US 93: Wickenburg Interim Bypass to SR 89

INFORMATION SHEET

Project Description

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are conducting a study of potential improvements to US 93 ***between its intersection with State Route (SR) 89 and the northern end of the planned Wickenburg Interim Bypass***.

The purpose of the study is to evaluate improvements to the existing roadway to meet traffic demand for the next 20 years. The study is being done to identify ways of improving traffic flow and to analyze the potential environmental, social, and economic impacts that would result from those improvements.

Alternatives Under Consideration

Two alternatives are currently under consideration: the Four-Lane Alternative and No Action.

The Four-Lane Alternative consists of two through-lanes in each direction with a median. Traffic analysis shows that a four-lane roadway is needed to provide a Level of Service (LOS) of C or better (see back for more information on LOS). Thus, the Study Team is recommending the Four-Lane Alternative and is collecting additional feedback to:

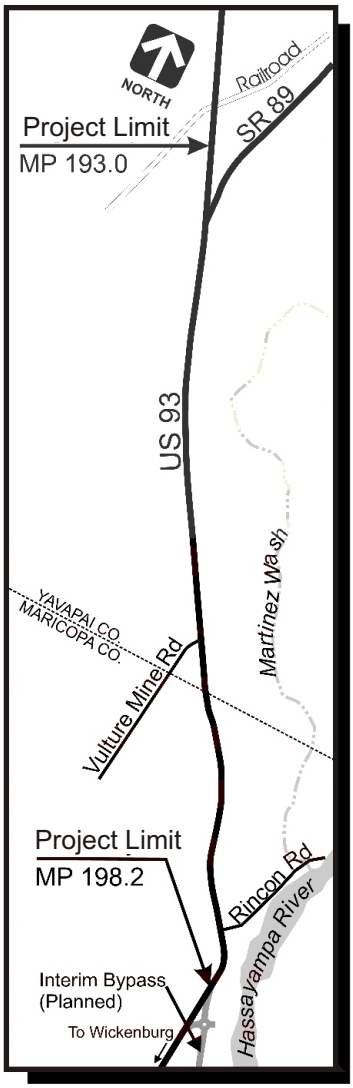
- Refine the detailed concept
- Examine access needs
- Assess impacts to adjacent properties

Several four-lane roadway configurations are possible with this alternative. Tonight the Study Team is presenting a configuration that would provide and control access by:

- Restricting turning movements to and from the highway
- Adding parallel access roads to consolidate driveways.

Your input will be critical in finalizing the design concept, assessing impacts, and concluding the study.

As required by state and federal regulations, the Study Team will also consider and evaluate the **No Action Alternative**. The No Action Alternative assumes that no major improvements would be made to US 93 within the project area. This alternative would result in no apparent change to the environment along the project corridor. With this alternative, traffic flow within the study area would continue to deteriorate due to increasing congestion.

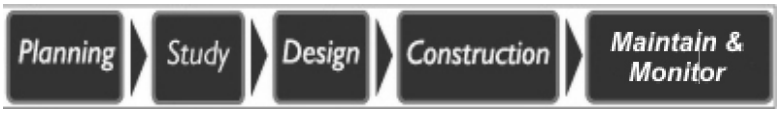


About Tonight's Meeting:

- We are here to present the progress of the study and to get feedback on the concepts that have been developed since the last meeting.
- Please look over the exhibits and discuss details with any of the Study Team members.
- A question and answer session will be held immediately following the presentation.
- Please complete a comment sheet. You may leave it with us tonight, or send it to the address listed on the comment sheet by Feb. 16, 2007. The comments received from this meeting will be used to further refine the design concepts and evaluate their potential impacts.

Project website: www.wickenburg.civilnet.sverdrup.com

Project Development Process



PLANNING

Planning to determine potential future corridors and improvements is conducted well in advance of design and construction. Area population growth, future land use, jurisdictional responsibilities, and other factors are used to determine the need, feasibility, and general location of future improvements.

STUDY

The study phase establishes the location and basic characteristics of a roadway. Accompanying this are environmental studies, identification and evaluation of alternatives, general cost estimates, coordination with public and private partners, and the determination of feasibility to move to the design phase. Pending the findings of the study, FHWA will decide whether or not to advance an alternative to design.

DESIGN

The design of a roadway involves several stages of detailed engineering and technical review and interim levels of approval. The final design of the roadway is represented in plans and specifications that construction contractors use to prepare construction bids.

CONSTRUCTION

Construction takes place after a project has been funded and programmed by the State Transportation Board. Road construction for projects is based on detailed plans and specifications provided to the contractor following the approved design. As construction occurs, ADOT continually looks for ways to improve the construction process for maximum efficiency and minimal community impact.

MAINTAIN & MONITOR

ADOT will maintain the facility and will monitor it to ensure it continues to meet the needs of the traveling public.

Previous Meeting Summary

The last public meeting for this study was held on March 2, 2006, at the Wickenburg Community Center. Eighty-one people attended. ADOT received 38 comments following the meeting, through comment sheets and the project website.

The comments focused on:

- Access to adjacent property
- Requirements for buying private land
- Location of access roads
- Difficulties turning on and off the existing US 93 roadway
- Roundabout intersection pros and cons
- Timing of project construction and funding

Using these comments, the Study Team developed the concepts presented at tonight's meeting.

Level of Service - A Goal

These photo simulations illustrate LOS B (left) and E (right)

Level of Service (LOS) is a qualitative measure that describes traffic conditions in terms of speed, travel time, freedom to maneuver, comfort, convenience, traffic interruptions, and safety.

Six classifications are used to define LOS, designated by the letters A through F.

LOS A represents the best conditions, while LOS F represents heavily congested flow with traffic demand exceeding highway capacity.

The goal for this analysis is to determine what improvements would need to be made in order to achieve LOS C or better throughout the project area in the year 2030.

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