Agreement with the State of Arizona (ADOT) to accept the state-appropriated funding of \$35,500,000 for the study, design and construction of an emergency evacuation route second bridge.

Type of Work: Bridge Construction
TIP/STIP No.: NA
Budget Source: 2024 Legislative Appropriation
Transportation Projects: General Fund (Laws 2019, 2021, 2023)
1st Regular Session, Chapter 135 Senate Bill 1722
Appropriation No.: 2024 DT55390

INTERGOVERNMENTAL AGREEMENT

BETWEEN
THE STATE OF ARIZONA
AND
LAKE HAVASU CITY


THIS AGREEMENT ("Agreement") is entered into this date _____, pursuant to the Arizona Revised Statutes ("A.R.S.") §§ 11-951 through 11-954, as amended, between the STATE OF ARIZONA, acting by and through its DEPARTMENT OF TRANSPORTATION (the "State" or "ADOT") and LAKE HAVASU CITY, acting by and through its MAYOR and CITY COUNCIL (the "City" or "Local Agency"). The State and the Local Agency are each individually referred to as a "Party" and are collectively referred to as the "Parties."

- This Feasibility Study is the first step in this process, as required by SB 1722.



Background/History

- Lake Havasu City has also entered into Memorandums of Understanding (MOU) with the Arizona State Parks Board (1997 & 2019) to exchange properties for the improvement of Lake Havasu State Park and reserve right-of-way across Parks property for a future roadway approach and second bridge.

	MEMORANDUM OF UNDERSTANDING (MOU)		ASPB No. PR20-001	
	Between Arizona State Parks Board ("ASPB")		Re: Lake Havasu City	
	And Lake Havasu City Second Bridge ROW		LAHA Second Bridge Right of Way	
CITY CLERK		Issued:	Page 1 of 10	

This MEMORANDUM OF UNDERSTANDING ("MOU") is entered into between Lake Havasu City, Arizona ("CITY"), and the Arizona State Parks Board, on behalf of, hereafter referred to as the "BOARD" or "PARKS", an agency of the State of Arizona, collectively the "Parties." The Parties agree as follows:



Background/History

- Lake Havasu City has also entered into an agreement (2007) with the Arizona State Land Department to obtain right-of-way for the improvement of a roadway and utilities across ASLD lands on the island.

STATE LAND DEPARTMENT STATE OF ARIZONA

Right of Way

R/W No. 16-110362

THIS RIGHT OF WAY (“Right of Way”) is entered into by and between the State of Arizona (as “Grantor”) by and through the Arizona State Land Department and

CITY OF LAKE HAVASU CITY

(“Grantee”). In consideration of payment and performance by the parties of each of the provisions set forth herein, the parties agree as follows:



Second Bridge Feasibility Study Purpose

- *To meet the legislative requirements of SB 1722 (55th Legislature) by conducting a feasibility study to analyze and recommend preliminary design options and cost estimates for a second bridge and roadway approaches in advance of the design and construction of these improvements, as authorized and funded by the Arizona Legislature.*

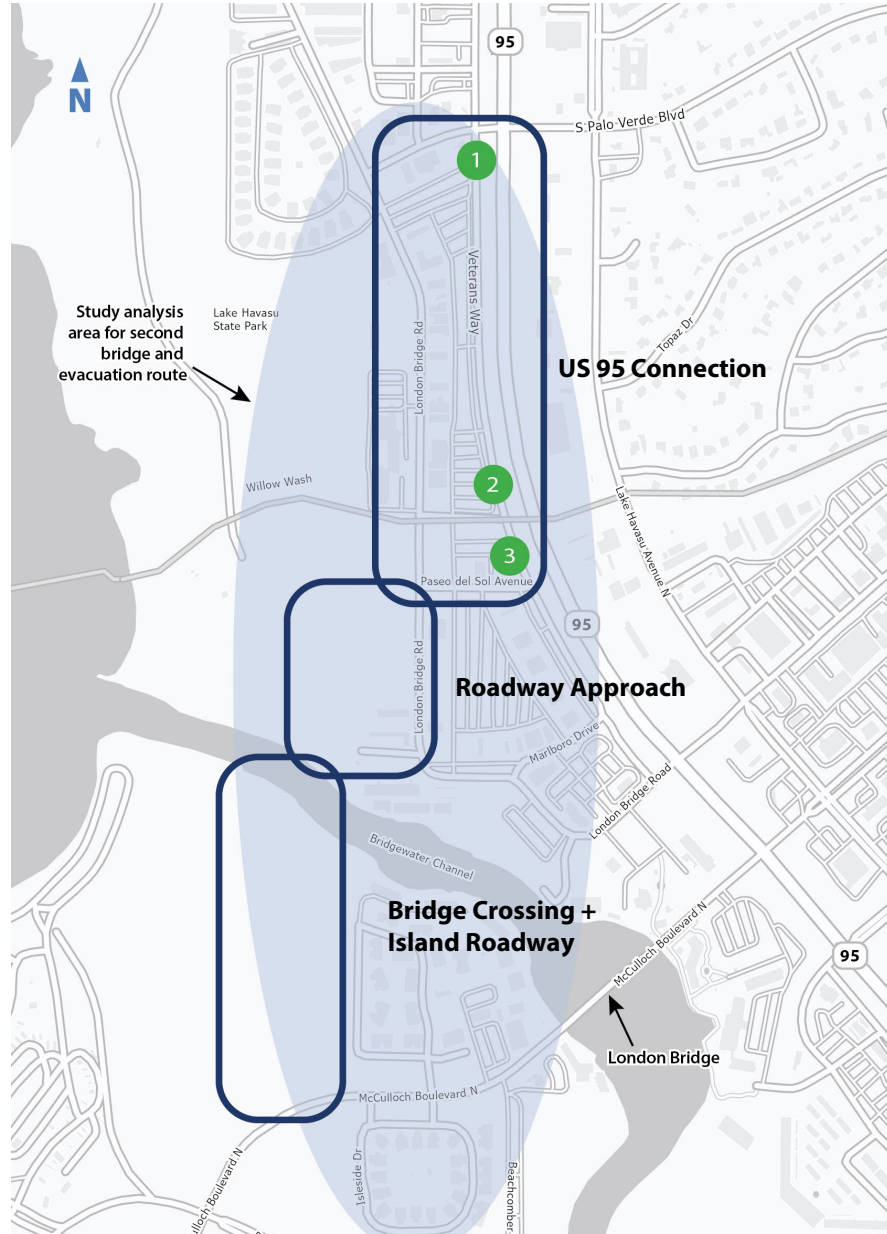


Second Bridge Feasibility Study Considerations

- Enhance Public Safety including identification of an emergency evacuation route
- Improve Traffic Operations/Reduce Congestion at Peak Periods
- Develop, analyze and report on roadway and bridge alternative concepts, including:
 - *Bridge Structure Type/Architecture*
 - *Roadway Approach Concepts/Alternatives*
 - *Bridgewater Channel Impacts*
 - *Public/Stakeholder Input*
 - *Environmental Overview (high level)*
 - *Utility Conflicts*
 - *Minimize Impacts to Adjacent Property Owners*
 - *Multimodal Operations/Infrastructure*



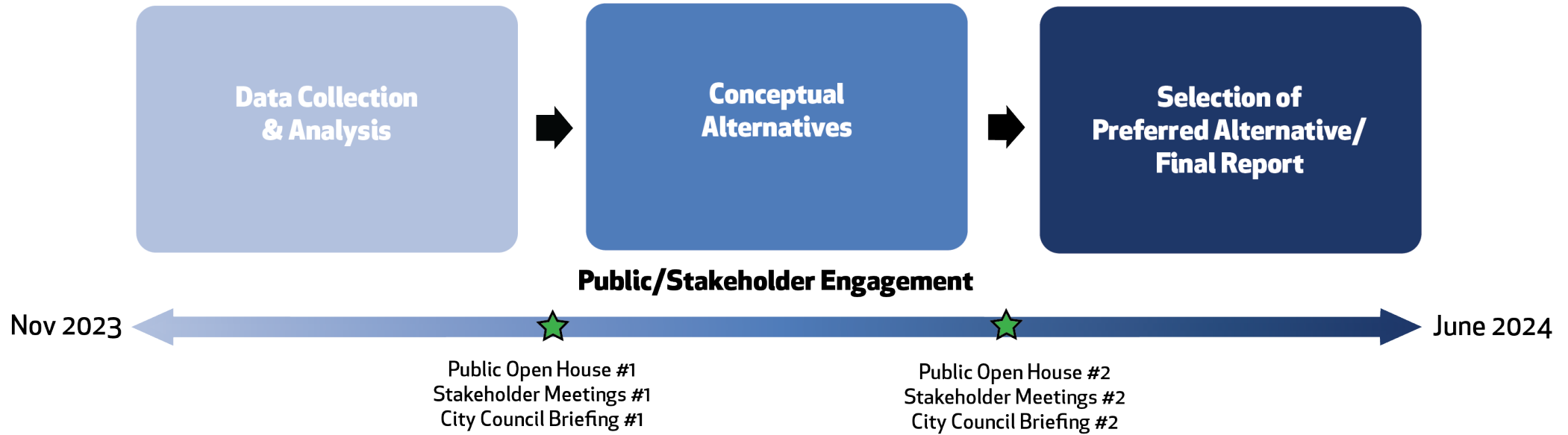
Study Area Components



- US 95 Connection
 - Palo Verde Blvd.
 - Willow Wash
 - Paseo del Sol Ave.
- Roadway Approach
 - Transition area; existing roadways to new roadway alignment
- Bridge Crossing + Island Roadway
 - Bridgewater Channel bridge crossing
 - New island roadway alignment and connection to McCulloch Blvd.



Second Bridge Feasibility Study Process



- Historic data
- Existing/proposed land uses
- Traffic analysis
- ADOT coordination
- Drainage analysis
- Existing/proposed utilities
- Environmental overview
- Field review
- Bridgewater Channel

- US 95 connection
- Roadway corridor approach
- Bridge structure type & architecture
- Roadway capacities/level of service
- Drainage & utilities
- Probable cost estimates
- Evaluation criteria

- Evaluation & ranking of alternatives to select preferred alternative including:
 - Bridge type & architecture
 - Roadway corridor
 - Connection to US 95
 - Evacuation route
 - Cost estimate/budget



Group Feedback & Discussion

There are a few ways you can provide your feedback to the study team:

- 1) Fill out your comment cards tonight and place them into the comment card basket.
- 2) Use the QR code to complete your comment card electronically, at home, at your convenience. Comment period will close end of day, February 13th.



Your feedback will be documented and included in the Second Bridge Feasibility Study Final Report!



Second Bridge Feasibility Study: Next Steps

- Collect Your Comments!
- Stakeholder Meetings – to be scheduled in February
- City Council Project Briefing
- Traffic Analysis
- Roadway and Utility Analysis
- Preparation of the Conceptual Alternatives



Second Bridge Feasibility Study

- THANK YOU FOR ATTENDING!
- Please provide your comment card feedback by February 13, 2024
- For any additional questions, please contact:





Lake Havasu City
Second Bridge Feasibility Study
Public Open House Meeting #1

Lake Havasu Community Center
100 Park Avenue, Lake Havasu City, AZ 86403

Monday, January 29, 2024
5:30pm - 7:00pm

Sign In Sheet

Name	Role in Community			Email	
	Check all that apply				Describe if Other selected
	Resident	Business Owner	Other		
Diane Lewis	✓				dilewis@icloud.com
Jane Lucken	✓				janelucken5450@hotmail.com
Shela Barber	✓				barber6@att.net
Walt Barber	✓				
Tom + Terrie Carter	✓				tcarter301@gmail.com
Gary Meyers	✓			CHMN: FREEDOM BRIDGE	gbmeyers22@outlook.com
Jan Thum	✓			CHMN: FREEDOM BRIDGE	jdthum@msn.com
Gaynell Crenshaw	✓				gaynellcrensaw@gmail.com
Seri Parcells	✓	✓			teriparcells@gmail.com
Janice Skelton Boyd	✓				SkeltonJanice13@gmail.com
Ted Boyd	✓				TedBoyd@icloud.com
CHRIS ZULESKY	✓				cz911c@gmail.com
James Ross	✓				JimRoss310@yahoo.com
Shirley Lowe	✓				LoweShirley3@gmail.com



**Lake Havasu City
Second Bridge Feasibility Study
Public Open House Meeting #1**

Lake Havasu Community Center
100 Park Avenue, Lake Havasu City, AZ 86403

Monday, January 29, 2024
5:30pm - 7:00pm

Sign In Sheet

Name	Role in Community			Email	
	Check all that apply				Describe if Other selected
	Resident	Business Owner	Other		
Mike+PAT Culhane	X				pmtnc7@gmail.com
TRUDY HERNANDEZ	✓				
DAVID V DIAZ	✓		✓	CHAIR LAC PLANNING & ZONING	
Gilman JELKIR	X				
Kathy Bueros	X				sunkathy01@yahoo.com
Lisa Ruby	X				lisarubyle8@yahoo.com
Cherri Thompson	X				cherribomb50@gmail.com
Nancy Campbell	X				Campbelln@LHCAZ.GOV
MARY COPPOCK	X				COPPOCKM L@AOL.COM
Donna Durenberger	X				donnadurenberger@gmail.com
LITA MARTIN	X				LMARTIN@YAHOO.COM
ILEN MARTIN	X				
Cl Sheehy	X				Sheehy@LHCAZ.gov
LAWRENCE CENICERO	X				Highwayman1060@yahoo.com



**Lake Havasu City
Second Bridge Feasibility Study
Public Open House Meeting #1**

Lake Havasu Community Center
100 Park Avenue, Lake Havasu City, AZ 86403

Monday, January 29, 2024
5:30pm – 7:00pm

Sign In Sheet

Name	Role in Community			Email	
	Check all that apply				Describe if Other selected
	Resident	Business Owner	Other		
Mike Vander Berg	X			mvanderberg37@yahoo.com	
Tim Murray	X			tmurray1950@gmail.com	
Dave Weigand	X				
Deborah Courtney	X			dcourtney010@gmail.com	
Jack W. Doyle	X			dopletk1969@msn.com	
David Rose	X				
Nancy Bennett	X			nancy.A.Bennett@outlook	
Hanette McGinn	X				
Michael McGinn	X				
Taylor Schwartz-Olson	X		X	News media	
DAVID LANE	X			CITY Council	
STEPHANIE LANE	X				
MORGAN BRADEN	X			MORGANBRADEN@HOTMAIL.CO	
Jess Knudson	X			KnudsonJ@LHCAZ.GOV	



**Lake Havasu City
Second Bridge Feasibility Study
Public Open House Meeting #1**

Lake Havasu Community Center
100 Park Avenue, Lake Havasu City, AZ 86403

Monday, January 29, 2024
5:30pm - 7:00pm

Sign In Sheet

Name	Role in Community				Email
	Check all that apply			Describe if Other selected	
	Resident	Business Owner	Other		
LAURIE FEEST	X				LAURIE.FEEST@gmail.com
CHARLES + LINDA Harmon	✓				CHARLIE@RSINVEST.NET
Kimberly Zanon-Conicoros	✓				KZAZSente@gmail.com
Sophie Wescott	✓				swescott@asu.edu
JEFF Thurman	✓				jeffts120@gmail.com
Kelly Lutz	✓				KellyJAMES57@aol.com
TINA Brodie	✓				tmbrodie56@gmail.com
Bea Evans	✓				havasucustoms@gmail.com
Beatrice Evans	✓				BEAEVANSOK@yahoo
Jing Mei Lin	✓				meiliin2004@gmail.com
Doug Carr	✓				nvbridge@yahoo.com
Lyndee Beller	✓				2325 mandalay 15 Bellvue Frontier.com
Ken Kest	✓				
ALEX ROSS	✓				ALEX@855ROSS.COM



**Lake Havasu City
Second Bridge Feasibility Study
Public Open House Meeting #1**

Lake Havasu Community Center
100 Park Avenue, Lake Havasu City, AZ 86403

Monday, January 29, 2024
5:30pm – 7:00pm

Sign In Sheet

Name	Role in Community			Describe if Other selected	Email
	Check all that apply				
	Resident	Business Owner	Other		
Michele Wolf	X				mizwolf@suddenlink.net
Mike Machurski	X				mcnmich66@gmail.com
Dinah Lutz	X				labbymom62@gmail.com
MARK CARNES	X				CARNES22@Gmail.com
DARYL HAEFNER	X				DPHAEFNER@HOTMAIL.COM
Patricia HaeFner	X				"
Meena Roberts	X	X			meena.theatteam@gmail.com
Thomas Mund			X		
Glenn Engstrom	X	X			glenn@engstromconstruction.com
PAUL MATTEE	X				twopmmatter@MSN.com
Pamela MATTEE	X				" " "
Shirley Kilas	X				mmheskmala@yahoo.com
LACEY LATCH			X		LATCH@GANNETT.com
Steve Greeley					



**Lake Havasu City
Second Bridge Feasibility Study
Public Open House Meeting #1**

Lake Havasu Community Center
100 Park Avenue, Lake Havasu City, AZ 86403

Monday, January 29, 2024
5:30pm – 7:00pm

Sign In Sheet

Name	Role in Community			Describe if Other selected	Email
	Check all that apply				
	Resident	Business Owner	Other		
Cheryl Lomeli	X				CGJOGGER@YAHOO.
MIKE Lomeli	X				MMLHORSERIDER@YAHOO
MARIO Biasiucci					
Sackie Joyce	X				
Lyndi Buttery	✓				
Karen Rife	✓				
Scott Shoop	✓				
Russ Mascari	✓				
Craig S. Geary					gearyc@lhcaz.gov
Sue Steno	✓				
ROBYN EDWARDS	✓				wardwards@SBCglobal.net
Hannah Nabhan	✓				hannahrenee247@gmail.com
TRACEY GREELEY	✓				TRACEY@MYRadioCentral.com
Michele Lin			X		linaz20@hotmail.com



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	Check all that apply				
	Resident	Business Owner	Other		
Archiz Aliyar	X	X			next379@yahoo.com
Andrea Helart	X	X		LHACC	andrea.h@havasuchamber.com
Gravin Leach	X		X	ASU Havasu	grleach1@asu.edu
Rob Hull	X				raccr_robert.hull@yahoo.com
Christy Cunningham	X				anchonhavasul@gmail.com
Stan Everett	X				staneverett1943@yahoo.com
DAN RODDY			X	ASPR	droddy@azstateparks.gov
Susan Shum	X				susan@solakehavasu.com
Pam Meyers	X				askdopam@hotmail.com
PAMELA SWENSON	X				pamela.j.swenson@gmail.com
Chro Gilbard	X				ching_cigy2k1966a@icloud.com
Ralph Tapscott	✓				Ralph.Tapscott@gmail.com
Koena Tapscott	✓				KoenaTapscott@gmail.com



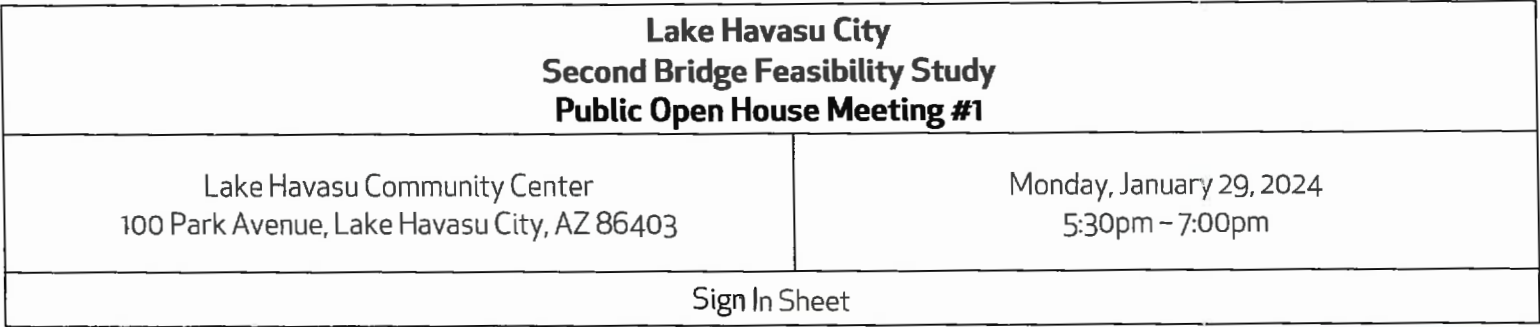
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Name	Role in Community			Describe if Other selected	Email
	Check all that apply				
	Resident	Business Owner	Other		
Bill + Deb: Gane	X				waterbill26 @ G mail. com
Emiliano Torres	✓				torres em i / 3012 @ gmail. com
Bill Young	✓				
Doug + Knette Watson	✓				yougotme @ pacbell. net
Lesah Castoem	✓				Lesahc @ yahoo com
Doug Lindberg			✓		dougj lindberg @ gmail. com
Bob Strasbaugh	X				Bobstrasbaugh @ gmail. com
Rick & Liz Kavel	✓				
Joan B. McDermott	X				mcdermott joan @ gmail. com



Michael Baker
INTERNATIONAL

[illegible]

Second Bridge Feasibility Study

[illegible]

Please place your card in the comment response basket before you exit the Public Open House



Lake Havasu City Second Bridge Feasibility Study

Public Open House Meeting #1 Comment Cards & Online Survey Results

Date	Method	Comment
2024-01-29 00:00:00	Comment Card	<ul style="list-style-type: none"> • Focus the funding to the bridge (it is forever). The bridge should compliment the London Bridge. Architecture should follow London Bridge lines. The access intersections on the main land and island can be realigned later if money is short. • On the island build a large roundabout for the five roads that come together. • Make each bridge one way • I have heard there are two arches from the original London bridge in storage somewhere around LHC. Can they be used in construction? • Don't impact Crazy Horse Campground. I have a \$250,000 park model.
2024-01-29 00:00:00	Comment Card	Do it right even if city needs to do bonds to pay for it
2024-01-29 00:00:00	Comment Card	<p>Has the name of the bridge been finalized?</p> <ul style="list-style-type: none"> • Freedom Bridge – not descriptive, no battles fought there or no signing of significant documents • Island Bridge – describes something • Channel Bridge – describes something (Bridgewater) • X name of major road that connects to highway (Palo Verde)
2024-01-29 00:00:00	Comment Card	How long will the Bridge be?
2024-01-29 00:00:00	Comment Card	1. I've noticed with the last few events concerning the island traffic it has been without traffic control from the L.H.C police. Each time I have been stuck in traffic and finally getting to the main intersection their was no police directing traffic to expedite the problem. If an emergency exit is the plan I hope part of the study would include traffic control by L.H.C police instead of 36 million dollar bridge. Use our police.
2024-01-29 00:00:00	Comment Card	<ul style="list-style-type: none"> • At the meeting, it sure would have been more helpful if you showed maps of ideas for Willow Wash, Paseo del Sol, etc. proposals. • We could not read the projection material. Can we have it emailed to us, or via access of you (or the City's) website? • Is \$35.5m enough? When costs exceed that, who will foot the bill? Hopefully the developers of the island (Pittsburg Point) growth. Where is their responsibility? • Height of the bridge (eye sore)? • What additional growth is planned for the island? • Have you received approval from the Dept of Interior for boating + waterways?
2024-01-29 00:00:00	Comment Card	How many full time residents live on the Island? Is there a sub fire station on the island
2024-01-29 00:00:00	Comment Card	Yes, we need bridge. Thank you. Does the city own the areas where the bridge starts + stops?
2024-01-29 00:00:00	Comment Card	Why another bridge

2024-01-29 00:00:00	Comment Card	1. Why is there any questions about the need for a second bridge. Being a retired fireman I know the importance of access. I have been on the island when the bridge was blocked. A fireman always wants to get to the emergency. Nothing worse than getting to an emergency and the only access is blocked.
2024-01-29 00:00:00	Comment Card	Why are they doing <u>so many</u> studys design for bridges at same time. Do two things at once.
2024-01-29 00:00:00	Comment Card	\$35.5 million from state legislature to build the Freedom Bridge is plenty of money to get this built. Build the bridge!
2024-01-29 00:00:00	Comment Card	Bridge small!! + get rid of telephone poles. All should be underground.
2024-01-29 00:00:00	Comment Card	<u>Willow Wash</u> – what is impact? The congestion was done by the city. Why do we/I as citizens think the thought process will be different today?
2024-01-29 00:00:00	Comment Card	Under as compared to over the channel – Cost vs Cost This would then not detract from the landmark London Bridge if under vs. over the channel
2024-01-29 00:00:00	Comment Card	Handicapped access for pedestrians? Pedestrian access? Is there other means of having an emergency bridge stored for emergencies?
2024-01-29 00:00:00	Comment Card	Are their any obsticals too The Bridge moving forward from today on, by oposing sides, say City Council, or the general public.
2024-01-29 00:00:00	Comment Card	Are w actually getting a Bridge?
2024-01-29 00:00:00	Comment Card	Why did the City Manager say we don't need a bridge – We need to be pro-active not wait for a problem there are a lot of houses now!!
2024-01-29 00:00:00	Comment Card	Does anything that citizens say even matter? Is the grant only to be used for a bridge, can it be used for anything else. Who is going to pay the balance if the grant does not pay for it fully? Where exactly is the bridge entrance and exit? Who is handling the bridge funds?
2024-01-29 00:00:00	Comment Card	Naming: Freedom Bridge - Officially named in 2007
2024-01-29 00:00:00	Comment Card	What properties are being exchanged between Lake Havasu City and state lands for this project What type of channel bank improvements are to be made to support this project, how far will they extend beyond the bridge along the channel sides
2024-01-29 00:00:00	Comment Card	Handicapped accessibility for pedestrians Walk way for pedestrians Cyclists safety? Is this study report online?
2024-01-29 00:00:00	Comment Card	They said they aquired the land for this bridge to go across years ago – so what is the problem? The money has been approved by the assembly in Phoenix. Do not let the money disappear again. If a big emergency happened on the island we really need another bridge. + No I don't live on the island. Don't keep throwing money away on studies. They have been done before + paid for with top dollars quit wasting the money + build the bridge! You should be able to use t hese studys they are still valid. Least expensive is shortest from London Bridge Rd.

2024-01-29 20:16:47	Online Survey	Hundreds of people have already spent thousands of hours on the FREEDOM BRIDGE PROJECT. This was OFFICIALLY DESIGNATED the Freedom Bridge in 2007, with 100% City Council approval, Veterans Organization endorsements, two Arizona Governors, Senator John McCain, the VA, the Sect of State, the AZ AG, and two LHC Mayors. https://youtu.be/td-wrfPX4qY?si=LEg6PCnpY051Pr1r
2024-01-30 09:55:21	Online Survey	The future growth of Lake Havasu need's this bridge. Time is of the essence to obtain the dollars codified for it by the state
2024-01-30 10:36:02	Online Survey	I would like to see the second bridge design to coordinate with the existing bridge. It should match the theme of the English village.
2024-01-30 16:41:33	Online Survey	Thousands of hours of work has already been done on this project, free to share. This is just the beginning... https://youtu.be/td-wrfPX4qY?si=8qz9T_GvNGArhHaf
2024-01-31 10:32:13	Online Survey	Because Lake Havasu and the channel are part of the Colorado River Federal Waterway system, will it be necessary to follow federal guidelines regarding fish/wildlife mitigation, hydraulics/runoff, construction processes?
2024-02-01 08:39:05	Online Survey	There is no need to connect the bridge to the 95 and displace businesses. It should connect to London Bridge Rd. and leave it at that.
2024-02-01 08:49:06	Online Survey	Landscaping ,sound barrier if any along Isles and crazy horse.
2024-02-02 08:12:12	Online Survey	It should go on south end of channel. Congestion is too bad already on north end.
2024-02-02 11:58:35	Online Survey	Since the state is supplying the funding for the project, will the state fund future maintenance of the bridge...
2024-02-08 09:10:44	Online Survey	I am interested in knowing the impact the bridge will have on the state park. Will the new boat launch and parking still be available and will the area used by the bluegrass festival, rockabilly festival and balloon festival still be available? Thank you.
2024-02-08 15:01:17	Online Survey	Not needed.
2024-02-08 15:03:26	Online Survey	I feel it is a waste of time money and land. The Island has minimal traffic do to only have three commercial entities and the rest of the habitants are second homes used on vacations. I could justify a second bridge if there was to be more commercial businesses but more second homes are all that is being projected for development.
2024-02-08 15:17:44	Online Survey	I don't think it's necessary, money can be spent another way
2024-02-08 15:21:13	Online Survey	If possible, it should not obstruct or be seen in pictures of the bridge (like from in front of Kokomos side). Thank you for considering my opinion.
2024-02-08 15:22:34	Online Survey	I think there needs to be a second bridge. It should only be usable by 1st responders and foot traffic though. That way 1st responders always have an easily accessible way to the island and don't have to contend with regular traffic.
2024-02-08 15:22:43	Online Survey	Perfect area that will allow construction without interruption of traffic
2024-02-08 15:24:42	Online Survey	The second Bridge is way overdue.
2024-02-08 15:26:58	Online Survey	The bridge construction may be covered by state money & partnerships but the maintenance/upkeep will mean more taxes, which I don't support.
2024-02-08 15:30:05	Online Survey	Like to see how the transition from the highway to the bridge will be accomplished to due the elevations of the highway and start of the bridge without effecting various businesses and roadways.

2024-02-08 15:30:54	Online Survey	Absolutely we need a second bridge for the Island
2024-02-08 15:31:05	Online Survey	The bridge is needed, definitely. The style of the bridge should either mimic the London Bridge or be completely modern and have a Nautical theme. Just a plain old concrete bridge will be horrible. Tying into the empty lots just past the Motel 6 would make a lot of sense.
2024-02-08 15:31:30	Online Survey	I think it is a horrible idea. The city council is full of business owners that are so stuck in the clouds, they have no idea what working class people are going through. Put the money towards our community. Housing, homeless resources, more affordable housing. I work 2 jobs and can barely make ends meet because there are no caps on raising rent, food, basic human needs.
2024-02-08 15:32:09	Online Survey	We would agree a bridge is needed. The appearance of the bridge should not take away from the London bridge.
2024-02-08 15:32:17	Online Survey	The 95 is already a major issue with people going under the speed limits and lights not being timed and nobody in a lane and lights changing.
2024-02-08 15:34:23	Online Survey	This looks like the location that would make the most sense for a 2nd bridge.
2024-02-08 15:34:42	Online Survey	Great idea!
2024-02-08 15:36:45	Online Survey	It is more increasingly evident that a second bridge is vital to the growth of Lake Havasu. From a public safety standpoint, in peak traffic times, first responders will be hampered from rendering aid and services to the island. It will happen; not today maybe, but it certainly will.
2024-02-08 15:39:22	Online Survey	Will this approach interfere with any current buildings or homes?
2024-02-08 15:41:39	Online Survey	Not sure why we need a 2nd one - takes away from The London Bridge. Also if it does go thru - make the boaters pay more for site six use and marina.
2024-02-08 15:41:41	Online Survey	We DO NOT need another bridge!!! Stop wasting tax payers dollars!!
2024-02-08 15:42:24	Online Survey	I do not support a second bridge. This is going to have such a huge impact on traffic on the 95 to only accommodate a few wealthy people on the island. Judging from the drawing, this is going to remove businesses, housing, part of Windsor State Park. If there was to be a second bridge, it should run from the Southwest side of the island near the Nautical and run across Thompson Bay to the 95 for the least amount of impact.
2024-02-08 15:48:18	Online Survey	I think having a second bridge Will detract from the original. If it is absolutely necessary, I think it should be very minimalistic, so that it doesn't also appear to be an attraction.
2024-02-08 15:49:57	Online Survey	I do agree a second bridge to the island us needed. I am concerned that the connection to McCulloch Blvd on the island will create a traffic jam at the general area designated. Possibly it could connect to the north side of Beachcomber Blvd so that traffic would have two directional options once on the island. That entry would be especially helpful to direct traffic for boats to site 6 launch. The bridge will need to be very high over the channel for the large ferry entry and exit on the north side of the channel.
2024-02-08 15:51:39	Online Survey	its a necessary expense for people and animals to have a way off the island in case the other bridge is not usable etc in case of unexpected perils huge fire etc . I do feel that site six could try to recoupe some of the funds by chging for the ramp use or toll bridge ?
2024-02-08 15:51:56	Online Survey	A second bridge is absolutely necessary!!
2024-02-08 15:52:50	Online Survey	Not necessary

2024-02-08 15:54:52	Online Survey	Put the dirt back!
2024-02-08 15:55:51	Online Survey	Is a second bridge really necessary? Please don't destroy our beautiful channel. A lot of our visitors come to see the London Bridge. A second crossing is going to ruin that! I know it gets busy but that's part of the price you pay for water front property! Everyone who purchased property on the island knew there was only one way on and off.
2024-02-08 16:07:16	Online Survey	We don't need a second bridge from the channel. The city needs to accommodate the rapid growth that it's experiencing and reduce the traffic on the 95 by adding another HWY from the south side to the north side.
2024-02-08 16:08:53	Online Survey	Unnecessary
2024-02-08 16:11:02	Online Survey	No second bridge, period.
2024-02-08 16:13:47	Online Survey	No explanation. Useless. Typical for this Council.
2024-02-08 16:16:58	Online Survey	Cons: would likely cause increased traffic in an already high-traffic area due to the hotels, fast food locations, London Bridge tourist center, Casino parking, etc. in the area. Could see there being difficulty for RVs, travel trailers trying to navigate as London Bridge Road can be tight in certain areas. Pros: could be great to lessen the traffic around McCulloch x Lake Hav Ave, especially during event days. As well, emergency services may be able to better access the island.
2024-02-08 16:17:53	Online Survey	I think it's a good idea. And I like the bridge crossing idea best
2024-02-08 16:18:02	Online Survey	I need more details
2024-02-08 16:19:54	Online Survey	I believe we do need a second bridge. If there is a large fire how will they evacuate if need be? There's a lot more housing and with that a lot more vehicles that need to cross daily.
2024-02-08 16:20:18	Online Survey	A second bridge is definitely needed (as well as another launch ramp that's free since the city allowed the south side one to charge), but major road considerations need to be addressed for London bridge road. Great place for it if the street is widened and funneled around the current business'.
2024-02-08 16:21:51	Online Survey	How will the bridge be funded? The local paper stated today the P/Z has approved for 51 more homes to be built on the island. Will the developer include the cost of the bridge in the price of the lots and homes?
2024-02-08 16:21:51	Online Survey	What ever location is selected please make sure access is easily found. Preferably a location that doesn't interfere with all activities presently happening in and around the London Bridge. I realize this limits connection points. The only location suggested years ago would not be easily accessible without buying a couple of businesses and extensive road work for the connection from LBRoad/95 to the island.
2024-02-08 16:23:15	Online Survey	Unnecessary
2024-02-08 16:24:42	Online Survey	Glad to see that you are finally putting another bridge in.
2024-02-08 16:29:34	Online Survey	We don't need a second bridge!
2024-02-08 16:36:21	Online Survey	why are we spending money on a second feasibility study. The first should been good enough, money wasted. Building the bridge and be done with it!
2024-02-08 16:37:57	Online Survey	This should be another "landmark"bridge. Replica of a famous bridge from somewhere else
2024-02-08 16:45:18	Online Survey	I really feel like you should widen the Channel so that it's a similar length as the London Bridge. Other than that, just please do your best to match the

		aesthetic of the London Bridge. That and it'd be nice for it to be 4 lanes wide, 2 for each direction.
2024-02-08 16:45:34	Online Survey	<p>A better NOT PHYSICIAN OWNED hospital should be thought of first! Our town is growing so fast, medically it can not keep up! You all KNOW THIS! A fire department on the island would be better served than a "bridge" that is a waste of money and time. Spend that money building services needed there on the island. Not another bridge. Closing the channel to build it would hurt the community. Not to mention, you all have already DESTROYED THE BEAUTY AND INTEGRITY OF OUR LAKE with your ugly and excessive motels and hotels AND HOW MANY STORAGE UNITS DOES ONE TOWN NEED? blocking all the views we once had! ENOUGH ALREADY! NO ONE WANTS THIS!</p>

2024-02-08 17:20:46	Online Survey	It's definitely needed. Make it wide and ornate. With the right bridge the London Bridge could be shut down intermittently for major events and even tent vendors during such events. The island road should be two lane one way traffic with short cut roads spaced far apart
2024-02-08 17:22:54	Online Survey	It would be amazing to connect the island walking path with the channel walking path on the mainland
2024-02-08 17:22:57	Online Survey	I'm against selling and or developing the island, I think there should be a canal in and out of it leading to a body of water that would support various activities to include boat drag racing, jet ski events etc and when not in use have it be for non motorized boats and swimming, this would be safer than people paddle boarding in the channel, the dirt removed for the water could be left in place and be used as a spectator area.
2024-02-08 17:24:30	Online Survey	Waste of money. The economy is about to crash and this is not a good use of tax payer money. Plus what government run project has ever come close to being done under or even near budget? None!
2024-02-08 17:27:15	Online Survey	No - bad idea!
2024-02-08 17:33:48	Online Survey	We need a second bridge! Period
2024-02-08 17:36:22	Online Survey	It is a needed thing and a good location for it.
2024-02-08 17:36:22	Online Survey	This project is needed and should be implemented soon.
2024-02-08 17:39:29	Online Survey	Needs to be done on time and on budget
2024-02-08 17:54:40	Online Survey	I'm all for a 2nd bridge, but this depiction doesn't really explain anything.
2024-02-08 17:55:02	Online Survey	I am generally open to the idea of a second bridge but I need more information.
2024-02-08 17:56:04	Online Survey	I have lived in LHC for 28 years. I see no benefit to 90% of the Havasu population. The increased traffic and density of use of "The Island" parks will continue to erode the quality of life of the residents on the Island or would discourage anyone not living there to visit that area. Our beautiful lake is barely visible from Hwy 95 and the London Bridge is surrounded by tourist retail, hotels and a channel used mostly by 30' boat owners. Adding a second bridge is not going to bring in enough tax revenue to justify destroying businesses and hotels that will be next to or possibly under the approach from S Palo Verde Blvd.
2024-02-08 17:56:11	Online Survey	The contractors building on the island should pay for it, not all the other taxpayers. Stop building on the island. Traffic will be awful wherever the new bridge access is located. The bridge will forever affect the special events in the town. There will no longer be easy access the windsor 4 area. And again the contractors and owners build on the island continuing to add additional traffic should pay for it
2024-02-08 18:07:39	Online Survey	How about decent housing for the residents in town and quit catering to the out of state builders (CA) and their multi-million dollar homes, NOBODY who lives HERE already, can afford!
2024-02-08 18:09:27	Online Survey	Trying to get out of the in n out burger area is a nightmare already, plus events have been taken off the island and brought to the state parks right where you want to build a bridge? Not a good idea in my view.
2024-02-08 18:10:36	Online Survey	Don't run the beauty of the channel with a gaudy new bridge. It's not needed

2024-02-08 18:11:42	Online Survey	Living on the island I feel as though an evacuation route passing Crazy Horse and going next to Kingsview connecting with London Bridge road is a feasible option. My fear living on the island is a fire with strong winds that could cause the need for a quick evacuation. We need options.
2024-02-08 18:17:33	Online Survey	I think it's a great idea! Emergencies happen on the island during larges events, sometimes it's very hard to navigate while there is so much traffic, the 3rd lane is not enough.
2024-02-08 18:22:56	Online Survey	I think one bridge is enough. Align the signals to allow better flow of traffic
2024-02-08 18:24:31	Online Survey	I am opposing this idea. People come to Havasu for a weekend getaway and the locals enjoy the lake's view. Adding a second bridge not only takes away the aesthetic of the historic London Bridge, but makes the area in question look busier. Just my 22 year-old \$0.02
2024-02-08 18:26:27	Online Survey	I don't feel we need to build a second bridge. This should have been thought out before excessive building took place. If builders want to put a bridge in, let them pay for it. Put a ferry in
2024-02-08 18:33:42	Online Survey	I like the idea of adding a second bridge, especially since the state is paying for most of it.
2024-02-08 18:34:51	Online Survey	It's an unnecessary waste of money.
2024-02-08 18:37:53	Online Survey	A 2nd bridge is greatly needed if further development is to continue on the Island. Unless it's built I would agree with a complete stop to all building permits on the Island
2024-02-08 18:40:20	Online Survey	We don't need an other bridge across the channel for the people who built on the island they knew when they built there a big waste of public funds
2024-02-08 18:41:28	Online Survey	We don't need a second bridge
2024-02-08 18:43:04	Online Survey	Number 1 for sure in my opinion it is the least intrusive to the other locations...
2024-02-08 18:47:58	Online Survey	Sad to see a new bridge ruining the beauty of the lake. Furthermore, I rarely go on the island yet my tax dollars pay for the islanders, especially the rich who own expensive homes on the island, instead of them paying for the new bridge, whom will use it excessively. Just wrong.
2024-02-08 18:48:33	Online Survey	Need a second Bridge
2024-02-08 18:48:49	Online Survey	Second bridge not needed!!
2024-02-08 18:49:23	Online Survey	Yes, a second bride is necessary for evacuation in case first bridge can not be used, also for another traffic route, thanks!
2024-02-08 18:52:01	Online Survey	Hurry! We've needed this bridge for a long time.
2024-02-08 18:54:46	Online Survey	Yes we need another bridge, please do the study.
2024-02-08 18:57:54	Online Survey	Can't really tell what you are showing. Looks like the north end of the channel across from crazy horse. Is this correct?
2024-02-08 18:58:16	Online Survey	Build the services needed on the island instead of another eyesore which blocks views and does nothing for the city itself! Instead how about a REAL HOSPITAL! NOT A PHYSICIAN OWNED ONE? Build a fire station on the island on the island. MORE HEALTH AND BASIC EMERGENCY SERVICES FOR THE ENTIRE CITY! They are allowing the city to grow exponentially, but doing NOTHING to build on it Health and Human Services end of it! When was the last time we got a new fire station? Or emergency/ambulance station? Our Hospital is lacking BIG TIME! Senior services? And Child care? Education? Really? WHY DO WE CARE ABOUT A BRIDGE WHEN THE REST IS FALLING DOWN!

