

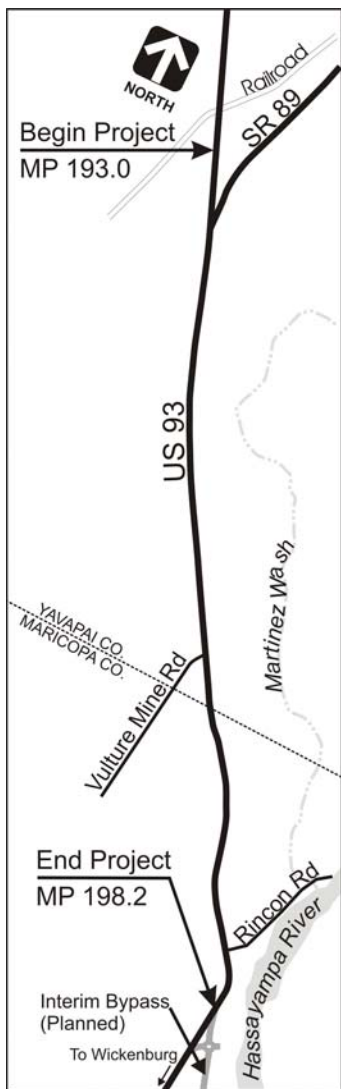


INFORMATION SHEET

AUGUST 10, 2005

Project Background

The Arizona Department of Transportation (ADOT) and Federal Highway Administration have begun 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 study will be conducted to identify ways of improving traffic flow and the potential environmental, social, and economic impacts of the project. The purpose of the study is to evaluate improvements to the existing roadway to meet traffic demand for the next 20 years.



Project Vicinity

handle existing or projected traffic volumes. While the Ultimate Bypass will eventually shift regional traffic away from this roadway, it will continue to

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, a new roadway—the Interim Bypass—is planned to relieve congestion in downtown Wickenburg until the Ultimate Bypass can be fully funded.

The new study will focus on the portion of US 93 north of the planned Interim Bypass to the SR 89 intersection (Milepost 193.0 to 198.2). This portion of US 93 does not provide the capacity needed to

About Tonight's Meeting

- We are here to get your input on issues, concerns, and opportunities to be considered during the study. The comments we receive tonight will be used to develop and evaluate alternatives and form the basis of an environmental analysis.
- 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 September 9, 2005. All comments received will be considered as the study progresses.

carry US 93 traffic until the bypass is constructed. If no improvements are made, traffic congestion will worsen due to increased traffic volumes.

Design Considerations

Preliminary traffic analyses indicate that adding a center turn lane or turn bays alone would not markedly improve the traffic conditions. The existing Level of Service (LOS) is D (see back for more information on LOS). Without roadway improvements, this will worsen over time as traffic increases. The preliminary analyses showed that, by 2030, the roadway will operate at LOS E or worse unless a four-lane roadway is constructed. Four lanes would provide LOS A or B for the project area.

One of the most important issues to be considered in the study is how to best provide access to the properties adjacent to US 93. Currently there are many access points and driveways throughout the study area. For drivers turning on and off US 93, it could be desirable to provide parallel access roads that would connect to US 93 at designated intersections.

Some of the intersections will be studied for traffic control implementation, including Vulture Mine Road and Rincon Road. Signals and other alternative intersection layouts, such as roundabouts, will

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"

also be considered. The intersection of US 93 and SR 89 will also be studied for improvement. In particular, the public has told ADOT that left turns can be difficult at the existing intersection.

Environmental Impacts

The improvement alternatives will be developed with your input and 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 the initial study results are in. Currently, we are gathering information on the study area to identify potential constraints and issues.

Study Schedule

At this time, we are in the earliest part of the study—the scoping phase—in which the study team seeks input on project constraints and evaluation criteria from the public and government agencies.

The input we receive from you tonight will help us identify the critical issues for this study.

Over the next few months, the study team will develop and evaluate improvement alternatives. The issues, concerns, and opportunities that you share tonight will be considered in that process. The initial evaluation is expected to be complete by Spring 2006. A public information meeting will be held at that time to share the findings of the study and get further input from you.

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