



INFORMATION SHEET

MARCH 2, 2006

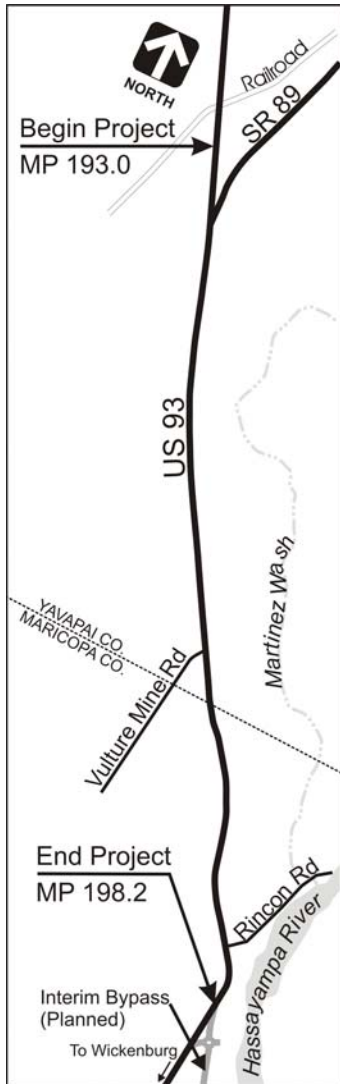
Project Background

The Arizona Department of Transportation (ADOT) and Federal Highway Administration are conducting a study of potential improvements to US 93 between its intersection with 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 the potential environmental, social, and economic impacts that would result from those improvements.

For years, Wickenburg has experienced increasing traffic volumes and persistent congestion along Wickenburg Way (US 60) and Tegner Street (US 93). To improve the situation, ADOT's plan is to construct a new highway, known as the Ultimate Bypass, west of town.

Due to limited funds, construction of the Ultimate Bypass is not anticipated for many years. However, ADOT has planned a new roadway, called the



Project Vicinity

Interim Bypass, to relieve congestion in downtown Wickenburg until the Ultimate Bypass can be funded. The Interim Bypass is scheduled to begin construction in Fall 2006.

The current study focuses on the segment of US 93 north of the planned Interim Bypass to the SR 89 intersection. This portion of US 93 does not provide the capacity needed to handle existing or

About Tonight's Meeting

- We are here to update the public on the progress of the study and to get feedback on the preliminary concepts that have been developed.
- 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 indicated on the sheet by March 17, 2006. The comments received from this meeting will be used to adjust the design concepts and evaluate their potential impacts.

projected traffic volumes. While the Ultimate Bypass will eventually shift regional traffic away from this roadway segment, it will continue to carry US 93 traffic until the Ultimate Bypass is constructed.

Alternatives

Preliminary traffic data indicated that adding a center turn lane or turn bays alone would not markedly improve the traffic conditions in the project area. The analysis also showed that a four-lane roadway would improve the Level of Service (LOS) to A or B (see back for more information on LOS). Thus, the study team will consider the No Action and Four-Lane alternatives.

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.

The **Four-Lane Alternative** consists of two through-lanes in each direction with a median. Several variations of the roadway configuration are possible with this alternative. Each of the variations addresses different needs and priorities of ADOT, the community, and the traveling public. These

variations can be combined to optimize traffic flow in the project area while minimizing negative impacts on adjacent properties and environmental resources. The variations include:

- Raised concrete or graded median
- Signalized intersections or roundabouts
- Restricted left-turn and U-turn movements
- Access roads or direct access to adjacent properties from the main roadway

Environmental Impacts

Environmental studies are already underway to identify potential project constraints and to help minimize project impacts on environmental resources. Currently, ADOT is investigating wild-life impacts, surveying archaeological sites, and inventorying washes in the project area.

The improvement alternatives are being evaluated for environmental impacts in accordance with the National Environmental Policy Act (NEPA). NEPA requires federal agencies to include environmental values in their decision making processes by considering the environmental, social, and economic impacts of their proposed actions and reasonable alternatives to those actions. A NEPA document will be prepared and made available to the public for review once all environmental impacts have been identified and the preferred alternative has been recommended.

Study Schedule

At this time, we are in the alternatives development phase, in which the study team seeks input on the preliminary concepts from the public and government agencies. Over the next few months, the study team will refine and evaluate variations on the Four-Lane Alternative. The input we receive from you tonight will help us to adjust the improvement alternative to best fit the community's needs.

The evaluation is expected to be complete by Fall 2006. A public meeting will be held at that time to present a preferred alternative and get further input from you.

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Level of Service

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 B or better throughout the project area in 2030. The photo simulations below illustrate the conditions at LOS B and E.

Level of Service "B"



Level of Service "E"