2024-02-08 19:06:25	Online Survey	We don't need a 2nd bridge. No place for it, and another eye soar. Stop letting them build on this beautiful island. It is being destroyed by developers.
2024-02-08 19:08:54	Online Survey	The cost of this project should be paid for by the businesses and property owners on the island. Many of us that love and wrk in the community dont even go across to the island.
2024-02-08 19:09:38	Online Survey	This makes no sense! I live on the island, wheres our traffic? Stop building on the island! No one that lives on the island will use it. Drive over it end up at the Hampton Inn? It looks like the bridge is over land more than over the small amount of channel water! We need retail stores, programs for the youth. The City has allowed so much building it has destroyed the ambiance of nature on the island. What about the sewer, the utilities, that need upgraded? It will be an eyesore. Is there a petition we can sign to stop this? This will end up like the traffic islands they installed by Walgreens, we have go up McCulloch and make a u turn to get home! Horrible City planning!
2024-02-08 19:13:18	Online Survey	The 95 route would make less traffic on the side roads
2024-02-08 19:14:48	Online Survey	I believe we need a second bridge
2024-02-08 19:20:13	Online Survey	It's a bit difficult to understand with no background information provided with a photo that doesn't have a legend and doesn't explain the depths of this project
2024-02-08 19:20:53	Online Survey	The second bridge has been needed for years, it's clear our city is too incompetent to complete anything in a timely NECESSARY manner, this has been in the talks for nearly 5ish years now, instead of the mayor turning down money to put towards another well he should have put it towards this bridge but he doesn't think about that
2024-02-08 19:26:11	Online Survey	Please don't build on any of our beautiful beaches and or parks. The Lake and Channel are lake Havasu's treasures. Let's preserve them.
2024-02-08 19:29:58	Online Survey	I think you need to improve the current roads in LHC. A second bridge would be useful especially if more housing is going to be built on the island
2024-02-08 19:32:29	Online Survey	London Bridge Rd is not wide enough for it to be the access route with projected growth.
2024-02-08 19:32:45	Online Survey	Option 2 or 3 seems to currently be less built up or congested areas. Potentially easier construction area.
2024-02-08 19:36:46	Online Survey	Yes Lake Havasu does need a second bridge and then this would be greatly appreciated
2024-02-08 19:43:40	Online Survey	I think it is a good location. This will flow more traffic down PV South and reduce the congestion at the light for Swanson and Mesquite.
2024-02-08 19:58:16	Online Survey	Need more info on how you would connect it to the highway. Seems strange.
2024-02-08 20:04:52	Online Survey	No
2024-02-08 20:05:44	Online Survey	no bridge, stop the building on island
2024-02-08 20:09:18	Online Survey	Personally I think it's ridiculous. For one, the island is not that big to need a second bridge, not a bright idea. Unnecessary, why has this even been a thought to begin with
2024-02-08 20:10:32	Online Survey	If it does happen make sure to mimick the London Bridge in the design
2024-02-08 20:10:37	Online Survey	How will this affect the people living in the Lakeview Trailer Park... traffic congestion, property value etc ...

2024-02-08 20:15:49	Online Survey	If we have to have a new bridge (I don't want one) then make the 95 connection at palo verde. No more new lights on the highway until they are more efficient
2024-02-08 20:26:55	Online Survey	I need more info
2024-02-08 20:29:08	Online Survey	Great idea
2024-02-08 20:34:00	Online Survey	Hell no!
2024-02-08 20:35:12	Online Survey	No bridge!!! Do not destroy public areas
2024-02-08 20:49:03	Online Survey	no it's bullshit
2024-02-08 20:49:30	Online Survey	Can you dumb this so the average person can understand it
2024-02-08 20:54:05	Online Survey	Do we actually need a 2nd bridge? Has a traffic study really been done? The current bridge is packed maybe on special events and holidays only? Instead of spending a ton of money on a new bridge, how about just staffing extra police on busy events/holidays to direct and manage traffic (this should be done right now anyway!) I assume from the picture that the bridge will be over Windsor beach? That ruins the hang out on beach vibe. No one wants to hang out and chill under traffic. That makes the beach less appealing (and you already have to pay to be there). Also, the picture is not clear what is proposed, so it is really hard for anyone to comment on it. It would be nice to have more details like how it would connect into existing roads.
2024-02-08 20:54:46	Online Survey	It's needed but the execution to needs to be 100% and not worry about things in the way to make it right the first time. The path from the 95 to this bridge needs to be perfect, scenic and usable. Traffic Backed up on holidays at lake havasu Ave is what this needs to deal with. Also what the bridge looks like, how it deals with foot and bike traffic will need to be a design criteria as well. What ever land this needs must be used for a perfect execution. Current noise from residents who will not be here in 10 years need to not be taken into consideration since this will be around for 100+ years.
2024-02-08 20:54:54	Online Survey	A second bridge is not needed. Even though there are homes on the island a large majority of them are vacation homes and are not full time residence. Putting a second bridge there is just a blight to the community and affect wildlife in the area. The reason why a bridge has never been build is because it's not needed.
2024-02-08 20:55:17	Online Survey	Long overdue
2024-02-08 20:56:58	Online Survey	I'm confused about where the bridge would be
2024-02-08 20:57:12	Online Survey	I'm not convinced it's needed. I think an "emergency services" ferry during busy holiday weekends is all that's needed. Most days throughout the year it's an easy crossing on the bridge in place.
2024-02-08 20:57:13	Online Survey	We have an established and widely recognized English theme. Hence, the new bridge should look like the Tower Bridge.
2024-02-08 20:59:09	Online Survey	This is like moving next to an airport and complaining about the noise! What re need is to update the infrastructure to what the anticipated needs will be when all the proposed development is finished! And possibly beyond!!
2024-02-08 20:59:15	Online Survey	I do not live on the island but visit it a couple times a week and have never had it backed up or too busy. Not sure i see the need for it if it is going to ruin open space or our beautiful views.
2024-02-08 20:59:22	Online Survey	Heck why not, make lake Havasu more beautiful with another Bridge.

2024-02-08 20:59:48	Online Survey	We do not need the bridge especially at the cost of encroaching on our parks! How about we fix our existing streets with that money!
2024-02-08 20:59:49	Online Survey	Extremely vague map not sure what you are looking for. I will say the new bridge should have direct access to hwy 95. If it is proposed to be inside the blue circle I don't know if that's possible.
2024-02-08 21:01:50	Online Survey	A second bridge has been needed for many years. I am in public safety and there have been quite a few times that there has been an incident in the existing bridge that shut it down. A second bridge is needed to assure that emergency services can be provided to people who are on the island whether they live there or are visiting.
2024-02-08 21:02:42	Online Survey	All look good
2024-02-08 21:04:53	Online Survey	Waste of our money that is better used elsewhere
2024-02-08 21:06:05	Online Survey	Traffic coming from the north to the bridge should somehow be suggestive or implies to turn on S. Palo Verde and drive south on London Bridge Rd. Hwy 95 and LB Rd highway intersection is already very congested. New bridge should be aesthetically pleasing but not overpower the London Bridge. Height of boater underpass should be no less than that of London Bridge.
2024-02-08 21:14:55	Online Survey	Not a bad idea as long as eminent domain is not used on any property. But it should connect to London Bridge rd and have it go that way. Giving new life to some of the businesses down there and there is more land to build that way then connecting it to the highway directly.
2024-02-08 21:17:54	Online Survey	Havasut does not need a second bridge. Period. Balboa Island has one bridge. Coronado Island has one bridge. This is a stupid idea and a big waste of money.
2024-02-08 21:19:22	Online Survey	Make it happen. City should have been taxing new builds higher or all of the storage unit complexes. Time to put money back into the city's infrastructure
2024-02-08 21:20:09	Online Survey	Please do not take away any park type area on either side of the channel. These areas make the space attractive for visitors and families. Another bridge would take away from the community. Maybe.. stop building on the island.
2024-02-08 21:25:13	Online Survey	All- I live in this town during the busiest weekends and never an issue to get across the bridge either way. No need for another crossing to ruin the park and natural lands. Stop the nonsense
2024-02-08 21:25:18	Online Survey	1 bridge for the public is fine. Instead of 3 lanes, make it 2 and widen the sidewalks (it's very dangerous for pedestrians). A second bridge should only be built for emergency vehicles only (smaller 1 lane bridge). Making more access is only going to continue ruining this town for the true residents.
2024-02-08 21:27:40	Online Survey	No
2024-02-08 21:33:39	Online Survey	NO SECOND BRIDGE. New hospital!!!
2024-02-08 21:37:55	Online Survey	I don't think it's needed
2024-02-08 21:38:02	Online Survey	Don't build it. There is no need
2024-02-08 21:38:12	Online Survey	No. Thank you. One bridge is enough and historical and is what the town is about. This town is special with its small town vibe and does not need to be altered.
2024-02-08 21:39:06	Online Survey	A second bridge will ruin the look of the waterfront!
2024-02-08 21:39:22	Online Survey	Don't need a second bridge. New roads would be nice!

2024-02-08 21:41:09	Online Survey	I believe this is a good idea as current bridge traffic in peak periods is max'd out & the surrounding intersections surrounding access to the bridge are grid-locked in peak tourist/event periods
2024-02-08 21:49:45	Online Survey	Horrible idea, the island is crowded enough, and the beaches are scarce on any big weekend
2024-02-08 21:54:41	Online Survey	Well, this is an interesting question. One, why do you need my thoughts about the possibility of the city and state building a second bridge? Two, the design of a second bridge will make a difference for our city. Three, the Havasu Riviera has rendered the need of a second bridge as unneeded for the actual reasons given. The Riviera did lead to more use at the Riviera this past summer and less use on the island. As the city leaders projected. Fourth, you said this is a survey. Where are all the questions? Asking me for my thoughts
2024-02-08 22:02:40	Online Survey	I am for it, but the costs should be payed by the developers of the island properties built in the last 5 years.
2024-02-08 22:05:03	Online Survey	needed
2024-02-08 22:17:42	Online Survey	No bridge needed:) keep it historical.
2024-02-08 22:21:07	Online Survey	I'm for it, been here since 91; we need additional bridge to get on, and off island.
2024-02-08 22:29:12	Online Survey	In my humble opinion; I think the second bridge is absolutely needed due to the high traffic we see given that our town hosts two million guests, and winter visitors alike, per year. Now I have seen other people's comments regarding how it was 'lessen' the beauty of our town. In some respect, they're right. I think if we are to create a second bridge, the right way, city planners and architects may want to consider designing it to look like the London Bridge with more modern features. I think the proposed location is great, although heavy traffic signage will need to be included as I see countless times where people don't follow the existing signs we have now and a big part of that is because of the lack of signage. When the City proposed Wayfinding, it was great for our, once small town, but not so much as of now. Additionally, we need to beautify the city as well. With the mass influx on newly attained property tax revenues, the city may want to consider beautifying Hwy 95. When I drive into town from being in Phoenix or even smaller towns like Wickenburg; our town is disappointing in welcoming environments. Yes, when you drive over those hills, on either side of the city, you see that big beautiful blue lake, but then you see a less than par landscape. New 'Welcome' signage is needed. Make Lake Havasu City truly feel like a paradise, as that is the way we market this city in the hospitality Industry and hospitality is Lake Havasu's biggest revenue generating industry. But the landscaping is a big deal; having desert rock as the landscape of a very well off city, is not inviting. Designed landscapes like that of Phoenix or Las Vegas would be so neat to drive back home into. A smile on someone's face to see London Bridge designed highway sound-proofing walls. With decorative rock and beautiful palo verde trees. I have lived here all my life and I have never been more proud to have Cal as my mayor. He has done a tremendous lot for the hospitality industry and even more for the small businesses of Lake Havasu. I trust you'll make the right decisions and you earn my trust because I've met you countless times and you

		take the time to talk with the citizens and get to know them and it's tremendously appreciated in comparison to other mayors of the past. That is why you'll always have my vote. So I hope with this, you'll take my advice about city beautification to heart because it will only draw more attractiveness to our beautiful city. Thank you.
2024-02-08 22:37:54	Online Survey	It's a great idea to help with flow of traffic and prevent casualties from lack of patience of drivers.
2024-02-08 23:20:16	Online Survey	I think the London Bridge should become pedestrian only if that much money is spent on a second bridge.
2024-02-08 23:55:34	Online Survey	A second bridge is long over due. Git 'er done.
2024-02-09 00:48:17	Online Survey	London Bridge rd would work as is easy access .Don't know about condos.
2024-02-09 01:53:27	Online Survey	Do not put another bridge in. Not needed. If you put a bridge in put it to the ca side so they can go home. One way bridge.
2024-02-09 04:07:55	Online Survey	Can we span the Chanel with out mid support?
2024-02-09 05:27:20	Online Survey	No need for second bridge. Conflict with main attraction of London bridge. If a second bridge goes in, it should probably go from north of the marina toward mulberry drive.
2024-02-09 05:31:49	Online Survey	No new bridge
2024-02-09 05:35:16	Online Survey	Excited to see progress.
2024-02-09 05:41:12	Online Survey	Yes! Much needed
2024-02-09 05:41:50	Online Survey	As residents of Lake Havasu, and have seen the influx, we are against this new bridge. This will only create more tourist traffic and major roadway congestion to our small city. The few times a year the bridge is overloaded; we as residents have learned the timing of when to approach the bridge for crossing. No second bridge.
2024-02-09 05:43:06	Online Survey	T
2024-02-09 05:52:48	Online Survey	The new bridge promises to revolutionize transportation on the island, offering residents and visitors convenient access between key locations. With reduced travel times and improved connectivity, the bridge will stimulate economic growth, enhance tourism experiences, and foster stronger community ties.
2024-02-09 06:00:06	Online Survey	A second bridge is definitely needed to help with traffic congestion on and off the island, especially during busy summer and holiday times.

2024-02-09 06:15:20	Online Survey	A monster bridge over the Channel will ruin FOREVER our community. Limiting development on the Island would have eliminated the need for this.
2024-02-09 06:32:28	Online Survey	Definitely need a second bridge for a multitude of reasons. The proposed area seems to be the only practical area available.
2024-02-09 06:43:29	Online Survey	Yes.... A bridge is needed.
2024-02-09 06:44:44	Online Survey	We do not need another bridge. Lake Havasu is home of the London bridge. If we add another bridge it takes away from That and it becomes nothing special. Just another bridge. Traffic is not bad crossing the bridge except when there is a big event going on and then everything is busy. Don't waste money on the bridge
2024-02-09 06:48:46	Online Survey	We don't need another bridge. I never run into a situation where there is traffic if on the bridge. Even on a holiday , the bridge can be crossed in 5 minutes. Sedona would never destroy the integrity of their beautiful city.
2024-02-09 06:54:02	Online Survey	Don't do it.
2024-02-09 07:05:03	Online Survey	Myself, I think the bridge should be on the other side of the London Bridge, but with that probably not being possible or in the plans. i'm sure with all the smart people working on this bridge. You will not need any support from the citizens or taking advice from the citizens.
2024-02-09 07:06:49	Online Survey	This is needed. Too bad people don't attend CC mtgs or watch them on YouTube. They'd be better informed. Thanks.
2024-02-09 07:07:04	Online Survey	We don't need a second bridge
2024-02-09 07:15:53	Online Survey	Two four letter words come to mind. Want and Need. Do you want it or do you need it? The bridge traffic is at it's heaviest on some weekends. Does that mandate a new bridge?
2024-02-09 07:21:11	Online Survey	It's another boondoggle. Your ridiculously building out the island when our roads can't handle the traffic we already have and we don't have any damn water. The island should be left for pleasure purposes only no houses. The city is so damn dumb. They put all the industrial close to the lake rather than houses why don't you move the industrial out by the airport and use the land along the front of the lake for housing . Seems to me why i bought here in 1985 the shoreline was going to be protected for everyone uses. But no Desert land group buys property then gets the city to change zoning and more houses. You all ate being voted out this time!
2024-02-09 07:21:33	Online Survey	Against another bridge
2024-02-09 07:27:48	Online Survey	We don't need a bridge. Just a few police and patience to monitor the few holiday weekends.
2024-02-09 07:31:32	Online Survey	A complete and utter waste of money
2024-02-09 07:32:37	Online Survey	Yes we need a second bridge. I have had a place on the island for 25 yrs. The amount of traffic onto and off the island has hugely increased over the years. I can recall many times in recent years that the bridge was closed because of accidents and I had no way on or off the island for hours. This includes emergency services. The new bridge will allow more access to the current growth of our community and more safety for everyone who accessed the island, both in cars and boats. Please design it to blend into the London theme so it can be part of the draw to this area.
2024-02-09 07:36:46	Online Survey	Need a lot more info first. This map doesn't really tell me what your plans are.

2024-02-09 07:49:31	Online Survey	No bridge is necessary, stop or slow the building on the island . The cost is not worth the end results
2024-02-09 08:20:22	Online Survey	I understand the need for additional access for emergency services, but I really think the 2nd bridge idea is the beginning of the end for the beauty of this area. The island will become overcrowded. I was born in California and witnessed it there and moved to Coeur d'Alene in 1980 and have witnessed it there now as well. Please do not destroy what is here.
2024-02-09 08:30:26	Online Survey	This is a huge waste of money. We could have a better hospital or even a shelter somewhere to keep the homeless off the streets
2024-02-09 08:37:01	Online Survey	It was long ago, 1996, that a movement was put into public view to at least reserve lands that would connect a second bridge for Island connection. Everyone in public office laughed at the proposal, encouraged by the remaining McCulloch Properties officers. It is, I would assume, necessary to now recognize the absolute need for the second bridge. Recently the city counsel approved another residential development of 58 units, possibly 116 vehicles passing over one bridge twice daily, at business opening and closing hours. Therefore my opinion is to construct the second bridge as proposed, and do it fast.
2024-02-09 08:45:56	Online Survey	Long overdue. The two lanes on the London Bridge are not adequate during events, let alone if evacuation of the island became necessary.
2024-02-09 08:52:38	Online Survey	JUST NO!!
2024-02-09 08:54:17	Online Survey	No
2024-02-09 08:55:35	Online Survey	95 connection will result in less surface street traffic, but 95 needs widened with off ramps and turned into a freeway without stop lights. Island should have been used only for recreational purposes, not housing. Bad idea... Also there is a utility right of way area that crosses town by Acoma that will need to be a cross town freeway some day.
2024-02-09 08:58:58	Online Survey	We cant get any good Restaurants or shopping options in town but a new bridge? Suuuuuure
2024-02-09 09:10:53	Online Survey	The project needs to be done, and without delay in order to ensure that the funds offered by the state do not go unused. FORGE AHEAD!
2024-02-09 09:12:40	Online Survey	I think it is too close to the other bridge to actually help absorb or decongest traffic from the London bridge.
2024-02-09 09:24:43	Online Survey	I have zero confidence in Havasu government. I'm sure this will be another mess up like the police/aquatic center, or the million dollar empty lot on McCullough.
2024-02-09 09:28:46	Online Survey	The second bridge is fine but since it's the contractors that are causing this let them pay not my taxes
2024-02-09 09:49:30	Online Survey	The second bridge will bring more traffic on the island which we do not need. They already race on the island which is dangerous. Please stop any more development of residential on the island.
2024-02-09 09:59:14	Online Survey	Yes
2024-02-09 10:36:24	Online Survey	Much needed for safety and accessibility.
2024-02-09 10:38:03	Online Survey	A second bridge is extremely unneeded. Why not allocate funding for our current infrastructure, water, sewer, sidewalks, etc.

2024-02-09 10:38:30	Online Survey	I would like to see the city proceed with plans to create the "Freedom Bridge" as part of this project. Use private dollars, such as the Memorial Walkway fund, to build parks/monuments, etc. on both sides.
2024-02-09 11:02:37	Online Survey	I've been here since 1981. I do not agree with adding a second bridge. It will destroy the feel and look of the island and channel.
2024-02-09 11:03:29	Online Survey	We are long over due for a 2nd bridge. With all the additional homes being built on the island, it's becoming a safety concern as much as a convenience.
2024-02-09 11:12:19	Online Survey	I agree that we need a second bridge. Not sure if I have an opinion on where the new bridge should be.
2024-02-09 11:32:55	Online Survey	We don't need anymore traffic on the island. I understand that someone wants to build a hotel and shops. First question, are all the other hotels constantly booked? The Nautical, Motel 6, Holiday Inn, London Bridge Resort???? I don't think so, a new hotel is not warranted. As for the shopping, unless you're going to have specific shops that will draw attention and thrive, you'll end up with a liquor store, cigarettes cheaper and nail salon. That's not part of the island atmosphere. NO bridge, NO hotel.
2024-02-09 12:08:15	Online Survey	No bridge
2024-02-09 12:11:40	Online Survey	How will the Dream Catcher fit under? What will this due to the property value of King's View condos? Why do we need this second bridge at all, the half dozen days a year that the bridge is impacted with traffic do not justify the expense.
2024-02-09 12:16:25	Online Survey	It's a fantastic idea. Let's go for it
2024-02-09 12:25:33	Online Survey	Planners have messed up about everything since the first shovel was stuck in the ground. Why should this be any different
2024-02-09 12:27:52	Online Survey	We don't need this
2024-02-09 12:29:49	Online Survey	Waste of money. Only good for the developers.
2024-02-09 12:47:44	Online Survey	I am against a second bridge. There is no need for it. Traffic in the London bridge is only congested on big holiday weekends. This is just another excuse to overgrow our island.
2024-02-09 13:23:06	Online Survey	Quit developing more homes on the island!!! This will negate the necessity of a second bridge. The folks that buy homes on the island need to understand the pros and cons of doing such. Keep Havasu small and don't bow down to the almighty dollar! Otherwise Havasu will become the next Los Angeles and it will be a horrible place to raise a family.
2024-02-09 14:01:00	Online Survey	Please provide a bike path.
2024-02-09 14:05:30	Online Survey	We do not need a second bridge. You are just asking for substantial issues if you add a second bridge. Quit wasting money on things this city doesn't need and build something for kids to do.
2024-02-09 14:15:21	Online Survey	It the road intersects London Bridge Road I think London Bridge Road will need major improvements to keep from another traffic nightmare.
2024-02-09 15:34:08	Online Survey	There is really no way to do this logically without interfering with existing homes and businesses. The cost is prohibitive. The egress in case of emergency could be directed with one-way traffic.
2024-02-09 15:38:45	Online Survey	This is it? One (1) little text box? No questionnaire? No multiple choice? This is about as large a project as the sewerling fiasco of yesteryear and you are going to use this collected info as a "feasibility study"?!?!?!? Why bother.
2024-02-09 16:08:22	Online Survey	We need it.

2024-02-09 18:31:08	Online Survey	No second bridge. You guys are taking away from havasu and the locals/families.. we don't need another bridge
2024-02-09 20:10:14	Online Survey	The island is way too small. Ridiculous for another bridge. Use money in more important ways needed! Shoring London Bridge would be cheaper. Wiser! Fix street potholes correctly instead of like now! I keep having to buy tires! Lots other better use for the money other than bridge because rich on island want one!
2024-02-09 20:53:09	Online Survey	Please try to make the new bridge somehow resemble the existing
2024-02-09 21:11:57	Online Survey	All for the project! It will help congestion and safety for people traveling from/to the island in the future.
2024-02-09 21:12:06	Online Survey	I don't believe we need another one spend the money on other things for our community like more after school spots for parks and rec or our veterans and healthcare
2024-02-09 23:10:42	Online Survey	Not needed
2024-02-10 00:10:43	Online Survey	This bridge is a necessary part of the development of Lake Havasu. Let's build a bridge!
2024-02-10 00:52:06	Online Survey	It's about time there is a second way on and off the island. If for nothing else but the safety of anyone on the island. Presently the island is a catastrophe waiting to happen. One major accident and a medical emergency with no way off the island is just plain short sighted.
2024-02-10 03:27:15	Online Survey	This is z stupid waste of money. Care more about the people who live in this city than the tourists. A huge waste of government funds that are desperately needed for better roads and affordable housing. Even our schools could use this more. What a fucking waste. Fire whoever was 8n charge 9f this decision. They are clearly clueless.
2024-02-10 04:20:31	Online Survey	Please spend the efforts on the city bypass Parkway instead. Hwy 95 is getting too clustered regardless of having two bridges that lead to the island.
2024-02-10 06:49:14	Online Survey	With approval of more development, this proposal is absolutely critical.
2024-02-10 06:55:54	Online Survey	Looks good
2024-02-10 07:12:37	Online Survey	I am for a second bridge. I own a home on the island and in town. I believe it would be beneficial
2024-02-10 07:14:20	Online Survey	If bridge already paid for make it for emergency & events only.
2024-02-10 08:27:52	Online Survey	Not needed nor wanted. Stop wasting our money.
2024-02-10 08:30:10	Online Survey	Great idea Island needs a second point of connectivity for safety
2024-02-10 08:33:20	Online Survey	Against. Would rather see city resources used for something for needy or at least all of city people, not just those with money to purchase on island.
2024-02-10 08:41:13	Online Survey	What a huge waste of money. Everything does not need a backup. I strongly oppose this proposal.
2024-02-10 09:16:19	Online Survey	Not needed. Will effect flow of channel and take away the shoreline. The landscape will be changed and lost for ever.
2024-02-10 10:07:46	Online Survey	Make the bridge as short as It does not have to come off 95 that adds to congestion on the main highway. you already had he land for it that was as close to the water as you could get, use it and get it built the most economical way. Get it done without wasting money making it longer then it needs to be!!!!
2024-02-10 10:40:16	Online Survey	The current bridge is more than adequate for the need.

2024-02-10 11:32:36	Online Survey	No bridge. Don't build another bridge. For starters, there should have never had a residential development built there. It ruined what the island was all about. The center should have been a park or something for the public to use since there's already a walking path that surrounds it. There is plenty of other things that require funding other than building a 2nd Bridge! There's wonderful views down there and building a new bridge is going to make that opened channel feel closed in.
2024-02-10 11:36:15	Online Survey	Seems like a waste of money. I don't think through benefit is worth the cost.
2024-02-10 13:12:24	Online Survey	The state and feds are contributing 35 million it's a no brainer
2024-02-10 17:03:04	Online Survey	Unless you make London Bridge one-way, few will use it. Since much, if not most, of the traffic on to or off of the Island heads up McCulloch Blvd. they will have to drive way out of their way to cross the new bridge. Since the main focus seems to be getting on or off the Island in an emergency a system of stop lights that would halt traffic to allow emergency responders to cross would be a more sensible solution.
2024-02-10 17:23:45	Online Survey	No bridge. Getting too crowded, stop issuing building permits. Island is not big enough for second bridge.
2024-02-10 17:33:57	Online Survey	I am against developing on the island. No bridge
2024-02-10 17:40:27	Online Survey	Badly needed and has been for some time. A second ingress and egress is essential incase of an emergency, to relieve some traffic congestion, reduce wear and tear on the London bridge itself. Just makes sense
2024-02-10 17:49:31	Online Survey	Don't see a need for a second bridge. The money could be better spent maintaining the streets.
2024-02-10 18:07:40	Online Survey	The developers and original home buyers should have paid a tax for living on the island. The added traffic has caused the need.
2024-02-10 18:42:38	Online Survey	A highway approach would cause major disruption rendering the existing infrastructure unusable. A roadway approach is the only reasonable alternative. If this bridge had been constructed when it was first being talked about, it may have been different. At this time the disruption is not worth the benefit. Tourists come to see the London Bridge not some secondary access. If a second bridge deemed necessary by those in power, then please do not consider a highway access route. Thank you, Mark Salminen 40 yr resident.
2024-02-10 18:47:47	Online Survey	I feel this is an important and much needed addition to our community.
2024-02-10 19:22:07	Online Survey	We do not want development on the island or a second bridge. The second bridge will be an eyesore. Have you thought about all the residents that live off of London Bridge Road? The city just recently changed this area to one lane and removed passing lanes for a bike lane. This has created a lot of traffic on London Bridge Rd and many delays for us residents that take London Bridge Rd daily to travel to and from our homes. Now to add a second bridge there, I cannot imagine the horrible traffic there would be. Please do not do this!!
2024-02-10 19:43:22	Online Survey	I think this will way congest London bridge road especially after you made it 1 lane and it will over shadow the London bridge
2024-02-10 20:03:23	Online Survey	Again, LHC is successfully wasting taxpayer money on a self inflicted wound. I'm sorry you approved overbuilding on the island without proper planning. First, before another dime is spent on this project, we the regular full time citizens demand a public safety facility be established on the island. No more parking police and Fire boats at Contact Point, no more long response times to

		the island and no more "when the worst happens and the bridge can't be crossed" bullshit. Stop the insanity now.
2024-02-10 20:11:06	Online Survey	NO! We don't want and we don't need another bridge. Spend OUR money on fixing our roads so we can get to the CURRENT bridge safely, without damage to our wheels and cars! STUPID idea!
2024-02-10 20:39:05	Online Survey	Do not believe the second bridge project is a high priority at this time. The current traffic flow would be negatively impacted immensely, and the beautiful Windsor beach would be lose its home town charm. Please reconsider this project at this time and preserve the current Home Town charm of our wonderful Lake Havasu City
2024-02-10 20:40:09	Online Survey	This area is way too developed and congested. There is not enough room to fit the traffic that would accommodate the second bridge. A better side would be the opposite side of the channel, connecting state beach to the area south of rotary Park, which would end up at mulberry and SR 95. There would need to be a connection from the hwy and an intersection that could support the traffic.
2024-02-10 20:43:09	Online Survey	Thank you for asking my thoughts. One, I think that this survey is an odd process if the city already has the money in an account and the bridge WILL be built whether or not we tell you our thoughts. According to the planning and zoning commission, the city has the money. The bridge WILL be built. So, what is the point of this survey? Second, if my thoughts actually matter... The Havasu Riviera Marina HAS done its job with reducing the amount of traffic on the Bridge during busy weekends. Last year in July there was not a major backup on Independence Day at all nor on Memorial Day. It has basically rendered the second bridge a waste of taxpayer dollars. Third, if I am wrong do a longer study to actually study to find out if the marina actually helped alleviate traffic. Fourth ADDING a bridge is not going to stop THE NEED for emergency services. Fifth, how accurate are the comments if they are being created by people from all over the world? How do you know who actually lives in Lake Havasu City when they fill out this survey? If people from out of state who do not live in Lake Havasu City participate in this survey is it actually accurate? How do general thoughts or comments HELP THE STUDY?
2024-02-10 20:54:34	Online Survey	Happy to hear it's moving forward. Waiting to see/hear the findings from the study later this year.
2024-02-10 20:55:42	Online Survey	That would honestly add more confusion to safe movement from the area. Just put proper signs on existing routes and use common sense in that language for people to just follow the proper Existing routes..... you don't need to spend that much money making a worse and bigger problem.....
2024-02-10 20:56:35	Online Survey	I feel that this bridge is badly needed and this is the only place that makes sense to put it

2024-02-10 20:58:44	Online Survey	I agree a second bridge is needed. The London Bridge has limited traffic capability yet island housing, businesses, recreation facilities and events continue to grow. Accidents on the bridge in the past have closed it down putting island residents and businesses in danger if they needed emergency help. The existing lanes of the London Bridge are also too narrow for safe passage of larger rigs (boats, RV's and trucks). If the London Bridge had at least 4 full-size traffic lanes, I wouldn't be as concerned about a second bridge. The location for the new bridge shown in the feasibility study looks like the only reasonable place in the channel to put it. A connection directly with Hwy-95 to handle larger rigs, possibly just south of the Hospice of Havasu and proceeding to the new bridge on the west side of the motels on London Bridge Road, would seem important to minimize surface street congestion.
2024-02-10 21:02:54	Online Survey	This looks like a perfect location. The Island definitely needs a 2nd entrance/exit!
2024-02-10 21:03:02	Online Survey	Let's build another bridge. It's a great idea
2024-02-10 21:04:24	Online Survey	Would be a good idea, especially in a emergency where the London bridge is not accessible.
2024-02-10 21:11:08	Online Survey	Definitely need a 2nd bridge in case the London Bridge was blocked for an accident.
2024-02-10 21:19:20	Online Survey	Would love to comment, but I can't figure much out from this drawing.
2024-02-10 21:28:18	Online Survey	No 2nd Bridge. No more residences on the island.
2024-02-10 21:28:25	Online Survey	It's State Route 95, NOT US 95. Correct your map or move the bridge to California!
2024-02-10 21:30:33	Online Survey	Not a fan of having a second bridge
2024-02-10 21:38:01	Online Survey	Only one way to approach or leave the island by land is not good. A second bridge is really needed, even if it is only used emergency access.
2024-02-11 02:59:36	Online Survey	I don't feel we need another bridge. There are other issues that the city needs to complete first.
2024-02-11 05:55:36	Online Survey	It is hard to understand what you are proposing here with 3 rectangular squares. If you are trying to say where a exit should be, probably #3 because it is the closest most direct route. Is this bridge going to be tall enough for boats or sail boats to go under? Is it going to look similar to the London Bridge. Do we really need this, I don't hear a lot of talk about Not happy with traffic congestion issues, is the LB sinking again?
2024-02-11 06:17:49	Online Survey	I do not want to see another bridge, but you cannot have all of those residents on an island with only one exit of egress. For safety reasons, another bridge is a must.
2024-02-11 06:23:27	Online Survey	It's a good idea and would help alleviate traffic

2024-02-11 06:30:16	Online Survey	<p>Sadly we “Personally “ are forced to move from our wonderful “Forever last home” in this Great Retirement Town that we did call our last home and “Planned” our retirement here from the first time we visited Havasu in the 1980’s on our honeymoon. We now need to move to an area with better healthcare because of a traumatic life changing unethical surgery that was performed on me by one of our local doctors again in this wonderful town that I’ve now been in litigation for over 3 years with a realization I cannot go to our local hospital in fear for my life. I do however feel the need for a second bridge is necessary and to see the comments on building the services needed on the Island and not the bridge is not well thought out as that will only increase the traffic down to a snail crawl, if that we’re to be done and still only have one way in & one way out, it will be disastrous and should not be acceptable to anyone. ONE MAJOR ACCIDENTAL EVENT will cause an excruciating disaster, headache and public risk including issues of trapping the lives of many and a well thought out “Evacuation” plan is definitely urgently needed in a very bad way. Our original planning was for short term to build this unknown little desert town but we have outgrown our britches as they say and now desperately need to look at long term planning for everyone’s benefit. The comment on turning the balance of the island into a community park area with less growth is a wonderful idea but also has the same results of extra traffic and no second way out in case of an emergency unless it were to be planned for long term which we are not doing so. Sadly our city planners did not plan this out well from the very beginning but I don’t think they saw this far in to it for the growth we’ve had and I personally helped vote in some of our current city council members which really can’t be fully blamed as they were handed a bad hand to start. However they continue to think short cited and not long term, we need better infrastructure. My votes would now be for those in the mindset of long term planning but I/we will sadly be gone for better healthcare in another city. This great little town was not planned out well from the beginning especially with the prime land given to industrial growth however that’s what built this town. It’s beginning was to bring industry & growth to this new desert oasis town so the founders offered great incentives to bring those businesses in which was in the form of great land locations which made sense at that time and now needs a change up in thinking, planning & zoning. The city should have built a “By-Pass” highway 95 at the far North eastern boarder of Havasu a LONG TIME AGO to the South eastern boarder and it’s not to late although some say it is. It would be of a huge undertaking but probably most needed for further growth. It would have the need to include the Arizona BLM to dedicate more land to the east of the city to install this bypass allowing a cutoff from North 95 to South 95 and may have to include “Eminent Domain” to accomplish such a feat. If the city & state did this properly they could open up “More” prime land in the mountains to our east for residence and commercial growth having both outstanding lake views and community sprawl. There’s a tremendous amount of BLM land to our east to accommodate such a large task but this would allow for proper future growth. As goofy as this sounds, we’ve had a growth spurt of a huge nature currently with a lot of Californians and from many other states too so yes a short term second bridge may be necessary but perhaps thoughts of an idea could be to</p>
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look at a long term larger scale bridge across the lake with participation from California of a huge (of epic proportions) bridge over the lake to the California side. Along the nature of the span bridges that are in large cities that once began as a small town like ours and are now some of our major cities in our country. We cannot stop growth as it's inevitable with time so planning it out properly is essential to the survival of this wonderful little town that is on its way to being a much larger community in the very near future, we will not be a small town anymore. This idea of a second bridge that I do believe is needed is still of only short term thought and it will not do much of anything to help with long term growth. It's like putting a band-aid on an Aortic bleed out. I love Havasu and have from the early 1980's but we are not 1980 anymore and need to have some serious thought process change up or we could end up in disaster but it's going to take more than a band aid. I sincerely hope we can find the leadership to take on such a task of enormous proportions as it's evidently only going to get worse. We cannot have the mindset of "Leave my little town alone" as that's referenced to as a NIMBY (Not in my back yard) which happens all the time in every city across America. The only way you can control what goes in behind you is to buy it yourself and that's not something many can afford, thus why humans gather to make up townships & large cities we must think far ahead. I personally must leave our area because of our healthcare but with high hopes to always return to visit. It has become very unaffordable to most other than the elite as the younger generation cannot afford housing and that's a whole different problem, as we desperately need affordable city/government assisted apartments and housing for both the elderly who come here (they need healthcare too) and the younger generation that desperately needs it. There in lies another problem, we moved here to retire thinking it must have great healthcare without doing our research and as it's turned out, it's horrible and damn near killed me, I'm still on the mend but will never be the same. A true fight are on the hands of the residents of this beautiful oasis in the desert but it's going to take the proper planning to bring us into the long term future, not just think short sighted thinking of just tomorrow. I've had a lot of experience in breaking up land for developers and city planning long term but you always must have a minimum of 2 or 3 ingress & egresses or locations to make it safe for all and not just the wealthy few that think "Not in my Backyard". The Island bridge is just a small piece of the root of the problems, but until they are truly addressed, Havasu will continue to grow in the wrong direction. This of course is my personal opinion but I must do what I need to for my healthcare and that's to move out, WE WILL LOVE HAVASU FOREVER

2024-02-11 07:26:57	Online Survey	Any new Bridge should be from Az over to the calif. Not another Bridge over to the Island,
2024-02-11 07:56:30	Online Survey	Please continue moving forward with building the second bridge. The proposed sights seem to be the most viable for this situation. The second bridge should be named freedom bridge and be designed as already discussed and possibly approved.
2024-02-11 08:05:21	Online Survey	Wouldn't be allot cheaper to just have public works re-time the stop lights at LHC ave and McCulloch to let traffic off the island during events and weekends.
2024-02-11 08:08:03	Online Survey	You need another bridge or stop doing dumb shit on the island
2024-02-11 08:28:33	Online Survey	Buy another historic bridge. Don't miss the opportunity to add to history and attractiveness of the community.
2024-02-11 09:06:41	Online Survey	Definitely well needed, the congestion in this town is already ridiculous but it will only take one bad circumstance on the island to prove the worth of the new bridge. I say go for it.
2024-02-11 09:17:31	Online Survey	If another bridge to the island is put in then the island loses its charm. Also takes away from our biggest attraction. If the people living on the island need an "escape route" maybe there are too many people living there.
2024-02-11 10:34:24	Online Survey	Need a second bridge
2024-02-11 11:32:45	Online Survey	Badly needed.
2024-02-11 12:37:50	Online Survey	Make sure the bridge is at least as high as the London Bridge to maintain enough clearance for sailboats at maximum lake elevation.
2024-02-11 15:13:42	Online Survey	The bridge should be done as soon as possible, and an easy connection to the highway 95. Hopefully it doesn't take long time, as it's a city project.
2024-02-11 15:15:20	Online Survey	Needed
2024-02-11 15:15:26	Online Survey	Don't need another bridge the current one is fine except when special events cause an issue (I avoid it then) if you want a second bridge let the island residents pay for it!
2024-02-11 17:27:25	Online Survey	We need a second bridge for safety. No place you put it will make everyone happy... but nobody was safe on the days the one bridge was blocked for whatever reason. Just build it and they will drive over it...
2024-02-11 18:19:23	Online Survey	City needs to make sure they employ a contractor with a good reputation and vast experience. Anything less would be bad for the citizens.
2024-02-11 18:46:37	Online Survey	The area needs a second bridge due to the level of traffic especially when there are events On the island
2024-02-11 18:58:16	Online Survey	Don't feel it is necessary and who will pay for it?
2024-02-11 19:19:06	Online Survey	Please respect all washes as the water gets going about 50 mph in a heavy rain by the time the top of the wash flows down to the shoreline. This would stress the pilings of the bridge over time.
2024-02-11 21:01:30	Online Survey	One bridge is enough! Don't sacrifice the beauty of the London Bridge and the channel. The small island doesn't warrant such a huge expense either.
2024-02-11 21:50:37	Online Survey	Not needed. Waste of money. Use the money for something else.
2024-02-12 01:58:59	Online Survey	Walking only bridge.
2024-02-12 06:01:38	Online Survey	This is ridiculous. It will COMPLETELY ruin the character of Lake Havasu and the "London Bridge." The ONLY reason this is happening is that the RICH folks who bought a developer's dream of high end houses on the "Island" are

		complaining because of traffic. TOO BAD. Let them sell their houses and move to the refuge! Or someplace else. Problem solved. What a waste of tax payer money! We need affordable housing for our workers NOT a second bridge!
2024-02-12 07:42:04	Online Survey	I vote no
2024-02-12 08:34:58	Online Survey	Looks like a good location with minimal disruption to current land use. If you don't have a Fire Station and other emergency providers on the island a second bridge is definitely needed. Why would you not use 35M in free money from the state and risk giving it back if not used? In my opinion the cost of this study is a waste of time and money. Build it already.
2024-02-12 08:46:05	Online Survey	We Need a bridge do it
2024-02-12 09:16:34	Online Survey	We don't want or need another bridge !
2024-02-12 09:24:31	Online Survey	The exit to the 95, needs to be boat and trailer RVs friendly..
2024-02-12 09:40:26	Online Survey	As more & more people are moving to Havasu we definitely need a second bridge for recreation & safety.
2024-02-12 09:41:48	Online Survey	Full time resident: I agree it is very important as this city grows to add another route on and off the island however tying into McCulloch (although cost effective) the island still is faced with One Road intersection to get on and off the island. I would suggest tie into the flow of traffic in a place off to the left on this lay out here, closer to the mouth of the lake putting people away from the main arteries of our city, a more direct route to the 95 less traffic.
2024-02-12 09:44:06	Online Survey	Contractors should be paying for this bridge. All you do is keep making a study.
2024-02-12 12:25:53	Online Survey	Not entirely clear on these three options, but looking at the diagram it seems that the Bridge Crossing & Island Roadway or the Roadway Approach would be most cost effective.
2024-02-12 16:11:27	Online Survey	Add a art district for pictures
2024-02-12 16:37:43	Online Survey	I have no idea how to comment without more detail. What are the 1, 2, 3 numbers identifying? Where exactly would the bridge go across the channel?
2024-02-12 20:45:04	Online Survey	This is completely irresponsible...we need our streets fixed more then another bridge...I've been here since the 80s and I've rarely seen a problem....now that balloon fest has been moved the traffic is hardly ever backed up...if their is a need for fire and medical just build a station on the island it would be much more affordable ...simple block the road with police cars and exit will be easy....putting in a another bridge is insane...I've been here on the 4th of July and have never had a problem....people need to chill out and get over themselves...they are not that important...quit bringing California to AZ....this town was built to be the opposite.....
2024-02-12 20:52:19	Online Survey	This is insane been here since the 80s and never had a problem.....even on the 4th of July.....quit bringing California to AZ..Lake Havasu City was built to be the opposite of California...
2024-02-12 21:29:36	Online Survey	I don't believe that a second bridge is needed for evacuation access. Also the tax burden on our city residents in these financially hard times makes sense. The burden to our seniors is overwhelming because of our fixed incomes. Also the burden to the working class in this town. Many are in the hospitality business and make low wages. They can barely afford to live here now because of housing cost, groceries and living expenses. Please consider these things when taking on projects that will only tax people out of our town.

