



Project Background

For years, historic downtown Wickenburg has experienced ever-increasing traffic volumes and persistent traffic congestion at the intersection of Wickenburg Way (US 60) and Tegner Street (US 93). To improve the situation, the Arizona Department of Transportation's (ADOT) ultimate plan is to construct a US 93 bypass southwest of town.

Due to fiscal constraints, construction of the ultimate bypass is not anticipated for many years. As a result, an interim improvement is necessary to relieve congestion, improve traffic operations, and reduce air pollution and noise in downtown Wickenburg until the bypass southwest of town can be fully developed and funded. If no action is taken, US 93 traffic will continue to pass through downtown Wickenburg for the foreseeable future and traffic congestion will continue to worsen.

The Wickenburg Interim Bypass will separate regional US 93 through-traffic from local and regional US 60 traffic. This shift will alleviate congestion at the Wickenburg Way/Tegner Street intersection while improving air quality and reducing the potential for pedestrian/vehicle conflicts in the downtown area.

Previous public involvement for this project includes informational meetings held in 1999, 2000, and 2001, followed by a public hearing in July 2002. ADOT approved the Final Environmental Assessment (EA) for this project in September 2003, and the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) in October 2003.

Design Adjustments

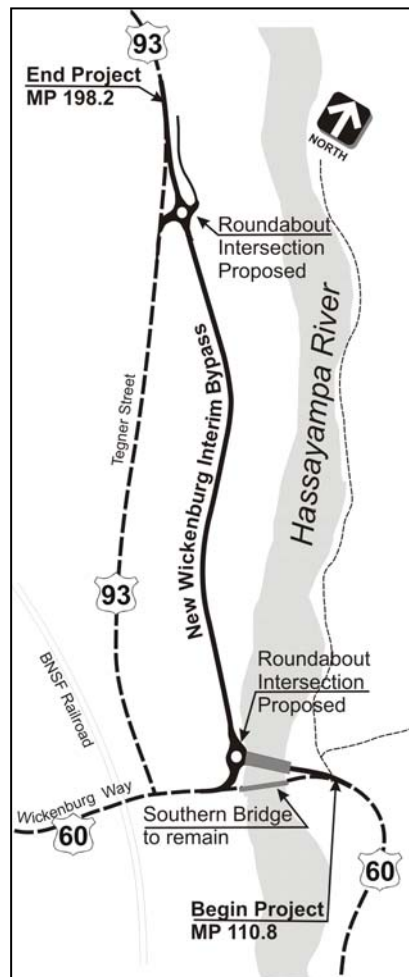
Although the project concept remains the same, as more detailed information becomes available during the final design process, changes in project design are often necessary

Quick Details

Anticipated construction start:	August 2005
Anticipated completion:	Early to mid 2007
Estimated construction cost:	\$25 million
Funded by:	ADOT, FHWA
Length of new roadway:	1.6 miles
Number of lanes:	4
Speed limit:	45 mph (25 mph at intersections)

to meet changing conditions or to take advantage of opportunities to enhance the project. With this project, the following adjustments are being considered and developed:

- Roundabouts are being considered for the intersections of the new roadway with Wickenburg Way and North Tegner Street.
- ADOT is considering options for leaving the existing eastbound bridge over the Hassayampa in place. The bridge could serve as a pedestrian access to downtown Wickenburg, and would avoid the need to bury a gas line that is located on the existing bridge.
- The roadway embankment is two to three feet higher than presented at the public hearing with the selected alternative. This change is proposed to supplement anticipated flood protection measures along Sols Wash.
- The effects of the new roadway on the 100-year floodplain are being analyzed in-depth. Drainage changes such as additional pipe installations may be required, depending on the results of the hydrologic analysis.



