



MEETING MINUTES

Page 1

Jacobs Civil Inc.

May 28, 2002

**Location and Date: Morristown Elementary School
April 10, 2002**

**Subject: US 93, Wickenburg to Santa Maria River
Location/Design Concept Study
TRACS No. H 4871 01L
Public Information Meeting**

Summary:

A Public Information Meeting was held on April 10, 2002, at the Morristown Elementary School, 25950 West Rockaway Hills Drive, Morristown, Arizona. The purpose of the meeting was to review progress on the study to improve US 93 from the intersection with State Route (SR) 74 south of Wickenburg to the Santa Maria River. Issues specific to the Morristown area were discussed, including the potential connection of a Wickenburg bypass to US 93/US 60 near the junction with SR 74.

Notice of the 6:30 p.m. meeting was provided in the *Wickenburg Sun* and flyers were provided to Walter Kadle for local distribution. In addition, flyers were mailed to Morristown addresses on the project mailing list. The meeting notice included a brief description of the study corridor and the purpose of the Location/Design Concept Study. It also listed persons to contact for more information or to comment on the study.

Study Team members were available before and after the meeting to informally discuss the project. Exhibits were utilized to facilitate discussion, including a map of the entire study corridor with an enlargement of the possible bypass corridors around Wickenburg, a flow chart depicting the study process, and illustrations of four concepts for the SR 74/US 60 bypass connection.

An informational packet with attached comment sheets and copies of the March 2002 newsletter were passed out at the entrance to the meeting. The handout provided information on several items, including the purpose of the meeting, a description of the study, the progress of the study to date, and upcoming events. Reduced-scale copies of the meeting exhibits were attached. The meeting participants were encouraged to submit comments on the comment sheet.

Fifty-two people signed into the meeting. The presentation began at 6:50 p.m. with an introduction of the Study Team, followed by descriptions of the study process and the proposed project. The bypass alternatives were then discussed, including the need for the project, evaluation criteria, and the bypass corridor selection process. Four preliminary concepts for connecting the bypass to US 60 and SR 74 in the Morristown area were discussed. Alternative 1 was presented as the preferred



MEETING MINUTES

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option.

After the presentation, an open question and answer session was held. Public comments and questions focused on the following issues (responses given by the Study Team are in italics):

- **Travel distance and time:** Several meeting attendees suggested that the conclusions presented regarding which route people will take between Phoenix and Wickenburg were incorrect. They proposed that people would be willing to drive the 90-mile route from Phoenix to use Vulture Mine Road (VMR) to avoid congested areas on I-17 and US 60 (Grand Avenue). In addition, truckers would rather use I-10, which passes by distribution centers in Avondale, Buckeye, and West Phoenix. Therefore, widening VMR could serve as a Wickenburg bypass and Canamex route.
- **Roadway location:** Several people felt that building interchanges in the rugged terrain in the Morristown area would be more costly than rebuilding VMR across flat land.
- **Residential displacements:** How many would occur with Alternative 1 and what would be the cost? *The interchange alternatives are only conceptual and have not yet been developed in detail.*
- **Traffic volumes/projections:** Why is the connection of the Wickenburg bypass to SR 74 considered so important when there are low traffic volumes on SR 74? Why not wait until the Canamex issue is resolved and then deal with the bypass and SR 74 traffic? *ADOT must plan 20-25 years ahead to accommodate growth. There is no guarantee that Canamex will materialize.*
- **Interchange Alternative #1:** If that alternative were designed and constructed, what would happen with the existing US 60? *It would function as a frontage road for access to adjacent properties. When will this happen? Approximately 15 to 20 years in the future.*
- **Equal consideration:** Many meeting attendees felt that Morristown property owners' issues have not been addressed or considered to the same extent as those in Wickenburg.
- **Additional alternatives:** Some felt that the study team was not very receptive to suggestions by Morristown residents for other alternative alignments that avoid the community, such as a southwesterly shift of SR 74 that intersects US 60 south of the Morristown railroad overpass.
- **Regional development/planning:** A meeting attendee suggested that regional development and related transportation issues should be studied in greater detail. The areas south of the proposed Wickenburg Bypass, specifically major development proposals such as the Douglas Ranch development along VMR, should be included.



MEETING MINUTES

Jacobs Civil Inc.

- **Decision-making process:** Has a decision on the Wickenburg bypass been made? *No final decision has been made, but when it occurs, ADOT and FHWA will make the decision. Is the Interim project going to happen? A decision by ADOT and FHWA cannot be made until after a public hearing is conducted, and the public has the opportunity to comment. How can money be included in ADOT's 5-year program for construction if a decision has not yet been made? Funds were placed in the program based on the positive public input received to date. However, the funds will be reallocated if the input from the public hearing is contrary to what has been indicated. If the Interim is not built, is Alternative #1 the backup? No.*
- **Traffic survey:** The traffic survey completed for this study should also have included SR 74, and it did not consider origins/destinations on enough routes in the region.

The meeting was adjourned at 9:15 p.m.

Signed: _____
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