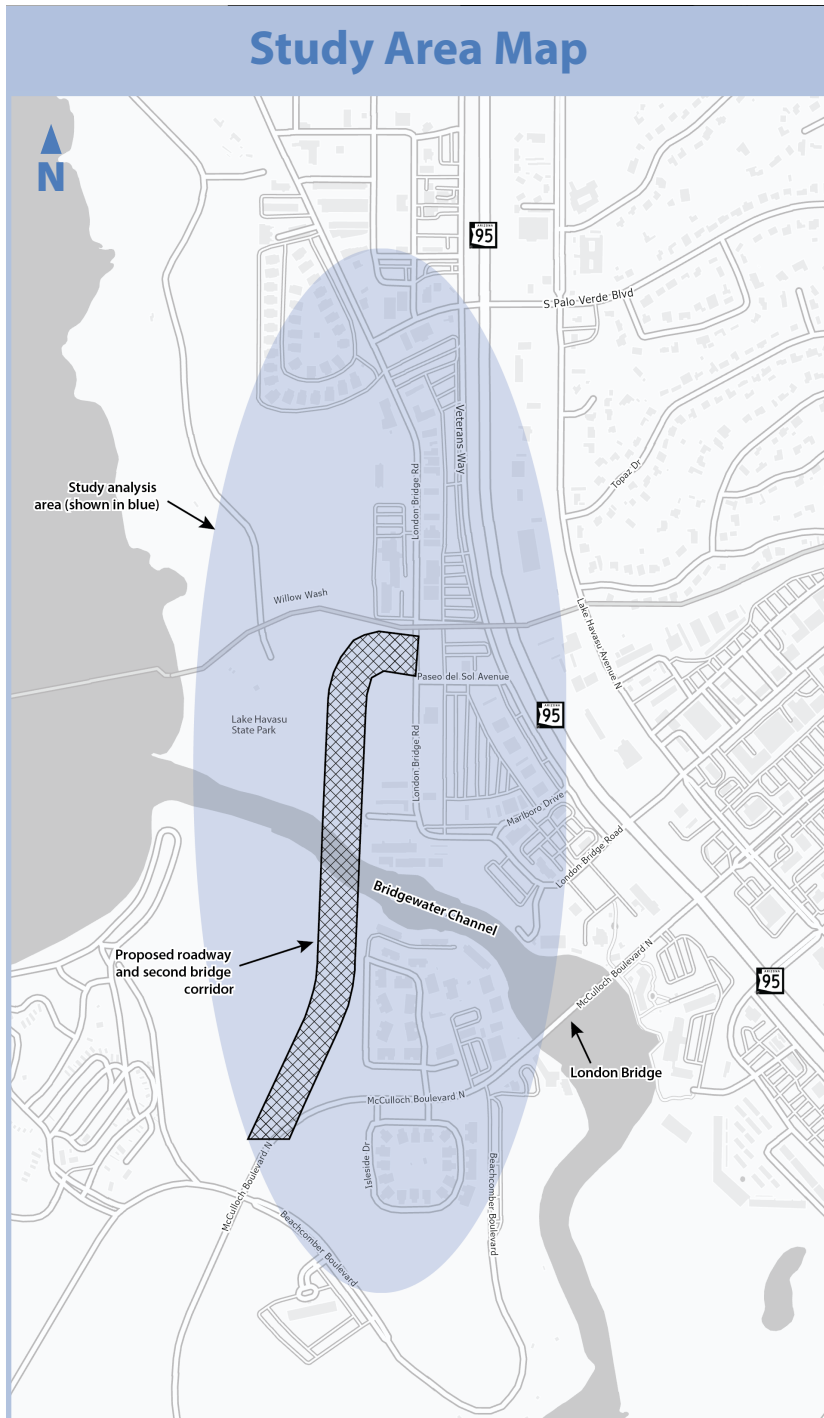
2024-02-12 22:02:24	Online Survey	Would like to see the second bridge be designated pedestrian use only but I case of emergency could allow emergency vehicles to enter the island or vehicles on the island to escape. As an island resident, anything that would increase vehicle traffic on the island is not desirable
2024-02-12 23:20:31	Online Survey	No perfect place for the bridge but this plan is probably one of the best. The other might be from southwest of the Nautical Inn across to the area between Pima Wash and Mulberry Drain but that would be a longer bridge.
2024-02-13 02:01:54	Online Survey	Second bridge is needed, however why wasn't this the master plan with all that development. The developers should have to had to pay for this in the development phase when they were building.
2024-02-13 07:43:21	Online Survey	Don't really see a need for it, for the few days there is traffic congestion. Leave the island as it is.
2024-02-13 09:10:38	Online Survey	Much needed
2024-02-13 10:07:04	Online Survey	Bridge is necessary but my concern is that dumping all of that congestion onto the SINGLE LANE London Bridge Road is going to cause a world of trouble. The intersection at Palo Verde South and Veteran's Way (where the Habit is) is a DISASTER. The Habit should have never been permitted to take that spot because of the line that the drive-through causes, backing traffic up onto Palo S. It's impossible to get through that intersection either from Veteran's Way or El Camino Way because of traffic (I used to work for Springberg McAndrew and at 5pm when everyone gets off work, it was a nightmare to get out). Now you want to make it so anyone leaving the island to go north will go that way, and the traffic along Industrial to 95, or Palo Verde S to 95, will be overwhelmed. If you do this, the lights on 95 MUST BE RETIMED to allow more traffic to get through onto, and across, Hwy 95. The other concern I have will be the fact that the Bridgewater Channel will be shut down, and that's the main path to Windsor Ramp. How long will the channel be shut down? Will the timing shut it down in the wintertime, NOT in the middle of the summer? You shut the channel down in the middle of summer (and summer here is from Spring Break; start of March, until October), and it's going to cause a world of hurt to the boating community. Third concern is WHO IS PAYING FOR THIS? The developers wishing to develop should take the hit, NOT the taxpayers who don't live on the island. The developers are the ones who want to shove more housing there, so they should take every single penny of the hit. I'm barely surviving with the amount of increases (water, sewer, electric) our Council has allowed to pass in the past year and I'll be damned if I can afford to "pitch in" as a taxpayer to pay for a bridge I won't need nor use. I go onto the island maybe a dozen times a year, if that. Again, ingress/egress is important, but I'm not the one who can afford to live on the Island. That's for the rich folks, and they and/or the developers should be paying for this entirely.
2024-02-13 11:47:36	Online Survey	I do not think your map is clear. I believe that this Bridge is no longer needed as a result of new marinas opening up in the area.
2024-02-13 16:13:05	Online Survey	Yes
2024-02-13 17:03:17	Online Survey	Why
2024-02-13 17:53:03	Online Survey	Great idea. Get it done!!
2024-02-13 18:18:55	Online Survey	We need a 2nd bridge!



YOU'RE INVITED!

PUBLIC OPEN HOUSE MEETING

Lake Havasu Second Bridge Feasibility Study

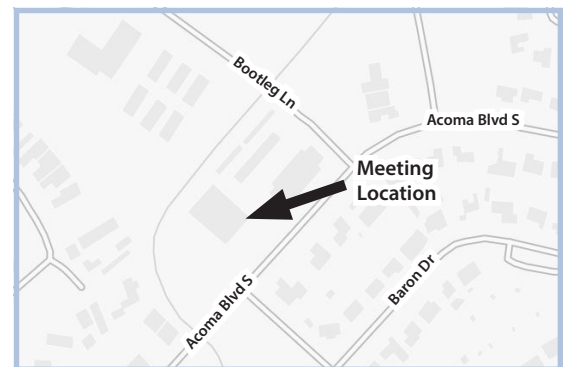


WHAT:

The purpose of Public Open House Meeting #2 is to present the roadway and bridge alternatives evaluated and recommendation of the Preferred Alternative. This meeting will also give participants the opportunity to offer feedback on the information presented.

WHERE:

Lake Havasu City Council Chambers
92 Acoma Blvd S, Lake Havasu City, AZ
86403



WHEN:

Thursday, June 27, 2024
5:30 - 7:00 pm

Your Input is Important!

Please plan to join us!



LAKE HAVASU CITY **Second Bridge Feasibility Study**

Public Open House Meeting

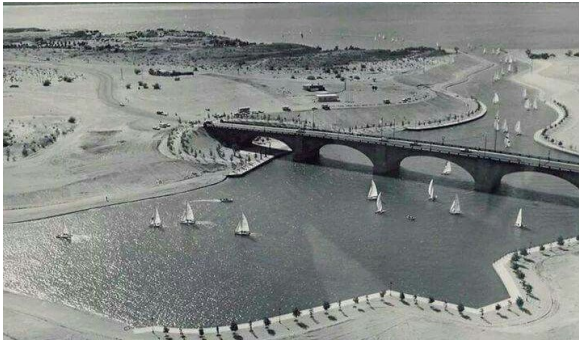
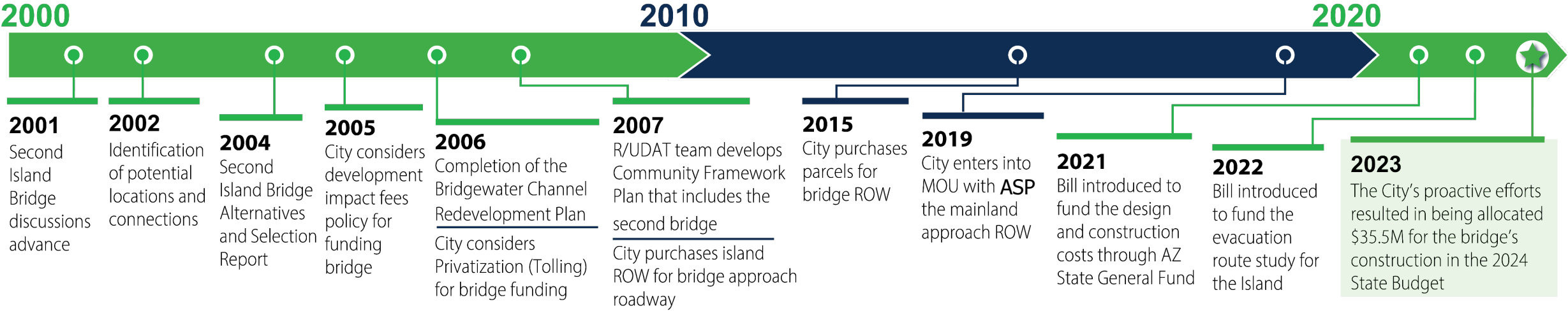
June 27, 2024

Introduction

- Michael Baker International Team – *Top 5 Bridge Consulting Firm*
 - Tony Cabrera, PE – *Project Manager*
 - Russell Moore, PE – *Senior Roadway Design Engineer Lead*
 - Tom Ritz, PE/Jon Emenheiser, PE - *Senior Bridge Engineers*
 - Kevin Kugler, AICP – *Transportation Planner/Public Engagement Lead*
 - Zsalina Allen - *Project Planner*
- Supporting Team Members
 - Jill Himes, Himes Consulting
 - Kevin Murphy, PE, NV5
 - Kittelson & Associates



BACKGROUND/HISTORY – *THIS CONCEPT IS NOT NEW!*



Public & Stakeholder Engagement Summary

- Public Open House Meeting – January 29, 2024
- Public Comments Card & Survey
 - Open for two weeks
 - Received 337 responses
 - Majority of the comments received were generally positive and supportive of the project
- Stakeholder Meetings – March 5, 2024
 - Two meetings held: 1:00 and 5:30
 - Letter invitations via First Class mail to 423 property owners in the study area
- Arizona State Parks – four coordination meetings



Traffic Modeling Summary

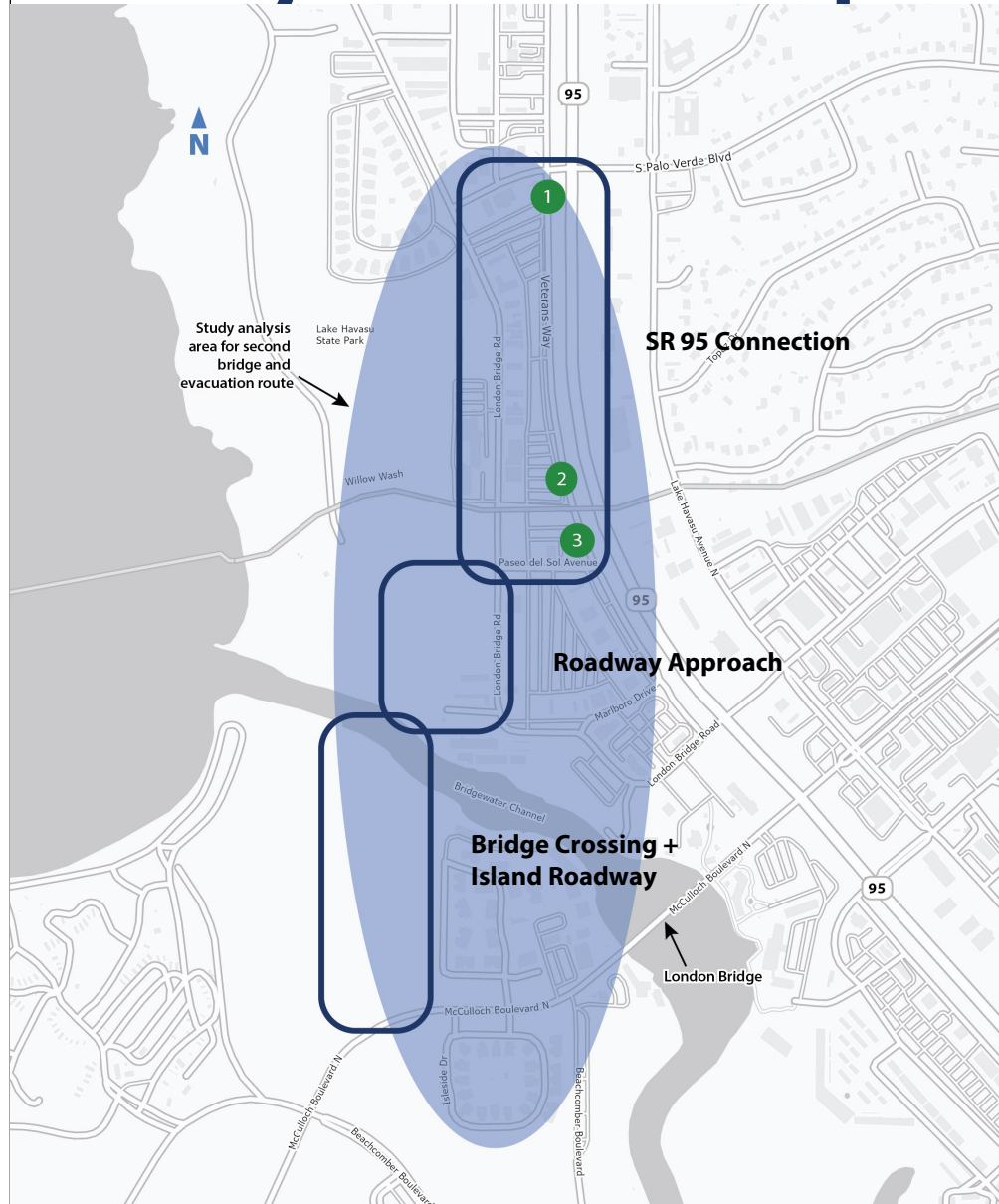
- Conducted traffic modeling to evaluate application of a new roadway and bridge for existing condition and horizon years 2030 and 2045.
- Analysis compared results for existing and future conditions comparing results for a 3-lane roadway/bridge vs. a 5-lane roadway/bridge and impacts to existing roadways.

Results conclude:

- 1) A 3-lane roadway offers sufficient vehicular capacity and level of service through 2045.
- 2) Existing, McCulloch Blvd./London Bridge is expected to have over 20,000 average vehicles per day by 2045, exceeding the existing roadway capacity.
- 3) New, Second Bridge/roadway west of SR 95 is expected to have approximately 10,800 average vehicles per day by 2045.
- 4) A “Florida-T” intersection will allow full turning movements with uninterrupted northbound through movements at the new bridge connection on SR 95.



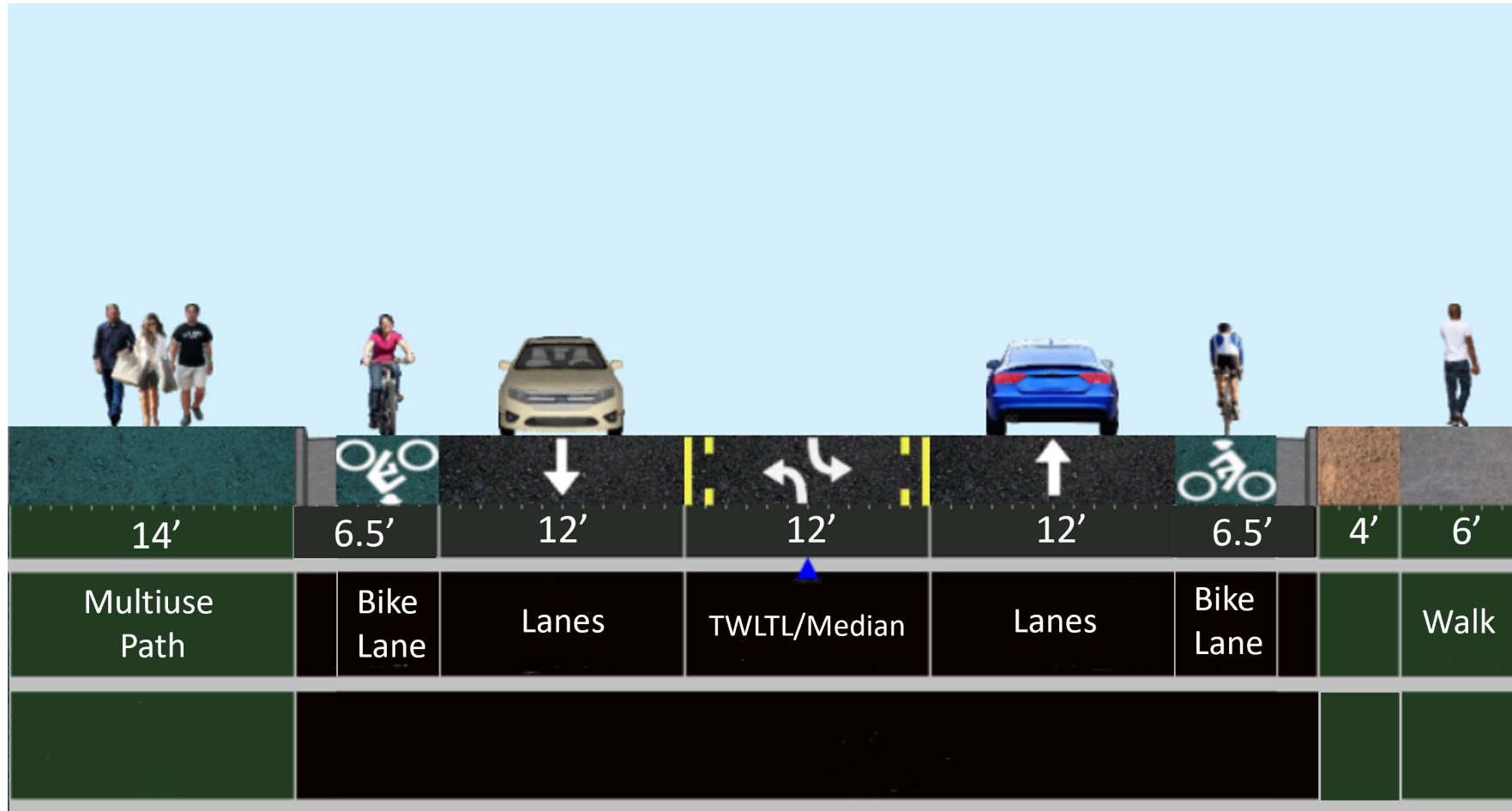
Study Area Components



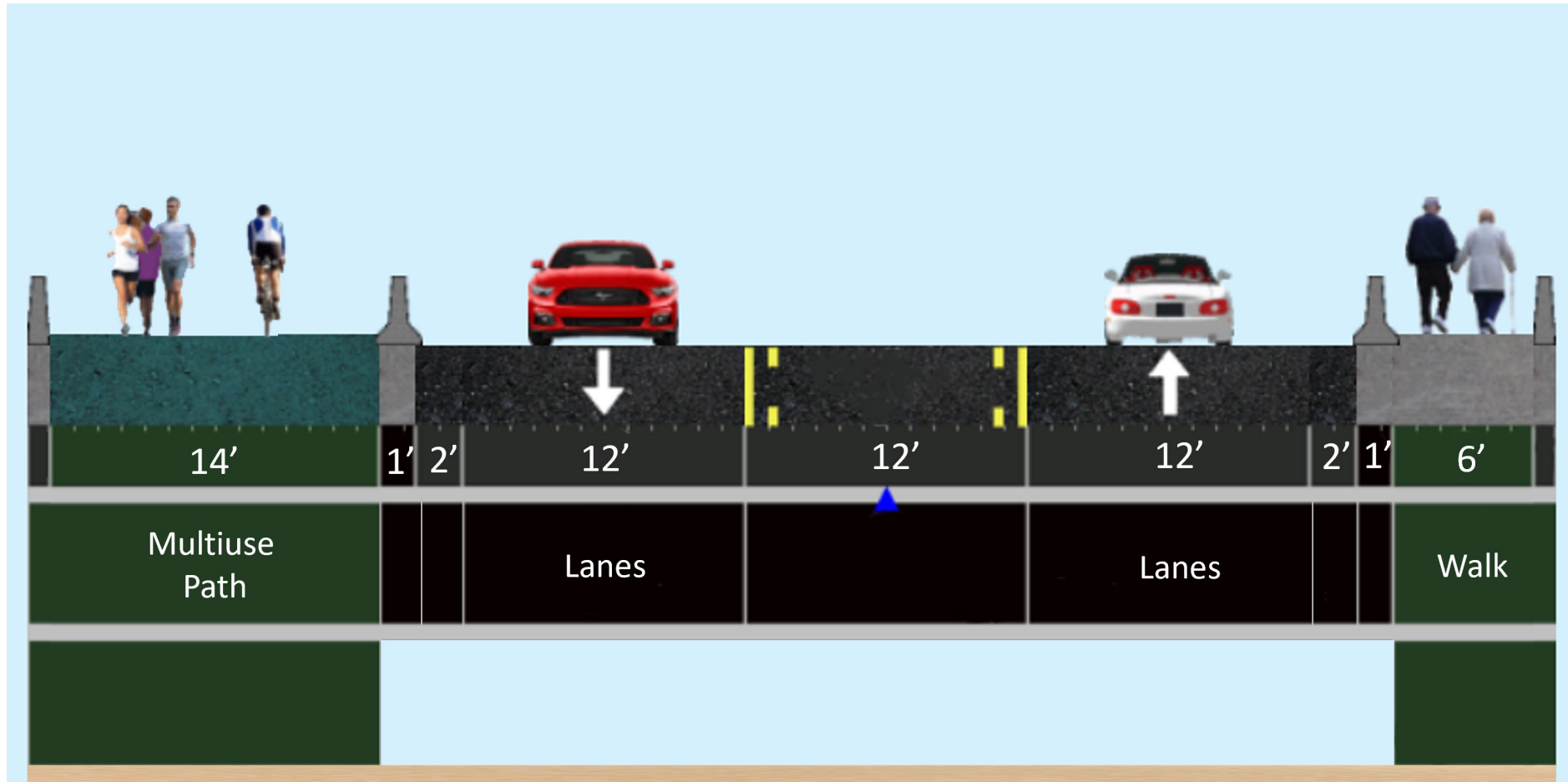
- SR 95 Connection
 - Palo Verde Blvd.
 - Willow Wash
 - Paseo del Sol Ave.
- Roadway Approach
 - Transition area; existing roadways to new roadway alignment
- Bridge Crossing + Island Roadway
 - Bridgewater Channel bridge crossing
 - New island roadway alignment and connection to McCulloch Blvd.



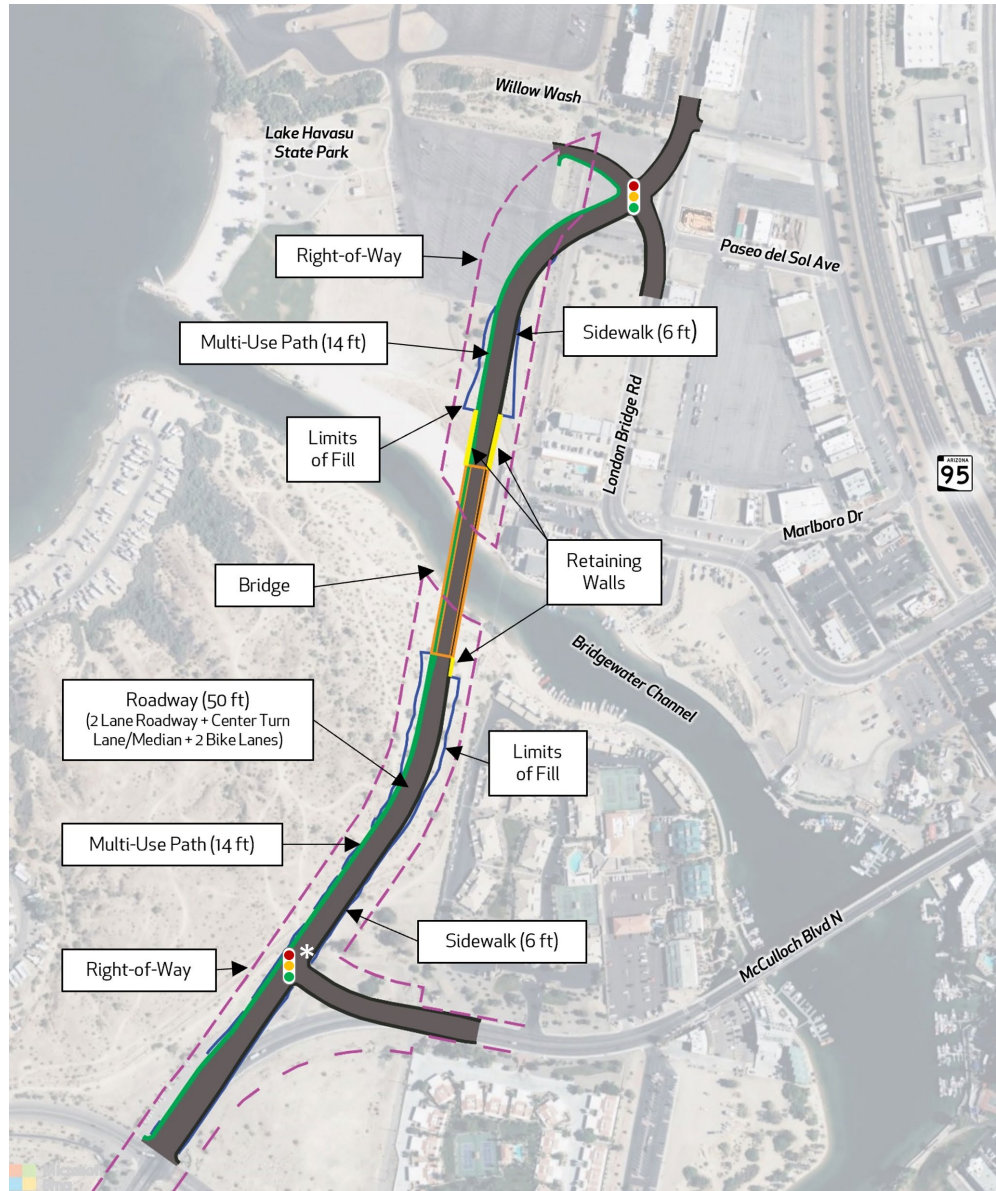
Conceptual Roadway Cross Section



Conceptual Second Bridge Cross Section



Roadway Alignment Alternatives - 1a



PROS

- 1) Utilizes existing SR 95 connection at Palo Verde Blvd., ADOT's preferred connection point to SR 95.
- 2) Least impact and cost on existing LHC roadways.
- 3) Efficient use of London Bridge Rd. tie-in.
- 4) Preferred connection location to State Park.

CONS

- 1) Replace existing stop sign with signal at Palo Verde and London Bridge Rd.
- 2) Will likely require some modification to Palo Verde Blvd.

Preliminary Roadway Cost:
\$11M to \$13M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 1b



PROS

- 1) Utilizes existing SR 95 connection at Palo Verde Blvd., ADOT's preferred connection point to SR 95.
- 2) Least impact and cost on existing LHC roadways.
- 3) Efficient use of London Bridge Rd. tie-in.
- 4) Preferred connection location to State Park.

CONS

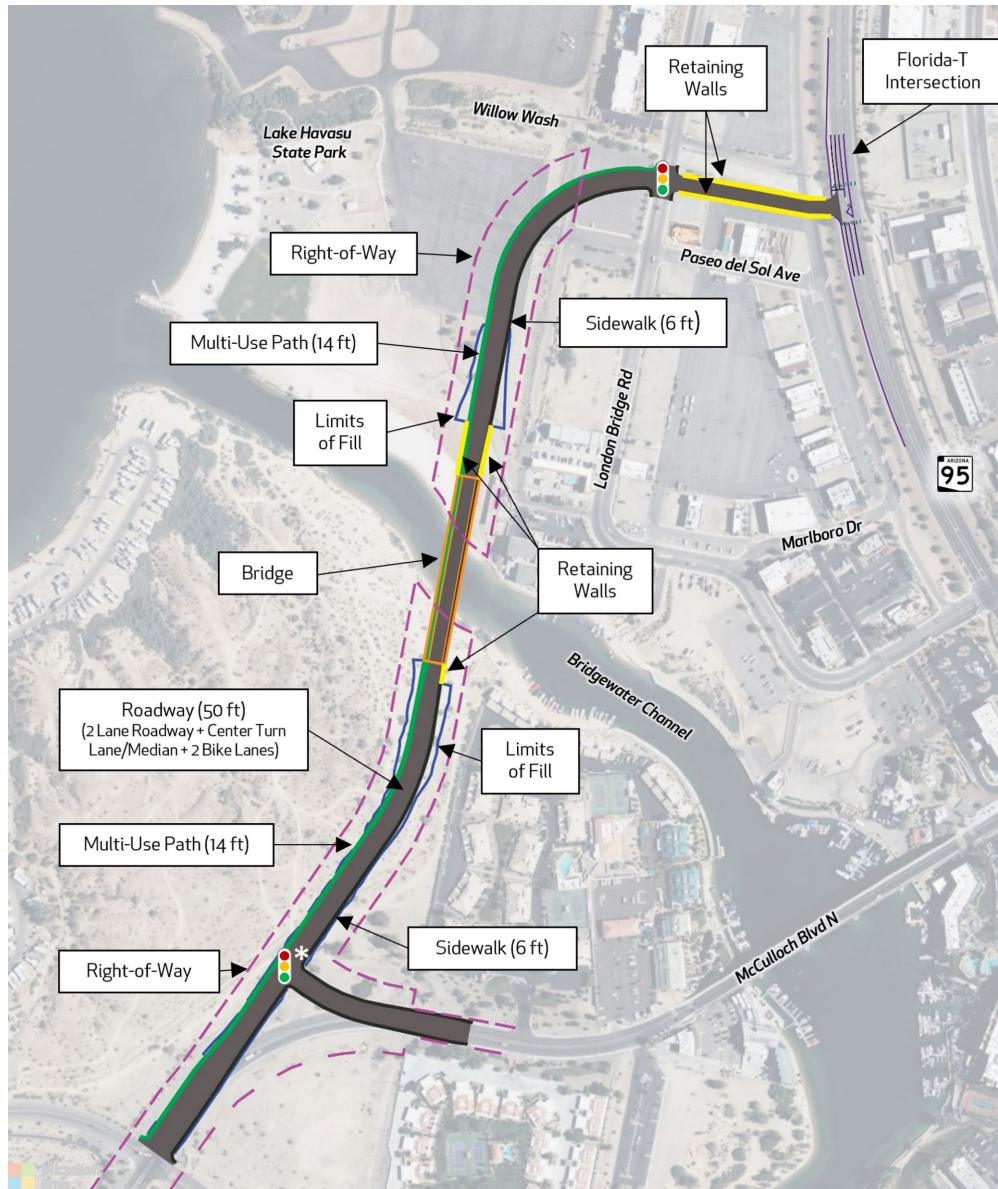
- 1) Replace existing stop sign with signal at Palo Verde and London Bridge Rd.
- 2) Will likely require some modification to Palo Verde Blvd.

Preliminary Roadway Cost:
\$13M to \$15M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 2a



PROS

- 1) State Park access provided.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Stays south of Willow Wash channel, minimizing improvement costs.
- 4) Avoids conflict with existing overhead powerlines.

CONS

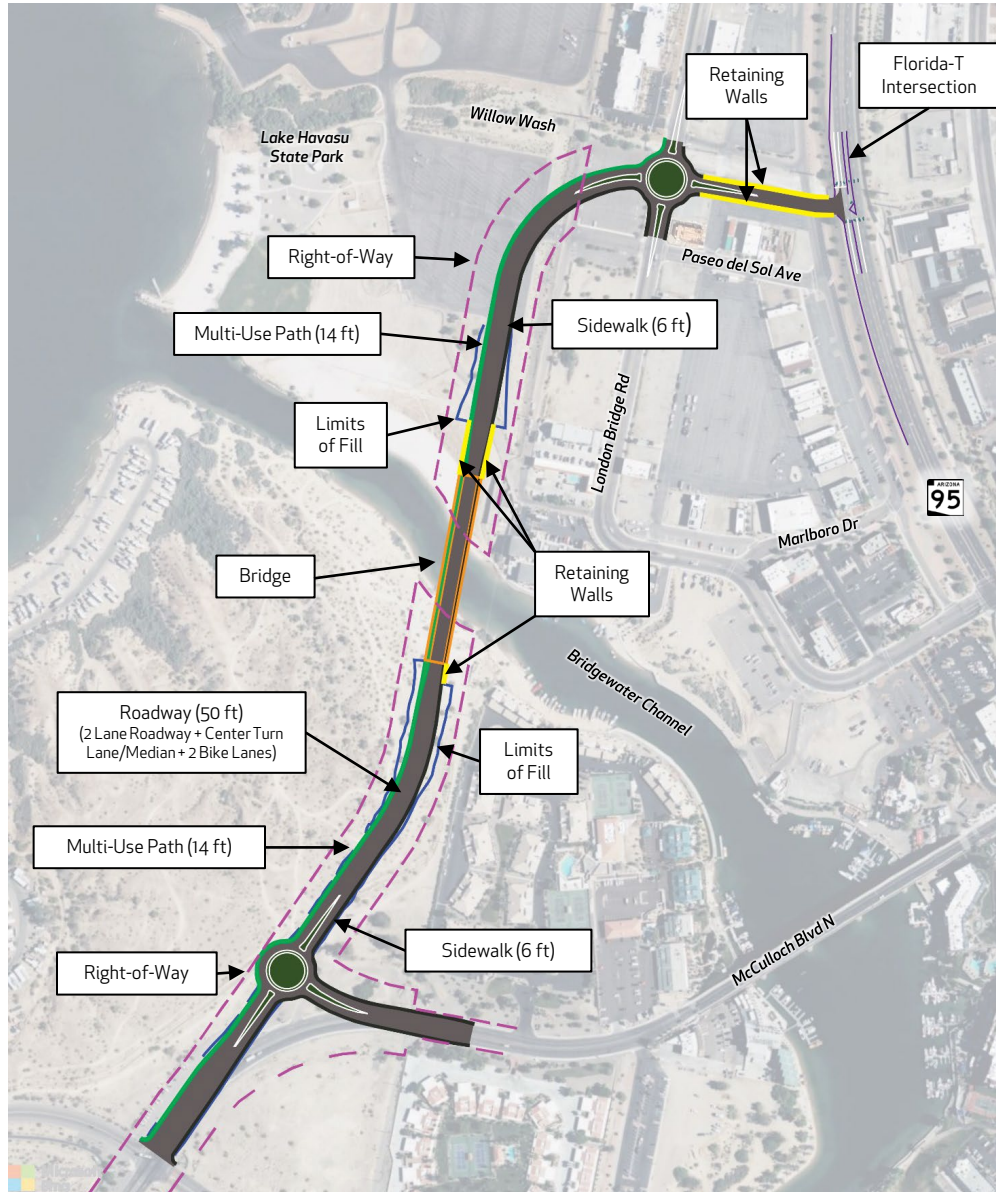
- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls to elevate roadway to SR 95.
- 3) Adjustments to parking and business access b/w London Bridge Rd. and SR 95 likely needed.

Preliminary Roadway Cost:
\$15M to \$17M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 2b



PROS

- 1) State Park access provided.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Stays south of Willow Wash channel, minimizing improvement costs.
- 4) Avoids conflict with existing overhead powerlines.

CONS

- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls to elevate roadway to SR 95.
- 3) Adjustments to parking and business access b/w London Bridge Rd. and SR 95 likely needed.

Preliminary Roadway Cost:
\$17M to \$19M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 3a

PROS

- 1) State Park access provided at ASP preferred location.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Stays south of Willow Wash channel, minimizing improvement costs.
- 4) Avoids conflict with existing overhead powerlines.

CONS

- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls to elevate roadway to SR 95.
- 3) Adjustments to parking and business access b/w London Bridge Rd. and SR 95 likely needed.
- 4) Concern over efficiency of future traffic operations due to proximity of signalized intersection spacing.

Preliminary Roadway Cost:

\$15M to \$17M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 3b



PROS

- 1) State Park access provided at ASP preferred location.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Stays south of Willow Wash channel, minimizing improvement costs.
- 4) Avoids conflict with existing overhead powerlines.

CONS

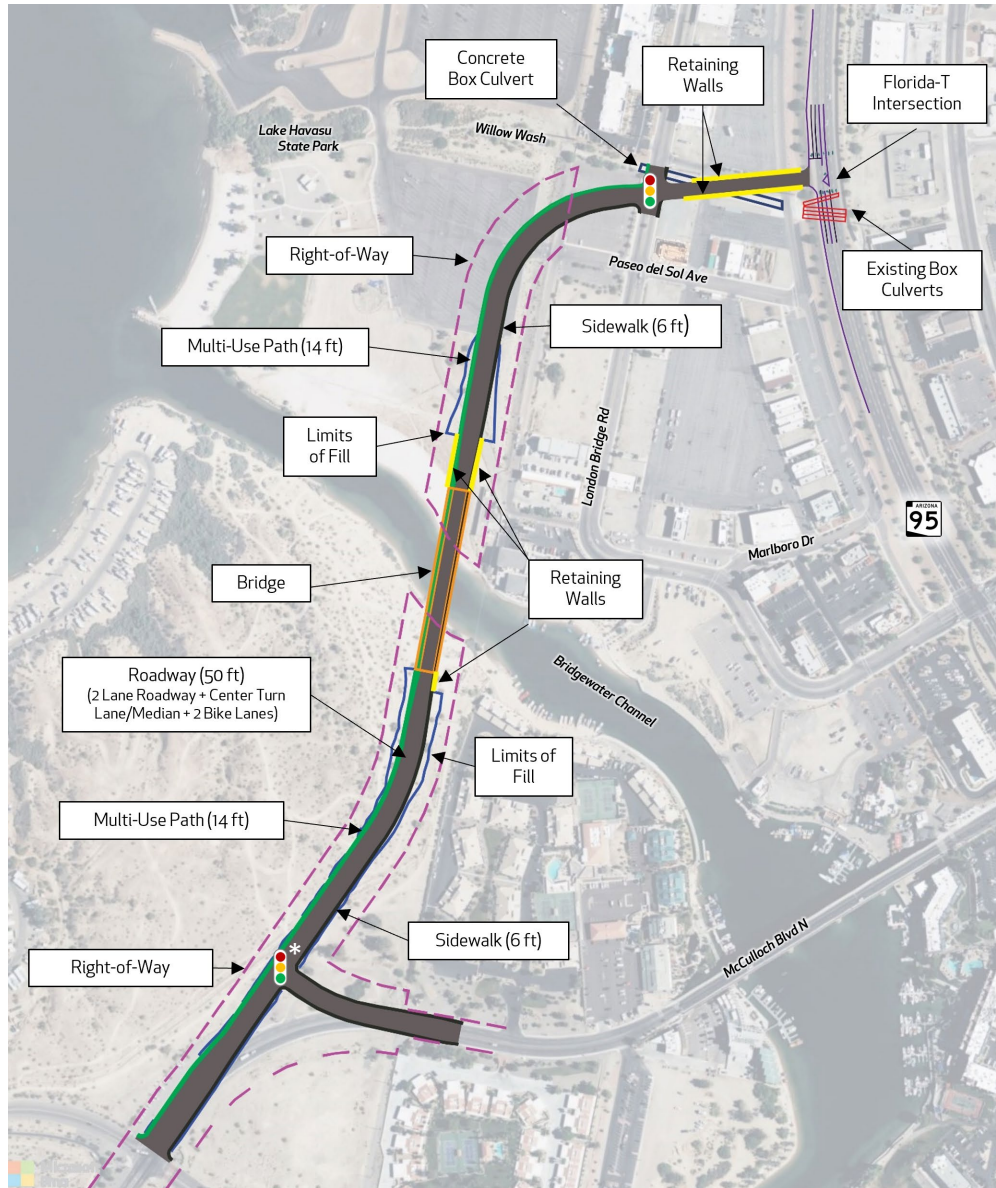
- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls to elevate roadway to SR 95.
- 3) Adjustments to parking and business access b/w London Bridge Rd. and SR 95 likely needed.
- 4) Concern over efficiency of future traffic operations due to proximity of signalized intersection spacing.

Preliminary Roadway Cost:
\$17M to \$19M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 4a



PROS

- 1) State Park access provided.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Utilizes Willow Wash/PUE easement.
- 4) Equidistant connection to SR 95 for ADOT.

CONS

- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls and lengthy box culverts for Willow Wash improvements.
- 3) Impacts to business access/operations along Paseo del Sol.
- 4) Long term Willow Wash maintenance costs.