Vicinity Map

Roundabout Terms

Central island – A raised area around which traffic circulates

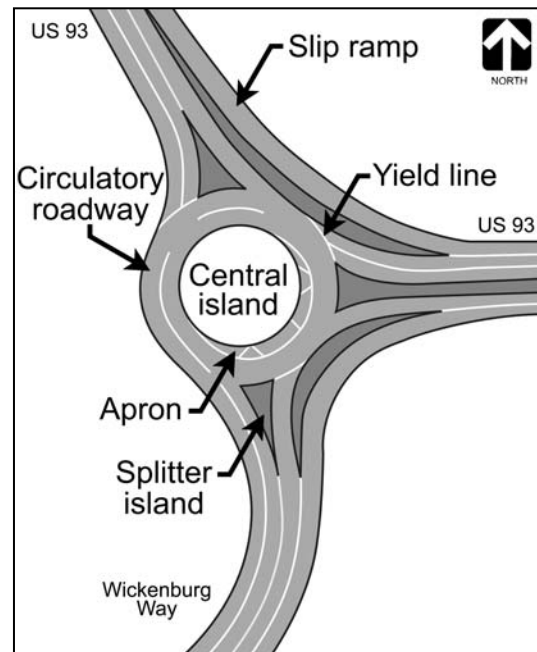
Circulatory roadway – A curved path used by vehicles to travel around the central island

Apron – A mountable area adjacent to the central island that accommodates the wheel tracking of large vehicles

Splitter island – A raised or painted area that separates entering from exiting traffic

Slip ramp – A ramp for right-turning vehicles that bypasses the circulatory roadway

Yield line – A pavement marking indicating the point of entry



Roundabout Intersections

Roundabouts are being considered for the intersections of the new roadway with Wickenburg Way and North Tegner Street. Although not yet common in Arizona, roundabouts are gaining favor among transportation professionals and are planned for construction at several locations throughout the state.

What is a roundabout?

Roundabouts are circular intersections in which entering traffic yields to vehicles within the circle. Drivers approaching a roundabout must slow to a speed that will allow them to safely merge with other roadway users and negotiate the curves. The markings and configuration of a roundabout provide guidance to drivers approaching, entering, and traveling through the intersection.

Why consider roundabouts?

- ▶ Many studies have found that the overall safety performance of roundabouts is excellent, due to the reduction of conflicts and lower vehicle speeds. In comparison to conventional intersections, roundabouts have fewer conflict points (locations where the paths of two roadway users cross). Roundabouts eliminate the potential for the most severe vehicular crossing conflicts, such as right-angle and left-turn head-on crashes.
- ▶ Roundabouts typically have shorter vehicle delays than other types of intersections. In a roundabout, traffic seldom comes to a complete stop. Even during peak hours, when vehicles are lined up to enter the circle, traffic generally continues to move forward, rather than coming to a complete stop as with a signalized intersection.
- ▶ Roundabouts offer the opportunity to provide a unique, attractive gateway to historic downtown Wickenburg.

Environmental Impacts

Due to the design adjustments that have developed since the approval of the Final EA, ADOT will conduct a re-evaluation to ensure that the project's environmental impacts are fully analyzed and documented. FHWA will review the re-evaluation to determine if the previous FONSI still applies to the project.

North Tegner Pavement Preservation

ADOT is planning a pavement preservation project on North Tegner Street between Wickenburg Way and the northern end of the interim bypass. The scope of this minor project has not been finalized at this time, but will likely include a pavement overlay as well as possible landscaping and lighting improvements. ADOT will provide further information once details are known.

For More Information, Contact:

Berwyn Wilbrink, Project Manager
Jacobs Civil Inc.
875 West Elliot Road, Suite 201
Tempe, Arizona 85284
Phone: (480) 763-8609
Fax: (480) 763-8601
Email: berwyn.wilbrink@jacobs.com

Larry Doescher, Project Manager
ADOT Statewide Project Management Section
205 South 17th Avenue, Mail Drop 614E
Phoenix, Arizona 85007
Phone: (602) 712-7551
Fax: (602) 712-7630
Email: ldoescher@azdot.gov