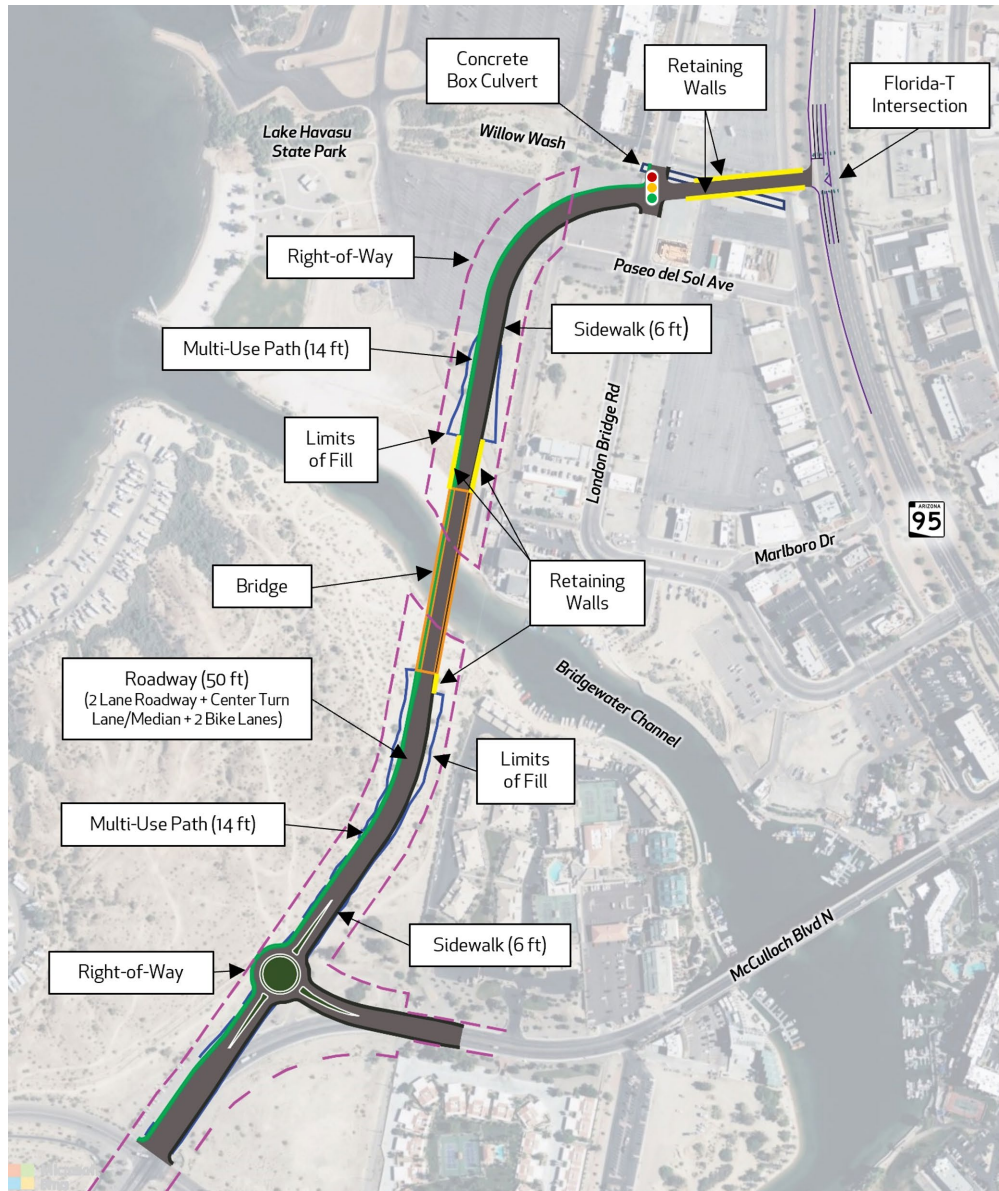
Preliminary Roadway Cost:

\$17.5M to \$19.5M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 4b



PROS

- 1) State Park access provided.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Utilizes Willow Wash/PUE easement.
- 4) Equidistant connection to SR 95 for ADOT.

CONS

- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls and lengthy box culverts for Willow Wash improvements.
- 3) Impacts to business access/operations along Paseo del Sol.
- 4) Long term Willow Wash maintenance costs.

Preliminary Roadway Cost:
\$18M to \$20M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 5



PROS

- 1) Avoids any improvements/mitigation of Willow Wash.
- 2) Low utility relocation and powerline improvement costs.

CONS

- 3) Paseo del Sol intersection with SR 95 unlikely to be approved by ADOT - it does not adhere to intersection spacing requirements. Less optimal State Park access provided. Requires lengthy retaining walls and expensive intersection improvements at SR 95.
- 4) Some limited ROW acquisition needed along Paseo del Sol Ave. and south of city owned parcels.
- 5) Access modifications needed for crossings b/w London Bridge Rd. and SR 95.

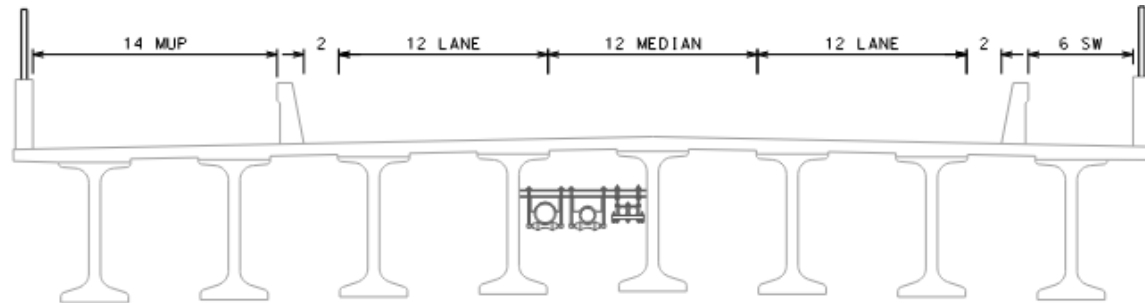
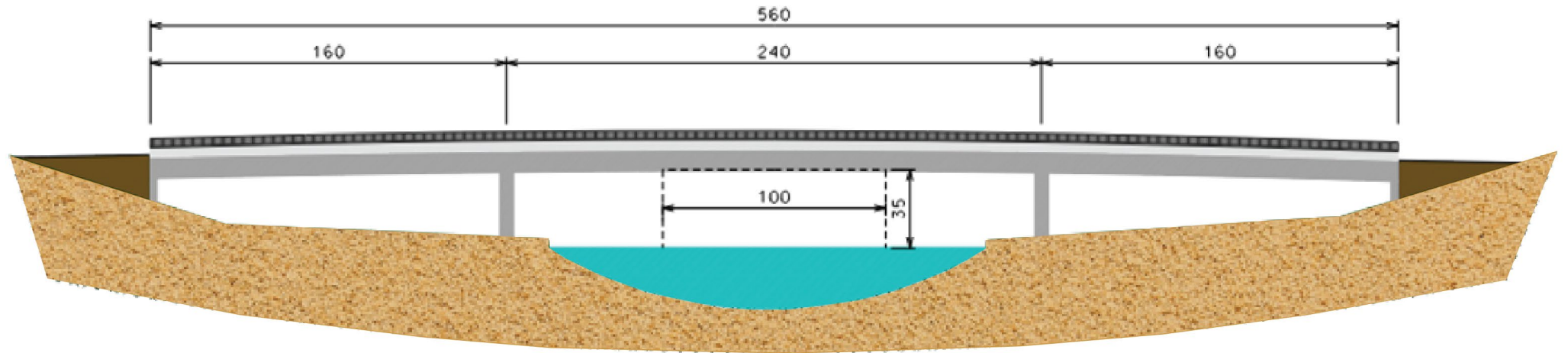
Preliminary Roadway Cost:

\$15M to \$17M

Note: Bridge Cost Not Included



Bridge Type 1: Wide Flange Girder, Typical Finish



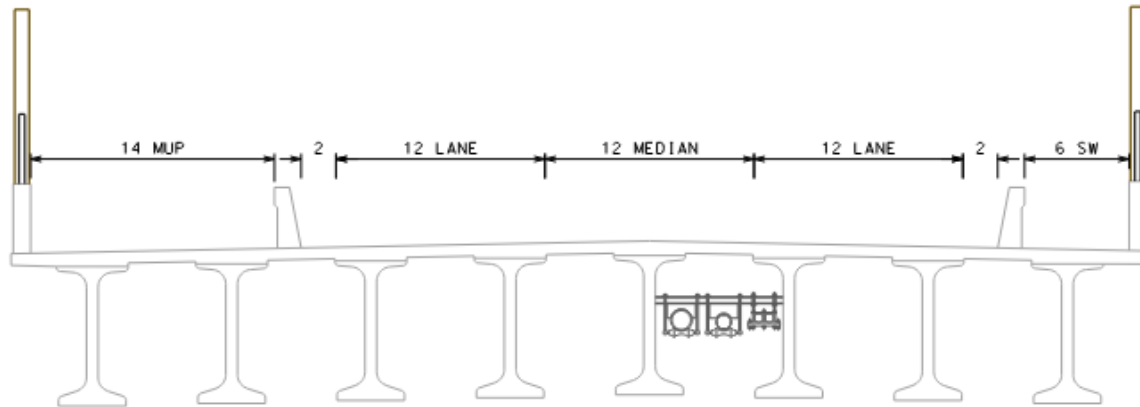
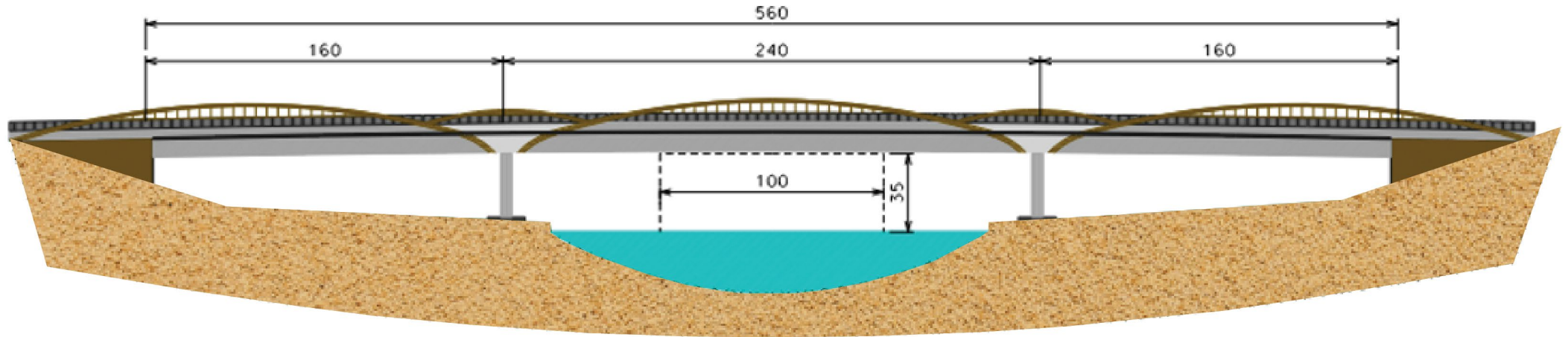
- Three-Span Spliced Wide Flange Girder
 - Efficient structure
 - Construct with no Falsework in Channel
 - Vertical Clearance over Full Channel
 - Favorable Structural Aesthetics
 - Utility Accommodation Between Girders

Estimated Bridge Cost:
\$12.5M to \$16M

Note: Roadway Cost Not Included



Bridge Type 2: Wide Flange Girder



- Three-Span Spliced Wide Flange Girder
 - Efficient structure
 - Construct with no Falsework in Channel
 - Vertical Clearance over Full Channel
 - Favorable Structural Aesthetics
 - Economical Aesthetic Enhancements
 - Utility Accommodation Between Girders

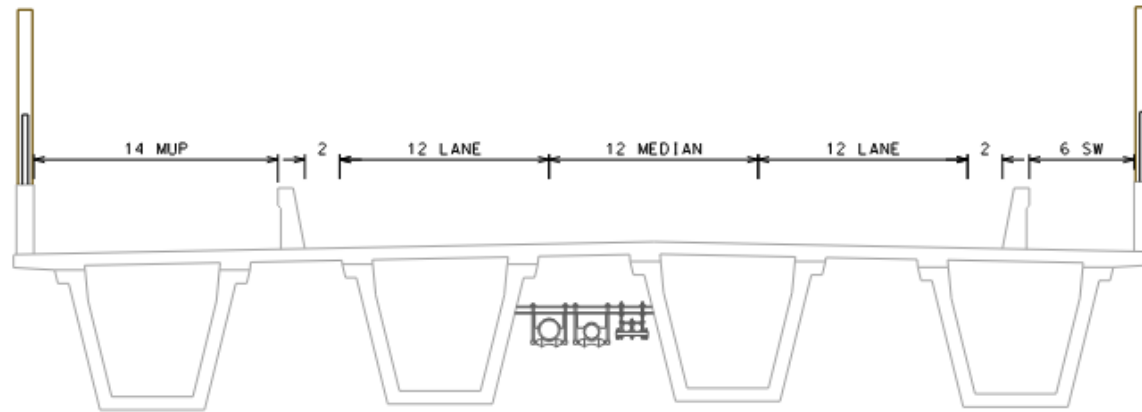
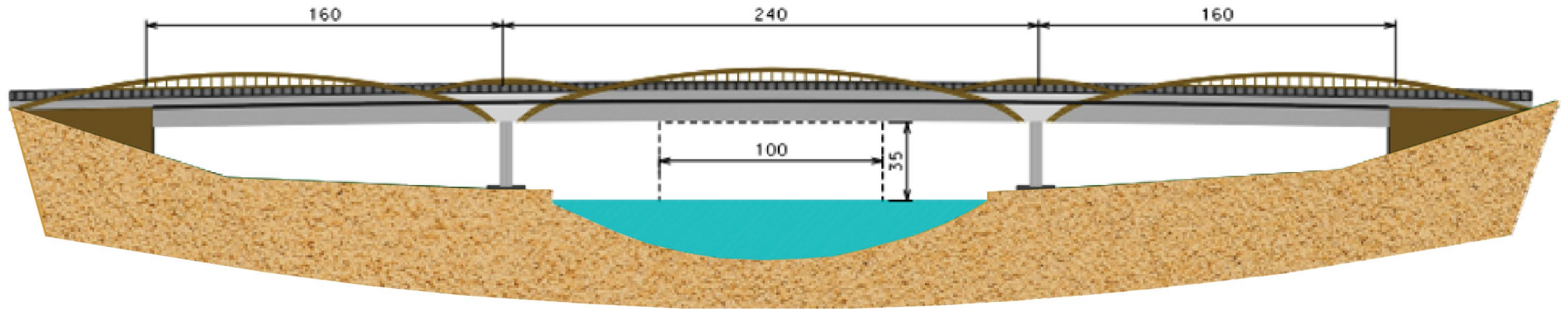
Estimated Bridge Cost:

\$12.5M to \$16.5M

Note: Roadway Cost Not Included



Bridge Type 3: Tub Girder



- Three-Span Spliced Tub Girder

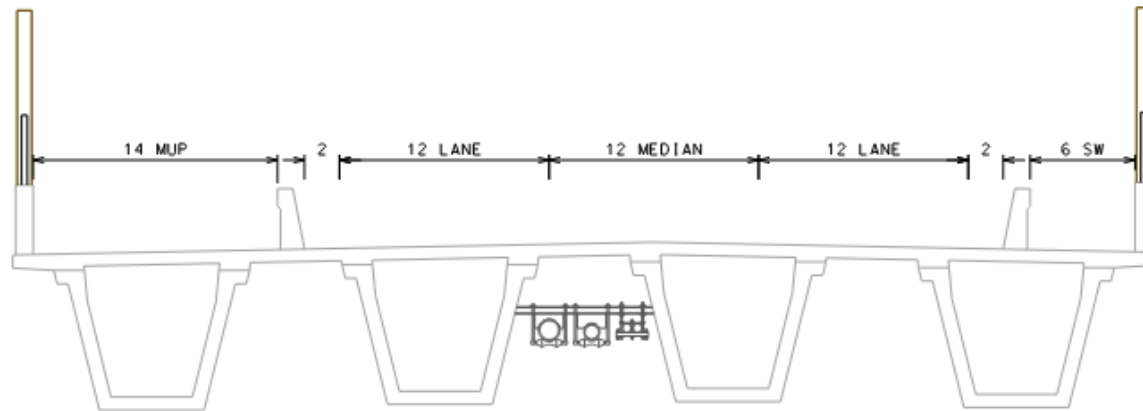
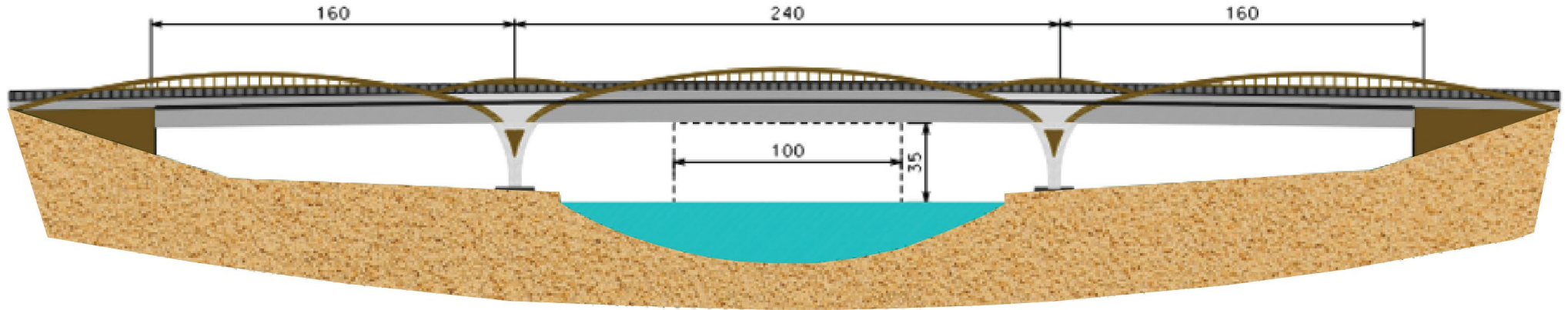
- Efficient structure
- Construct with no Falsework in Channel
- Vertical Clearance over Full Channel
- Favorable Structural Aesthetics
- Economical Aesthetic Enhancements
- Utility Accommodation Between Girders

Estimated Bridge Cost:
\$13M to \$16.5M

Note: Roadway Cost Not Included



Bridge Type 4: Tub Girder with Flared Piers



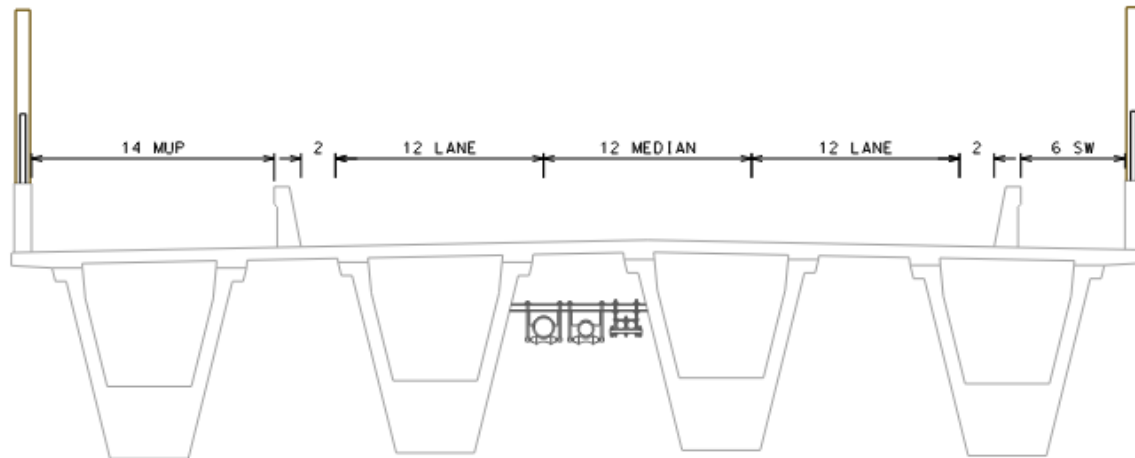
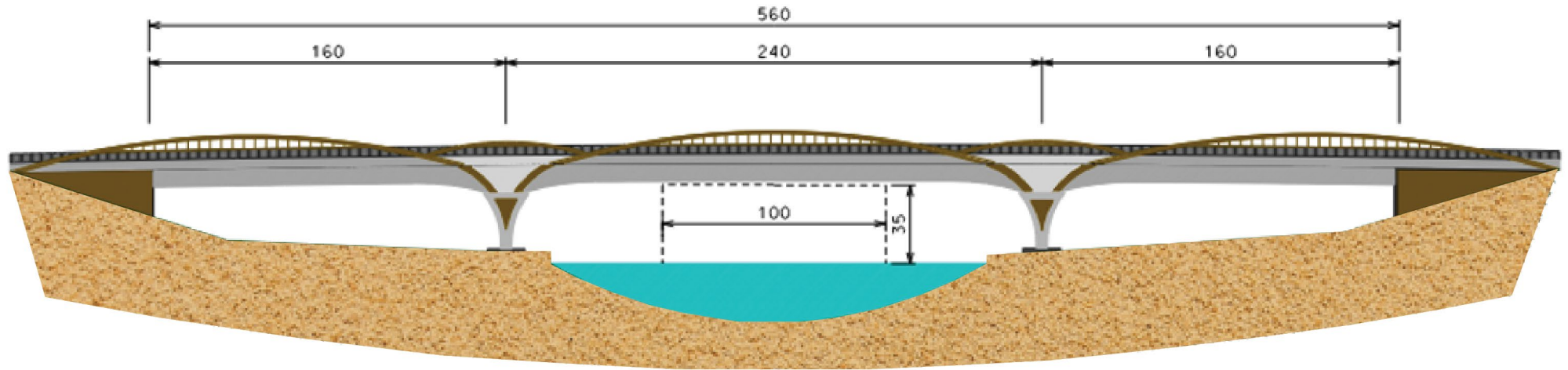
- Three-Span Spliced Tub Girder
 - Efficient structure
 - Construct with no Falsework in Channel
 - Vertical Clearance over Full Channel
 - Structural Aesthetics with flared piers
 - Utility Accommodation Between Girders

Estimated Bridge Cost:
\$13.5M to \$17M

Note: Roadway Cost Not Included



Bridge Type 5: Tub Girder w/ Deepened Pier Segment



- Three-Span Spliced Tub Girder
 - Structural Aesthetics improved with deep girders and flared piers
 - Some Falsework in Channel for deepened pier segments
 - Vertical Clearance over Full Channel
 - Utility Accommodation Between Girders

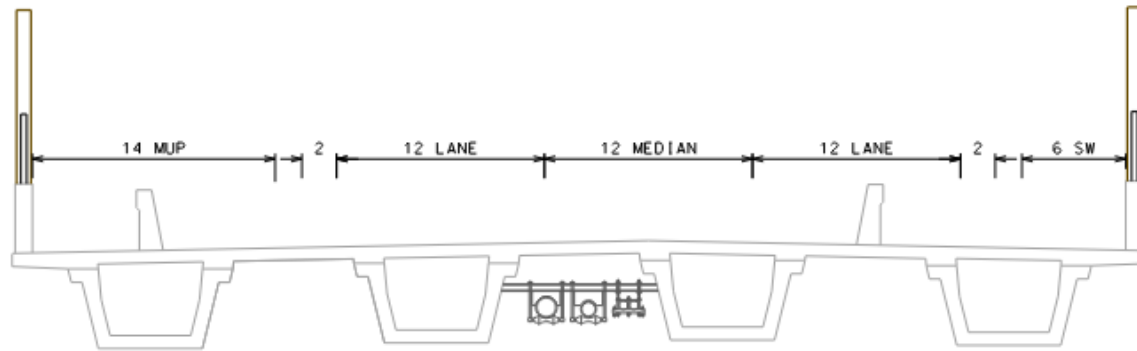
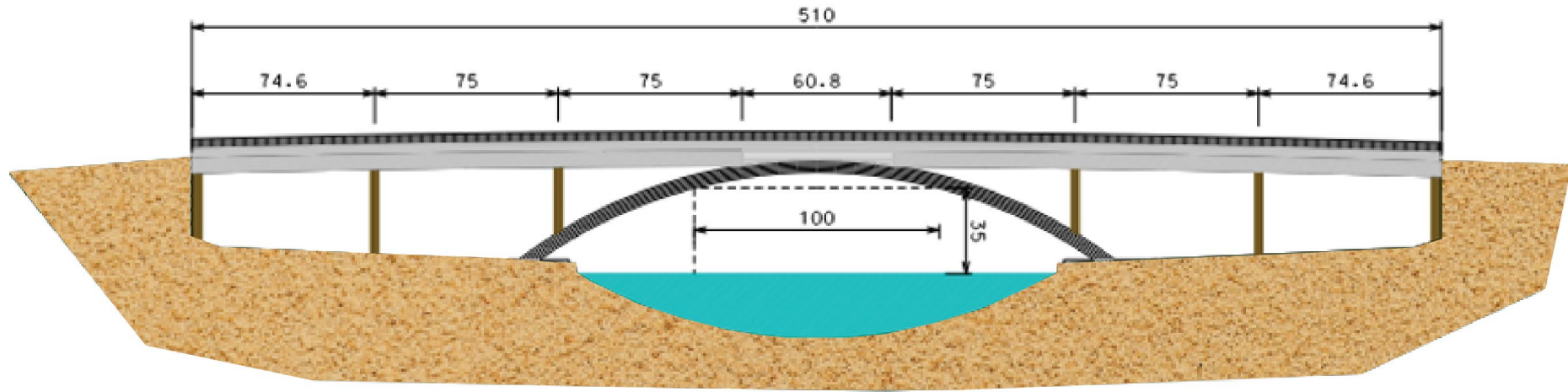
Estimated Bridge Cost:

\$14M to \$18M

Note: Roadway Cost Not Included



Bridge Type 6: Rib Arch w/ Spliced Tub Girders



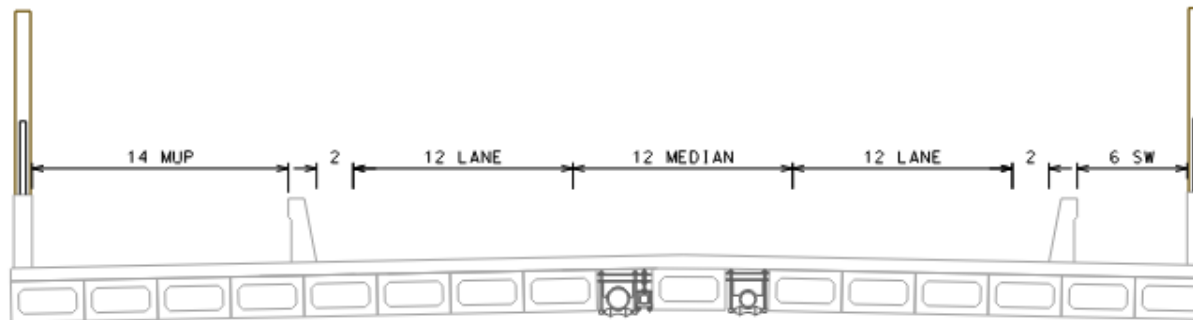
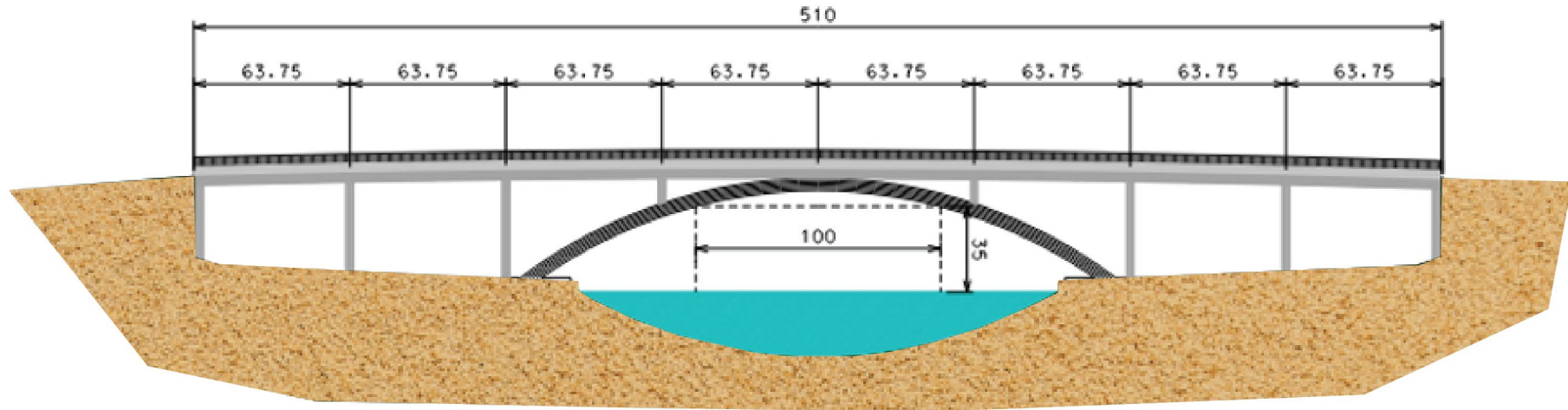
- Arch Supported 7-Span Spliced Tub
 - Complex structure
 - Requires Falsework in Channel
 - Vertical Clearance over 100-ft Channel
 - Favorable Structural Aesthetics
 - Utility Accommodation Between Girders

Estimated Bridge Cost:
\$20.5M to \$26M

Note: Roadway Cost Not Included



Bridge Type 7: Rib Arch w/ Adjacent Box Girders



- Arch Supported 8-Span Adjacent Box Complex Structure
 - Requires Falsework in Channel
 - Vertical Clearance over 100-ft Channel
 - Favorable Structural Aesthetics
 - Utility Accommodation Limited

Estimated Bridge Cost:
\$22.5M to \$28.5M

Note: Roadway Cost Not Included



Selection of the Preferred Alternative

- The Project Team applied a two-tiered process to select the Preferred Alternative
- First Tier = Budget Affordability Screening
 - Matrix illustrating how the potential pairing of the various roadway alignment alternatives and bridge type alternatives can be afforded (or not) within the project budget



What can we afford within our \$35.5 M budget?

Roadway	Bridge Type 1	Bridge Type 2	Bridge Type 3	Bridge Type 4	Bridge Type 5	Bridge Type 6	Bridge Type 7
1A	✓	✓	✓	✓	✓	X	X
1B	✓	✓	✓	✓	✓	X	X
2A	✓	✓	✓	✓	✓	X	X
2B	✓	✓	✓	X	X	X	X
3A	✓	✓	✓	✓	✓	X	X
3B	✓	✓	✓	X	X	X	X
4A	✓	X	X	X	X	X	X
4B	X	X	X	X	X	X	X
5*	✓	✓	✓	✓	✓	X	X

**Roadway Alternative #5 includes a Paseo del Sol Avenue intersection with SR 95 that is unlikely to be approved by ADOT due to intersection spacing requirements*

Selection of the Preferred Alternative

- Second Tier = series of evaluation criteria applied
- **Roadway Criteria**
 - Cost
 - Constructability
 - Utility Conflicts
 - Environmental Permitting
 - Durability/Maintenance
 - Traffic Operations
- **Bridgeway Criteria**
 - Cost
 - Constructability
 - Impacts to Channel
 - Durability/Maintenance
 - Aesthetics
 - Utility Accommodations/Screening



Roadway Alternative Scoring results

Roadway Alternatives	Cost (0-4)	Constructability (0-4)	Utility Conflicts (0-4)	Environmental/Regulatory Permitting (0-4)	Durability/Maintenance (0-4)	Traffic Operations (0-4)	Total Score (0-24)
1A, 1B	4	3	3	3	4	4	21
2A, 2B	3	3	3	3	2	3	17
3A, 3B	3	3	2	3	2	2	15
4A, 4B	2	1	1	3	1	2	10
5	2	2	3	3	2	0	12



Bridge Alternative Scoring Results

Bridge Type Alternatives	Cost (0-4)	Constructability (0-4)	Impacts to Channel (0-4)	Durability/ Maintenance (0-4)	Aesthetics (0-4)	Utility Accommodations /Screening (0-4)	Total Score (0-24)
1	4	3	3	4	0	3	17
2	4	3	3	3	1	3	17
3	3	4	3	3	2	4	19
4	3	4	3	3	3	4	20
5	2	2	2	3	3	3	15
6	2	1	2	2	4	1	12
7	2	1	2	3	4	2	14

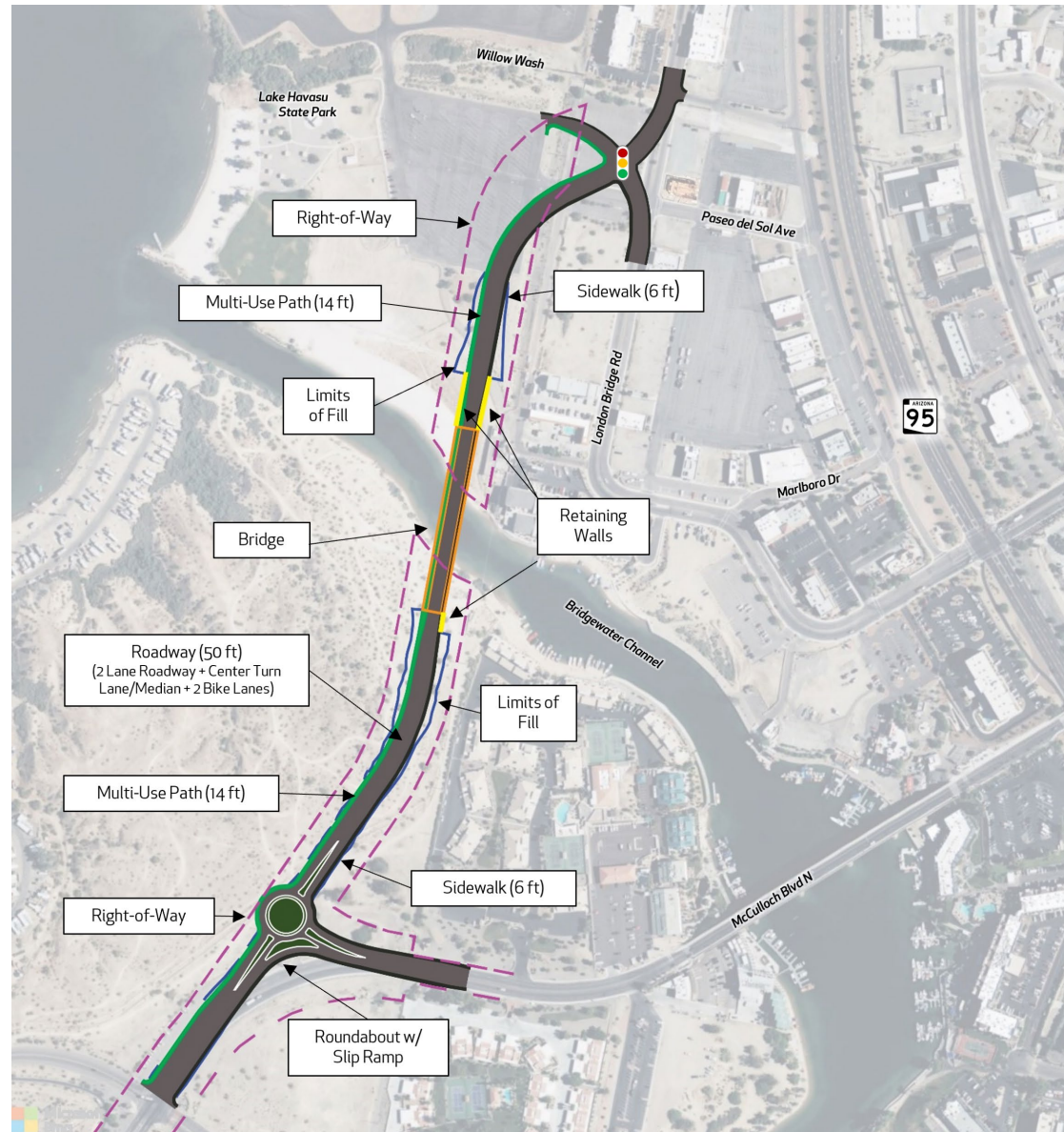


Selection of the Preferred Alternative

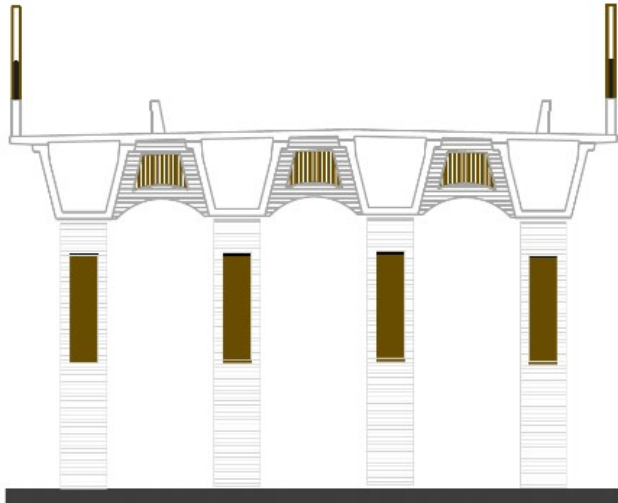
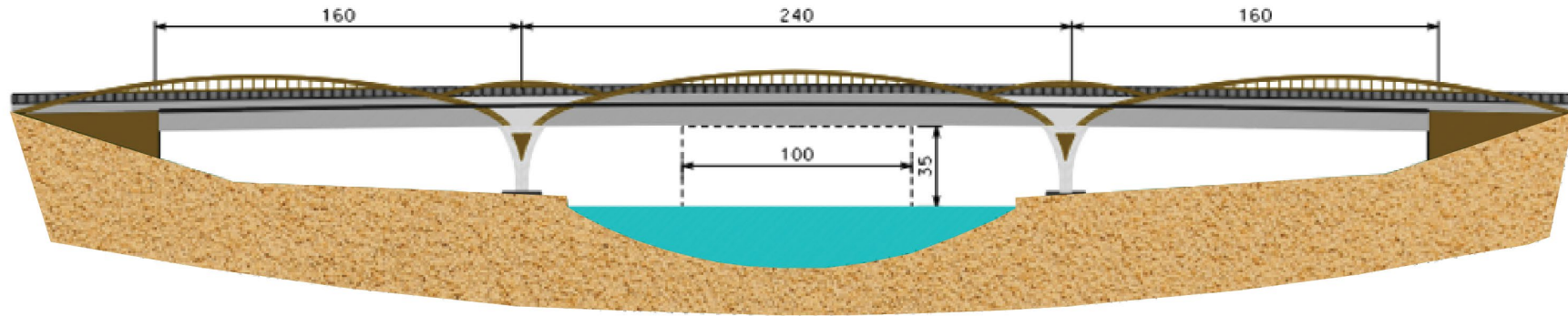
- Based on the scoring results, the Preferred Alternative =
 - Roadway Alignment Alternative 1A/1B
 - Bridge Type Alternative 4
- This combination offers the optimum balancing of:
 - Roadway performance and operations
 - Minimizes impact/disruption to exiting LHC roadways
 - Roadway and bridge location are within prescribed rights-of-way areas
 - Offers optimum access location to Lake Havasu State Park
 - Minimizes utility conflicts
 - Bridge type has no impacts to Bridgewater Channel
 - Bridge type is aesthetically complementary to the London Bridge
 - Stays within the total project budget



Selection of the Preferred Alternative



Selection of the Preferred Alternative – Constant Tub Girder w/Flared Piers



- Efficient structure with balanced visual appearance
- Construct with no Falsework in Channel
- Vertical Clearance over Full Channel
- Structural Aesthetics with flared piers
- Utility Accommodation Between Girders



Selection of the Preferred Alternative

DESCRIPTION - ROADWAY & BRIDGE PROGRAM COST	PREFERRED ALT.
Preferred Roadway Alternative Construction Estimate	\$ 14,100,000
Preferred Bridge Alternative Construction Estimate	\$ 16,800,000
Permitting And Final Design Engineering Estimate	\$ 3,450,000
TOTAL	\$ 34,350,000



Next Steps

- LHC has initiated the Request for Qualifications (RFQ) process to select a consultant for the final civil engineering design
- Civil design process for roadway and bridge
- Environmental/regulatory permitting
- Selection of a contractor
- Construction process



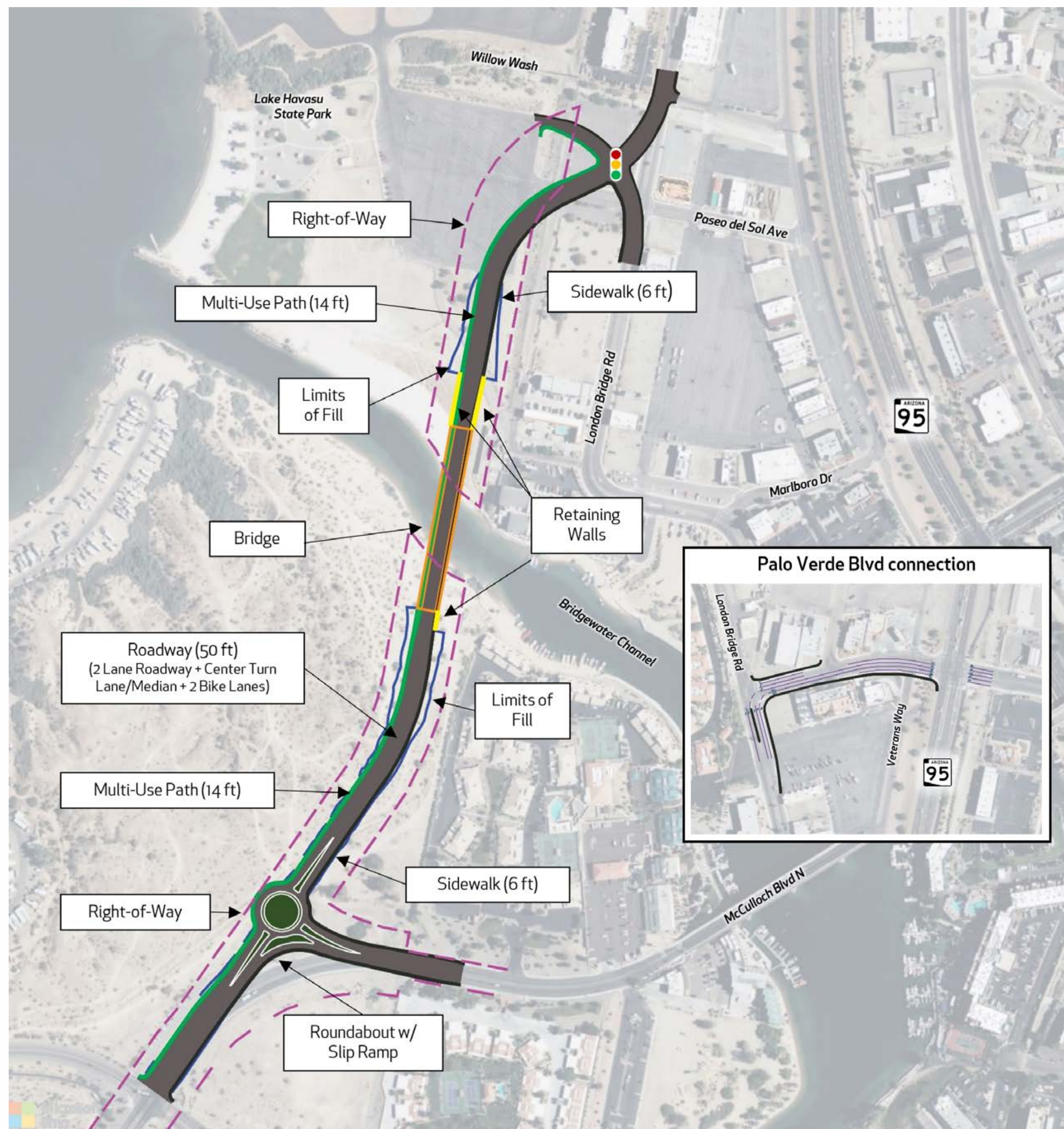


Questions or Comments?





LAKE HAVASU CITY SECOND BRIDGE FEASIBILITY STUDY



PREFERRED ROADWAY ALTERNATIVE

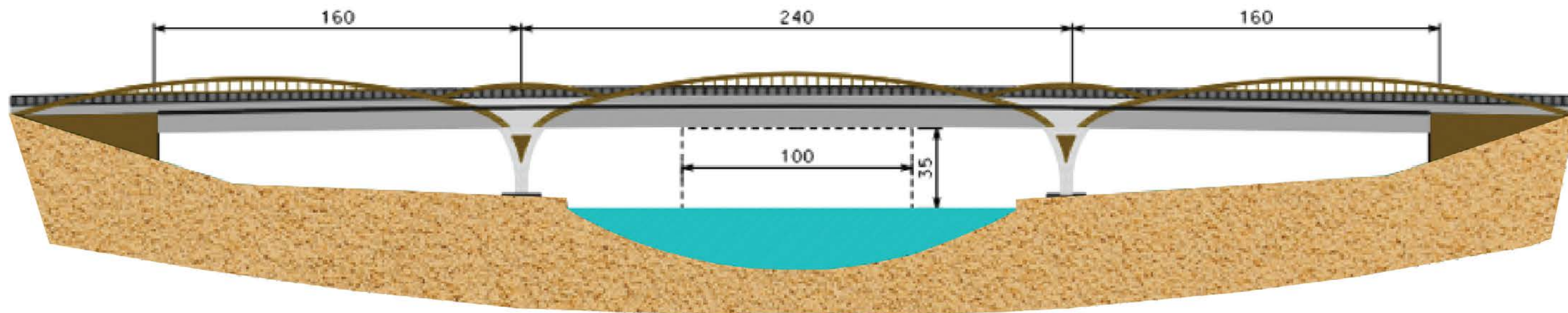
Roadway Criteria

- Cost
- Constructability
- Utility Conflicts
- Environmental Permitting
- Durability/Maintenance
- Traffic Operations

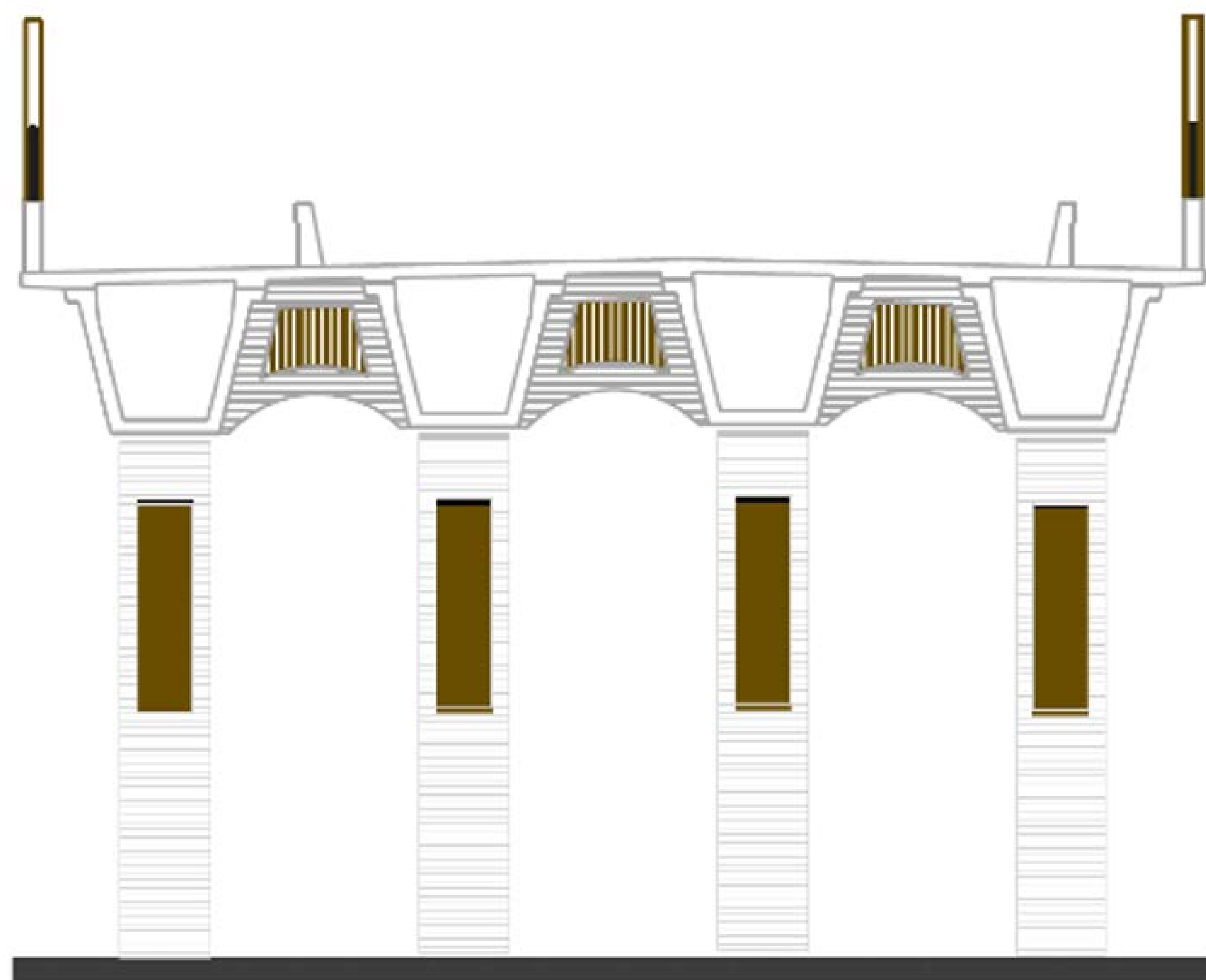
Based on the scoring results, the Preferred Alternative =
Roadway Alignment Alternative 1A/1B

This combination offers the optimum balancing of:

- Offers optimum access location to Lake Havasu State Park
- Minimizes impact/disruption to exiting LHC roadways
- Maintains business access from Veterans Way
- Roadway and bridge location are within prescribed rights-of-way areas
- Minimizes utility conflicts
- Stays within the total project budget



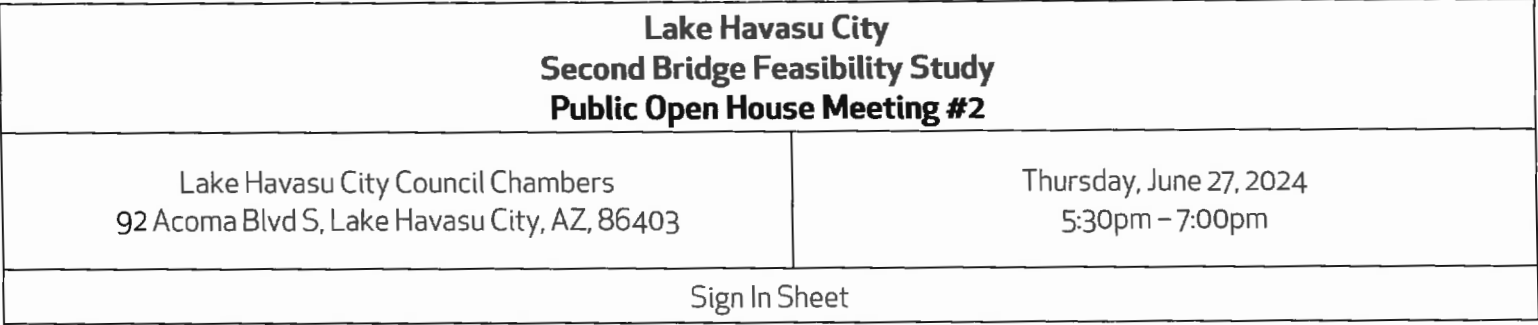
PREFERRED BRIDGE ALTERNATIVE - CONSTANT TUB GIRDER WITH FLARED PIERS



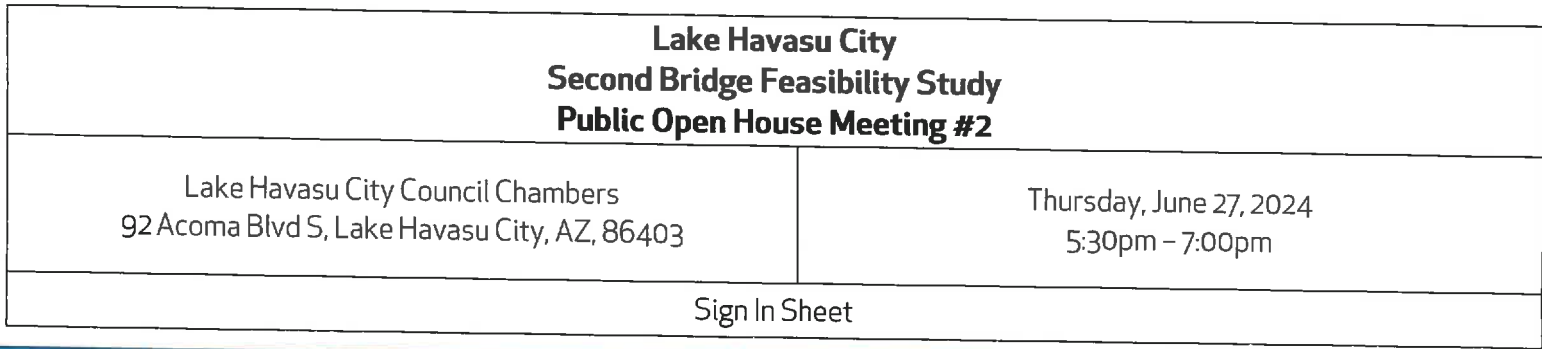
Based on the scoring results, the Preferred Alternative =
Bridge Type Alternative 4

This combination offers the optimum balancing of:

- Efficient structure with balanced visual appearance
- Utility accommodations between girders
- Bridge type has no impacts to Bridgewater Channel
- Bridge type is aesthetically complementary to the London Bridge
- Stays within the total project budget



Michael Baker
INTERNET



Michael Baker
INTERNATIONAL



**Lake Havasu City
Second Bridge Feasibility Study
Public Open House Meeting #2**

Lake Havasu City Council Chambers
92 Acoma Blvd S, Lake Havasu City, AZ, 86403

Thursday, June 27, 2024
5:30pm - 7:00pm

Sign In Sheet

Name	Role in Community				Email
	Check all that apply			Describe if Other selected	
	Resident	Business Owner	Other		
Bonny to	X				
Joy Jones	X	X			
Wanda Culver	X	X			
Dana Helart	X	X			
Carol Boan	X				
Looy Bolman	X				



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Second Bridge Feasibility Study
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92 Acoma Blvd S, Lake Havasu City, AZ, 86403

Thursday, June 27, 2024
5:30pm - 7:00pm

Sign In Sheet

Name	Role in Community				Email
	Check all that apply			Describe if Other selected	
	Resident	Business Owner	Other		
Lee Bergen	✓				leebergen@gmail.com
Cindy Ritter	✓				c.ritter261@verizon.net
DAVID LANE	✓				laned@LHC#2.GOV
LEN & RITA MARTHA	✓				RMARTHA@YAHOO.COM
ANDREA R. DEFOE	✓				svdesiderata@yahoo.com
JERRY MAROTT	✓				DSRT2SEA@AOL.COM
Don Wilcox	✓				256 LAKE HAVASU AVE S43
ROBERT GAFFNEY	✓				BOBSCABINETS JILL@FRONTIER.COM
Marshall Brouniger	✓				mbrouniger@gmail.com
RON & KATRIN PHILLIPS	✓				KATRINWDH@GMAIL.COM
CARY GRIFFIN	✓				GREEN@PACBELL.NET
LARRY LYLTON	✓				Ryan Lytton
RICHARD KREPS	✓				waterbill26@gmail.com
BILL & DENI GORE	✓				



**Lake Havasu City
Second Bridge Feasibility Study
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Lake Havasu City Council Chambers
92 Acoma Blvd S, Lake Havasu City, AZ, 86403

Thursday, June 27, 2024
5:30pm - 7:00pm

Sign In Sheet

Name	Role in Community				Email
	Check all that apply			Describe if Other selected	
	Resident	Business Owner	Other		
Mackine Guth	✓				mmackine.guth@gmail.com
Barbara Crigging	✓				b
Nancy Campbell	✓				
Lesah Cae Foring	✓				Lesahc@yahoo.com
Doug DeFor	✓				
Butch Ochoa	✓				
Dan Roddy	✓	✓			droddy@azstateparks.gov
Jonnie STEPHEN	✓				
DEE LICKETT	✓				
Steve REINERTSEN	✓				S.Reinertsen@yahoo.com
Kathryn Ronningen	✓				MKRONNINGEN@gmail.com
CONRAD & JUDY BERDON	✓				atripledriver@gmail.com
Brandon Messick	✓		✓	Today's News-Herald	bmessick@havasunews.com
Col Shreehy	✓				Shreehy@JLHCAZ.gov



**Lake Havasu City
Second Bridge Feasibility Study
Public Open House Meeting #2**

Lake Havasu City Council Chambers
92 Acoma Blvd S, Lake Havasu City, AZ, 86403

Thursday, June 27, 2024
5:30pm - 7:00pm

Sign In Sheet

Name	Role in Community			Email
	Check all that apply			
	Resident	Business Owner	Other	
Jeff Bodgyn	✓			JEFF.BODGYN-JR@gmail.com
John H PARKOTT	✓			JPARKOTT1102@gmail.com
Joan Dzuro			✓	jdzuro@msn.com
Joel Guth			X	joel.guth.net
GIL & LINDA JELKIN	✓			
DAVID TOBAR	✓			590 RIVER BOATS
Kimberly Carnahan	✓			594 riverboat dr
Havana Carnahan	✓			594 riverboat dr
COBE CROSBY	✓			
Bonnie Hughes	✓			3313 KIOWA S
Veronica Survilla	✓			2380 Swift
Debra Martz	✓			
Maricela Grillispie	✓			
Linda Griffin	✓			

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Second Bridge Feasibility Study

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Please place your card in the comment response basket before you exit the Public Open House



Lake Havasu City Second Bridge Feasibility Study

Public Open House Meeting #2 Comment Cards

Date	Method	Comment
6/27/2024	Comment Card	The roadway needs benches
6/27/2024	Comment Card	Connecting the new bridge at South Palo Verde & London Bridge Road will end up funneling more traffic on LBR. Its 6.6 miles from SPV to Walmart. LBR is already busy – especially in the winter, the increased traffic and noise will be intolerable. Only <u>one</u> stop sign at industrial. We already have lots of speeders & increased accidents.
6/27/2024	Comment Card	How about no build it. Highway 95 is more of a safety issue than the bridge.
6/27/2024	Comment Card	To wide!
6/27/2024	Comment Card	The bridge and roadway presented and recommended is the best option for the money.
6/27/2024	Comment Card	I favor 2B & 4
6/27/2024	Comment Card	Roadway choices 2A & 4A pose the least affect on London Bridge Road. The additional cost of those options could be offset with a least aesthetic, lower cost option of the bridge options. The long term intrusion/interruption of London Bridge Road should be a paramount concern regarding roadway choices over aesthetic bridge decisions. Florida T Intersections work – Round about intersections confuse most drivers & tend to turn into a 4-way stop, congesting traffic.



February 15, 2024

Property Owner Name

Street Address

City, State, Zip Code

RE: Lake Havasu City Second Bridge Feasibility Study: Stakeholder Meeting Invitation

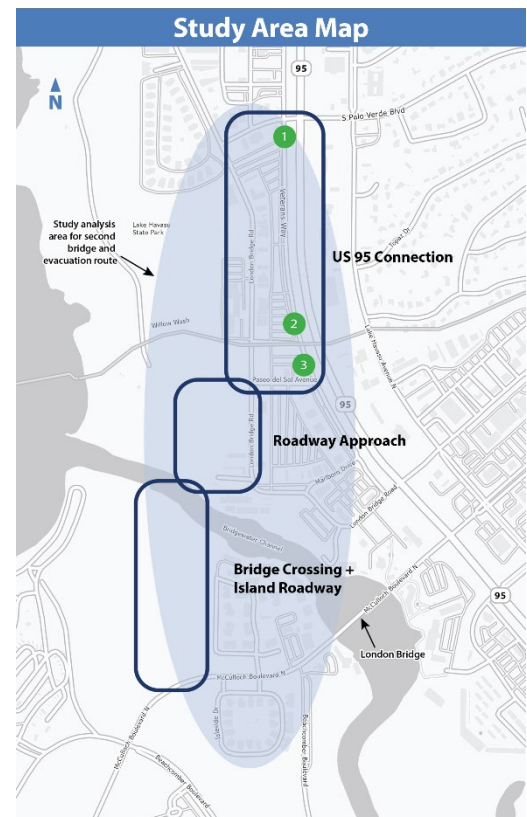
Dear Property Owner:

Please accept this letter invitation to attend a stakeholder meeting to introduce the Lake Havasu City Second Bridge Feasibility Study. You have been selected for invitation to this stakeholder meeting based upon your property's proximity to the project study area (see inset study area map).

At this stakeholder meeting, representatives of the project team will introduce the study area, objectives, tasks, and project schedule. Meeting participants will have the opportunity to offer feedback on the information presented.

Two stakeholder meetings will be held at the Council Chambers at the Police Department located at 2360 McCulloch Blvd North on March 5, 2024, at 1:00 p.m. or 5:30 p.m. and. Your feedback is important to the success of this study and hope that you can join us!

If you should have additional questions about this project or stakeholder meeting, please contact the City Manager's office at (928) 854-4278.





LAKE HAVASU CITY **Second Bridge Feasibility Study**

Stakeholder Meeting

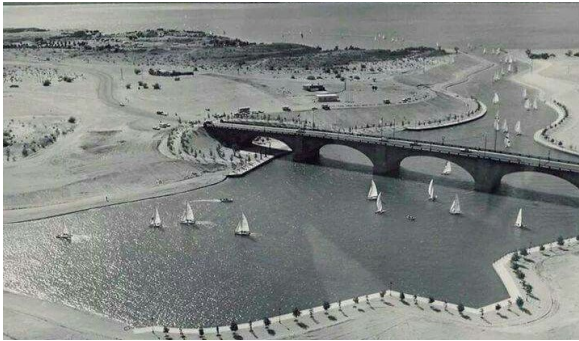
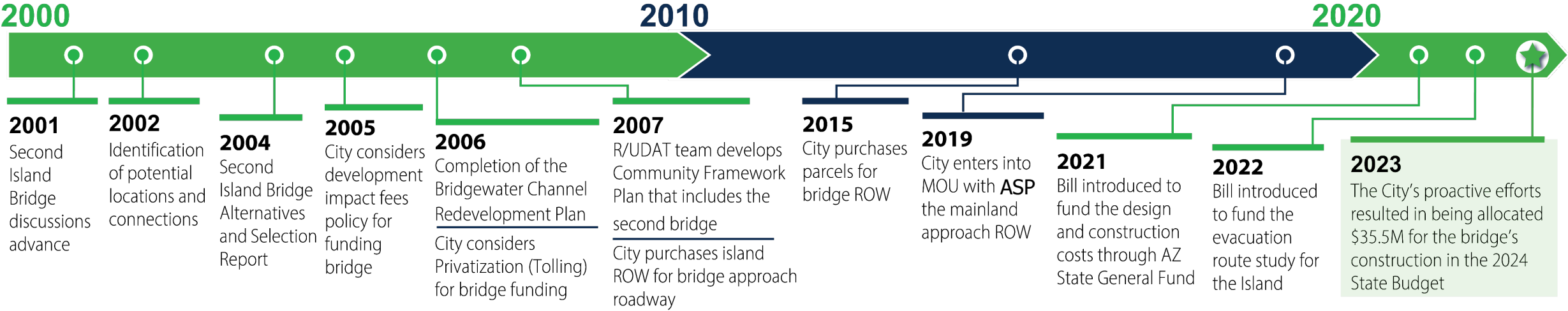
March 5, 2024

Introduction

- Michael Baker International Team – *Top 5 Bridge Consulting Firm*
 - Tony Cabrera, PE – *Project Manager*
 - Russell Moore, PE – *Senior Roadway Design Engineer Lead*
 - Tom Ritz, PE - *Senior Bridge Engineer Lead*
 - Kevin Kugler, AICP – *Transportation Planner/Public Engagement Lead*
 - Zsalina Allen - *Project Planner*
- Supporting Team Members
 - Kevin Murphy, PE, NV5
 - Kittelson & Associates



BACKGROUND/HISTORY – *THIS CONCEPT IS NOT NEW!*



Background/History

- Lake Havasu City has entered into an Intergovernmental Agreement with the State of Arizona (ADOT) to accept the state-appropriated funding of \$35,500,000 for the study, design and construction of an emergency evacuation route second bridge.

Type of Work: Bridge Construction
TIP/STIP No.: NA
Budget Source: 2024 Legislative Appropriation
Transportation Projects: General Fund (Laws 2019, 2021, 2023)
1st Regular Session, Chapter 135 Senate Bill 1722
Appropriation No.: 2024 DT55390

INTERGOVERNMENTAL AGREEMENT

BETWEEN
THE STATE OF ARIZONA
AND
LAKE HAVASU CITY



THIS AGREEMENT ("Agreement") is entered into this date _____, pursuant to the Arizona Revised Statutes ("A.R.S.") §§ 11-951 through 11-954, as amended, between the STATE OF ARIZONA, acting by and through its DEPARTMENT OF TRANSPORTATION (the "State" or "ADOT") and LAKE HAVASU CITY, acting by and through its MAYOR and CITY COUNCIL (the "City" or "Local Agency"). The State and the Local Agency are each individually referred to as a "Party" and are collectively referred to as the "Parties."

- This Feasibility Study is the first step in this process, as required by SB 1722.



Background/History

- Lake Havasu City has also entered into Memorandums of Understanding (MOU) with the Arizona State Parks Board (1997 & 2019) to exchange properties for the improvement of Lake Havasu State Park and reserve right-of-way across Parks property for a future roadway approach and second bridge.

	MEMORANDUM OF UNDERSTANDING (MOU)		ASPB No. PR20-001	
	Between Arizona State Parks Board ("ASPB")		Re: Lake Havasu City	
	And Lake Havasu City Second Bridge ROW		LAHA Second Bridge Right of Way	
			Issued:	Page 1 of 10
	CITY CLERK			
<p>This MEMORANDUM OF UNDERSTANDING ("MOU") is entered into between Lake Havasu City, Arizona ("CITY"), and the Arizona State Parks Board, on behalf of, hereafter referred to as the "BOARD" or "PARKS", an agency of the State of Arizona, collectively the "Parties." The Parties agree as follows:</p>				



Background/History

- Lake Havasu City has also entered into an agreement (2007) with the Arizona State Land Department to obtain right-of-way for the improvement of a roadway and utilities across ASLD lands on the island.

STATE LAND DEPARTMENT STATE OF ARIZONA

Right of Way

R/W No. 16-110362

THIS RIGHT OF WAY (“Right of Way”) is entered into by and between the State of Arizona (as “Grantor”) by and through the Arizona State Land Department and

CITY OF LAKE HAVASU CITY

(“Grantee”). In consideration of payment and performance by the parties of each of the provisions set forth herein, the parties agree as follows:



Second Bridge Feasibility Study Purpose

- *To meet the legislative requirements of SB 1722 (55th Legislature) by conducting a feasibility study to analyze and recommend preliminary design options and cost estimates for a second bridge and roadway approaches in advance of the design and construction of these improvements, as authorized and funded by the Arizona Legislature.*

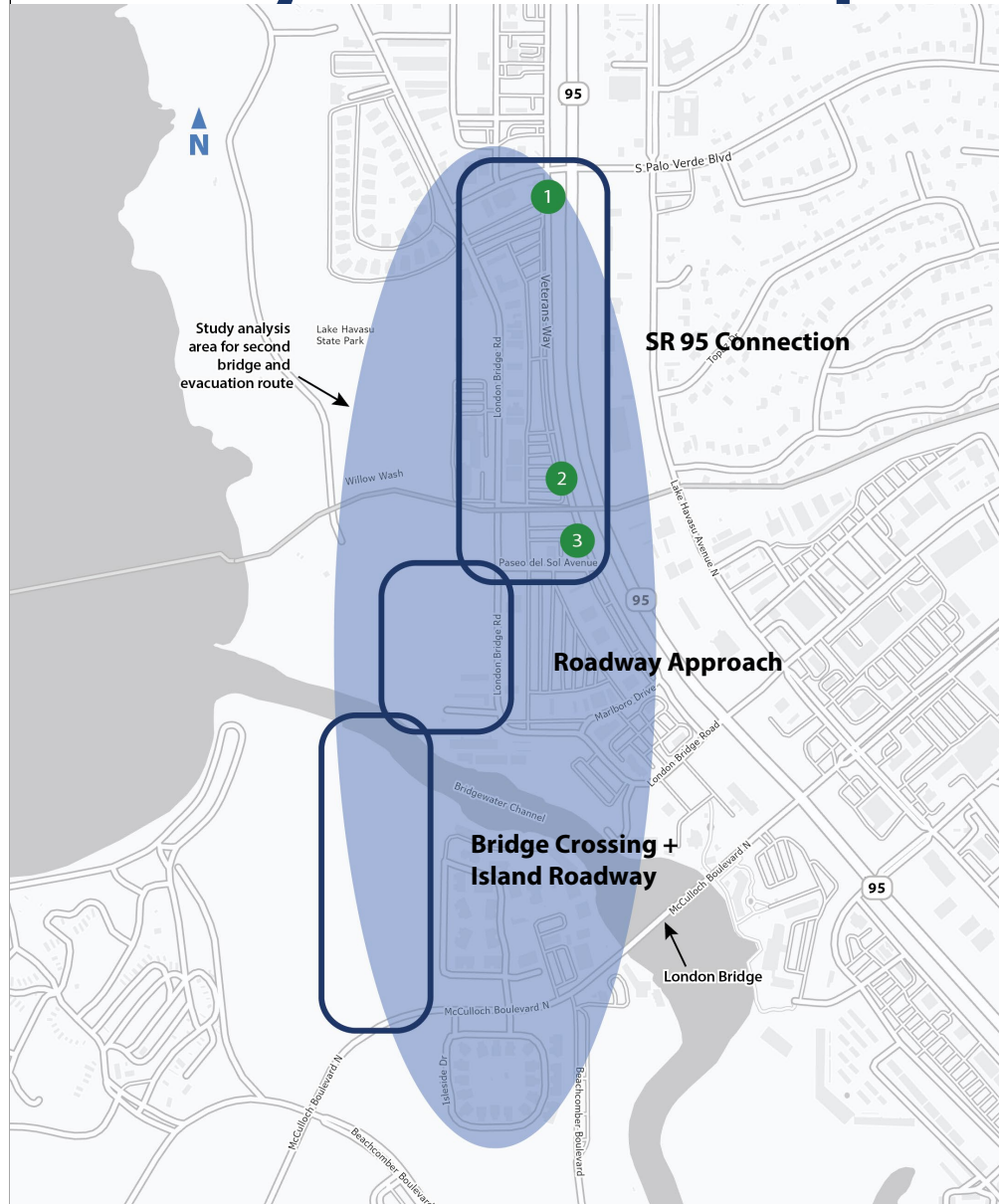


Second Bridge Feasibility Study Considerations

- Enhance public safety including identification of an emergency evacuation route
- Improve traffic operations/reduce congestion at peak periods
- Develop, analyze and report on roadway and bridge alternative concepts, including:
 - *Bridge Structure Type/Architecture*
 - *Roadway Approach Concepts/Alternatives*
 - *Bridgewater Channel Impacts*
 - *Public/Stakeholder Input*
 - *Environmental Overview (high level)*
 - *Utility Conflicts*
 - *Minimize Impacts to Adjacent Property Owners*
 - *Multimodal Operations/Infrastructure*



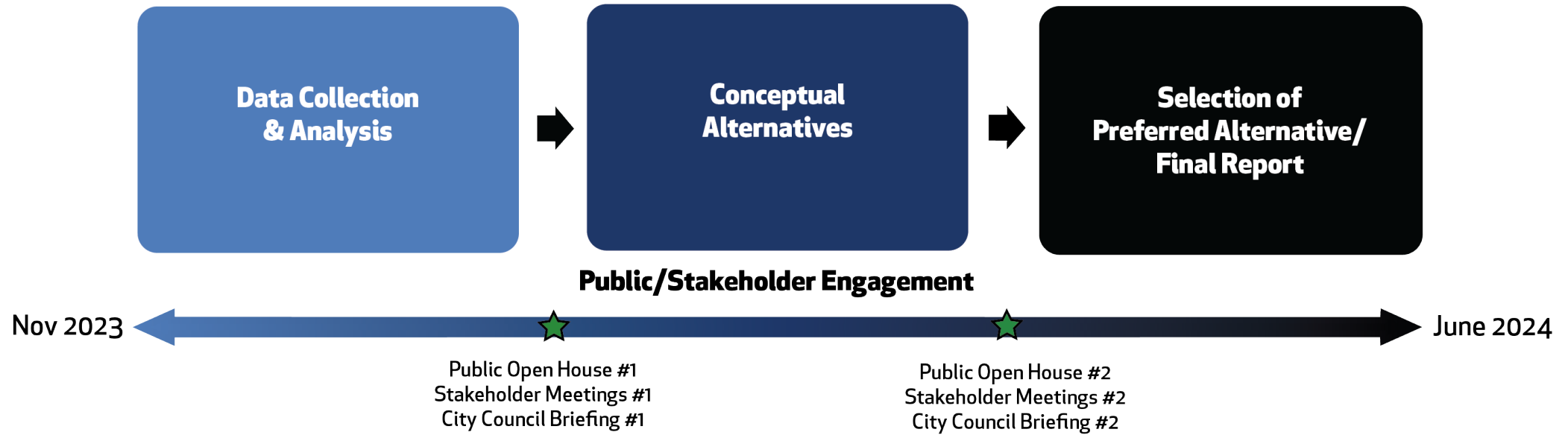
Study Area Components



- SR 95 Connection
 - Palo Verde Blvd.
 - Willow Wash
 - Paseo del Sol Ave.
- Roadway Approach
 - Transition area; existing roadways to new roadway alignment
- Bridge Crossing + Island Roadway
 - Bridgewater Channel bridge crossing
 - New island roadway alignment and connection to McCulloch Blvd.



Second Bridge Feasibility Study Process



- Historic data
- Existing/proposed land uses
- Traffic analysis
- ADOT coordination
- Drainage analysis
- Existing/proposed utilities
- Environmental overview
- Field review
- Bridgewater Channel

- SR 95 connection
- Roadway corridor approach
- Bridge structure type & architecture
- Roadway capacities/level of service
- Drainage & utilities
- Probable cost estimates
- Evaluation criteria

- Evaluation & ranking of alternatives to select preferred alternative including:
 - Bridge type & architecture
 - Roadway corridor
 - Connection to SR 95
 - Evacuation route
 - Cost estimate/budget



Group Feedback & Discussion

There are a few ways you can provide your feedback to the study team:

- 1) Fill out your comment cards tonight and place them into the comment card basket.
- 2) Use the QR code to complete your comment card electronically, at home, at your convenience. Comment period will close end of day, March 19th.



Your feedback will be documented and included in the Second Bridge Feasibility Study Final Report!



Second Bridge Feasibility Study: Next Steps

- Collect Your Comments!
- Traffic Analysis
- Roadway and Utility Analysis
- Continued Coordination with Arizona State Parks
- Preparation of the Conceptual Alternatives
- City Council Project Briefing
- Community Meeting/Stakeholder Meeting Series Round #2



Second Bridge Feasibility Study

- THANK YOU FOR ATTENDING!
- Please provide your comment card feedback by March 19, 2024
- For any additional questions, please contact the City Manager's office at:
(928) 854-4278





**Lake Havasu City
Second Bridge Feasibility Study
Stakeholder Focus Group Meeting #1**

Lake Havasu City Council Chambers
2360 McCulloch Blvd. N., Lake Havasu City, AZ 86403

Tuesday, March 5, 2024
1:00 – 2:30 pm

Sign In Sheet

Name	Role in Community				Email
	Check all that apply			Describe if Other selected	
	Resident	Business Owner	Other		
COBE CROSBY			✓	UPDOWN HOA	COBECROSBY@AOL.COM
JENNIFER CLAYTON	✓				Lakehavasuvariation@yahoo.com
Tom Otero	✓	✓	✓	HOA Rep.	Tomoter049@gmail.com
RYAN HUWELLS	✓			Architect	
ANNE MACHSON	✓				
Wesley Carroll	x				cleanbuffalo@gmail.com
DAVID DIAZ	✓		✓	P&Z Commission	diaz44council@gmail.com
Raymond Mills			✓	Chemehuevi tribe	Planner@Cit-nsh.Gov



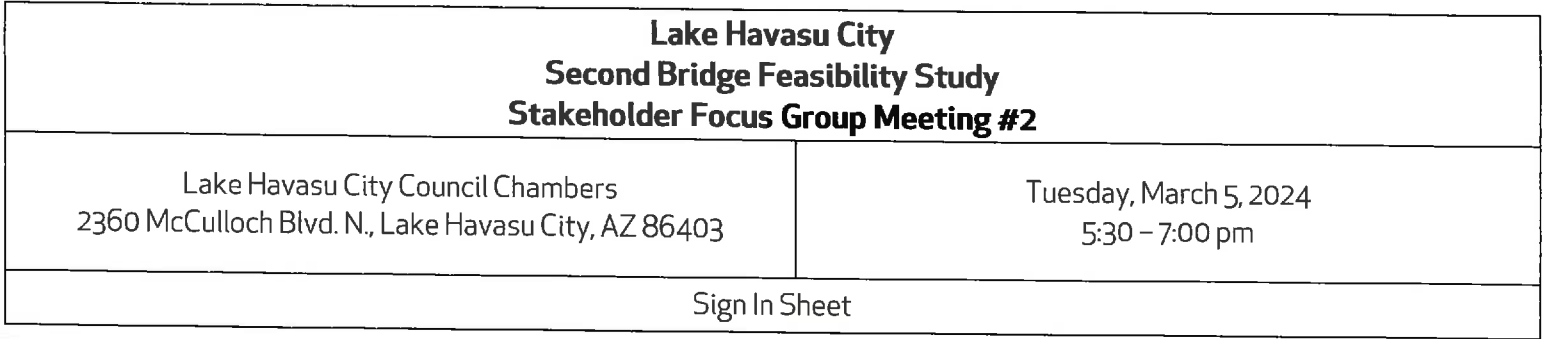
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Sign In Sheet

Name	Role in Community				Email
	Check all that apply			Describe if Other selected	
	Resident	Business Owner	Other		
CURTIS SCHAFER		X			POST81LHC@GMAIL.COM
Barbara Schaffer	X				CDS HARLEY D 49@YAHOO.COM
Schweizer Keith	X				KEITH SCHWEIZER @GMAIL
Steve & Liz Foster	X				SCHOSTER@SHAW.CA
Mark Gehrman					markgehrman@gmail.com
JEFF DOTZER	X				J9ddotzer@yahoo.com
CARRY GRENZ			X		LCGRENZ94@gmail.com
Kevin Mount	X				KMount24@outlook.com
Alto TOTCH	X	X			Alex TOTCH
Bob Lee					foe4299@hotmail.com
Michelle Goodwin Hendrickson	X				M6Hgroupinc@gmail.com



Michael Baker
INTERNATIONAL

[illegible]

Second Bridge Feasibility Study

[illegible]

Please place your card in the comment response basket before you exit the Stakeholder Meeting



Lake Havasu City Second Bridge Feasibility Study

Stakeholder Meeting #1 Comment Cards & Online Survey Results

Date	Method	Comment
2024-03-05 00:00:00	Comment Card	The island side of the new bridge should <u>NOT</u> be near the Isles!
2024-03-17 09:47:32	Online Survey	We are Jeff and Sheryl Dotzer at the Kingsview condominiums unit 501. Our condo is one of the closest units to the new bridge. Our concerns are as follows: Height of bridge - we would hope for us and the other condo residents to still be able to see the lake and mountains from our balconies either below or over the new bridge. Sound - Can sound barriers walls be built on sides of bridge to channel the sound up instead of sideways so it's not too loud for us residents? Speed limit - lower speed limit (15/mpr) to reduce vehicle engine noise. Bridge lighting - use of amber lighting to reduce brightness (low glow) Thank you. Jeff and Sheryl Dotzer.
2024-03-06 14:11:21	Online Survey	Great job Kevin . Can't wait to see where the road is going on n off the bridge . I just question the landscaper. Is that city job. Are your suggestions.



June XX, 2024

Property Owner Name

Street Address

City, State, Zip Code

RE: Lake Havasu City Second Bridge Feasibility Study: Stakeholder Meeting Invitation

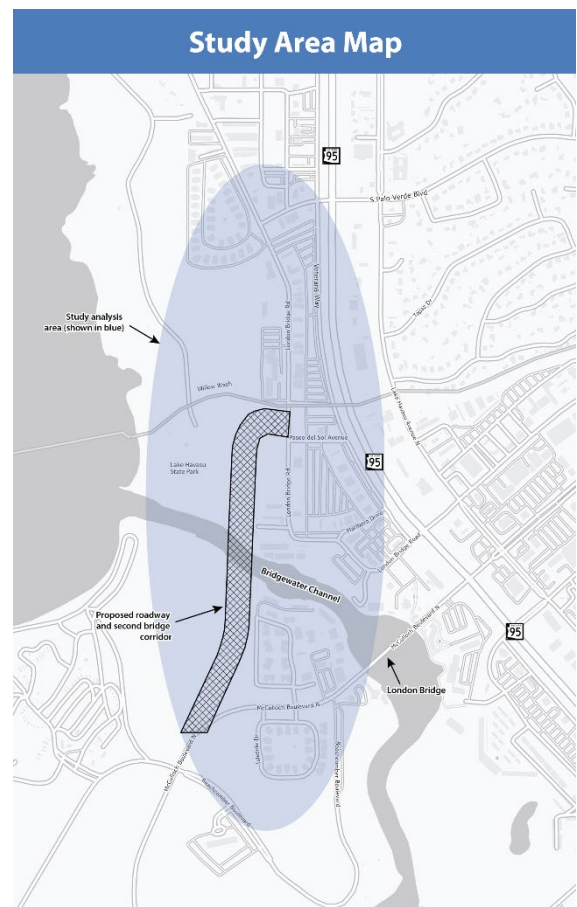
Dear Property Owner:

Please accept this letter invitation to attend the second and final stakeholder meeting to review the draft findings and recommendations of the Lake Havasu City Second Bridge Feasibility Study. You have been selected for invitation to this stakeholder meeting based upon your property's proximity to the project study area (see inset study area map).

At this stakeholder meeting, representatives of the project team will present the roadway and bridge alternatives evaluated and recommendation of the Preferred Alternative. Meeting participants will have the opportunity to offer feedback on the information presented.

Two stakeholder meetings will be held at the Council Chambers at the Lake Havasu City Council Chambers located at 92 Acoma Boulevard South on Thursday, June 28, 2024, at 1:00 p.m. or 5:30 p.m. Your feedback is important to the success of this study and hope that you can join us!

If you should have additional questions about this project or stakeholder meeting, please contact the City Manager's office at (928) 854-4278.





LAKE HAVASU CITY **Second Bridge Feasibility Study**

Stakeholder Meeting

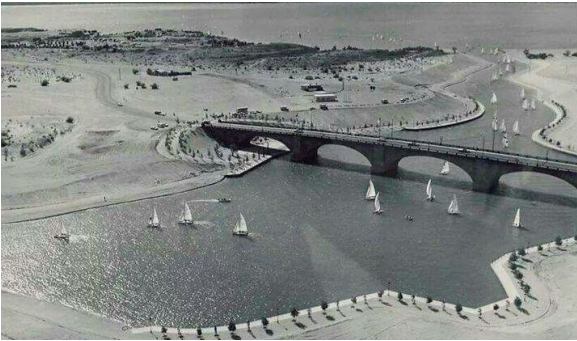
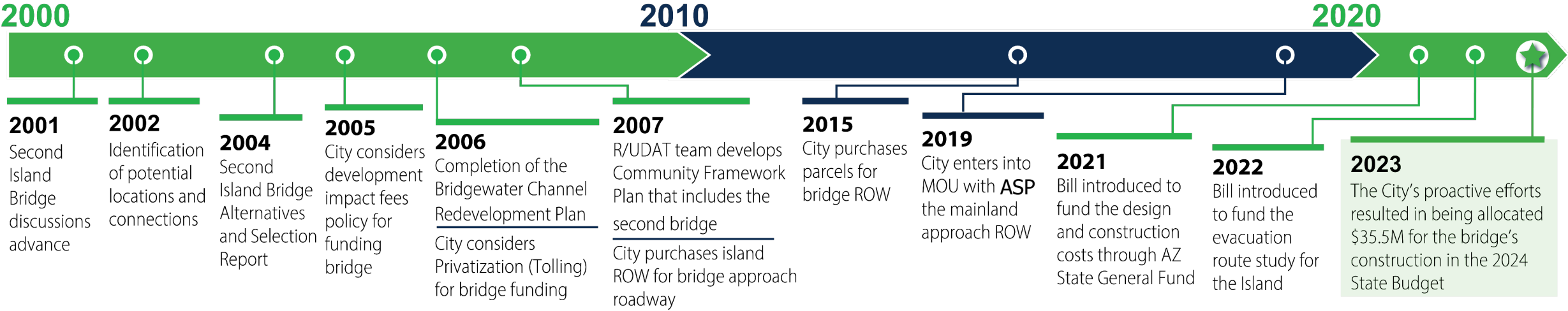
June 28, 2024

Introduction

- Michael Baker International Team – *Top 5 Bridge Consulting Firm*
 - Tony Cabrera, PE – *Project Manager*
 - Russell Moore, PE – *Senior Roadway Design Engineer Lead*
 - Tom Ritz, PE/Jon Emenheiser, PE - *Senior Bridge Engineers*
 - Kevin Kugler, AICP – *Transportation Planner/Public Engagement Lead*
 - Zsalina Allen - *Project Planner*
- Supporting Team Members
 - Jill Himes, Himes Consulting
 - Kevin Murphy, PE, NV5
 - Kittelson & Associates



BACKGROUND/HISTORY – THIS CONCEPT IS NOT NEW!



Public & Stakeholder Engagement Summary

- Public Open House Meeting – January 29, 2024
- Public Comments Card & Survey
 - Open for two weeks
 - Received 337 responses
 - Majority of the comments received were generally positive and supportive of the project
- Stakeholder Meetings – March 5, 2024
 - Two meetings held: 1:00 and 5:30
 - Letter invitations via First Class mail to 423 property owners in the study area
- Arizona State Parks – four coordination meetings



Traffic Modeling Summary

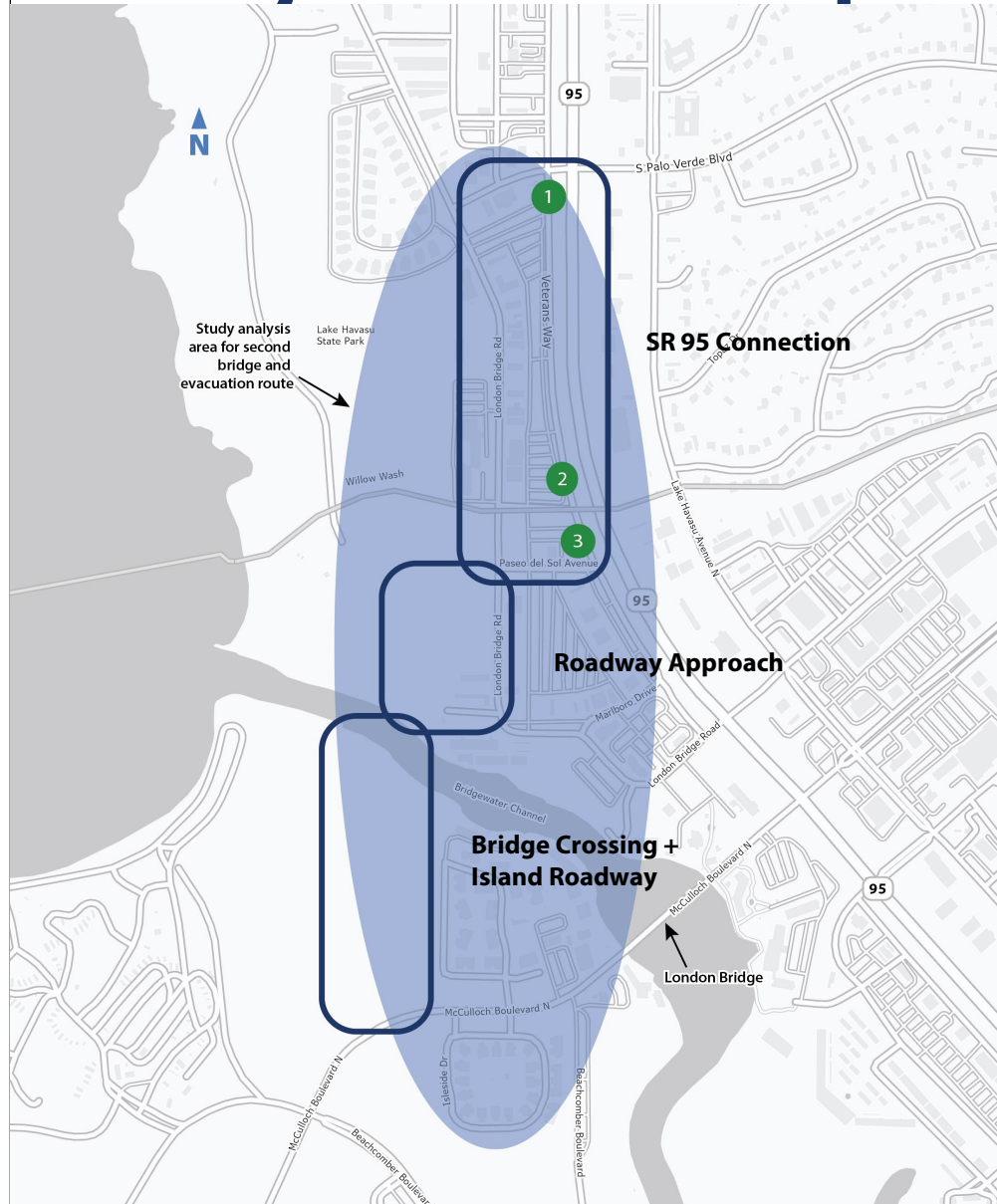
- Conducted traffic modeling to evaluate application of a new roadway and bridge for existing condition and horizon years 2030 and 2045.
- Analysis compared results for existing and future conditions comparing results for a 3-lane roadway/bridge vs. a 5-lane roadway/bridge and impacts to existing roadways.

Results conclude:

- 1) A 3-lane roadway offers sufficient vehicular capacity and level of service through 2045.
- 2) Existing, McCulloch Blvd./London Bridge is expected to have over 20,000 average vehicles per day by 2045, exceeding the existing roadway capacity.
- 3) New, Second Bridge/roadway west of SR 95 is expected to have approximately 10,800 average vehicles per day by 2045.
- 4) A “Florida-T” intersection will allow full turning movements with uninterrupted northbound through movements at the new bridge connection on SR 95.



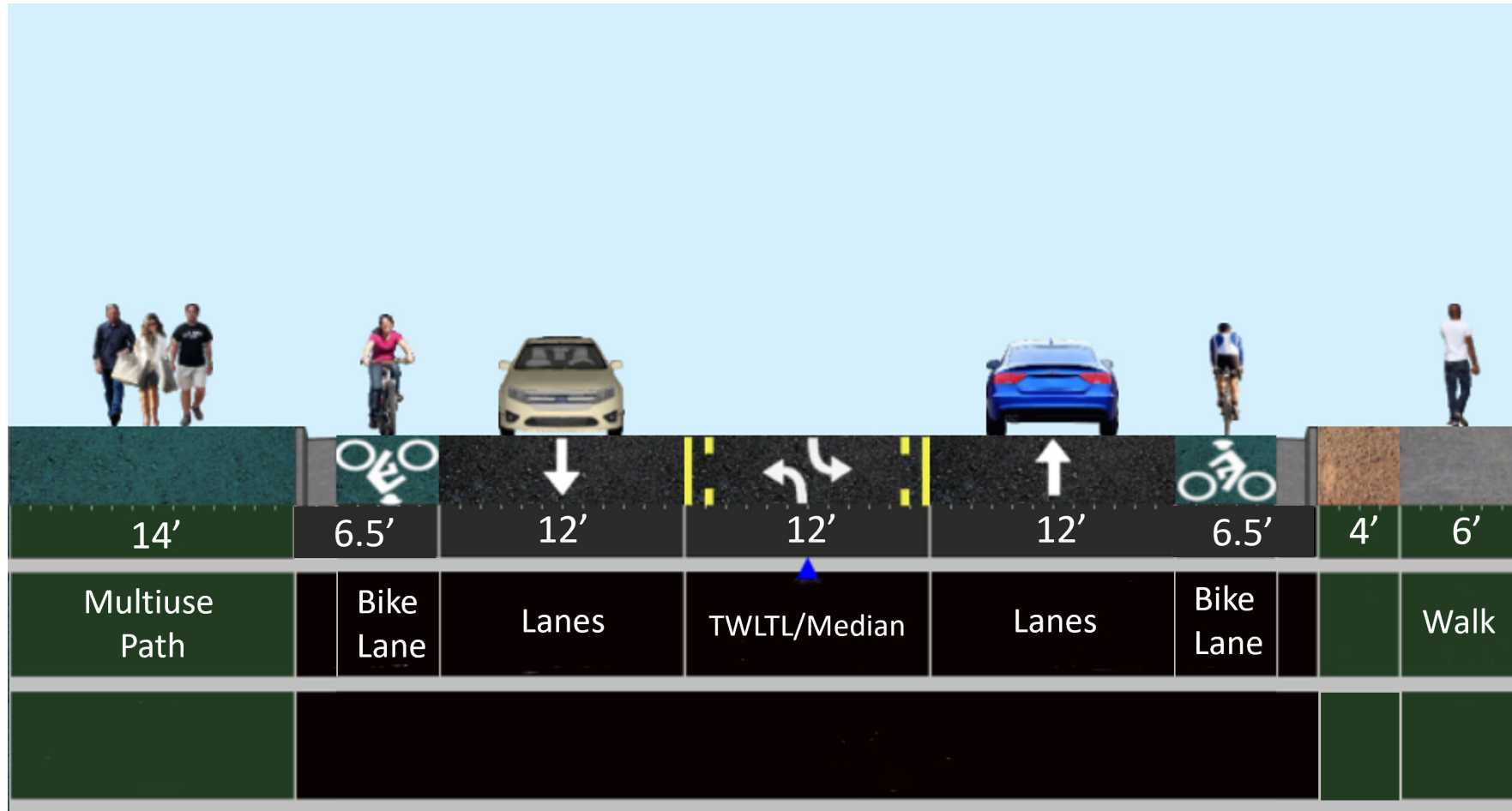
Study Area Components



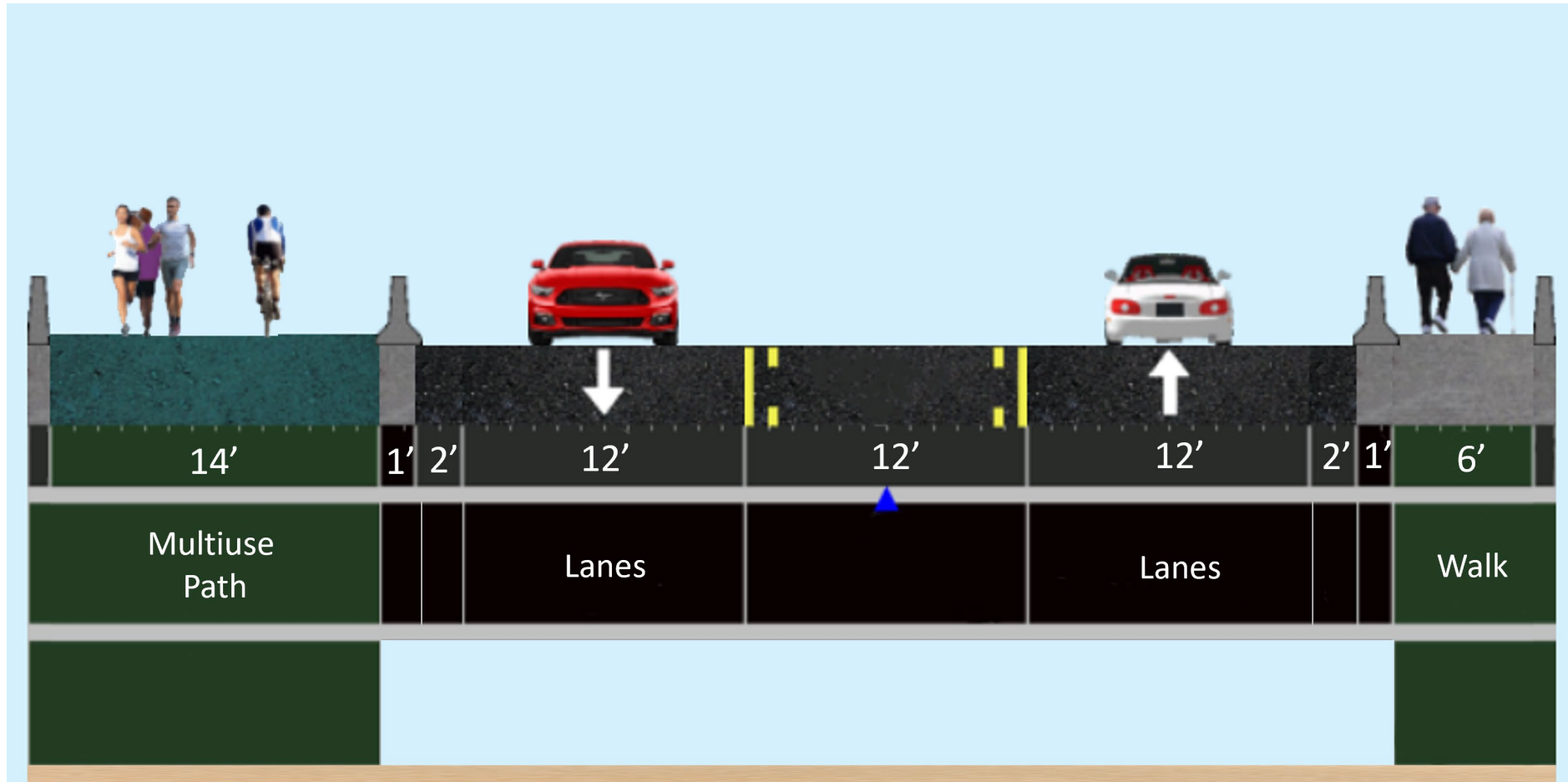
- SR 95 Connection
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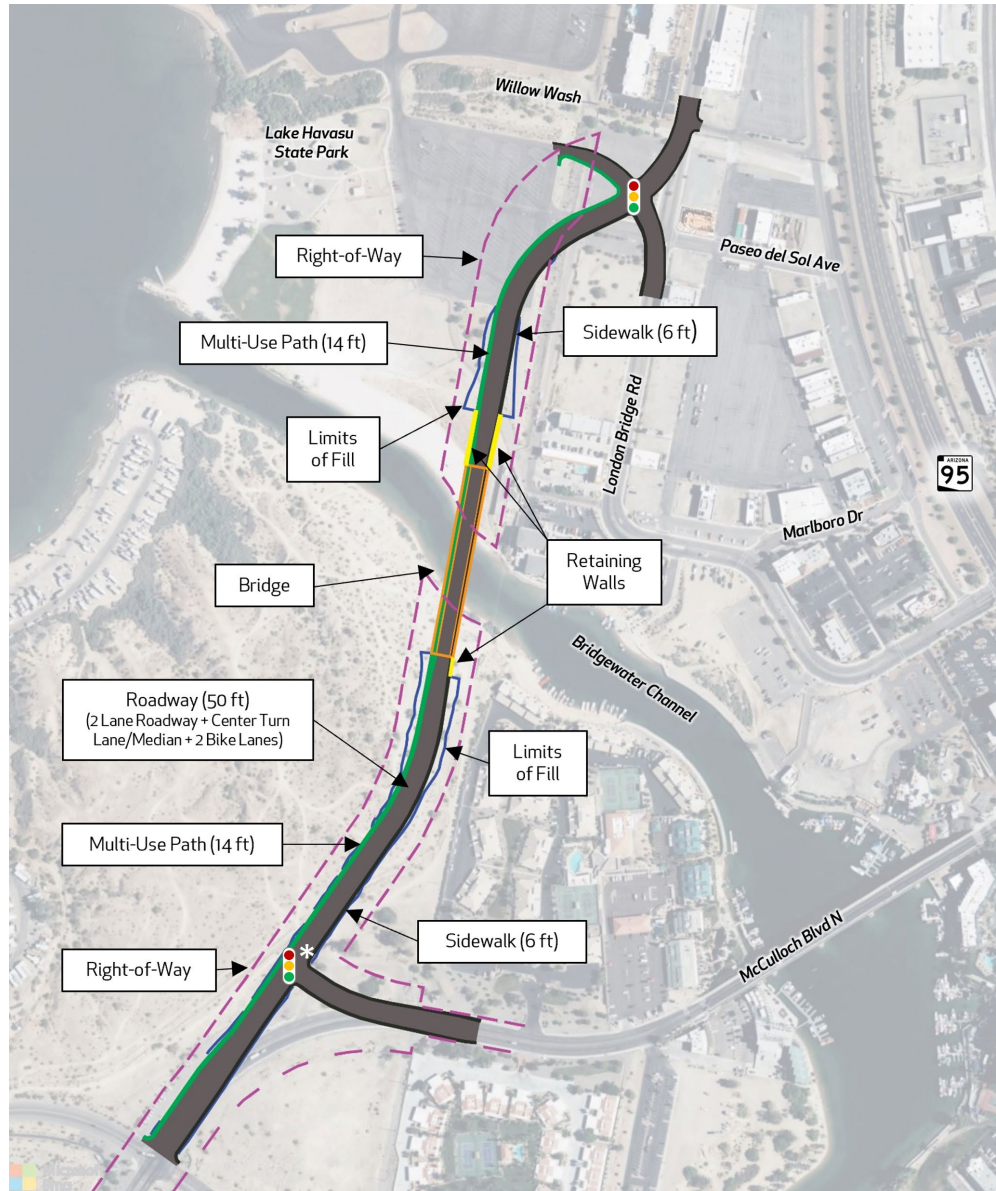
Conceptual Roadway Cross Section



Conceptual Second Bridge Cross Section



Roadway Alignment Alternatives - 1a



PROS

- 1) Utilizes existing SR 95 connection at Palo Verde Blvd., ADOT's preferred connection point to SR 95.
- 2) Least impact and cost on existing LHC roadways.
- 3) Efficient use of London Bridge Rd. tie-in.
- 4) Preferred connection location to State Park.

CONS

- 1) Replace existing stop sign with signal at Palo Verde and London Bridge Rd.
- 2) Will likely require some modification to Palo Verde Blvd.

Preliminary Roadway Cost:
\$11M to \$13M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 1b



PROS

- 1) Utilizes existing SR 95 connection at Palo Verde Blvd., ADOT's preferred connection point to SR 95.
- 2) Least impact and cost on existing LHC roadways.
- 3) Efficient use of London Bridge Rd. tie-in.
- 4) Preferred connection location to State Park.

CONS

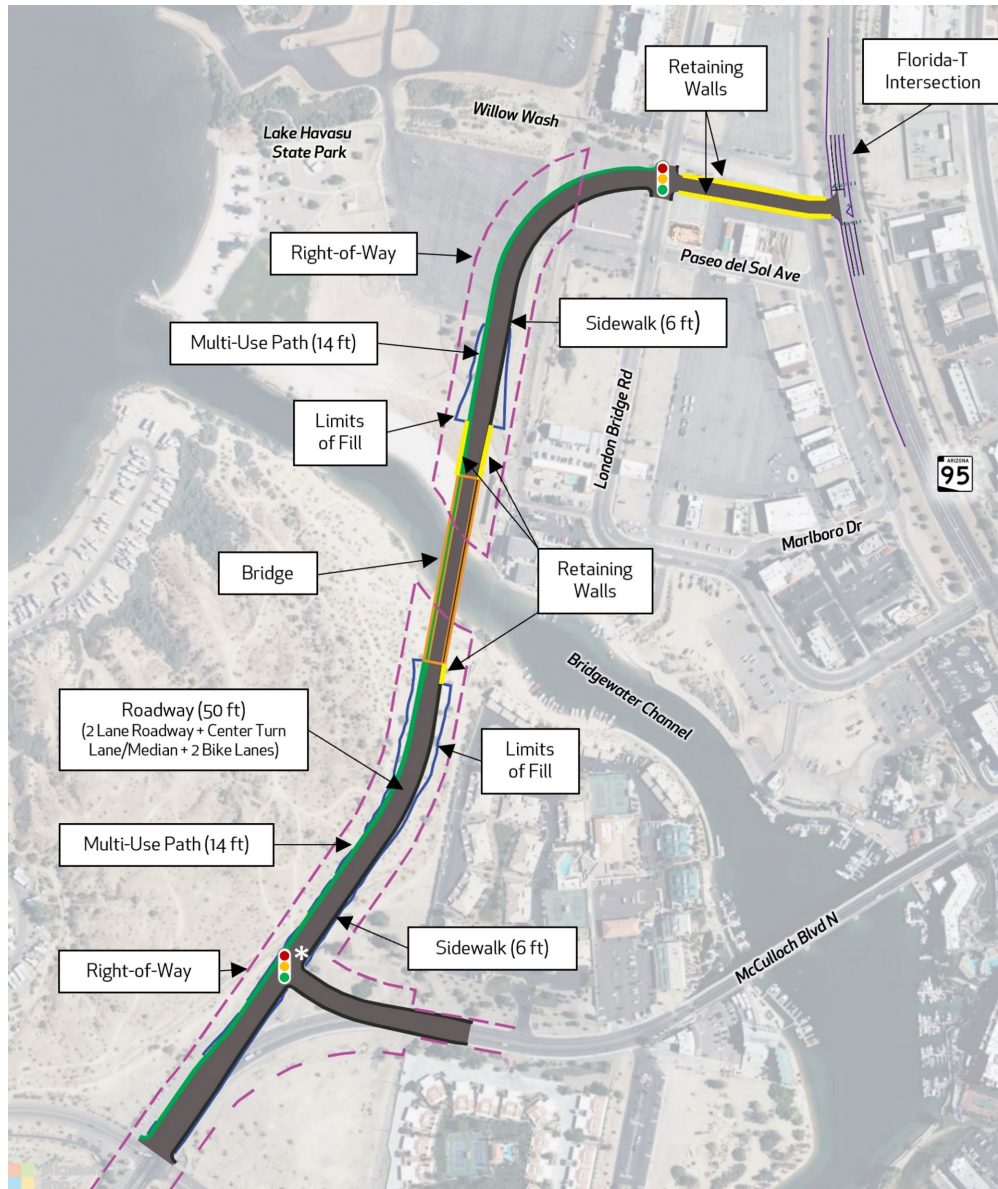
- 1) Replace existing stop sign with signal at Palo Verde and London Bridge Rd.
- 2) Will likely require some modification to Palo Verde Blvd.

Preliminary Roadway Cost:
\$13M to \$15M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 2a



PROS

- 1) State Park access provided.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Stays south of Willow Wash channel, minimizing improvement costs.
- 4) Avoids conflict with existing overhead powerlines.

CONS

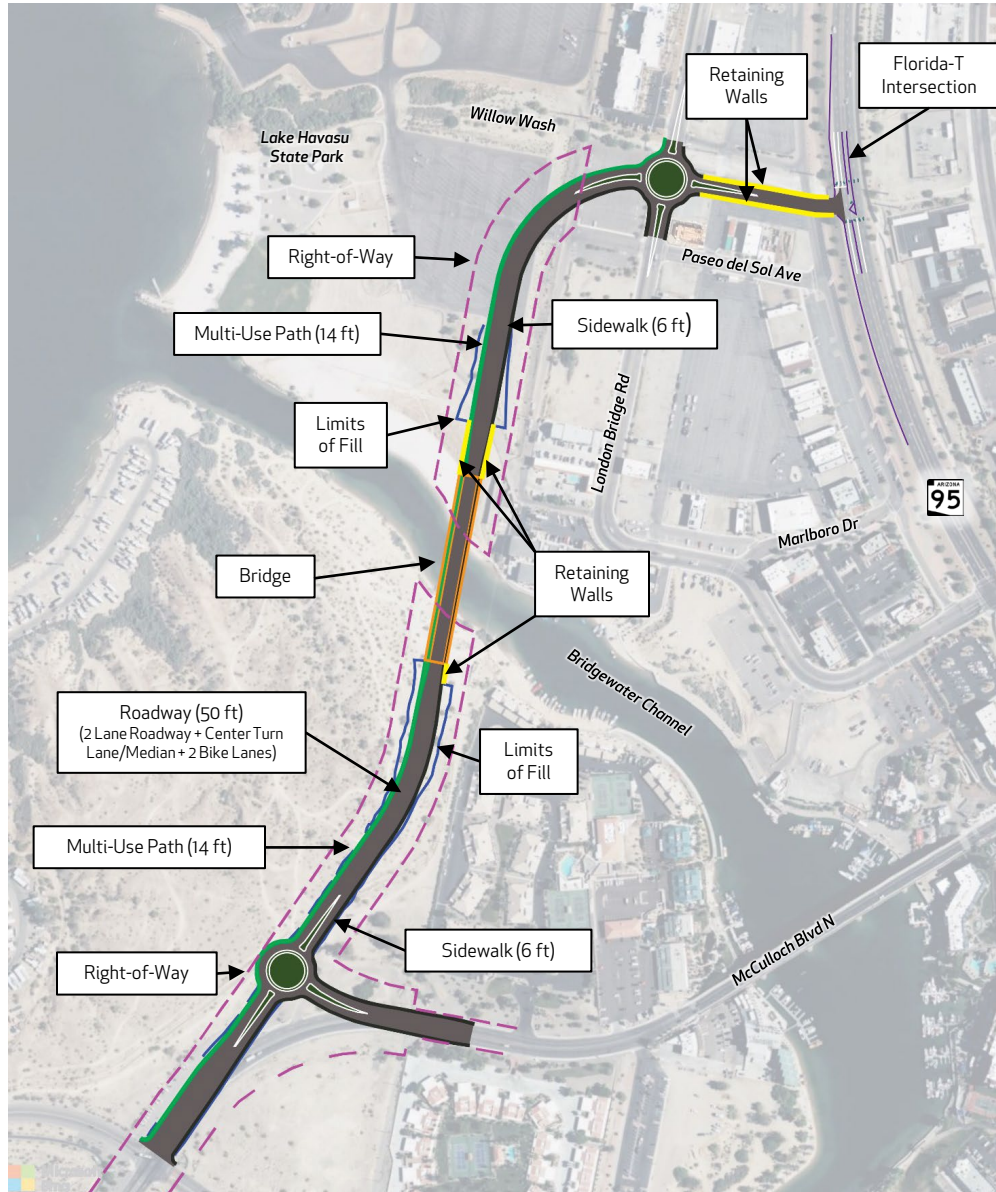
- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls to elevate roadway to SR 95.
- 3) Adjustments to parking and business access b/w London Bridge Rd. and SR 95 likely needed.

Preliminary Roadway Cost:
\$15M to \$17M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 2b



PROS

- 1) State Park access provided.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Stays south of Willow Wash channel, minimizing improvement costs.
- 4) Avoids conflict with existing overhead powerlines.

CONS

- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls to elevate roadway to SR 95.
- 3) Adjustments to parking and business access b/w London Bridge Rd. and SR 95 likely needed.

Preliminary Roadway Cost:
\$17M to \$19M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 3a

PROS

- 1) State Park access provided at ASP preferred location.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Stays south of Willow Wash channel, minimizing improvement costs.
- 4) Avoids conflict with existing overhead powerlines.

CONS

- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls to elevate roadway to SR 95.
- 3) Adjustments to parking and business access b/w London Bridge Rd. and SR 95 likely needed.
- 4) Concern over efficiency of future traffic operations due to proximity of signalized intersection spacing.

Preliminary Roadway Cost:
\$15M to \$17M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 3b



PROS

- 1) State Park access provided at ASP preferred location.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Stays south of Willow Wash channel, minimizing improvement costs.
- 4) Avoids conflict with existing overhead powerlines.

CONS

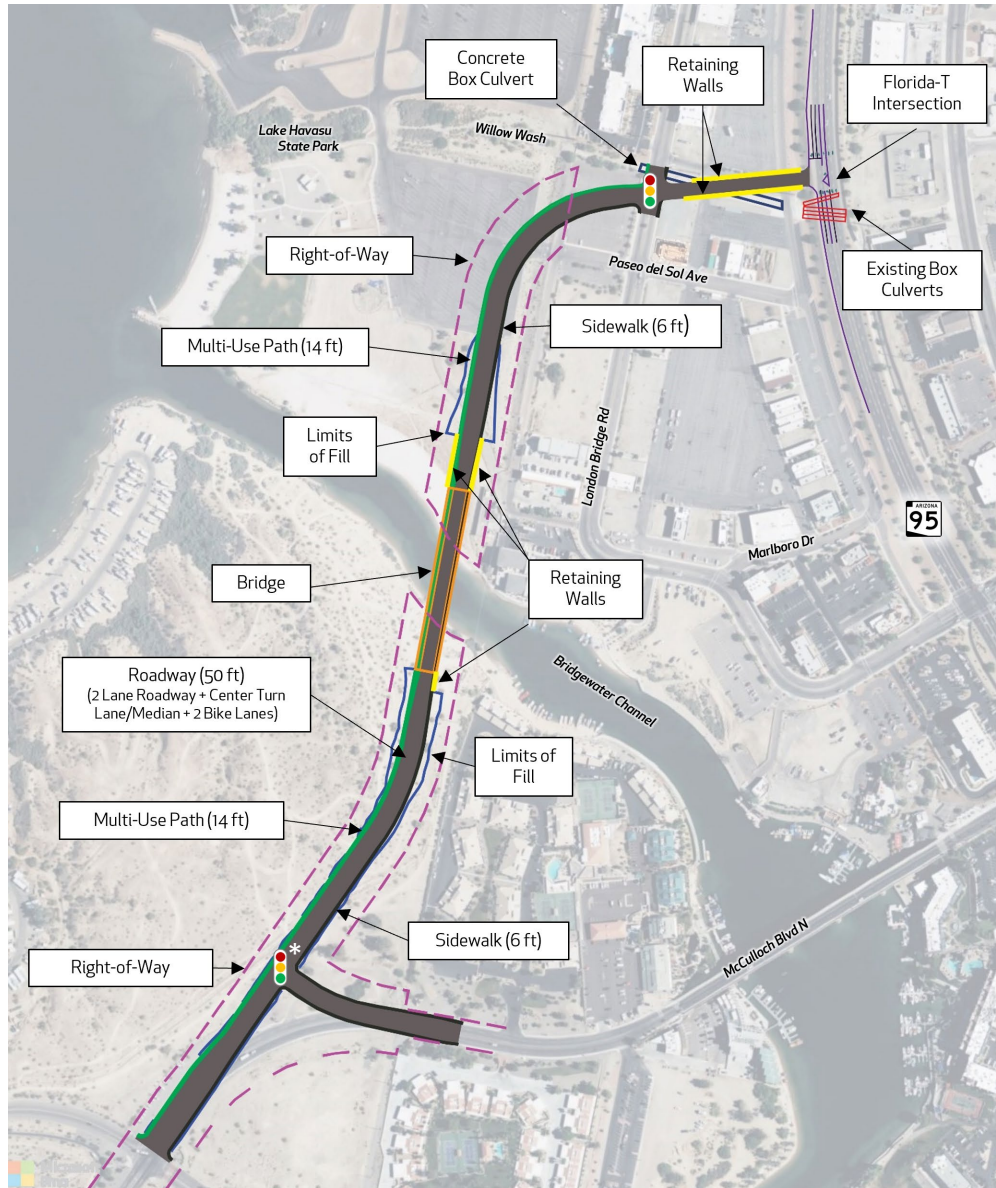
- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls to elevate roadway to SR 95.
- 3) Adjustments to parking and business access b/w London Bridge Rd. and SR 95 likely needed.
- 4) Concern over efficiency of future traffic operations due to proximity of signalized intersection spacing.

Preliminary Roadway Cost:
\$17M to \$19M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 4a



PROS

- 1) State Park access provided.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Utilizes Willow Wash/PUE easement.
- 4) Equidistant connection to SR 95 for ADOT.

CONS

- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls and lengthy box culverts for Willow Wash improvements.
- 3) Impacts to business access/operations along Paseo del Sol.
- 4) Long term Willow Wash maintenance costs.

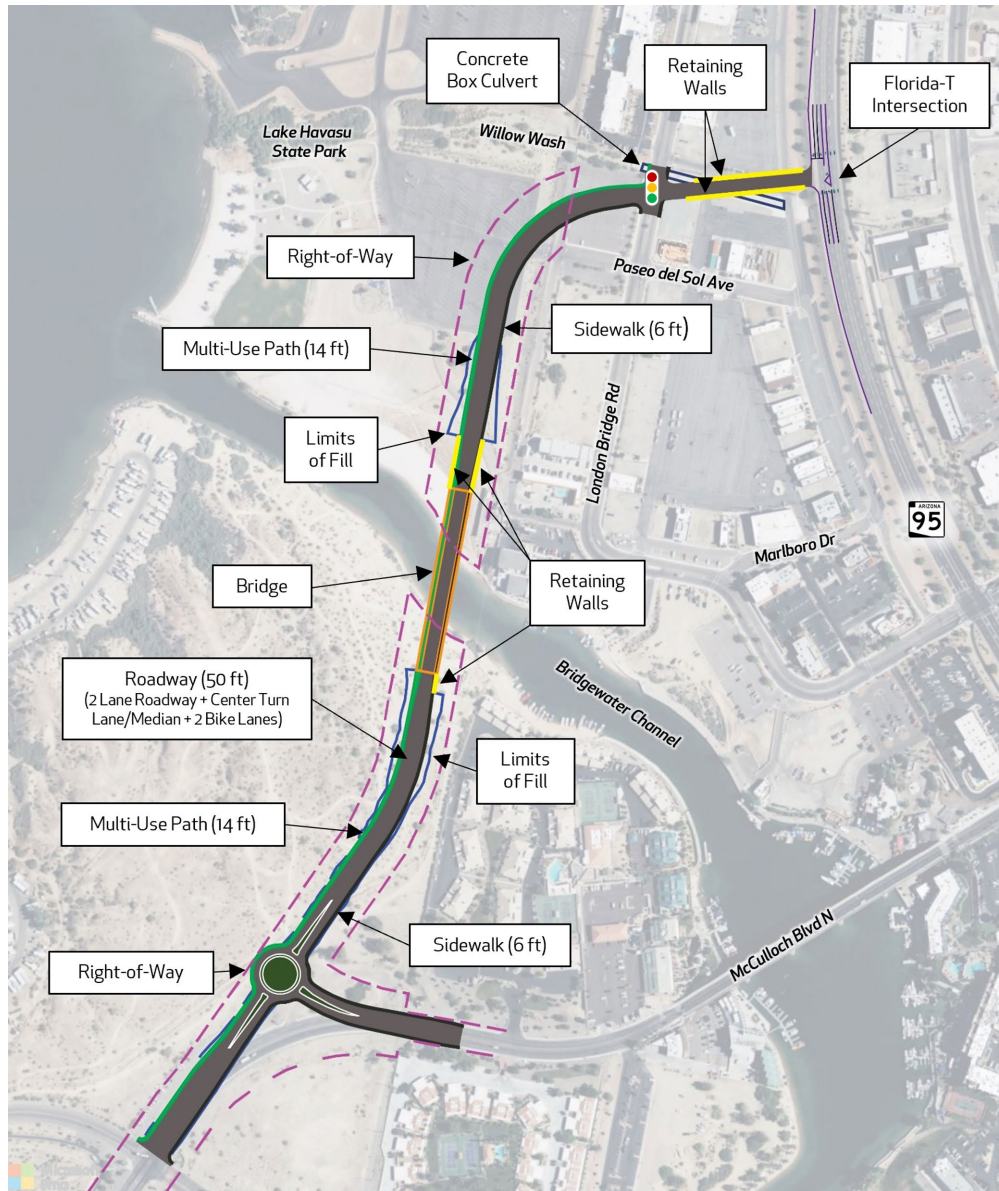
Preliminary Roadway Cost:

\$17.5M to \$19.5M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 4b



PROS

- 1) State Park access provided.
- 2) Introduces Florida-T intersection at SR 95 to minimize interruptions and free flow NB traffic on SR 95.
- 3) Utilizes Willow Wash/PUE easement.
- 4) Equidistant connection to SR 95 for ADOT.

CONS

- 1) Requires new intersection with SR 95.
- 2) Increased construction costs with retaining walls and lengthy box culverts for Willow Wash improvements.
- 3) Impacts to business access/operations along Paseo del Sol.
- 4) Long term Willow Wash maintenance costs.

Preliminary Roadway Cost:
\$18M to \$20M

Note: Bridge Cost Not Included



Roadway Alignment Alternatives - 5



PROS

- 1) Avoids any improvements/mitigation of Willow Wash.
- 2) Low utility relocation and powerline improvement costs.

CONS

- 3) Paseo del Sol intersection with SR 95 unlikely to be approved by ADOT - it does not adhere to intersection spacing requirements. Less optimal State Park access provided. Requires lengthy retaining walls and expensive intersection improvements at SR 95.
- 4) Some limited ROW acquisition needed along Paseo del Sol Ave. and south of city owned parcels.
- 5) Access modifications needed for crossings b/w London Bridge Rd. and SR 95.

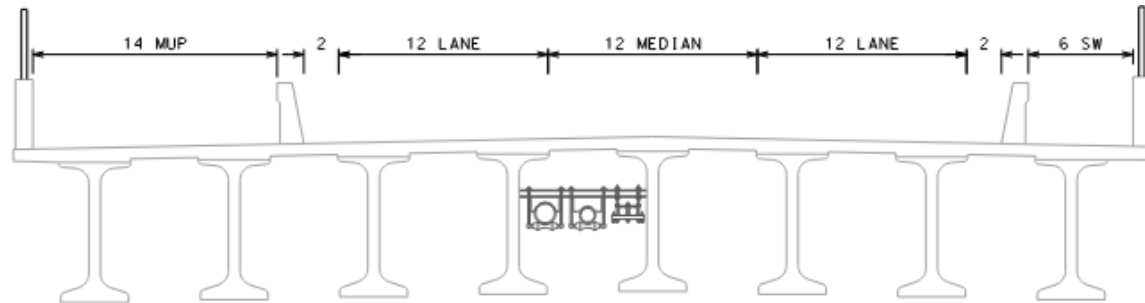
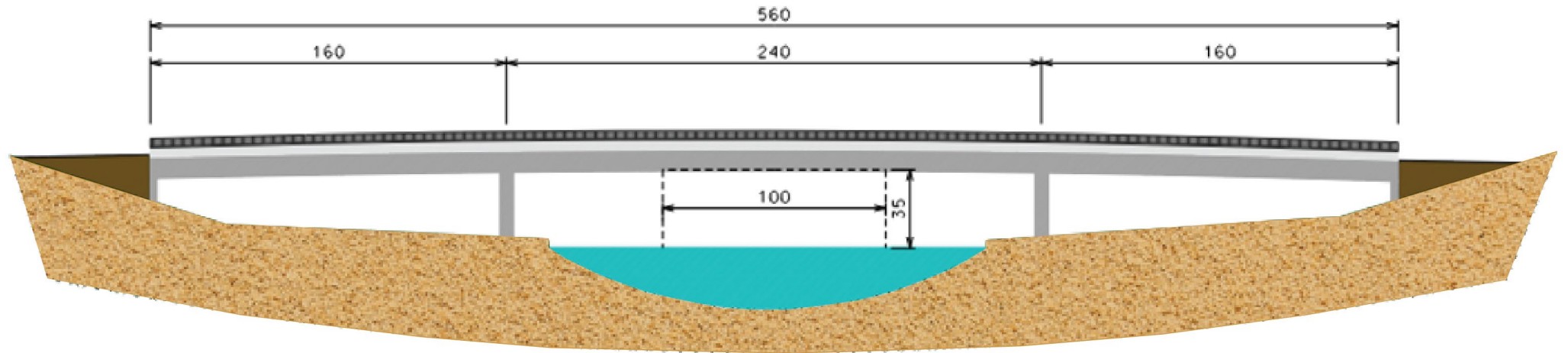
Preliminary Roadway Cost:

\$15M to \$17M

Note: Bridge Cost Not Included



Bridge Type 1: Wide Flange Girder, Typical Finish



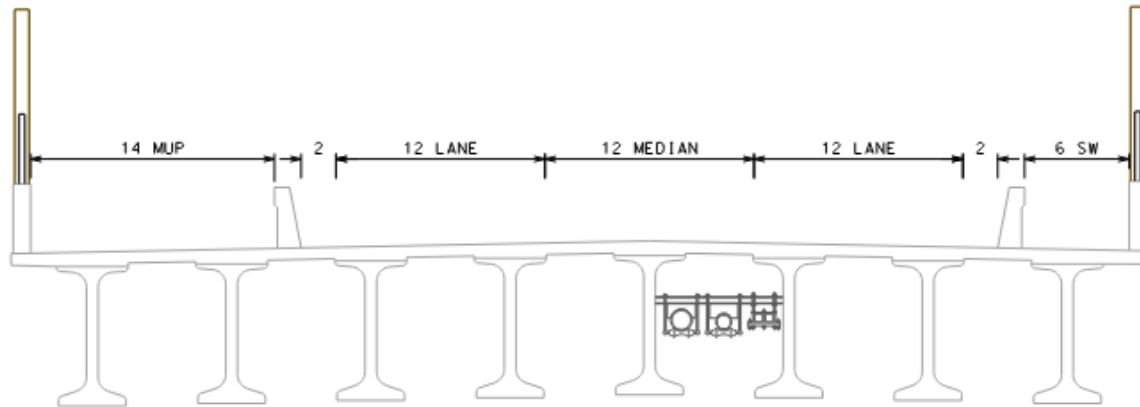
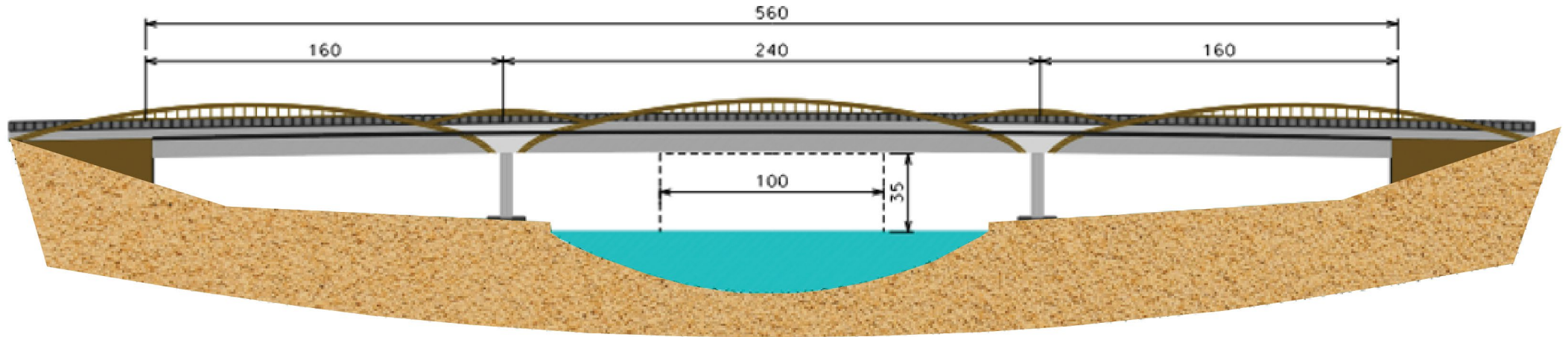
- Three-Span Spliced Wide Flange Girder
 - Efficient structure
 - Construct with no Falsework in Channel
 - Vertical Clearance over Full Channel
 - Favorable Structural Aesthetics
 - Utility Accommodation Between Girders

Estimated Bridge Cost:
\$12.5M to \$16M

Note: Roadway Cost Not Included



Bridge Type 2: Wide Flange Girder



- Three-Span Spliced Wide Flange Girder
 - Efficient structure
 - Construct with no Falsework in Channel
 - Vertical Clearance over Full Channel
 - Favorable Structural Aesthetics
 - Economical Aesthetic Enhancements
 - Utility Accommodation Between Girders

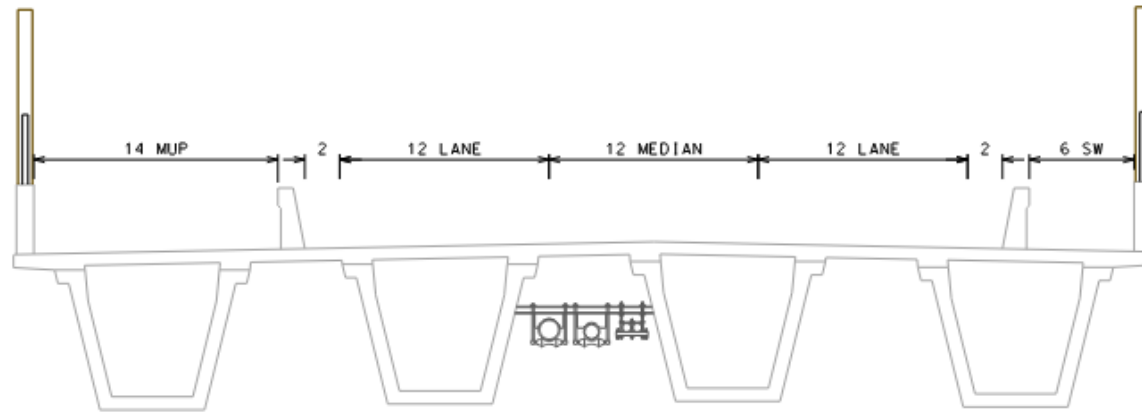
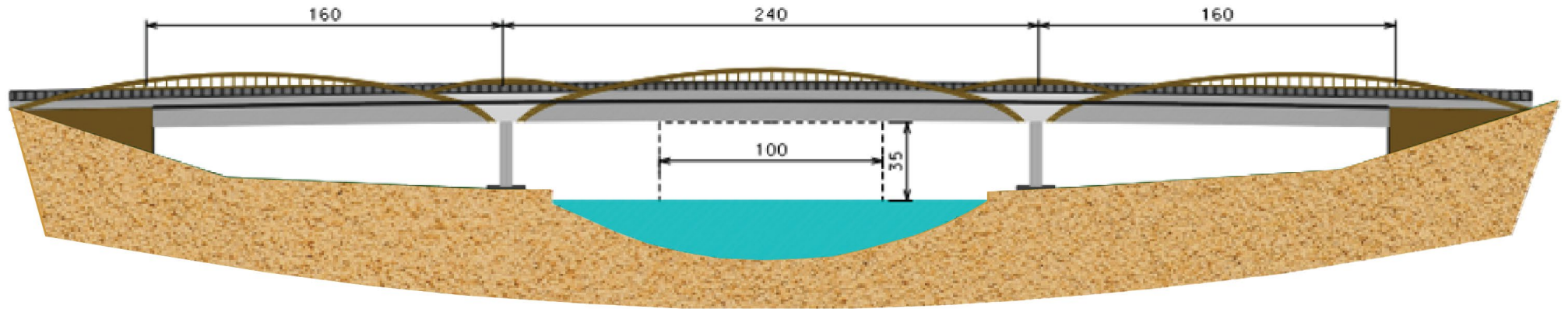
Estimated Bridge Cost:

\$12.5M to \$16.5M

Note: Roadway Cost Not Included



Bridge Type 3: Tub Girder



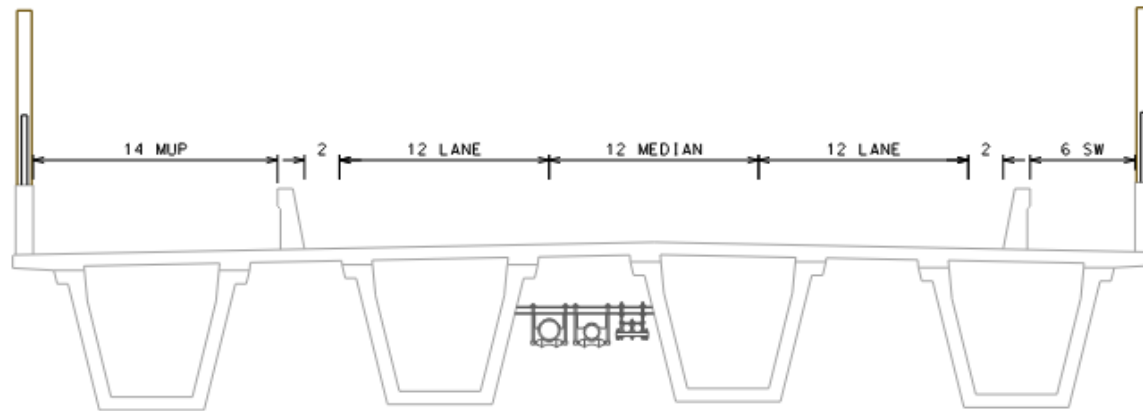
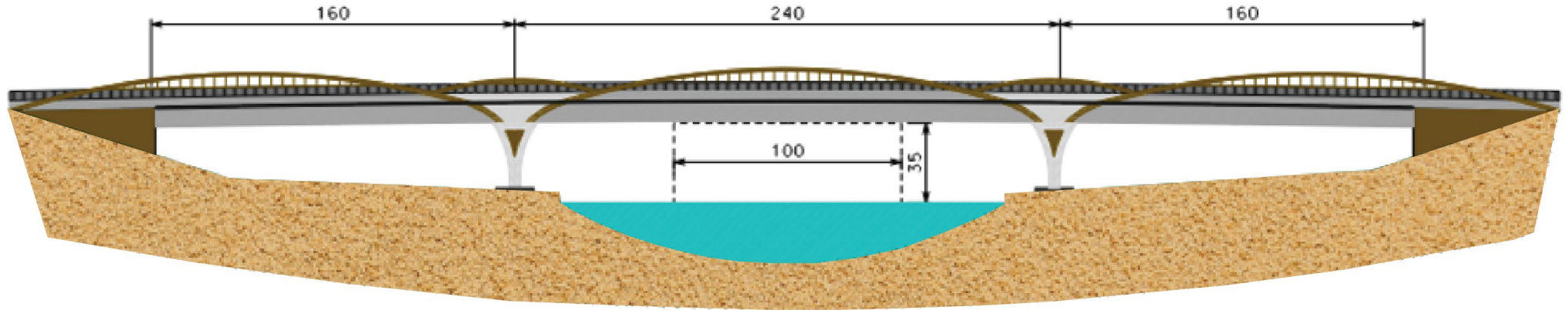
- Three-Span Spliced Tub Girder
 - Efficient structure
 - Construct with no Falsework in Channel
 - Vertical Clearance over Full Channel
 - Favorable Structural Aesthetics
 - Economical Aesthetic Enhancements
 - Utility Accommodation Between Girders

Estimated Bridge Cost:
\$13M to \$16.5M

Note: Roadway Cost Not Included



Bridge Type 4: Tub Girder with Flared Piers



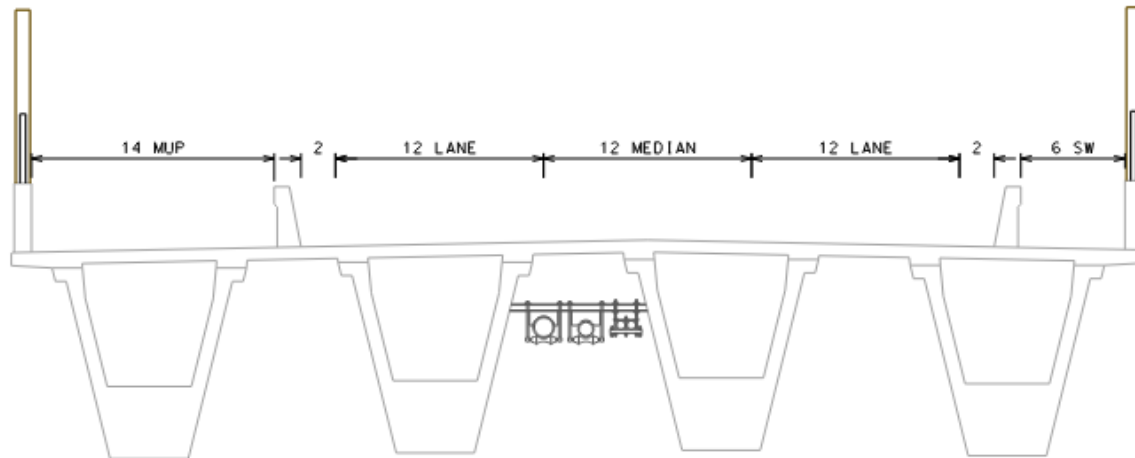
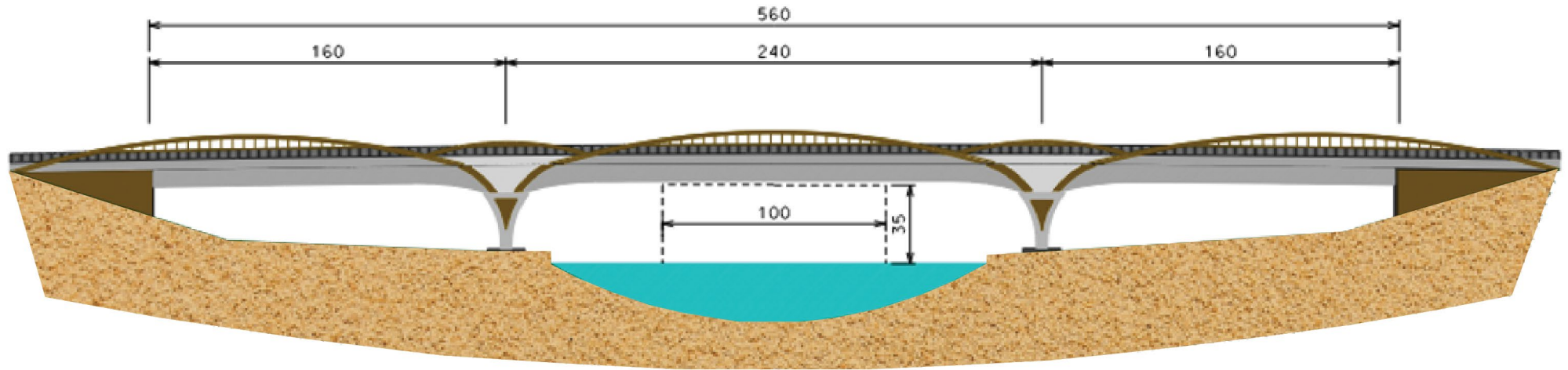
- Three-Span Spliced Tub Girder
 - Efficient structure
 - Construct with no Falsework in Channel
 - Vertical Clearance over Full Channel
 - Structural Aesthetics with flared piers
 - Utility Accommodation Between Girders

Estimated Bridge Cost:
\$13.5M to \$17M

Note: Roadway Cost Not Included



Bridge Type 5: Tub Girder w/ Deepened Pier Segment



- Three-Span Spliced Tub Girder
 - Structural Aesthetics improved with deep girders and flared piers
 - Some Falsework in Channel for deepened pier segments
 - Vertical Clearance over Full Channel
 - Utility Accommodation Between Girders

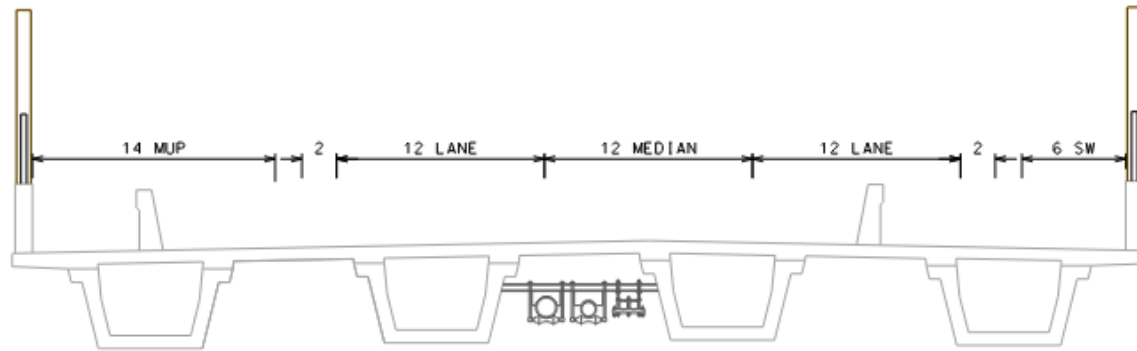
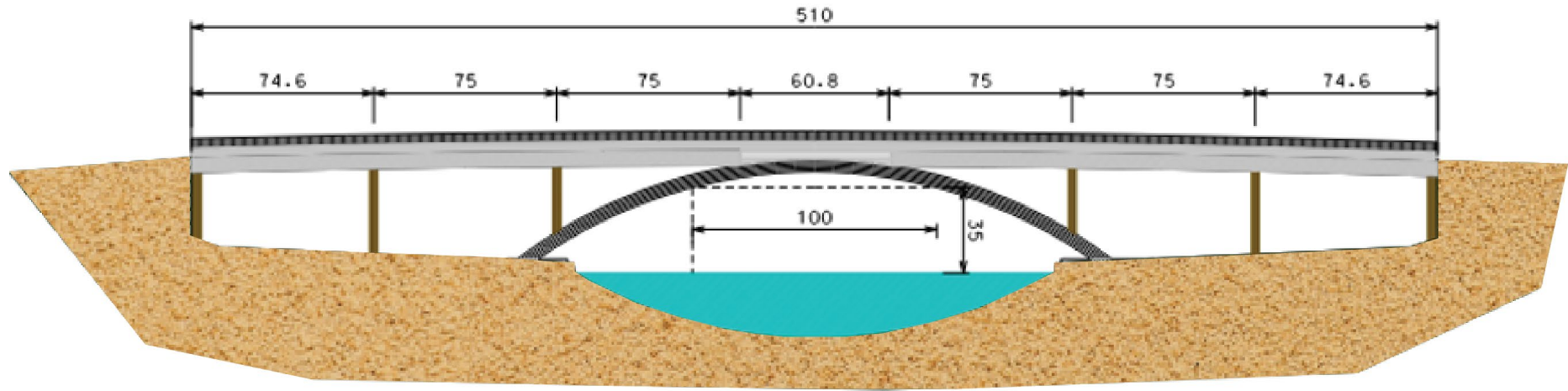
Estimated Bridge Cost:

\$14M to \$18M

Note: Roadway Cost Not Included



Bridge Type 6: Rib Arch w/ Spliced Tub Girders



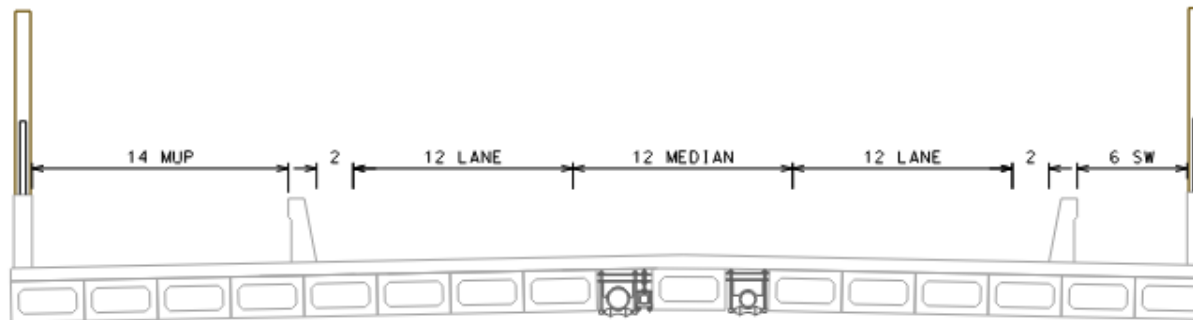
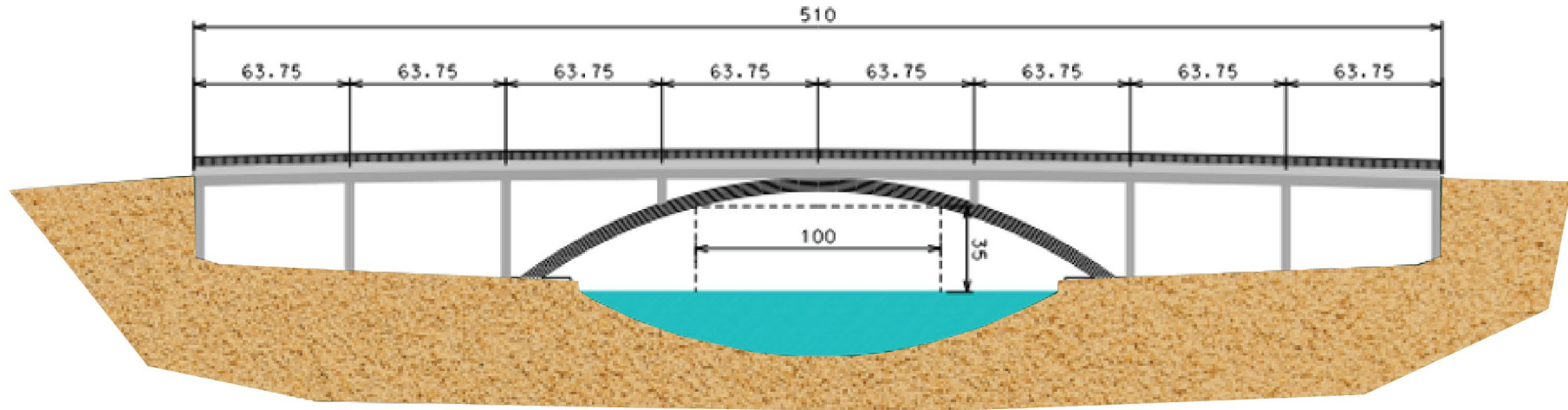
- Arch Supported 7-Span Spliced Tub
 - Complex structure
 - Requires Falsework in Channel
 - Vertical Clearance over 100-ft Channel
 - Favorable Structural Aesthetics
 - Utility Accommodation Between Girders

Estimated Bridge Cost:
\$20.5M to \$26M

Note: Roadway Cost Not Included



Bridge Type 7: Rib Arch w/ Adjacent Box Girders



- Arch Supported 8-Span Adjacent Box Complex Structure
 - Requires Falsework in Channel
 - Vertical Clearance over 100-ft Channel
 - Favorable Structural Aesthetics
 - Utility Accommodation Limited

Estimated Bridge Cost:
\$22.5M to \$28.5M

Note: Roadway Cost Not Included



Selection of the Preferred Alternative

- The Project Team applied a two-tiered process to select the Preferred Alternative
- First Tier = Budget Affordability Screening
 - Matrix illustrating how the potential pairing of the various roadway alignment alternatives and bridge type alternatives can be afforded (or not) within the project budget



What can we afford within our \$35.5 M budget?

Roadway	Bridge Type 1	Bridge Type 2	Bridge Type 3	Bridge Type 4	Bridge Type 5	Bridge Type 6	Bridge Type 7
1A	✓	✓	✓	✓	✓	X	X
1B	✓	✓	✓	✓	✓	X	X
2A	✓	✓	✓	✓	✓	X	X
2B	✓	✓	✓	X	X	X	X
3A	✓	✓	✓	✓	✓	X	X
3B	✓	✓	✓	X	X	X	X
4A	✓	X	X	X	X	X	X
4B	X	X	X	X	X	X	X
5*	✓	✓	✓	✓	✓	X	X

**Roadway Alternative #5 includes a Paseo del Sol Avenue intersection with SR 95 that is unlikely to be approved by ADOT due to intersection spacing requirements*

Selection of the Preferred Alternative

- Second Tier = series of evaluation criteria applied
- **Roadway Criteria**
 - Cost
 - Constructability
 - Utility Conflicts
 - Environmental Permitting
 - Durability/Maintenance
 - Traffic Operations
- **Bridgeway Criteria**
 - Cost
 - Constructability
 - Impacts to Channel
 - Durability/Maintenance
 - Aesthetics
 - Utility Accommodations/Screening



Roadway Alternative Scoring results

Roadway Alternatives	Cost (0-4)	Constructability (0-4)	Utility Conflicts (0-4)	Environmental/Regulatory Permitting (0-4)	Durability/Maintenance (0-4)	Traffic Operations (0-4)	Total Score (0-24)
1A, 1B	4	3	3	3	4	4	21
2A, 2B	3	3	3	3	2	3	17
3A, 3B	3	3	2	3	2	2	15
4A, 4B	2	1	1	3	1	2	10
5	2	2	3	3	2	0	12



Bridge Alternative Scoring Results

Bridge Type Alternatives	Cost (0-4)	Constructability (0-4)	Impacts to Channel (0-4)	Durability/ Maintenance (0-4)	Aesthetics (0-4)	Utility Accommodations /Screening (0-4)	Total Score (0-24)
1	4	3	3	4	0	3	17
2	4	3	3	3	1	3	17
3	3	4	3	3	2	4	19
4	3	4	3	3	3	4	20
5	2	2	2	3	3	3	15
6	2	1	2	2	4	1	12
7	2	1	2	3	4	2	14

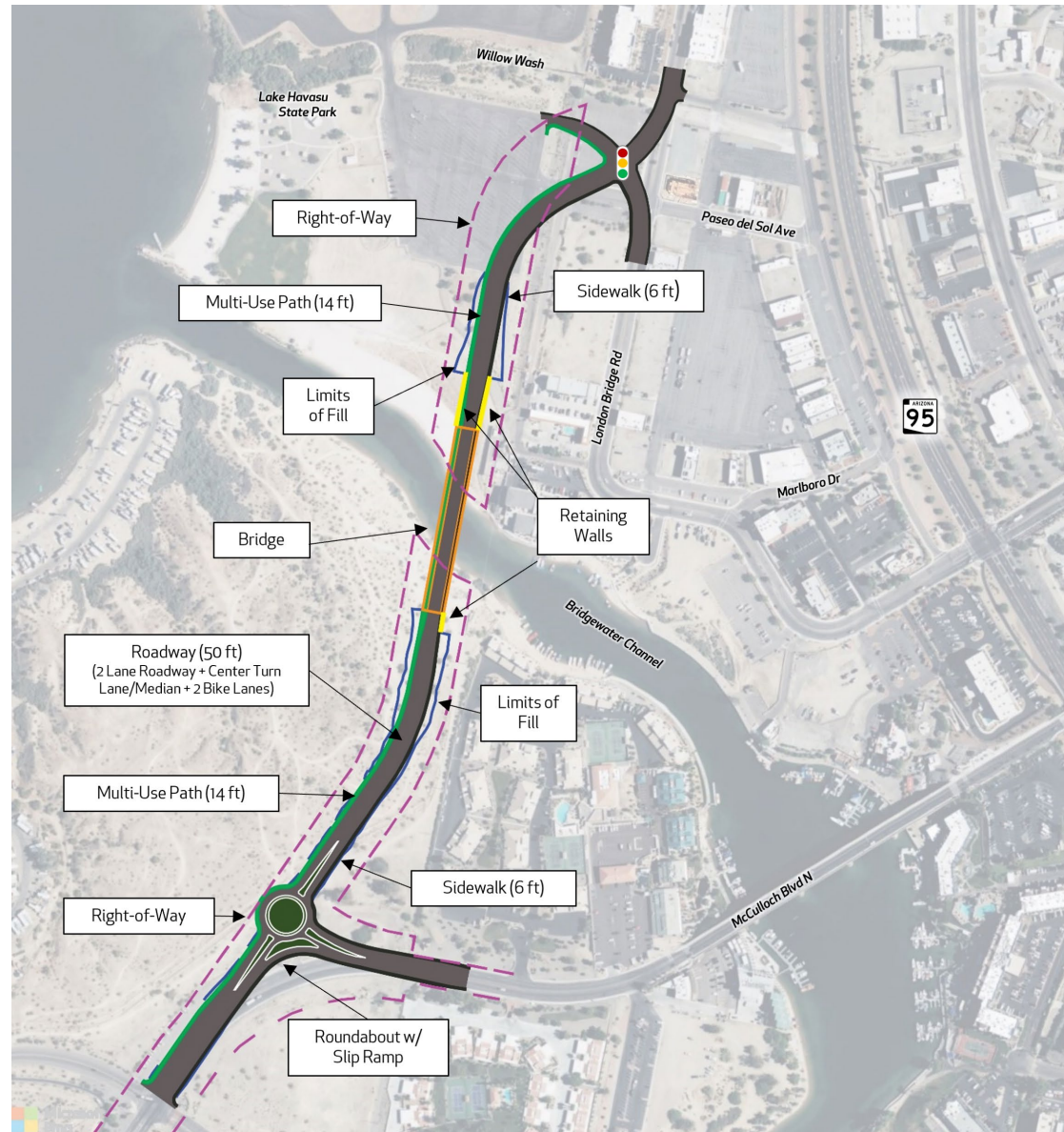


Selection of the Preferred Alternative

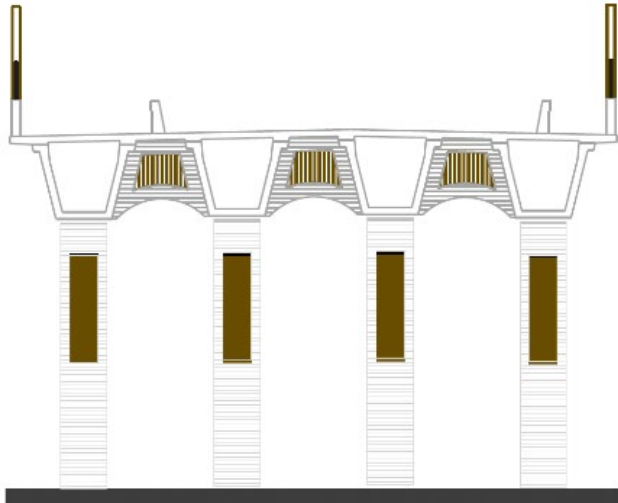
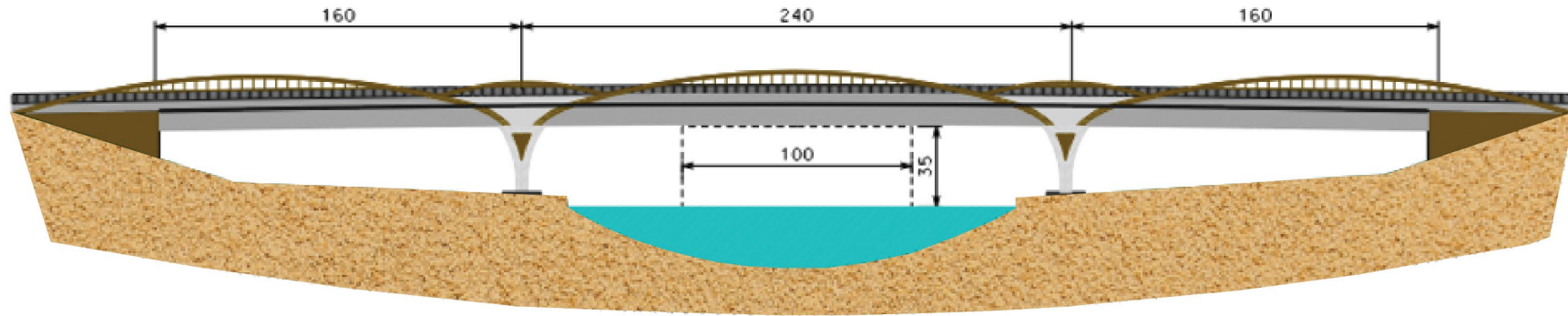
- Based on the scoring results, the Preferred Alternative =
 - Roadway Alignment Alternative 1A/1B
 - Bridge Type Alternative 4
- This combination offers the optimum balancing of:
 - Roadway performance and operations
 - Minimizes impact/disruption to exiting LHC roadways
 - Roadway and bridge location are within prescribed rights-of-way areas
 - Offers optimum access location to Lake Havasu State Park
 - Minimizes utility conflicts
 - Bridge type has no impacts to Bridgewater Channel
 - Bridge type is aesthetically complementary to the London Bridge
 - Stays within the total project budget



Selection of the Preferred Alternative



Selection of the Preferred Alternative – Constant Tub Girder w/Flared Piers



- Efficient structure with balanced visual appearance
- Construct with no Falsework in Channel
- Vertical Clearance over Full Channel
- Structural Aesthetics with flared piers
- Utility Accommodation Between Girders



Selection of the Preferred Alternative

DESCRIPTION - ROADWAY & BRIDGE PROGRAM COST	PREFERRED ALT.
Preferred Roadway Alternative Construction Estimate	\$ 14,100,000
Preferred Bridge Alternative Construction Estimate	\$ 16,800,000
Permitting And Final Design Engineering Estimate	\$ 3,450,000
TOTAL	\$ 34,350,000



Next Steps

- LHC has initiated the Request for Qualifications (RFQ) process to select a consultant for the final civil engineering design
- Civil design process for roadway and bridge
- Environmental/regulatory permitting
- Selection of a contractor
- Construction process



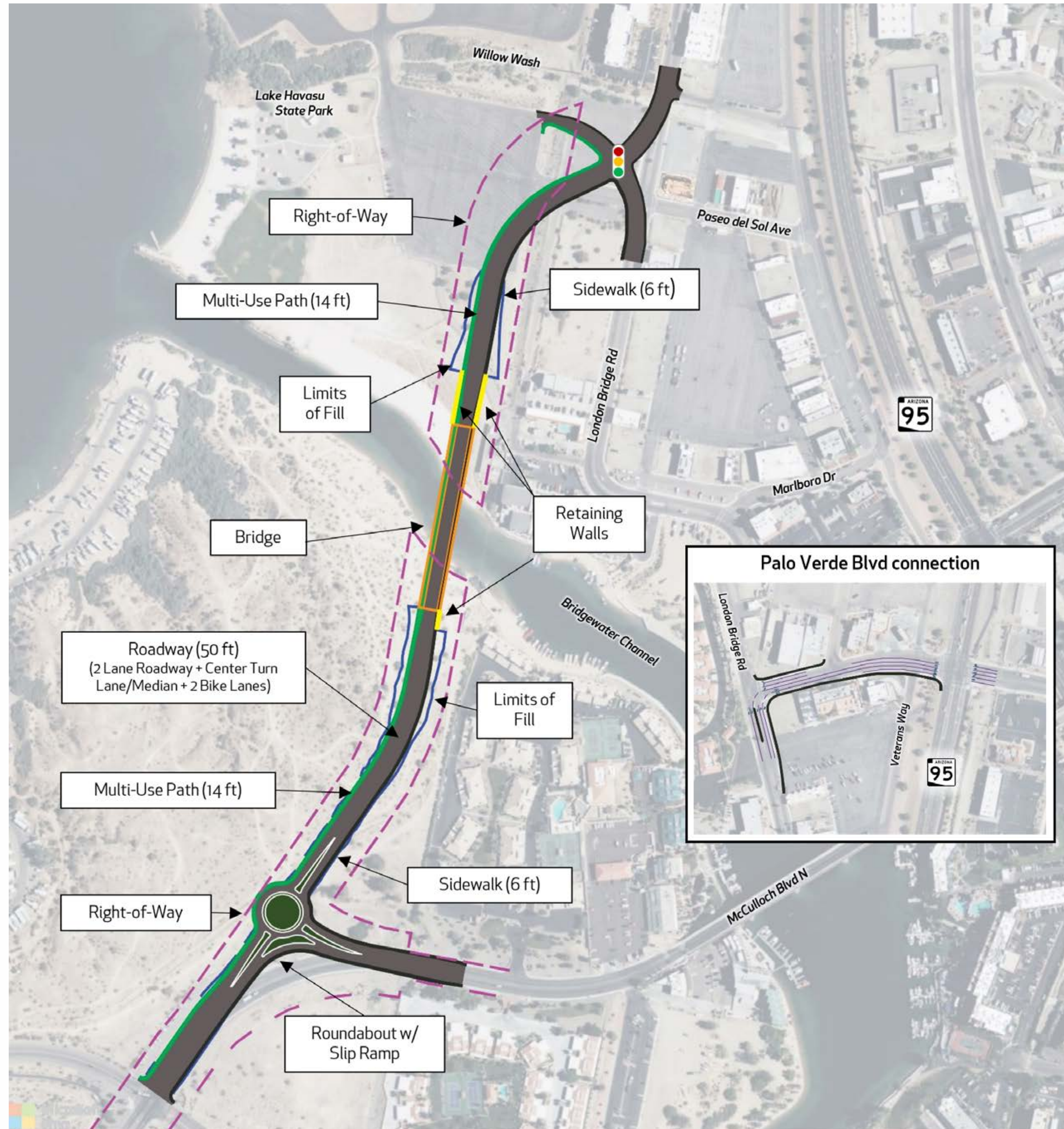


Questions or Comments?





LAKE HAVASU CITY SECOND BRIDGE FEASIBILITY STUDY



PREFERRED ROADWAY ALTERNATIVE

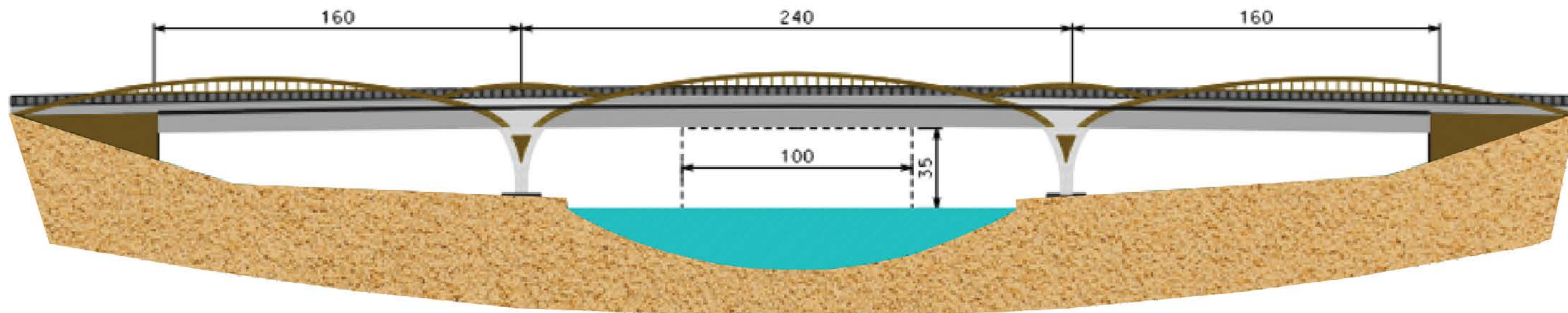
Roadway Criteria

- Cost
- Constructability
- Utility Conflicts
- Environmental Permitting
- Durability/Maintenance
- Traffic Operations

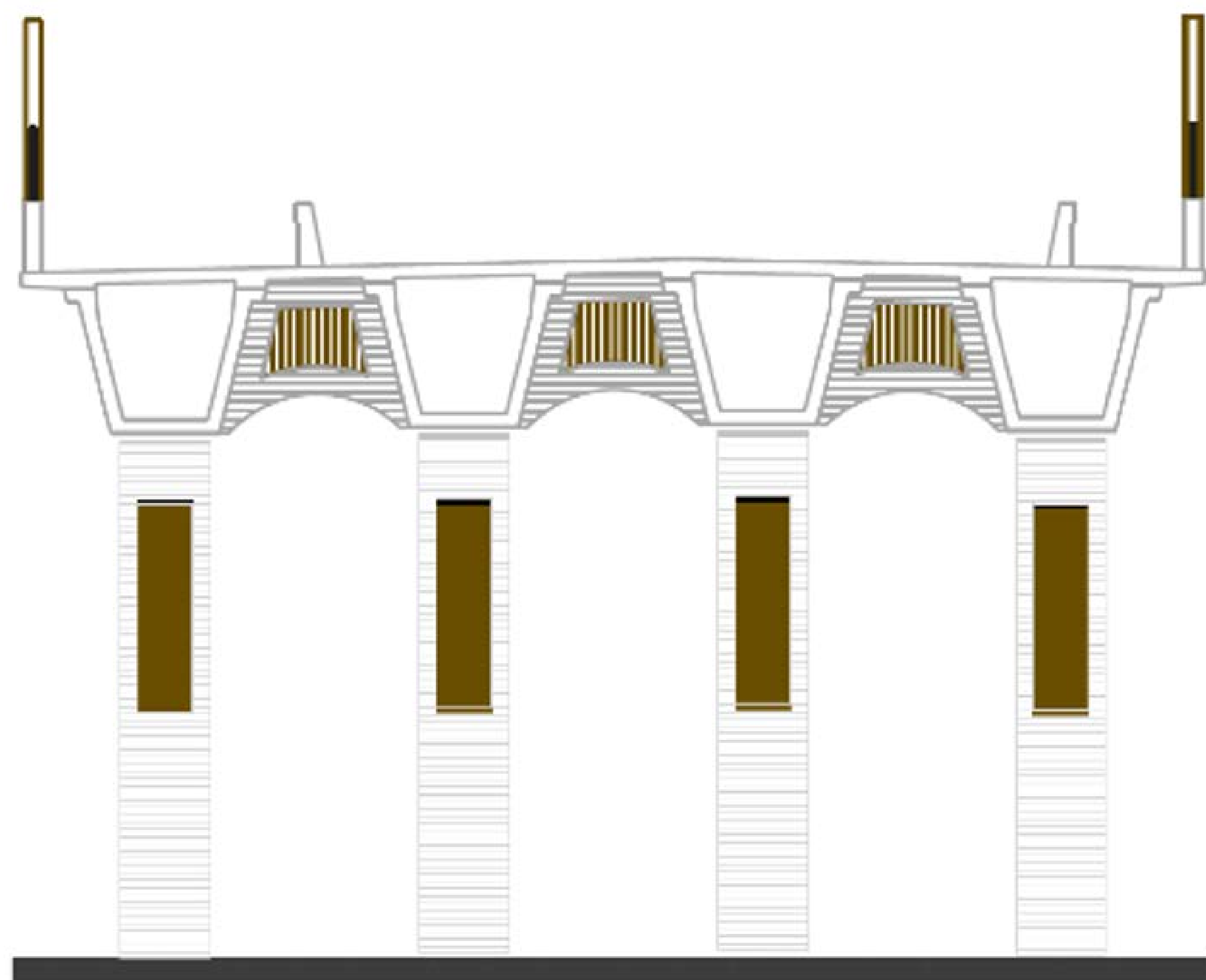
Based on the scoring results, the Preferred Alternative =
Roadway Alignment Alternative 1A/1B

This combination offers the optimum balancing of:

- Offers optimum access location to Lake Havasu State Park
- Minimizes impact/disruption to exiting LHC roadways
- Maintains business access from Veterans Way
- Roadway and bridge location are within prescribed rights-of-way areas
- Minimizes utility conflicts
- Stays within the total project budget



PREFERRED BRIDGE ALTERNATIVE - CONSTANT TUB GIRDER WITH FLARED PIERS



Based on the scoring results, the Preferred Alternative =
Bridge Type Alternative 4

This combination offers the optimum balancing of:

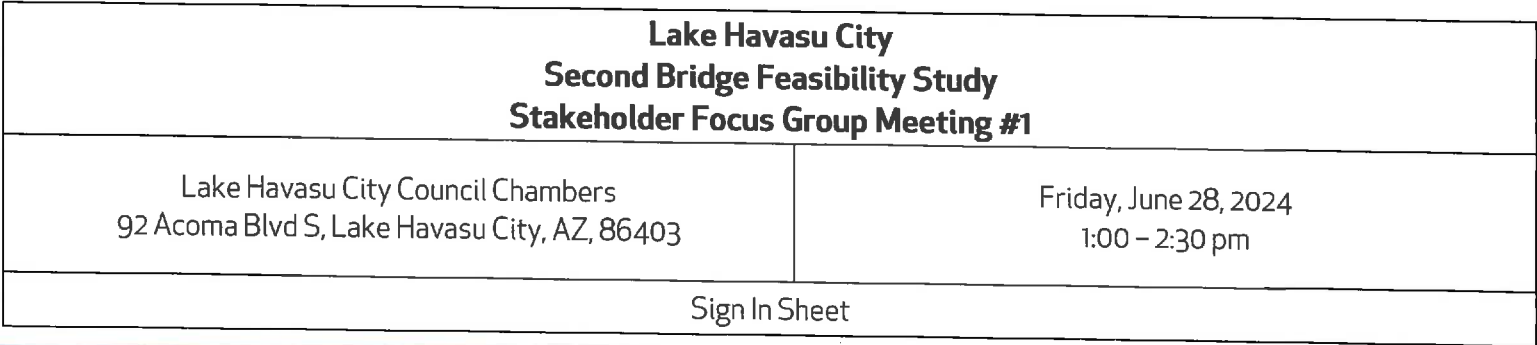
- Efficient structure with balanced visual appearance
- Utility accommodations between girders
- Bridge type has no impacts to Bridgewater Channel
- Bridge type is aesthetically complementary to the London Bridge
- Stays within the total project budget



Friday, June 28, 2024
1:00 – 2:30 pm

Sign In Sheet

Michael Baker
INTERNATIONAL

[illegible]



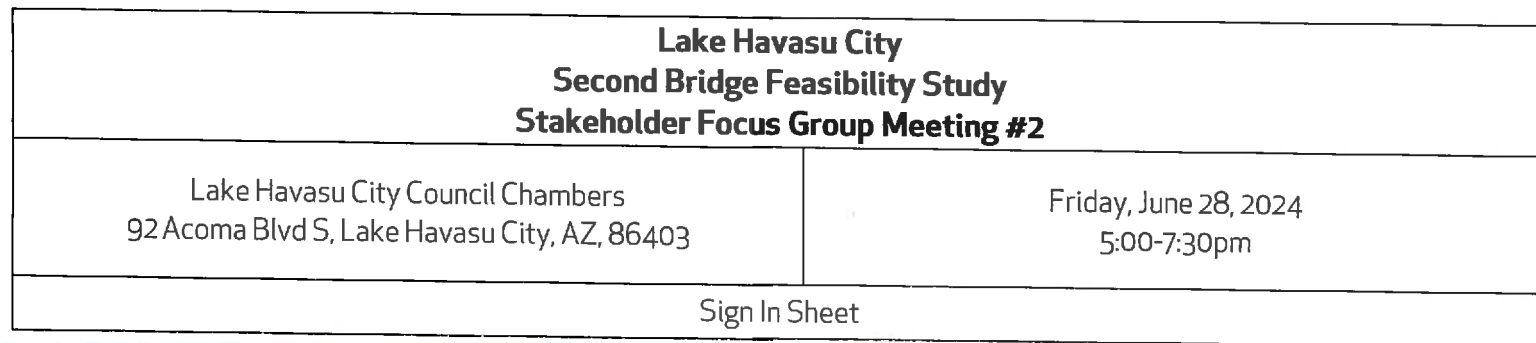
**Lake Havasu City
Second Bridge Feasibility Study
Stakeholder Focus Group Meeting #2**

Lake Havasu City Council Chambers
92 Acoma Blvd S, Lake Havasu City, AZ, 86403

Friday, June 28, 2024
5:00-7:30pm

Sign In Sheet

Name	Role in Community			Describe if Other selected	Email
	Check all that apply				
	Resident	Business Owner	Other		
COBE CROSBY	X				COBECROSBY@AOL.COM
ROSS E Johnson	X				rossjohnson@frontiernet.net
GLENN LODGE			✓	TRIBAL GOVT	Glenn Lodge CHAIRMAN@CIT-NSA.GOV
Sarah Hall			✓	WAVECTED	Sarahahall@icloud.com
Debra Marott	✓				DSRT2SEA@AOL.COM
TIMOTHY DAM	X				Timothydamet@gmail.com
Dan Rooney	X	X			droddy@azstateparks.gov



Michael Baker
INTERNATIONAL

[illegible]

Second Bridge Feasibility Study

[illegible]

Please place your card in the comment response basket before you exit the Stakeholder Meeting



Lake Havasu City Second Bridge Feasibility Study

Stakeholder Meeting #2 Comment Cards

Date	Method	Comment
6/28/2024	Comment Card	<ul style="list-style-type: none"> • Please no bikes on walkways (need signs to reflect) • Walking on the channel has become dangerous • BAN regular and ELECTRIC bikes (kids go too fast) • Bikes need own pathways
6/28/2024	Comment Card	<ol style="list-style-type: none"> 1. Use traffic lights only at all intersections 2. Do not use the roundabout road intersections no any part of the project
6/28/2024	Comment Card	The design is perfect, no comment
6/28/2024	Comment Card	Great presentation, many options presented
6/28/2024	Comment Card	<p>We own a condominium at Kingsview Resort Condominiums, I am a B.O.D. for the HOA. The Second Bridge Feasibility Study shows the placement of the Second Bridge, which is proposed to be built adjacent to our complex, this massive structure of a bridge with its retaining walls and multi paths + walkways will produce obnoxious noise levels from vehicular traffic, and a <u>major violation</u> of <u>privacy</u> to our pool areas and homeowner balconies being viewed from above by pedestrians. [Moving the 2nd Bridge 200 yards west towards the lake would be a much better location]</p>
6/28/2024	Comment Card	<p>No roundabouts</p> <ol style="list-style-type: none"> 1. Cost 2. Safety 3. Many drivers not familiar 4. Land use
6/28/2024	Comment Card	<p>I have been opposing this bridge since I bought this condo as a dirt lot in 1974 so I respectfully ask you replace my two windows with double pane to allow for less noise & dirt.</p>



Appendix E: Traffic Modeling Technical Results

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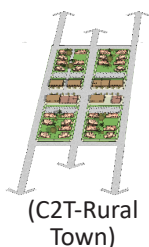
2023 MULTIMODAL QUALITY/ LEVEL OF SERVICE HANDBOOK

State of Florida
Department of Transportation
Systems Implementation Office
605 Suwannee St. MS 19
Tallahassee, FL 32399

www.fdot.gov/planning
January 2023

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

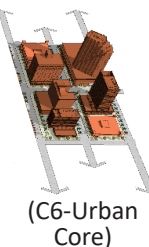


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

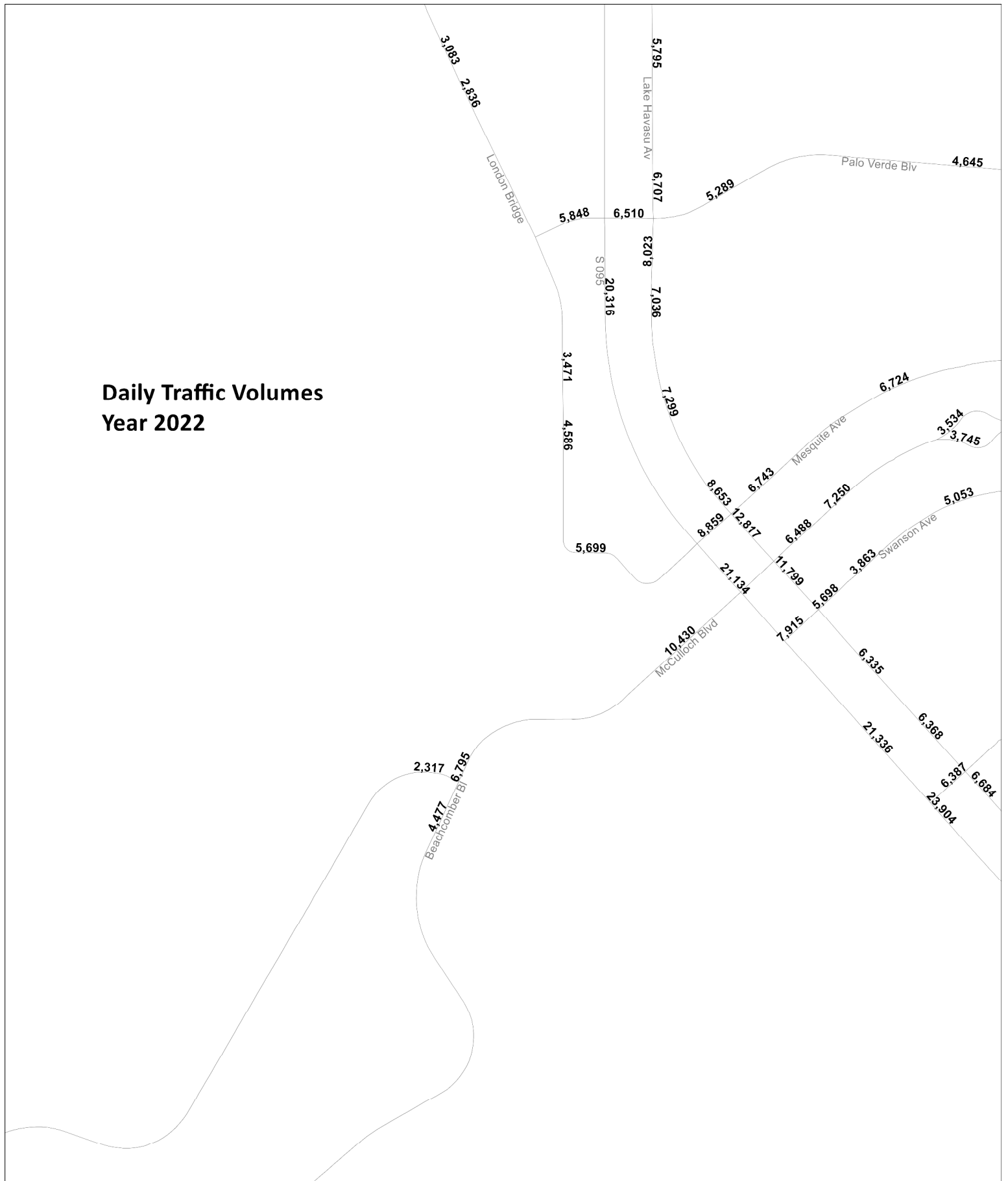
Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

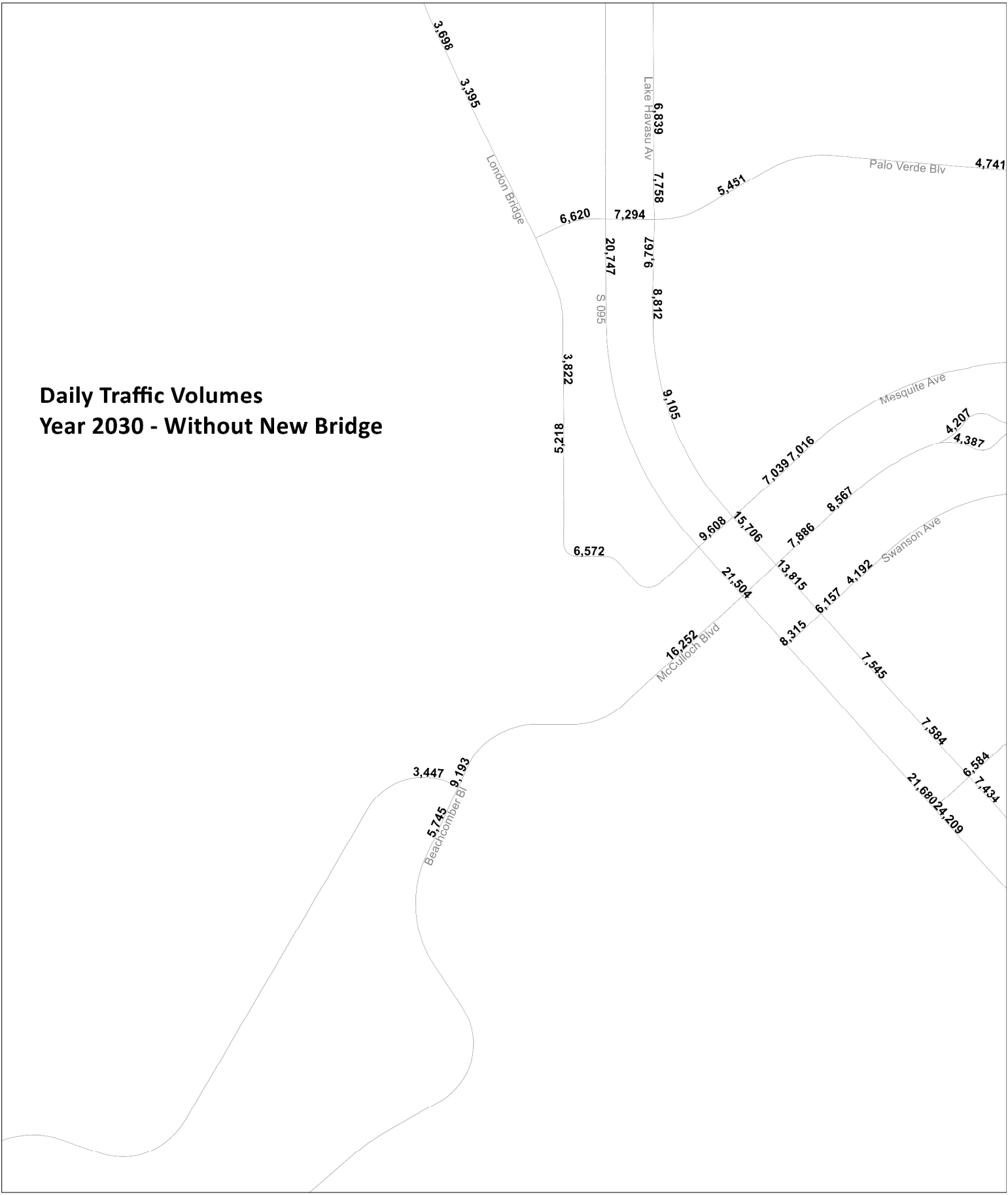
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

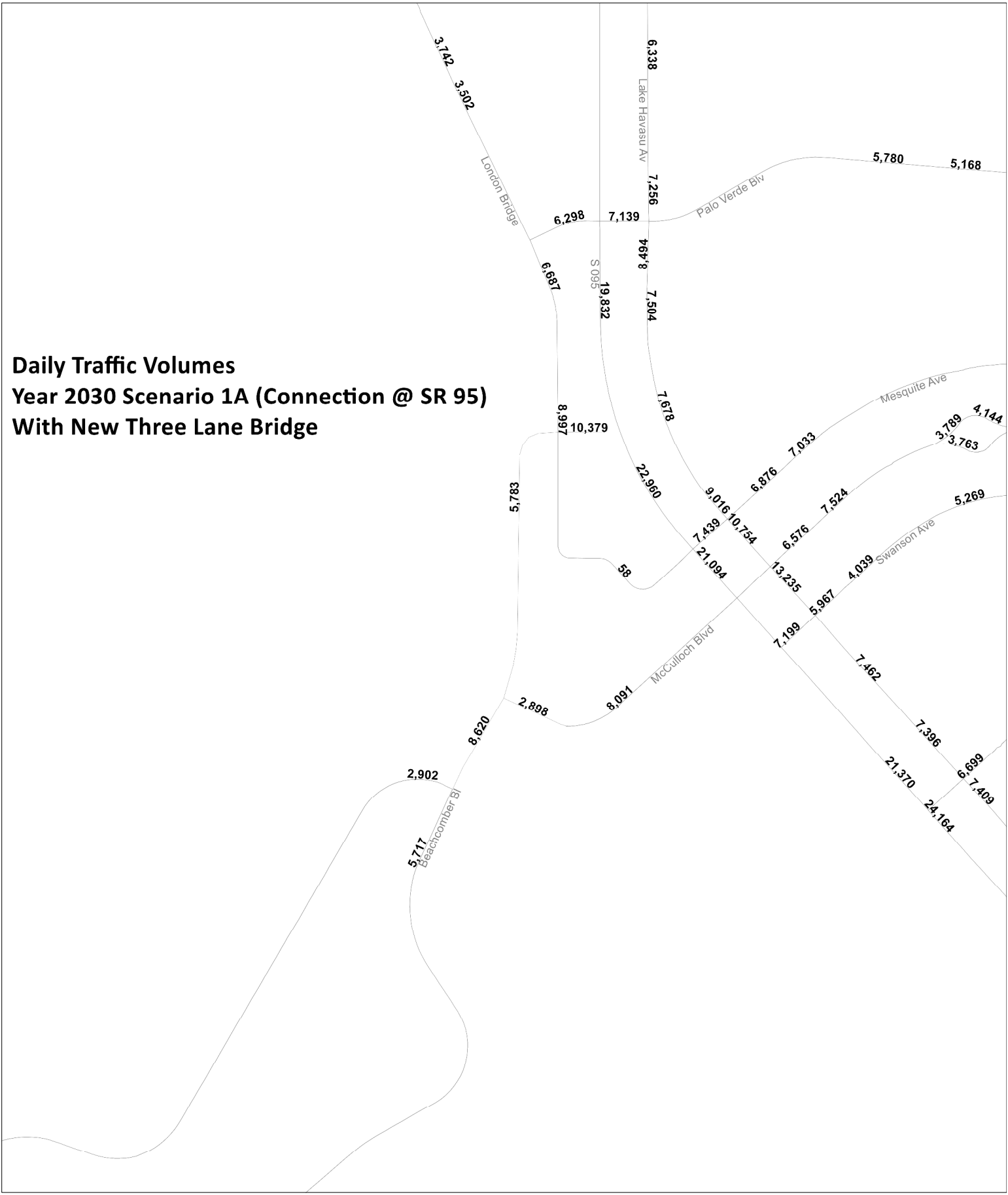
Daily Traffic Volumes Year 2022



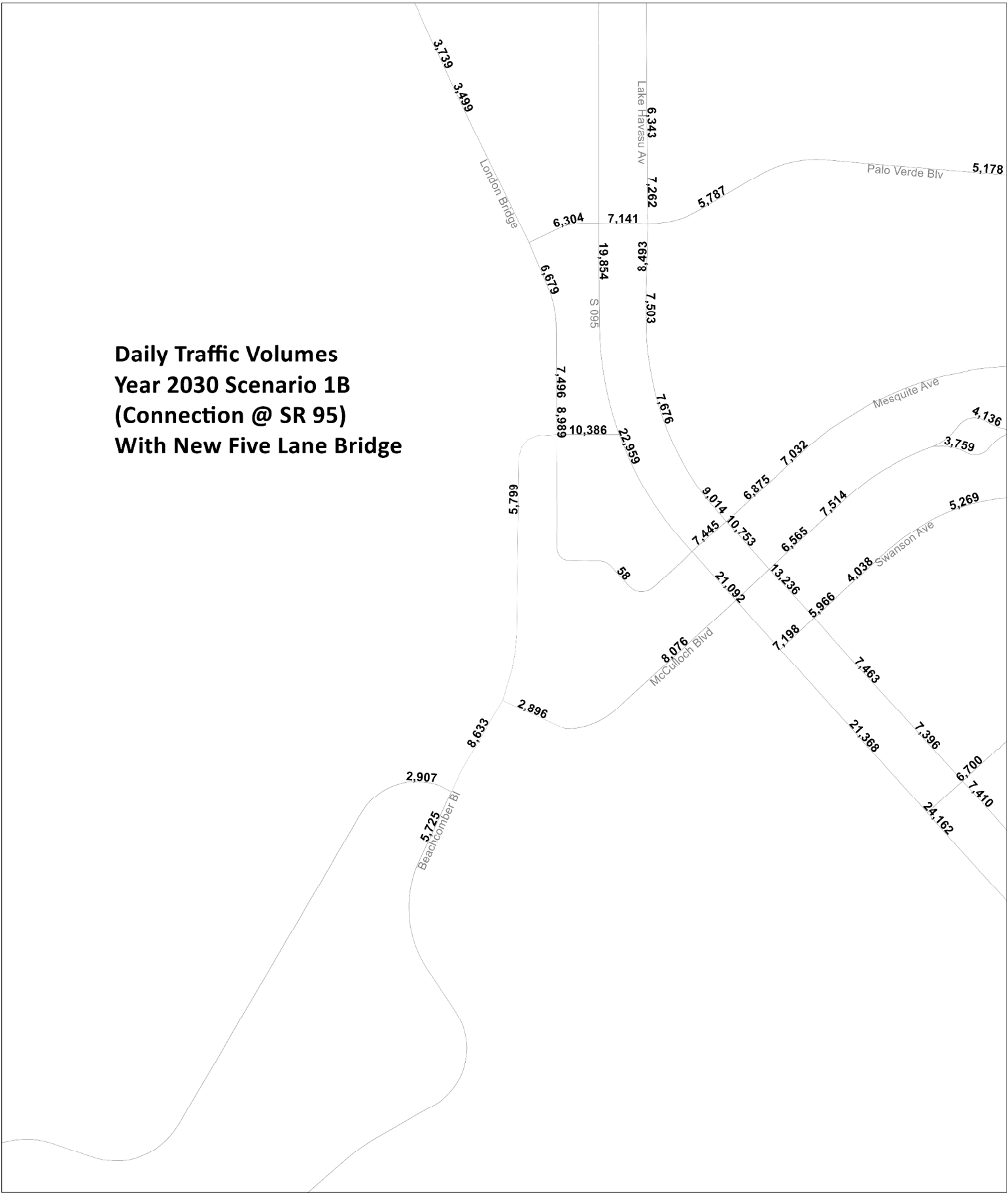
**Daily Traffic Volumes
Year 2030 - Without New Bridge**



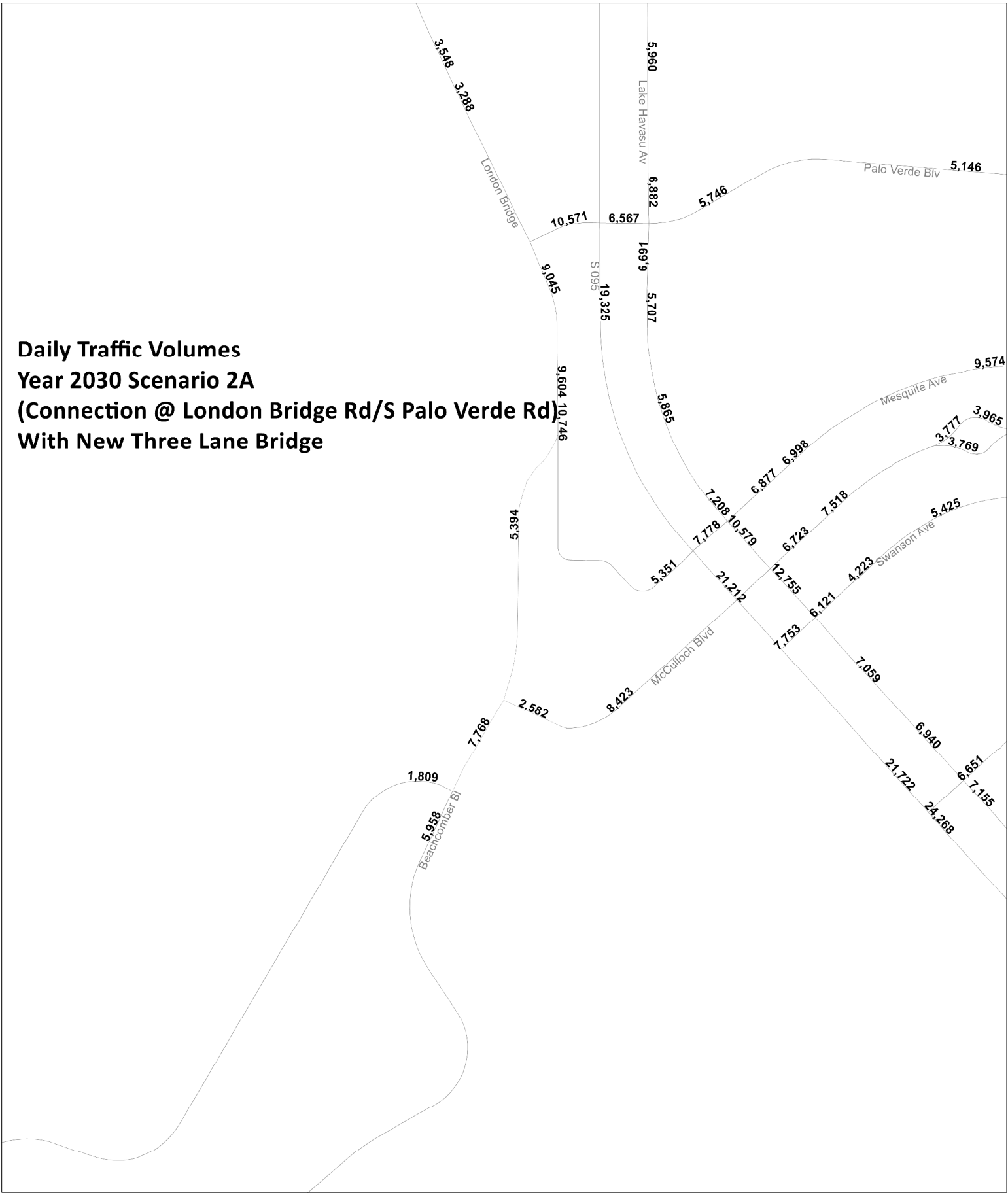
Daily Traffic Volumes
Year 2030 Scenario 1A (Connection @ SR 95)
With New Three Lane Bridge



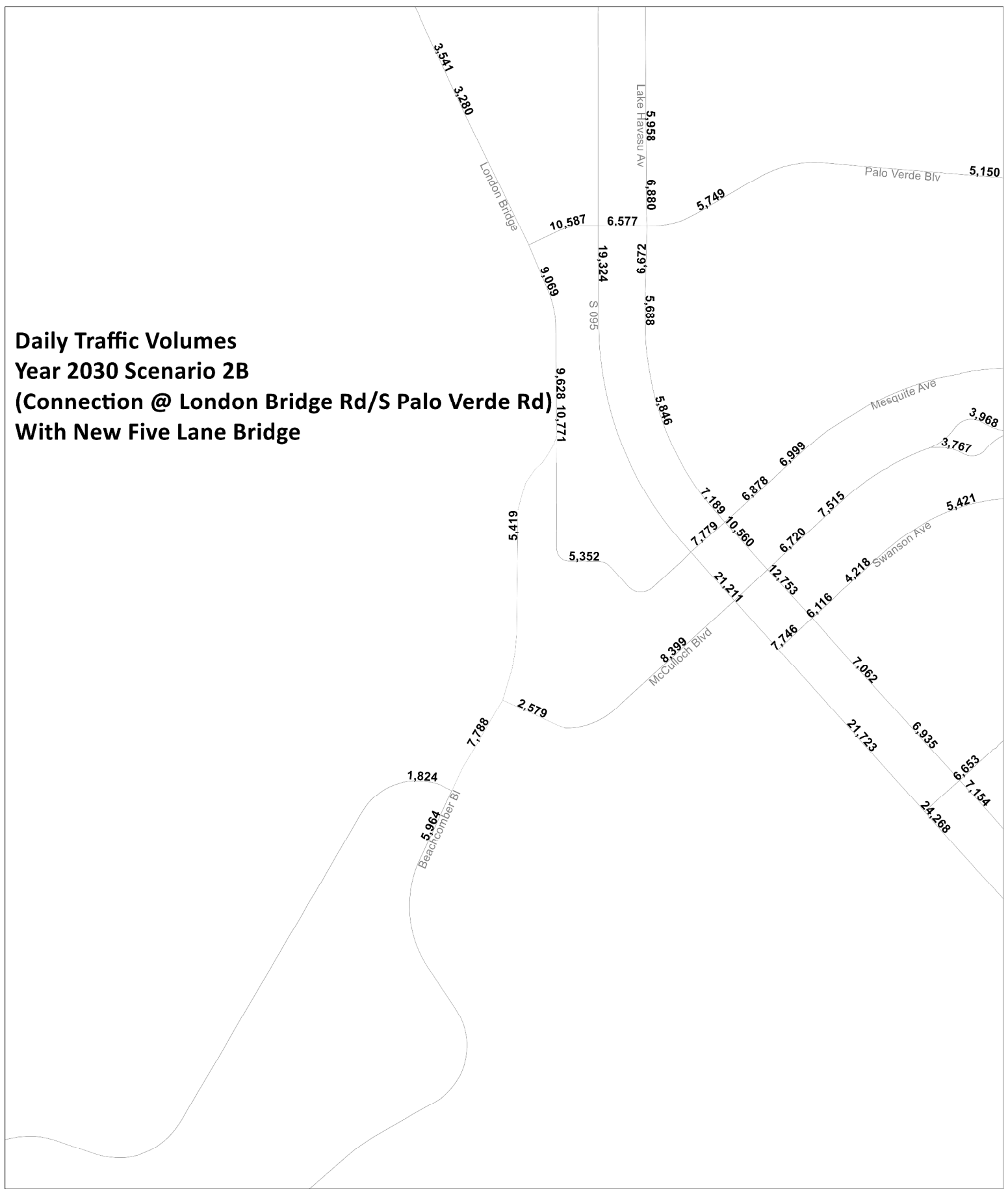
**Daily Traffic Volumes
Year 2030 Scenario 1B
(Connection @ SR 95)
With New Five Lane Bridge**



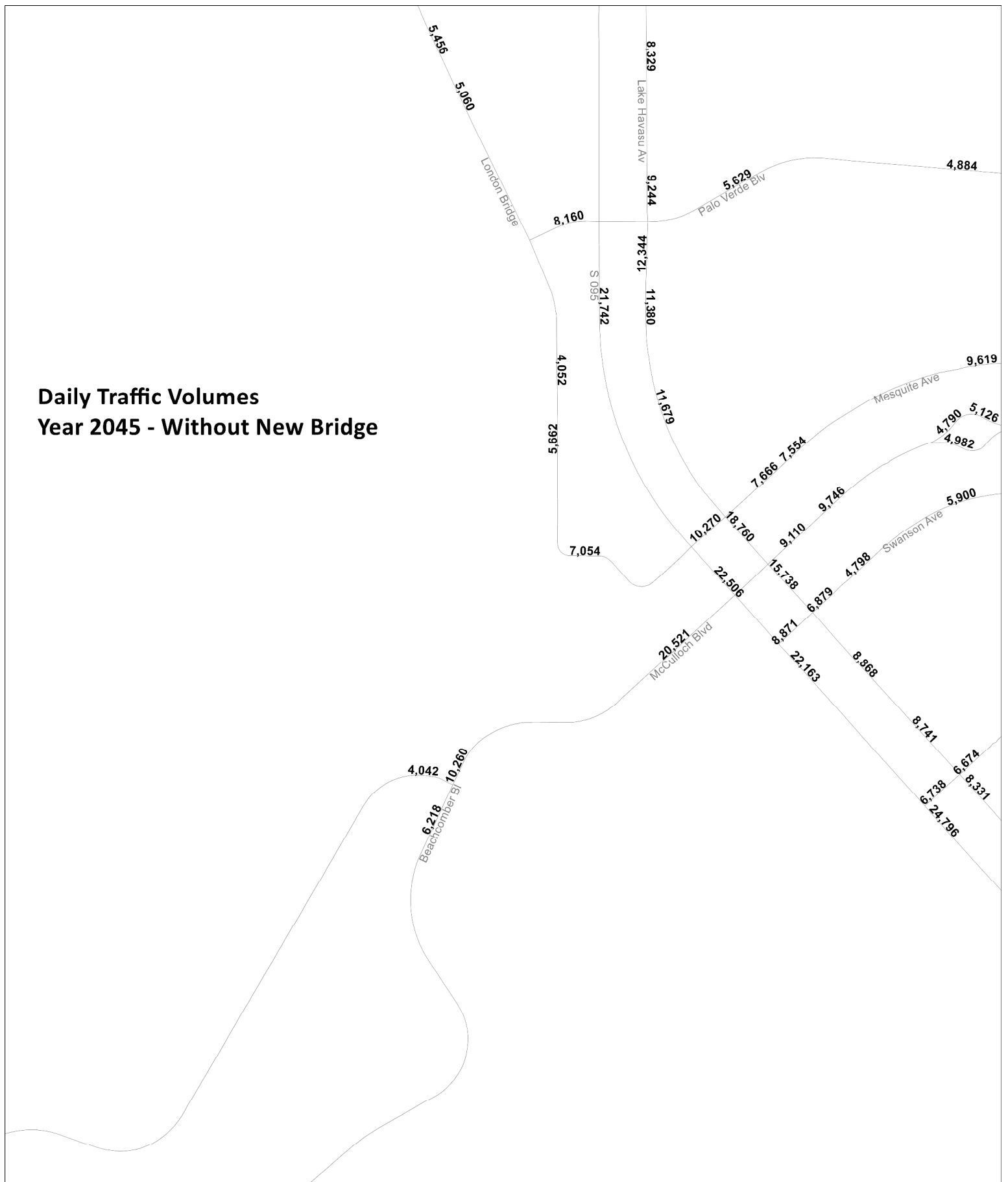
Daily Traffic Volumes
Year 2030 Scenario 2A
(Connection @ London Bridge Rd/S Palo Verde Rd)
With New Three Lane Bridge



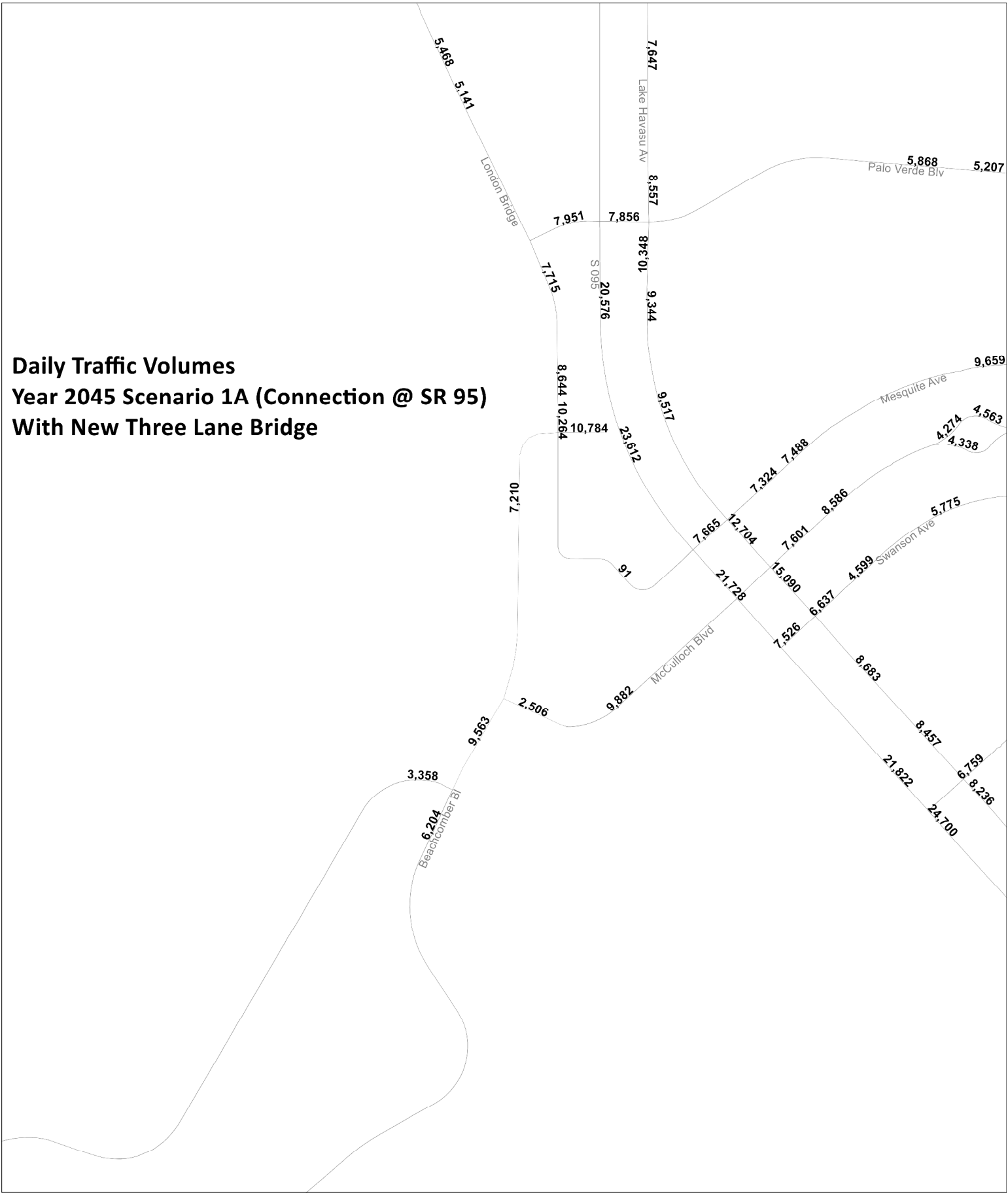
**Daily Traffic Volumes
Year 2030 Scenario 2B
(Connection @ London Bridge Rd/S Palo Verde Rd)
With New Five Lane Bridge**



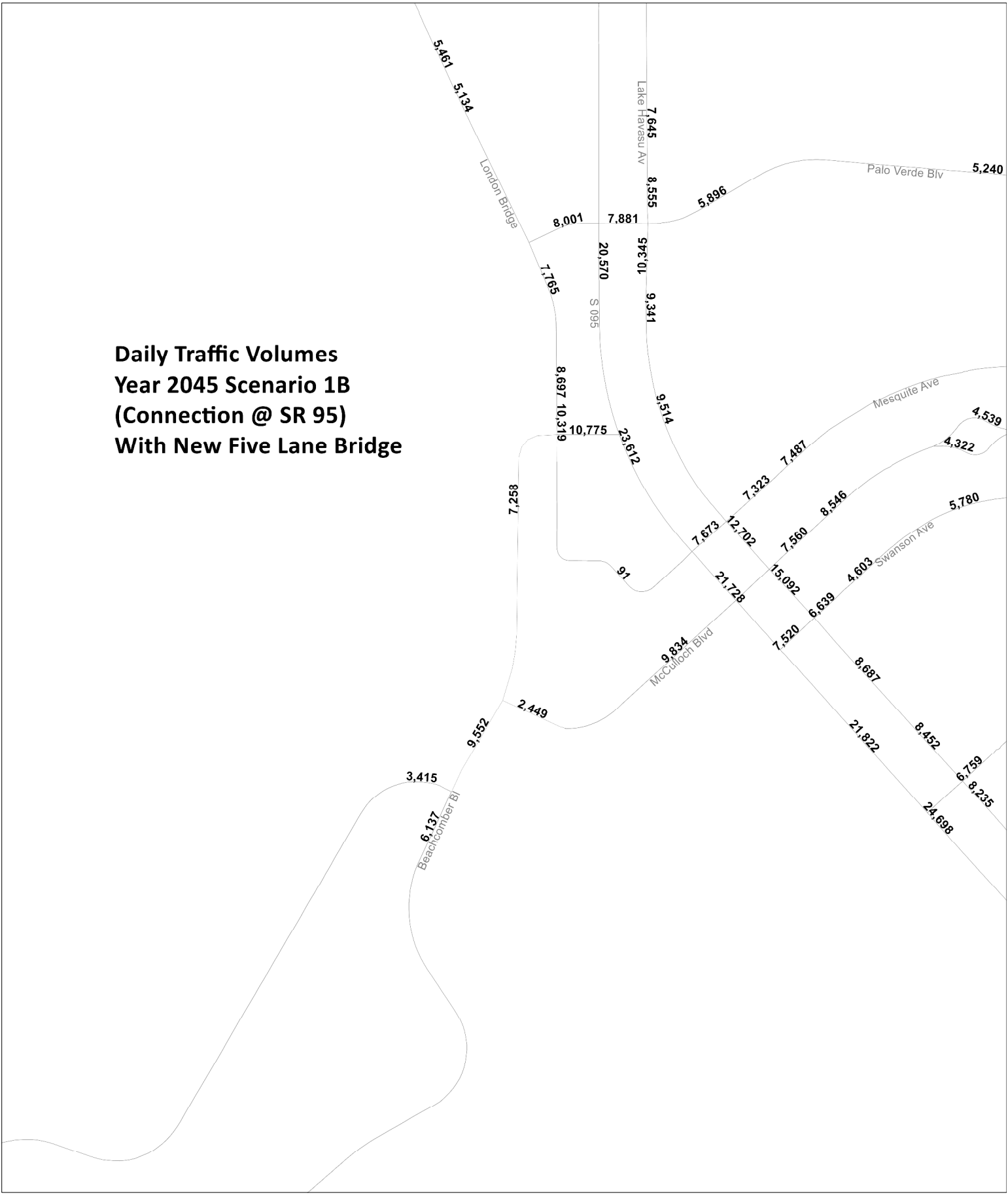
Daily Traffic Volumes Year 2045 - Without New Bridge



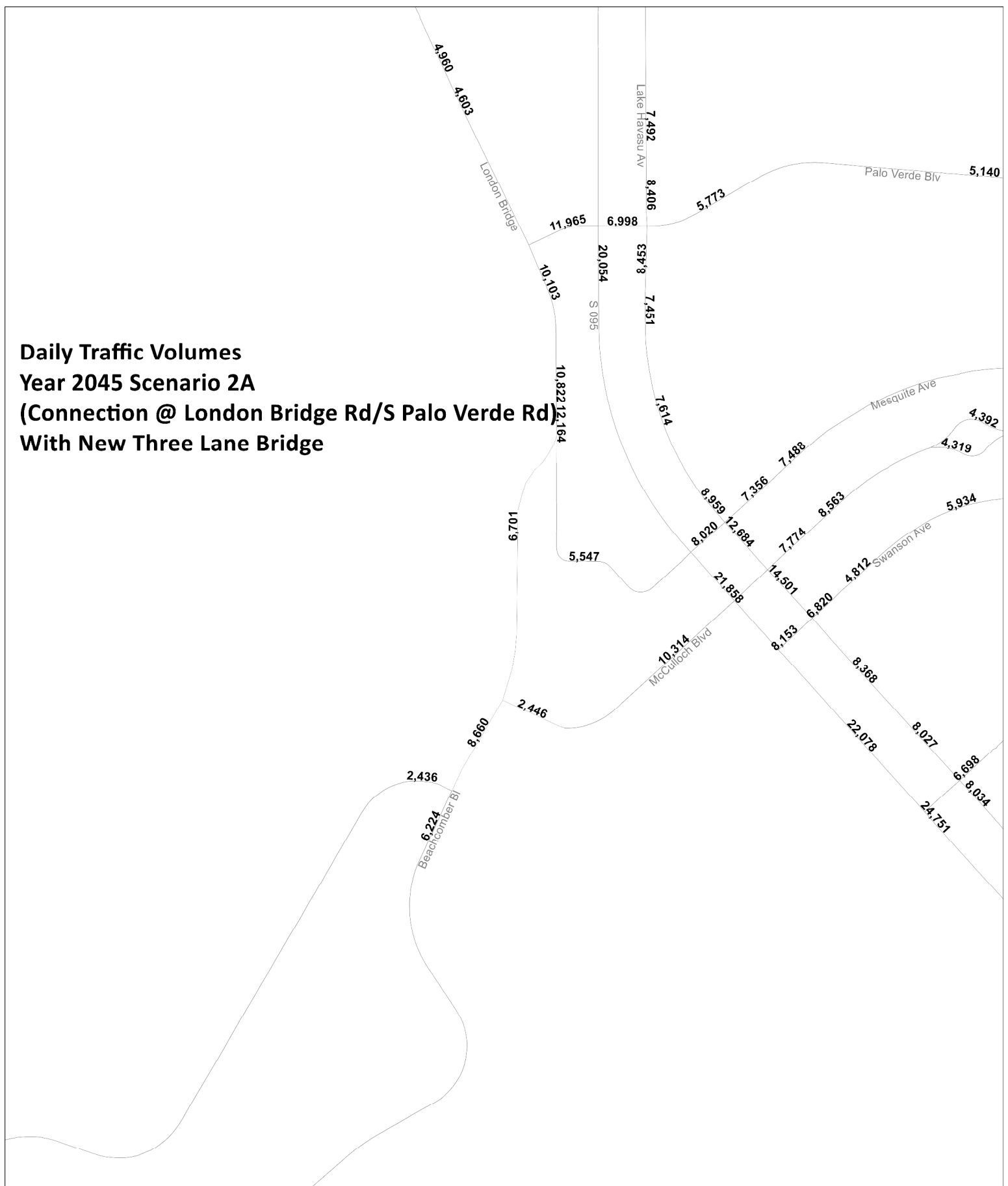
Daily Traffic Volumes
Year 2045 Scenario 1A (Connection @ SR 95)
With New Three Lane Bridge



**Daily Traffic Volumes
Year 2045 Scenario 1B
(Connection @ SR 95)
With New Five Lane Bridge**



**Daily Traffic Volumes
Year 2045 Scenario 2A
(Connection @ London Bridge Rd/S Palo Verde Rd)
With New Three Lane Bridge**



**Daily Traffic Volumes
Year 2045 Scenario 2B
(Connection @ London Bridge Rd/S Palo Verde Rd)
With New Five Lane Bridge**

